

*The City of Hanford*  
CALIFORNIA



## City Council Meeting Agenda

July 19, 2022  
7:00 PM – Regular Meeting  
Council Chambers  
400 N. Douty St.

Council Members will meet in-person in the Council Chambers. The meeting will also be lived streamed on the City's website: <http://livestream.hanford.city/>

### **4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:**

#### **ROLL CALL BY THE CITY CLERK:**

#### **PUBLIC COMMENT:**

*Comments from the public are limited to items listed on the agenda (GC 54954.3a). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

#### **STUDY SESSION:**

- A. KCAG Kings Regional Vision Presentation
- B. Refuse Rate Study Analysis Presentation
- C. Water Conservation Update Presentation

#### **CLOSED SESSION FOR DISCUSSION FOR THE FOLLOWING:**

##### **A. CONFERENCE WITH LEGAL COUNSEL-LABOR NEGOTIATIONS (GC 54957.6):**

Agency Designated Representatives: Che Johnson, Mario Cifuentez, Sarah Cardoza, Chris Tavaréz, and Brenda Garcia.

Employee Organizations: Hanford Police Officers Association (POA); Hanford Firefighters; Local 3898 (IAFF); Hanford General Employees Management Association (GEMA); Service

Employees International Union Local 521 (SEIU); and Executive Management Employees Association (EMEA).

**B. CONFERENCE WITH LEGAL COUNSEL - PUBLIC EMPLOYEE PERFORMANCE**

EVALUATION (GC 54957 (b)(1)):

Title: City Manager

**C. CONFERENCE WITH LEGAL COUNSEL- REAL PROPERTY NEGOTIATIONS (GC 54956.8):**

Property: APN 012-086-004

Agency Negotiators: Mario Cifuentez and Ty Mizote

Negotiating Party: Anand Investments, LLC

**D. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION (GC 54956.9 (d)(1)):**

Helena v. City of Hanford

Kings County Case No. 17C0102

Darlene Mata v. City of Hanford

Kings County Case No. 22C0077

**E. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (GC**

54956.9(d)(2)):

Litigation threatened over development project site plan.

**CALL TO ORDER REGULAR SESSION:**

**ROLL CALL:**

**INVOCATION:**

Pastor Mark Curts

**FLAG SALUTE:**

**RECOGNITIONS/PROCLAMATIONS:**

A. Recognition of the 2022 West Side Scholarship Recipients

B. PAL Boxers Recognition and the acceptance of a donation from Craig Johnson

**COUNCIL GENERAL REPORTS:**

*Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).*

**PUBLIC COMMENT:**

*This is the time for citizens to comment on subject matters 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. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of **three 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. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Meghan Verheul.
- C. City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Ricky Williams.
- D. City Clerk: Approval of the Minutes of the March 1, 2022 Meeting
- E. Administration: Approval of Memorandum of Understanding (MOU) with the General Employees Management Association (GEMA).
- F. Administration: Approval of Compensation and Benefit Summary with the Executive Management Employees Association (EMEA).
- G. Administration: Approval of Memorandum of Understanding (MOU) with the Hanford Professional FireFighters (HPFF).
- H. City Attorney: Adoption of Resolution 22-32-R declaring the City-owned parking located immediately west of the Comfort Inn on Sixth Street (southeast corner of Sixth and Redington Streets) to be surplus property; and adopt Notice of Exemption 2021-58, which determines that sale of the lots is exempt from environmental review.
- I. Parks and Community Services: Appropriation of an additional \$23,352 in Park Impact Fee funds for the closeout of the Hidden Valley Park Fitness Court Installation Project
- J. Police: Adoption of Resolution No. 22-31-R, authorizing the acceptance of an award of \$68,548 in grant funding from the California Highway Patrol for DUI enforcement and retroactively authorize the Police Chief to execute the Agreement.
- K. Public Works: Approve Purchase Orders with Badasci Tire Co., Inc., for the amount of \$123,160.00 and Delray Tire and Retreading, Inc., for the amount of \$110,320.00 for tire replacements and repairs on all City vehicles and equipment.

- L. Public Works: Approve Purchase Orders with Buford Oil Company in the amount of \$100,000, Kings Petroleum, LLC, in the amount of \$616,070 and Silvas Oil Co., Inc., in the amount of \$160,000, for diesel and unleaded fuels for use on all City vehicles and equipment.
- M. Public Works: Approve a Purchase Order with UNIVAR Solutions, the amount of \$226,000, for liquid chlorine used as a disinfectant for the City's water quality.
- N. Public Works: Approve Purchase Order with Ennis Paint, Inc., in the amount of \$79,110.00, for traffic paint for use on all City streets.
- O. Public Works: Authorization to reject all bids and Re-Advertise the Bonnyview Basin - Sand Slough Basin Project
- P. Public Works: Approval of a Purchase Order with Telstar, Inc. in the amount of \$172,500 for instrumentation services.
- Q. Public Works: Approve a Purchase Order with Fruit Growers Laboratory in the amount of \$80,000 for analytical testing and related services.
- R. Public Works: Authorization to establish a blanket purchase order (BPO) with Zenner Performance Meters for the purchase of replacement water meters and related equipment in an amount not to exceed \$300,000.
- S. Public Works: Approve a Purchase Order with Thatcher in the amount of \$220,000 for bulk chlorine in cylinders to be used at the City's wastewater treatment plant.

#### **PUBLIC HEARINGS:**

- A. Parks and Community Services: Public Hearing to Adopt Resolution 22-30-R, approving the Annual Engineer's Report and Intention to Levy and Collect Assessments as outlined, pursuant to Chapter 3 of the Landscape and Lighting Act of 1972, and approve the increases in assessments as proposed.

#### **GENERAL BUSINESS:**

- A. Public Works: Approval of the addition of the Grangeville Blvd. Grade Separation Project to the FY 22/23 Capital Improvement Project list and Appropriation of \$50,000 from Accumulated Capital Outlay Reserves to fund the project.
- B. Public Works: Authorization of a Sole-Source Purchase of four (4) 2022 Dodge Durango Pursuit vehicles from Wondries Fleet Group, of Watsonville, Ca., in the amount of \$179,096.38, Approve the contract with Cooks communications for vehicle upfitting for \$93,143.84; authorize an additional appropriation of \$123,630.22 from the Accumulated Capital Outlay Reserve Funds; and declare four patrol units as surplus.
- C. Public Works: Authorization to Award a contract to Nick Champi Enterprises of Hanford Ca, in the amount of \$424,531.00 (This includes the add alternate), establish construction contingency of \$25,736.60 and approve an additional appropriation of \$211,267.70 from the Accumulated Capital Outlay Fund in order to fully fund The Police Activities League Parking Lot Project

#### **COUNCIL COMMENTS AND COMMUNICATION :**



At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (GOV. CODE SEC. 54954.2)

#### Council Future Agenda Items

##### Upcoming Events and Important Dates:

August 2: Regular City Council Meeting

August 12: Last day to file Nomination Papers with the City Clerk, **5:00 p.m. deadline**

August 16: Regular City Council Meeting

August 17: Last day to file Nomination Paper during the Extension Period, **5:00 p.m. deadline**

#### **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](http://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

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> B |
|--------------------------------|--------------------------|

**SUBJECT:**

City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Meghan Verheul.

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**RECOMMENDATION:**

That the City Council, by motion, approve the denial of the claim and authorize 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: Meghan Verhaul.

After review by the Third Party Administrator, it was determined that the claim should be rejected due to the claimant filing a claim on behalf of the registered owner of the vehicle.

Accordingly, it is the City Manager's decision to act in accordance with the recommendation of the Administrator to deny the claim.

**FISCAL IMPACT:**

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> C |
|--------------------------------|--------------------------|

**SUBJECT:**

City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Ricky Williams.

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**RECOMMENDATION:**

That the City Council, by motion, approve the denial of the claim and authorize 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: Ricky Williams.

After review by the Third Party Administrator, it was determined that City had no prior notice of the dangerous condition that caused the claimed damages.

Accordingly, it is the City Manager's decision to act in accordance with the recommendation of the Administrator to deny the claim.

**FISCAL IMPACT:**

**ATTACHMENTS:**



**AGENDA  
STAFF REPORT**

**MEETING DATE:** 7/19/2022

**AGENDA SECTION:** D

**SUBJECT:**

City Clerk: Approval of the Minutes of the March 1, 2022 Meeting

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**Recommendation:**

Approve the minutes of the March 1, 2022 Meeting.

**FISCAL IMPACT:**

**ATTACHMENTS:**

3.1.2022



**CITY COUNCIL MEETING  
MINUTES**

**March 1, 2022 7:00 PM**

**Council Chambers**

**400 N. Douty St.**

**4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:**

Mayor Sharp called the study session and closed session to order at 4:00 p.m.

**ROLL CALL BY THE CITY CLERK :**

Diane Sharp, Kalish Morrow, Art Brieno, Amanda Saltray

Late: Francisco Ramirez

**PUBLIC COMMENT :**

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

None.

**STUDY SESSION :**

Discussion and direction on modifications to Section 13.12 of the Municipal Code relating to compliance with SB 1383.

Public Works Director John Doyel and Public Works Deputy Director Jim Ross presented the Solid Waste ordinance. Staff discussed the significant changes and additions made to comply with State mandates for the Council's review and direction. Staff also discussed the recycling requirements of both commercial and residential customers, timelines, enforcement, fines, and community outreach. Staff addressed questions and concerns from the Council. After a brief discussion, the Council directed staff to move forward with the presented changes. Staff will present the ordinance at a future meeting for the Council's review and approval.

The Council convened to closed session at 5:08 p.m.

**CLOSED SESSION FOR THE DISCUSSION OF THE FOLLOWING :**

Attachment: 3.1.2022 (Clerk: 3.1.2022 Minutes)

**CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (GC 54956.9 (d)(1)):**

Bradley Glen-Smith v. City of Hanford  
Kings County Case No. 21C0037

Helena v. City of Hanford  
Kings County Case No. 17C0102

Paula Lofgren v. City of Hanford  
Kings County Case No. 21C0188

McLemore, et al. v. City of Hanford  
Kings County Case No. 21C0023

Mendoza, et al. v. City of Hanford, Fabian Avalos  
Eastern District of California Case No. 1:21-cv-00721

Luis Ortiz Alonzo v. City of Hanford, Ruben Cano  
Kings County Case No. 21C0396

Nathaniel Rodriguez v. City of Hanford  
Kings County Case No. 21C0172

David Ponce v. City of Hanford  
Eastern District of California Case No. 1:21-cv-01045

**CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (GC 54956.9 (d)(2)):**

Threatened litigation regarding zoning and land use matter

Claim filed by Darlene Mata dated January 6, 2021

**CALL TO ORDER REGULAR SESSION:**

Mayor Sharp called the meeting to order at 7:01 pm

**ROLL CALL:**

| Attendee Name     | Title          | Status  | Arrived |
|-------------------|----------------|---------|---------|
| Diane Sharp       | Mayor          | Present | 3:45 PM |
| Art Brieno        | Council Member | Present | 3:59 PM |
| Kalish Morrow     | Vice Mayor     | Present | 3:52 PM |
| Amanda Saltray    | Council Member | Present | 3:58 PM |
| Francisco Ramirez | Council Member | Present | 4:12 PM |

**INVOCATION:**

The invocation was led by Rev. Robert Lee Hayden, Sr.

**FLAG SALUTE:**

The flag salute was led by Angie Dow.

**CLOSED SESSION ACTION REPORT:**

No action was taken.

City Attorney Ty Mizote took this time to address the public in attendance regarding public comments on the Northstar project matter.

**COUNCIL REPORTS/GENERAL REPORTS:**

*Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).*

Council Members Ramirez and Brieno and Vice Mayor Morrow had nothing to report.

Council Member Saltray attended an event at the Carnegie Museum.

Mayor Sharp discussed the meetings she attended.

City Manager Cifuentez discussed meeting he attended provided departmental updates.

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

*This is the time for citizens to comment on subject matters 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. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Rose Shapley commented on the Northstar project design and offered her suggestions. She also commented on the COVID-19 Vaccines.

Jim Nelson spoke in opposition of the Northstar project. He also commented on the city's project approval processes. Mr. Nelson asked Mayor Sharp to step down from her position as the Mayor.

Christine Leach commented on the Northtar project. She shared some the publics feedback that she received. She also provided the Council with pictures accumulated from anonymous downtown business owners.

Liz Toppan expressed her concerns regarding the findings in her public records request. She also shared her concerns regarding the future occupants of the units in the Northstar project.

Jessica (did not provide a last name) commented on the information provided by the developers of the Northstar Project and expressed her concerns regarding future staff of the facility.

Larry Faria expressed his concerns about the Council members who support the Northstar project. He also spoke in favor of a Council reorganization to remove Diane Sharp as Mayor.

Dr. Robert Hudson expressed his concerns regarding the Northstar Project. He also asked the Council; how can we the current project issues be mitigated?

Lynn Nelson questioned the zoning of the Northstar project and expressed her concerns.

Chris Jordan shared his background and commented on the Northstar project. He expressed his concerns for the safety of the community.

Bob Ramos suggested a Council reorganization and expressed his concerns regarding Mayor Sharp's actions.

Emily Burnias responded to the public comment made regarding District D and spoke in support of the Northstar project. She also invited the Council and public to an upcoming event.

John Darpli commented on the Northstar project and the town hall meeting. He expressed his concerns regarding the Mayor's actions during the town hall meeting. He also suggested a Council reorganization to remove Diane Sharp from the Mayor position.

Lou Martinez emphasized the importance of the public comments period.

Lana Grigsby expressed her concerns regarding the NorthStar project.

City Attorney Ty Mizote discussed zoning and land use information and addressed public comments regarding the density bonus. He also discussed the process of the city's site plan review.

Mayor Sharp convened to the scheduled public Hearing at 8:00 p.m. and the public comment period was reopened at 8:48 p.m.

Liz Toppan questioned the density bonus of the Northstar project.

Lynn Nelson suggested a better location for the Northstar project.

Rochelle Hill would like to know why the Council was not aware of the Northstar project.

Liz Toppan, Bob Ramos, and Rochelle Hill shared their concerns regarding the process and approval of the Northstar Project.

City Attorney Mizote and City Manager Cifuentez addressed some of the public comments and questions.

Mayor Sharp closed the public comment period at 9:03 p.m.

## **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.*

Mayor Sharp pulled items B and C and Council Member Brieno pulled Item G.

Motion to approve the consent calendar except for the items pulled for separate consideration.



|                  |                                         |
|------------------|-----------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [UNANIMOUS]</b>             |
| <b>MOVER:</b>    | Kalish Morrow, Vice Mayor               |
| <b>SECONDER:</b> | Francisco Ramirez, Council Member       |
| <b>AYES:</b>     | Sharp, Brieno, Morrow, Saltray, Ramirez |

- A. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Approval of the Minutes of the August 4, 2021 Special Meeting
- C. Administration: Authorization for the City Manager to approve an annual Professional Services Agreement with Thorn Run for federal legislative advocacy services, effective March 1, 2022 through Dec. 31, 2022, for a monthly fee of \$5,000.
- D. Administration: Approval of a Letter of Support to the California State Transportation Agency (CalSTA) for the Tulare/Kings Cross-Valley Corridor (CVC) Zero-Emission Bus (ZEB) Expansion project (PHASE 1).
- E. Public Works: Adoption of Resolution 22-07-R authorizing submittal of Notice of Intent to Comply with the requirements of SB 1383.
- F. Public Works: Approval of Resolution 22-08-R authorizing submittal of applications for payment programs and related authorizations as required by the California Department of Resources Recycling and Recovery (CalRecycle).
- G. Public Works: Dedication of street right-of-way to the State Department of Transportation for the roundabout right-of-way on Highway 43 at Lacey Boulevard
- H. Public Works: Approval of the Purchase of a 2023 Peterbilt/Heil 27yd rear loader refuse truck from E.M. Tharp Inc., of Porterville, Ca., in the amount of \$307,454.94 as replacement of a 2008 20yd rear loader truck; Authorization of an additional appropriation of \$61,454.94 from Refuse Capital Reserve Funds to cover the cost of the purchase; and declare the 2008 unit as surplus.

***Pulled items:***

|                  |                                         |
|------------------|-----------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [UNANIMOUS]</b>             |
| <b>MOVER:</b>    | Kalish Morrow, Vice Mayor               |
| <b>SECONDER:</b> | Francisco Ramirez, Council Member       |
| <b>AYES:</b>     | Sharp, Brieno, Morrow, Saltray, Ramirez |

1. City Clerk: Approval of the Minutes of the July 20, 2021, Meeting

*[Item B]*

Pulled by Mayor Sharp.

Motion to approve as amended.

**RESULT:**           **APPROVED [UNANIMOUS]**  
**MOVER:**           Kalish Morrow, Vice Mayor  
**SECONDER:**       Francisco Ramirez, Council Member  
**AYES:**             Sharp, Brieno, Morrow, Saltray, Ramirez

2. City Clerk: Approval of the Minutes of the August 3, 2021, Meeting

*[Item C]*

Pulled by Mayor Sharp.

Motion to approve as amended.

**RESULT:**           **APPROVED [UNANIMOUS]**  
**MOVER:**           Art Brieno, Council Member  
**SECONDER:**       Francisco Ramirez, Council Member  
**AYES:**             Sharp, Brieno, Morrow, Saltray, Ramirez

3. Public Works: Authorization to Advertise for Bids for the FY 21/22 Reclamite Seal Treatment Project and pre-authorize the City Manager to award and execute the contract on behalf of the City to the lowest responsible bidder providing project bid is within current budget appropriation.

*[Item G]*

Pulled by Council Member Brieno.

Public Works Director John Doyel answered questions from Council Member Brieno.

Motion to approve.

## 8:00 PM PUBLIC HEARINGS:

A. Clerk: Conduct the Third Public Hearing to Receive and Update on the Redistricting Process; Review Draft Maps that were received; and Receive input from the community regarding the redrawing of City Council District Boundaries

Mayor Sharp opened the public hearing at 8:01 p.m. and called for the staff report. Best Best and Krieger (BB&K) Consultant Tyler Anthony provided the background, rules and goals of the Redistricting Process. He presented draft maps drawn by BB&K and the public. Mr. Anthony and City Manager Cifuentez answered questions regarding the deviation from the Council Member Brieno.

Mayor Sharp opened the public comment period at 8:27 p.m.

Rebecca Belle questioned the redistricting process.

Man (did not provide his name) commented on the importance of majority/minority districts and protecting the interest of the city. He asked for the consultant's map recommendation.

Emily Burnias shared her concerns regarding the voting cycle.

Lou Martinez commented on Gerrymandering.

Liz Toppan and Travis Paden questioned the census data.

Mr. Anthony addressed the public's questions and comments.

Mayor Sharp closed the public comment period at 8:44 p.m.

Vice Mayor Morrow, Council Members Ramirez and Brieno spoke in support of map options 1 and 2 and requested adjustments to include two majority-minority districts.

Council Member Saltray spoke in support of map option 1.

Mayor Sharp spoke in support of map option 2.

Mayor Sharp closed the public hearing at 8:47 p.m.

## GENERAL BUSINESS:

- A. Adoption of Resolution Nos. 22-04-R and 22-05-R, establishing community facilities, district goals, and policies and stating the Council's intention to form Community Facilities District 2022-01 (Live Oak).

City Attorney Ty Mizote discussed the adoption of Resolution Nos. 22-04-R and 22-05-R, establishing community facilities, district goals, and policies and stating the Council's intention to form Community Facilities District 2022-01 and invited questions from the Council.

Motion to approve Resolution 22-04-R

|                  |                                         |
|------------------|-----------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [UNANIMOUS]</b>             |
| <b>MOVER:</b>    | Francisco Ramirez, Council Member       |
| <b>SECONDER:</b> | Amanda Saltray, Council Member          |
| <b>AYES:</b>     | Sharp, Brieno, Morrow, Saltray, Ramirez |

Motion to approve Resolution 22-05-R

|                  |                                         |
|------------------|-----------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [UNANIMOUS]</b>             |
| <b>MOVER:</b>    | Amanda Saltray, Council Member          |
| <b>SECONDER:</b> | Art Brieno, Council Member              |
| <b>AYES:</b>     | Sharp, Brieno, Morrow, Saltray, Ramirez |

## COUNCIL COMMENTS AND COMMUNICATIONS:

*At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda (GOV. CODE. 54954.2)*

Mayor Sharp discussed meetings and activities she participated in. She also addressed the comments made regarding a Council reorganization.

Council Member Ramirez shared his experience in the Mayor position and expressed his concerns regarding Ms. Sharp's actions during her time as Mayor. It was the consensus of the Council to conduct a Council reorganization at the next regular City Council Meeting.

**ADJOURNMENT:**

Mayor Sharp adjourned the meeting at 9:18 p.m.

Respectfully submitted,

Natalie Corral  
City Clerk



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> E |
|--------------------------------|--------------------------|

**SUBJECT:**

Administration: Approval of Memorandum of Understanding (MOU) with the General Employees Management Association (GEMA).

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**RECOMMENDATION:**

That the City Council, by motion, approve the attached Memorandum of Understanding (MOU) and authorize administration to amend all other documents as may be necessary to implement said negotiated changes.

**BACKGROUND:**

The City of Hanford and the General Employees Management Association (GEMA) have negotiated over the past two months and, within the scope of the Meyers-Milias Brown Act, City representatives have concluded labor negotiations with the General Employees Management Association (GEMA) that resulted in a fair and equitable compensation increase that was within the City's financial ability to provide. City representatives and GEMA have reached an agreement restating current benefits as well as agreeing on multiple amendments pertaining to wages, benefits and working conditions.

The following terms and conditions were ultimately agreed upon:

**Term:** Three years (July 1, 2022 through June 30, 2025).

**Wages:**

Using seven (7) comparable agencies (Delano, Dinuba, Madera, Merced, Porterville, Tulare, and Visalia) following will be provided:

Year One - \$1,000 stipend and median of market placement or internal alignment (if applicable) plus 2% effective the first full pay period after formally approved by City Council. Job classifications that are more than five percent (5%) above the median or above the internal alignment recommendation will not receive a two percent (2%) increase. The job classification of Recreation Supervisor and Fleet Supervisor will be assigned to the next salary range (from Range 90 to Range

91).

Year Two - Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three - Additional two percent (2%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

**Management Leave:** Amend section to remove the Management Leave benefit for non-exempt employees effective upon agreement approved by City Council. Any current employee who is considered non-exempt and moving to an exempt status due to their increase in salary will be provided their benefit less any overtime or compensatory time earned between PP001 and the pay-period that agreement has been approved by City Council. Furthermore, effective January 1, 2023, the number of hours available for exempt employees shall be increased from 62.4 to 64.

**Uniform Allowance:** Scope and parameters of the uniform allowance program will be reviewed by GEMA board and City representatives. Any updates made will be done via side letter agreement.

**Tuition Reimbursement** Amend Administrative Regulation to allow up to \$5,000 per fiscal year for courses taken to obtain a bachelor's, master's, or doctoral degree only (no training/certificate course work).

**Cell Phone Reimbursement:** Amend Administrative Regulation to reflect a Technology Reimbursement policy providing \$100/month for cell phone/internet reimbursement and maintain \$50/month for cell phone reimbursement.

**Life Insurance:** Amend section to increase life insurance premium from \$50,000 to an amount not to exceed \$100,000 effective January 1, 2023 and eliminate cost sharing for first \$20,000 voluntary Life/AD&D insurance.

**Bereavement Leave:** Amend section to specifically outline applicable relatives.

**Health Insurance:** Amend section to reflect current plans.

**Sick Leave:** Amend section to state sick leave shall be taken in 15-minute increments.

**Holidays:** Amend holidays list to observe Christmas Eve and New Year's Eve (currently employees work one or the other) and add one additional floating holiday (to observe Juneteenth).

**Side Letter Agreements:** Incorporate all side letter agreements previously reached with GEMA into their MOU.

**Reopener:** During the term of the agreement, GEMA and the City shall have the right to re-open negotiations on the subject of salary.

The same level of benefits afforded to GEMA will also be provided to Human Resources Manager, as an employee of the same management level but designated as unrepresented.

#### **FISCAL IMPACT:**

Year 1: Approximate total \$115,000 (\$47,000 from General Fund)

Year 2: Approximate total \$42,000

Year 3: Approximate total \$42,000

#### **ATTACHMENTS:**

GEMA MOU 2022 Final

# Memorandum of Understanding

between  
City of Hanford  
and  
General Employees Management Association



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## **SECTION 1**

### **1.01 Preamble**

The following constitutes a Memorandum of Understanding (“MOU”) between the City of Hanford (“City”) and General Employees Management Association, (“GEMA”) as a result of meeting and conferring in good faith concerning wages, hours and other terms and conditions of employment.

### **1.02 Recognition**

Under the terms of Chapter 12 of the Merit Systems Rules and Regulations, the City formally recognizes the GEMA as the recognized employee organization for the Hanford General Employees Management Association.

### **1.03 Purpose**

It is the purpose of this MOU to promote and provide for harmonious relations, cooperation and understanding between the City and the employees covered herein and to provide an orderly and equitable means of resolving any misunderstanding or differences which may arise regarding wages, hours and other terms and conditions of employment.

### **1.04 City Rights**

Notwithstanding any provision of this agreement, nothing contained herein shall restrict or obstruct the inherent or legal rights of the City as they relate to its general legislative process. These rights include, but are not limited to:

- A. Determining the goals, objectives and mission of the City’s departments, offices, committees or commissions;
- B. Establishing standards of selecting City personnel;
- C. Implementing and executing standards of continued employment with the City;
- D. Identifying the work to be performed and allocating such work to City personnel;
- E. Directing its personnel and administering discipline;

- F. Relieving its personnel from duty;
- G. Undertaking all necessary actions during emergencies;
- H. Discharging, suspending, demoting, reducing in pay, reprimanding, withholding salary increases and benefits, or otherwise disciplining employees subject to the requirements of this MOU and City rules and regulations;
- I. Laying-off employees;
- J. The City reserves the right to direct employees, including scheduling and assigning work, work hours and overtime.

### **1.05 Maintenance of Operations**

For the term of this MOU neither the GEMA nor any person acting in its behalf, will cause, authorize, engage in, nor will any of the members of the GEMA take part in a strike against the City, a work stoppage, slow down, picketing or concerted failure to report for duty, or unauthorized absence or abstinence from the full and faithful performance of their duties of employment, including compliance with the request of other labor organizations or bargaining units to engage in such activities. This is not to mean that GEMA or GEMA members are waiving any rights as to protection of personal safety as they may pertain to refusal to cross the picket lines of another public employee organization on strike, or to informational picketing by employees on their own time.

## SECTION 2

### 2.01 Wages and Direct Deposit

Using seven (7) comparable agencies (Delano, Dinuba, Madera, Merced, Porterville, Tulare, and Visalia) the following increases will be provided:

Year One – \$1,000 stipend and median of market placement or internal alignment (if applicable) plus 2%. Job classifications that are more than five percent (5%) above the median or above the internal alignment recommendation will not receive a two percent (2%) increase.

The job classification of Recreation Supervisor and Fleet Supervisor will be assigned to the next salary range (from Range 90 to Range 91).

Year Two – Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three – Additional two percent (2%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

All employees will enroll in the City's direct deposit program.

### 2.02 Standard Work Period

The standard workday for employees shall be eight (8) hours and the standard work week shall be forty (40) hours to be worked within five (5) consecutive days.

### 2.03 Management Leave

The City shall provide a Management Leave Plan for exempt employees.

Effective PP001 in 2023 exempt employees shall receive 64 hours of Management Leave which may be taken as time off. An employee may also cash out their Management Leave or convert their pay out to deferred compensation by completing the required form and returning it to the Human Resources office in advance of the payroll deadline. Any Management Leave hours not taken by PP025 will be cashed out in PP026. Under no circumstances shall available Management Leave hours be carried over to a new calendar year.

Exempt employees who are hired throughout the year will receive a pro-rated amount of Management Leave hours and shall follow the Management Leave Plan as noted in the paragraph above.

Exempt employees who leave the City of Hanford with Management Leave hours available will be cashed out their balance in their final paycheck.

Effective upon agreement approved by City Council in 2022, non-exempt employees will no longer receive Management Leave. Any non-exempt employees moving to an exempt status shall be provided their Management Leave benefit less any overtime or compensatory time earned between PP001 in 2022 and the pay-period that the agreement has been approved by City Council.

## 2.04 Overtime

### I. Administration

- A. It is the policy of the City that overtime work is to be kept to the minimum consistent with protection of life, property, and the efficient operation of the departments and activities of the City and that overtime work be compensated for by time off wherever practicable. All work requiring any employee to work overtime hours must be approved by the Department Head or his/her designated representative prior to the work being performed, with the exception of emergency situations.
- B. Overtime shall commence at the time an employee reaches the place where he/she is directed to report and shall continue until he/she is relieved or the work is completed whichever is the earlier.

### II. Compensation

Employees shall receive overtime compensation for hours worked in excess of eight (8) hours per day or forty (40) hours per week at time and one-half (T 1/2) their base hourly rate or time and one-half (T 1/2) compensatory time off at the discretion of the employee.

Non-exempt employees who are working an alternative work schedule shall receive overtime compensation for hours worked in excess of nine (9) hours on their assigned nine (9) hour days or eight (8) hours on their assigned eight (8) hour day.

- A. Any employee called back to work from scheduled vacation shall receive compensation or compensatory time off at their discretion at the rate of time and one-half (T 1/2) for all hours worked.
- B. "Hours Worked" includes all the time an employee is required to be on duty or on the employer's premises or at the prescribed work place, and all times which he/she is permitted

to work for the employer. Vacation, sick leave, or other approved leave of absence time is not considered "hours worked" and is not a part of the workweek for overtime purposes.

Holiday time and compensatory time are considered "hours worked" and is considered a part of the workweek for overtime purposes.

C. In the event compensatory time off is used as the method of compensation for overtime, the time off will be taken no later than December 15th of each year. In the event the employee is denied this provision, he/she will be compensated for such time at the applicable rate of pay. Exceptions to this procedure will be made only upon written authorization of the City Manager.

In case of disaster, state of extreme emergency or local peril, the overtime procedures herein established, shall not be in effect, and compensation procedures will be determined at that time for such conditions.

### III. Training

Employees who attend training programs, meetings, lectures and similar activities outside their regular working hours shall receive overtime compensation if the training meets the following criteria:

- A. Training is approved and required by the employee's Department Head.
- B. Training is directly related to the employee's present job; and
- C. Training could not be obtained during the employee's regular working hours.

If an employee, by their own initiative, attends an independent school outside of their regular working hours or work schedule, they shall not receive overtime compensation, even if the courses are related to their job

In order to qualify as exempt, an employee must be paid a salary of no less than two times the California minimum wage based on a 40-hour work week.

## 2.05 Holidays

- A. Regular Holidays for Pay Purposes - The following holidays are recognized as municipal holidays for pay purposes and all regular and probationary employees shall have these days off, except as otherwise provided:

- (1) New Year's Day, January 1
- (2) Martin Luther King Day, the third Monday of January
- (3) Washington's Birthday, the third Monday in February
- (4) Memorial Day, the last Monday in May
- (5) Independence Day, July 4
- (6) Labor Day, the first Monday in September
- (7) Veterans Day, November 11
- (8) Thanksgiving Day, the fourth Thursday in November

- (9) The day after Thanksgiving, the fourth Friday in November
- (10) Christmas Eve, December 24
- (11) Christmas Day, December 25
- (12) New Year's Eve, December 31
- (13) Every day appointed by the President of the United States or Governor of California for public feast, Thanksgiving, or holiday and as approved by the City Council.

- B. Employees shall be credited with not more than two (2) floating holidays (8 hour block) to be taken no later than December 15th of each calendar year, at the employee's discretion, subject to staffing needs and with the approval of the department head. The floating holiday shall be capped at eight hours regardless of the year used.
- C. When a paid holiday falls on a Saturday, the previous Friday shall be deemed to be the holiday in lieu of the day named. When a holiday falls on Sunday, the following Monday shall be deemed to be the holiday in lieu of the day named.
- D. In the event a paid holiday falls within an employee's vacation period, which would have excused the employee from work and for which no other compensation is made, said holiday shall not be charged as a vacation day.
- E. Any employee, other than Police personnel, scheduled to work on a holiday who reports off sick will be charged sick leave at the appropriate rate, and the holiday time will be accrued.
- F. All Supervisors shall be compensated an additional half time differential on holidays worked.
- G. Compensation at Termination. Regular employees leaving the municipal service shall be paid for accrued days in lieu of holidays to the date of termination. Payments for accrued days in lieu of holidays shall be at the employee's current rate of pay.

## 2.06 Vacation

- A. Eligibility

Employees shall complete six (6) months continuous service before using accrued vacation leave. Employees shall not work for the City during their vacation.



Employees whose scheduled vacations are interrupted or postponed due to industrial injury shall be rescheduled after such injured employee has returned to duty. No vacation previously scheduled shall be lost due to an employee exceeding the vacation accrual during an industrial injury leave.

B. Accrual

Vacation will be accrued and credited on a bi-weekly basis at the following rates for continuous service performed in pay status:

- (1) From zero (0) through five (5) years:  
3.39 hours per bi-weekly pay period, 88 hours annually
- (2) From six (6) through ten (10) years:  
4.62 hours per bi-weekly pay period, 120 hours annually
- (3) From eleven (11) through fifteen (15) years:  
5.24 hours per bi-weekly pay period, 136 hours annually
- (4) Sixteen (16) or more years:  
6.16 hours per bi-weekly pay period, 160 hours annually

C. Limits of Accrual

Such accrual and credit for all employees may not exceed twice the employee's annual rate of accrual.

D. Buyback

Employees shall be able to cash out accrued vacation at an equal amount of vacation time used in the calendar year, but no more than ten (10) days each year.

E. Compensation at Termination

Employees leaving the municipal service with accrued vacation leave shall be paid the amounts of accrued vacation to the date of termination at the employee's then hourly rate. Employees who terminate employment with the City and who have less than six (6) months of continuous service shall not be compensated for accrued vacation.

## 2.07 Sick Leave

- I. Definition/Approved Sick Leave Usage:
  - A. Sick leave is an absence from duty which may be granted by the employer to the employee because of an illness, injury, exposure to a contagious disease, preventative care, illness or injury of a member of the employee's immediate family requiring the employee's attendance.
  - B. To attend a medical, dental, or optical appointment if such appointment cannot be scheduled outside of the employee's normal work day.
  - C. To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking including the following with appropriate documentation of the need for such services:
    - a. A temporary restraining order or restraining order;
    - b. Other injunctive relief to help ensure the health, safety or welfare of the employee or their children;
    - c. To seek medical attention for injuries caused by domestic violence, sexual assault or stalking;
    - d. To obtain services from a domestic violence shelter, program, or rape crisis center as a result of domestic violence, sexual assault or stalking;
    - e. To obtain psychological counseling related to an experience of domestic violence, sexual assault or stalking;
    - f. To participate in safety planning and take other actions to increase safety from future domestic violence, sexual assault, or stalking, including temporary or permanent relocation.
  - D. An employee's immediate family shall consist of the employee's: Spouse or registered domestic partner, parent (including step parents), child (including step children), brother, sister, father in-law, mother in-law, brother in-law, sister in-law, aunts, uncles, employee's and spouse's grandparents, grandchildren or any person living in the same household as the employee.
  - E. An employee may be granted sick leave only in case of actual illness/situation as defined above. In the event that an employee or a member of the employee's immediate family recovers from any such illness after being granted sick leave, and during the regularly scheduled hours of work, then such employee shall notify the appropriate immediate supervisor and be available to return to duty.
  - F. Sick leave shall be taken in fifteen (15) minute increments.

- G. In order to receive compensation while absent on sick leave, an employee shall provide reasonable advance notice to their supervisor of their need to use sick leave if the need is foreseeable (i.e. doctor's appointment scheduled in advance). If the need for sick leave is unforeseeable, including an illness sustained while at work, the employee shall provide notice of the need for the leave to their supervisor as soon as possible, preferably within 1 hour before the time established as the beginning of the employee's work day. In the event that an employee is incapacitated because of illness or injury to the point the employee is unable to contact his/her supervisor, the employee's designated representative (i.e. family member) shall notify the supervisor at the earliest possible moment. Failure to do so without good reason shall result in that day of absence being treated as leave of absence without pay or cause the employee to use other available and accrued leave.
- H. If the employee is absent on sick leave for more than 1 day, the employee shall keep the immediate supervisor informed as to the date the employee expects to return to work.
- I. Upon the oral or written request of an employee, the City shall provide paid sick days for the purposes described in previous sections. The City may request a note from a physician after an employee has been absent longer than three consecutive days or if evidence suggests that an employee is abusing the City's sick leave policy.

To accurately track sick leave for those who meet the requirements under Federal and State laws (Family Medical Leave Act and California Family Rights Act), the City may require a physician's certification for an employee's own serious health condition or to care for an eligible family member (parent, child, spouse, domestic partner or covered service member).

- J. Employees who are on vacation at the time of death of an immediate family member as defined above shall be entitled to substitute bereavement leave for vacation time, consistent with the existing bereavement leave policy. The total period of absence from City employment (vacation and bereavement leave) shall not be extended beyond that time initially approved for vacation, without specific Department Head approval. Unused vacation shall be retained by the affected employee in accordance with the existing vacation policy.
- K. Supervisors shall have the discretion to place employees on sick leave when, in the judgment of the supervisor, the presence of the employee at work would endanger the health and welfare of other employees or where the illness or

injury of the employee interferes with the performance of such employee's duties.

- L. The City shall not deny an employee the right to use sick leave, discharge, threaten to discharge, demote, suspend, or in any manner discriminate against an employee for using, or attempting to exercise the right to use sick leave to attend to an illness or the preventative care of a family member, or for any other reason specified in sections above.
- II. Sick Leave May Not Be Used For:
- A. An employee serving their initial 90 calendar days of service to the City (unless the employee was rehired within one year of separation, or sustained a work-related injury during their initial 90 days of employment).
  - B. Sick leave will not be granted to any employee absent from duty during an authorized leave of absence without pay, or any other absence from duty not authorized by the City.
  - C. Sick leave shall not be used in lieu of or in addition to vacation, unless leave is requested for an immediate death in the family or as otherwise defined in this policy.
  - D. Absences for illness/medical treatments may not be charged to sick leave yet to be accumulated.
- III. Accrual, Accumulation and Separation
- A. Regular and probationary employees shall be eligible to accrue sick leave at the rate of 3.69 hours for each bi-weekly pay period.
  - B. There is no limit on the amount of sick leave which can be accumulated and carried over from year to year.
  - C. Sick leave will be accrued by any employee during the first 90 calendar days of employment. However, only upon the successful completion of 90 days of employment, will the employee be entitled to utilize their accrued sick leave (does not apply to employees rehired within one year of separation).
  - D. Employees granted a leave of absence with pay (including military leave or other approved leave with pay) shall accrue sick leave as indicated above.
  - E. Sick leave will not be accrued by an employee absent from duty after separation from service or during an authorized leave of absence without pay.

- F. Upon retirement under the Public Employees Retirement System, qualifying employees may apply unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.

#### IV. Reimbursement/Reinstatement of Unused Sick Leave

Employees leaving the municipal service shall forfeit all accumulated sick leave unless:

- a. Upon retirement under the Public Employees Retirement System, qualifying individual applies unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.
- b. The individual is re-hired by the City of Hanford within one year from the date of separation. Previously accrued and unused paid sick days shall be reinstated and the employee shall be entitled to use those previously accrued and unused paid sick days immediately and will accrue additional paid sick hours in accordance to the section above.
- c. The employee resumes employment with the City upon release from active military duty, temporary military leave or other approved leave of absence.

#### V. Abuse of Sick Leave

Abuse of an employee's sick leave is defined as a claim of entitlement to sick leave when the employee does not meet the requirements as defined in Section I. If an employee is found to be abusing or misusing their sick leave time, they will be subject to disciplinary action.

### 2.08 Reserved

### 2.09 Bereavement Leave

Each regular shall be allowed to use bereavement leave not to exceed one full work week in the event of death in the employee's family. For the purpose of this section only, the employee's family shall mean the spouse, parent, child brother, sister, father-in-law, mother-in-law, brother-in-law, sister-in-law, grandparent or a close relative residing in the household of the employee.

### 2.10 Reserved

## 2.11 Tuition Reimbursement

Pursuant to Administrative Regulation 1.13, regular employees are eligible to receive tuition reimbursement up to \$5,000 per fiscal year for courses taken to obtain a bachelor's, master's or doctoral degree only (no training/certificate course work).

## 2.12 Certificate Pay

The City will implement a five percent (5%) certification pay for state issued licenses or certificates related to the position provided it benefits the job and the City. It is expressly understood that positions and assignments eligible for pay will be determined solely at the discretion of the City Manager. If any of the certificates, licenses and/or registrations are identified by the City to be minimum qualifications on the adopted job classifications, premium pay for that particular certificate, license and/or registration shall not be paid.

The City will pay for certification, license, or registration renewals currently required by the City as minimum qualifications on the City's adopted job classifications or on certifications, licenses and/or registrations approved for Certificate Pay as identified above.

## 2.13 Mileage Reimbursement

Employees required to use their private automobile for authorized City business shall receive mileage reimbursement at the current IRS approved rate.

## 2.14 Uniforms

The following classifications may be required to wear the "appropriate uniform" as defined by the Department Head, and are responsible for reporting to work in a clean and neat fashion.

The City shall supply eleven (11) sets of uniforms, and one (1) jacket to each employee in the classification listed below:

1. Streets Supervisor
2. Parks Supervisor
3. Wastewater Treatment Supervisor
4. Utilities Supervisor
5. Refuse Supervisor
6. Fleet Supervisor
7. Sanitary Sewer Collections Supervisor
8. Recycling Coordinator

The City shall initially supply two (2) hats to those employees in the classifications listed above that want to wear a hat. If a hat is worn on duty, it must be a City hat or a department approved hat. Worn or soiled hats will be replaced on a hat for hat basis as determined by the department head.

The City will purchase a pair of safety shoes on an annual basis for the employees in the classifications listed above. The City will select a set of approved boots that the employee may choose from.

Within the first month of employment, Administrative Analyst I/II assigned to the Police and Fire Department (unless not required to wear a uniform at the Department Head's discretion), shall be paid an initial \$200 uniform allowance for the first year of employment. After the first year of employment, the employee is eligible for a pro-rated uniform allowance based on the number of months remaining in the fiscal year.

An Administrative Analyst I/II assigned to the Police and Fire Department (unless not required to wear a uniform at the Department Head's discretion), shall receive uniform allowances of \$800 the fiscal year paid the first full pay period in July.

The scope and parameters of uniforms for GEMA employees will be further reviewed and amended via a side letter agreement.

## **2.15 Health Insurance**

### **Medical**

The City shall offer optional medical plans including but not limited to a PPO, EPO and/or a high deductible plan with employee sponsored Health Savings Account (HSA), if applicable. The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, and their dependents, who elect the PPO plan.

### **Dental**

The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, and their dependents, who elect a dental plan.

### **Vision**

The City shall pay one hundred percent (100%) of the total premium cost of all regular and probationary employees who elect an employee only vision plan. The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, who elect a vision plan with dependent coverage.

## **2.16 Reserved**

## **2.17 Retirement**

The City shall provide the three percent (3%) @ 60 retirement plan to miscellaneous employees provided under the California Public Employees (CalPERS) retirement system for those present members of GEMA

Pursuant to state law, miscellaneous employees hired after January 1, 2013, shall have a formula of two percent (2%) @ 62.

The employee shall pay the required employee contribution as determined by CalPERS.

## **2.18 Reserved**

## **2.19 Dues Deduction**

It is mutually agreed that the City will, during the term of this MOU, deduct without charge, dues from the pay of those employees who individually provide written authorization for such dues in an amount certified to be current and correct by the President of GEMA. There shall be no more than one deduction per pay period and the total of such deductions shall be remitted by the City to GEMA. "Dues" in this context means any deduction voluntarily authorized by a GEMA member employed by the City.

## **2.20 Bilingual Pay**

The City agrees to compensate eligible GEMA members for utilization of their bilingual skills as determined by the City pursuant to Administrative Regulation 1.12. Eligible employees shall receive a five percent (5%) stipend for the use of their bilingual skills.

## **2.21 – 2.31 Reserved**

## **2.32 Acting Pay**

When an employee is temporarily assigned to a position in a higher classification (employee leaves their current position and assumes the duties and responsibilities of a higher-level classification), they shall have their base salary adjusted to the base pay for the higher classification at Step 1 or the step that provides them with a minimum of a five-percent (5%) increase commencing on the eleventh (11th) consecutive business day in a fiscal year. Designated City holidays shall count towards consecutive business days worked.



If the assignment is to a vacant position currently being recruited for, hours worked shall not exceed 960 hours in a fiscal year in compliance with Government Code 20480.

### **2.33 Working out of Classification**

If an employee is assigned to perform duties that are distinct, separate and normally performed by employees in a different classification (higher or lower) for more than 51% of their working hours as determined by their immediate supervisor, they shall receive a five-percent (5%) increase in their base salary commencing on the eleventh (11th) consecutive business day in a fiscal year. Designated City holidays shall count towards consecutive business days worked.

Working out of class assignment may be discontinued by the supervisor or Department Head at any time; however, employees shall not be rotated in and out of working out of class assignments to avoid providing additional compensation.

Working out of classification pay shall not be considered as part of the employee's base pay when computing the rate due upon promotion to a higher classification.

Any working out of classification assignment shall not exceed six months in a fiscal year unless written approval is received by the City Manager.

Any employee who feels they are working out of classification and not receiving compensation for their additional duties may submit supportive documentation to their immediate supervisor and Department Head outlining a detailed listing of all duties performed and the amount of time he/she spends on those duties.

If the Department Head and immediate supervisor do not agree that the additional duties meets the criteria for working out of classification compensation, the Department Head shall render his/her decision and comments in writing within fifteen (15) days after receiving the employees request and supportive documentation.

If the employee does not agree with the decision reached, the employee may appeal their decision by presenting their supporting documents/information to the City Manager. The City Manager shall review and render a decision in writing within twenty (20) calendar days after receiving the employee's appeal. The decision of the City Manager shall be final.

### **2.34 Safety Glasses**

All non-clerical GEMA members may be provided one pair of prescription safety glasses through American Optical every two (2) years, at a cost not to exceed \$60. The City will replace a lens only if broken in the line of duty or upon a doctor's recommendation that the

current lens presents a safety hazard. Cost of replacement shall not exceed \$60 during the two-year period. The employees are responsible for all professional service costs.

## 2.35 Probationary Period

### A. Original Appointments

Any person appointed to an authorized position in the Employee Compensation Plan shall complete a probationary period fixed by the Personnel Officer at the time of appointment of at least twelve (12) continuous months, but not more than eighteen (18) continuous months of service. Any original probationary period may be extended one or more times with the approval of the City Manager, for a total probationary period extension not to exceed an additional six (6) months, where the Personnel Officer finds that extraordinary conditions justify such extension.

### B. Promotions

The probationary period for all promoted employees shall be fixed by the Personnel Officer at the time of appointment and shall be at least six (6) continuous months, but not more than twelve (12) continuous months, of service in the employee's new position. Any original probationary period for promoted employees may be extended one or more times with the approval of the City Manager, for a probationary period not to exceed an additional six (6) months, where the Personnel Officer finds that extraordinary conditions justify such extension.

### C. Calculation

A probationary period shall date from the time of appointment to an authorized position in the Employee Compensation Plan. Unpaid leaves of absence for any reason during the probationary period shall not be counted toward completion of the probationary period.

### D. Release and Discipline of Probationer

During the original probationary period, an employee may be released from their position or disciplined by the City Manager or Department Head at any time and without cause, without any right of appeal or the right to submit a grievance. During the promotional probationary period, and employee may be released from their position by the City Manager or Department Head but maintain their seniority and bumping rights as defined in Section 5 of the Policy.

## **2.36 State Disability Insurance**

State disability insurance is provided, to all employees within this unit at the employee's cost. State disability insurance payments may be available to employees who cannot work due to sickness or injury not job related. State disability payments shall be integrated with sick leave balances. To the extent that accumulated sick leave or vacation leave is available, the employee will continue to receive a regular payroll check. State disability insurance payments received by the employee from the State shall be turned in to the City upon receipt by the employee. When such checks are received by the City, that portion of the sick leave or vacation leave used, equivalent to the dollars received from the State, shall be reimbursed to the employee's balances. At such time that the employee no longer has balances to reimburse, the employee is no longer required to submit the State disability payment to the City.

## **2.37 Class A and B Licenses**

For all employees required to maintain Class A and B licenses, the City shall pay the difference between Class C and B and Class C and A driver's license renewals as required by the California Department of Motor Vehicles. In addition, the City will continue to pay for DMV physicals for those employees required to have a Class A or Class B driver's license.

## **2.38 Jury Duty**

Employees required to report to jury duty shall be granted a leave of absence with pay from their assigned duties until released by the court, provided the employee remits to the City all fees received for such duties other than mileage or subsistence allowance within thirty (30) days from the termination of his/her jury duty service.

## **2.39 Military Leave**

The City provides military leave consistent with state and/or federal law.

## **2.40 Leave to Vote**

Employees shall be granted time off with pay to vote in any general, direct primary, or presidential primary election consistent with state law. Employees desiring such time off are required to give the appropriate notice required by state law.

## **2.41 Life Insurance**

The City pays the premium for a \$50,000 group life insurance policy for employees represented by GEMA. The City also provides employees an option to purchase additional life insurance at the employee's expense.

Effective January 1, 2023, the City will increase the City provided life insurance policy (amount to be determined).

## **2.42 Reserved**

## **2.43 Flexible Spending and Voluntary Benefit Plan**

The City agrees to provide a Section 125 plan at no cost to the City.

## **2.44 GEMA/Management Meetings**

Once each quarter, GEMA may request a meeting with the applicable Department Head and together or separately with the City Manager on topics other than discipline or grievances. GEMA shall prepare and distribute an agenda to all parties at least one week prior to the proposed meeting.

## **2.45 Reserved**

## **2.46 Pregnancy Disability Leave**

The City provides pregnancy disability leave consistent with state and federal law.

## **2.47 Family and Medical Leave**

The City provides family and medical leaves of absence consistent with state and/or federal law.

## **2.48 – 2.65 Reserved**

## **2.66 Per Diem**

The City shall reimburse GEMA members according to the provisions outlined in the Administrative Regulation 1.05 entitled travel and Meeting Expense Reimbursement Policy.

## **2.67 – 2.78 Reserved**

## **2.79 Longevity Pay**

Upon completion of ten (10) consecutive years of active service with the City of Hanford, employees shall receive an additional five percent (5%) above their base wage in recognition of longevity pay.

Active service shall be defined as an employee who is in a continued pay status and an employee who is on approved leave (including paid or unpaid military leave). Time off for discipline leave shall not be time counted towards longevity, but such leave shall not constitute as a break in active service as it relates to longevity.

## **2.80 Deferred Compensation**

Employees covered in this agreement are eligible to receive matched employer contributions for deferred compensation up to \$75.00 per pay period.

## SECTION 3

### 3.01 Disciplinary Action

This section shall not apply to Reductions in Force, or reductions in pay which are part of a general plan to reduce or adjust salaries and wages.

#### A. Range of Disciplinary Action

The City shall strive to maintain a system of progressive discipline. However, the final Disciplinary Action imposed will be determined by the seriousness of the offense and any other factors deemed relevant by the Personnel Officer or Department Head. Nothing stated herein requires the City to impose discipline based on prior discipline or lack thereof.

#### B. Causes for Disciplinary Action

Causes for disciplinary action against any employee may include, but shall not be limited to, the following:

- (1) Fraud in securing appointment;
- (2) Neglect of duty, including failure to meet the standards of performance of the employee's position;
- (3) Insubordination, willful disobedience;
- (4) Dishonesty, including falsification of City documents or records, or fraud in securing one's employment;
- (5) Drunkenness or intoxication on duty;
- (6) Possession, distribution, sale or use, or being under the influence of, illegal drugs while on City property or City business;
- (7) Absence without leave;
- (8) Conviction of a felony or any crime involving moral turpitude;
- (9) Discourteous treatment of the public or other employees, including physical and verbal harm;
- (10) Willful violation of safety, endangering property and/or persons;
- (11) Misuse, unauthorized use, misappropriation, theft, or sabotage of City property;
- (12) Inefficiency or incompetency;

- (13) Violation of any of provisions of these Rules, official City policies, and/or departmental rules and regulations;
- (14) Refusal to take or subscribe to any oath of affirmation which is required by law in connection with City employment;
- (15) Any other acts or omissions either during or outside of duty hours which are incompatible with or unfavorable to the public service.

C. Notice of Proposed Disciplinary Action – Regular Employees

Written notice of the proposed discipline to be imposed shall be served on a regular employee personally or sent to his/her address of record by Certified Mail not less than ten (10) calendar days prior to the date of the proposed action. If served by Certified Mail, such notice shall be effective and constitute receipt by the employee upon deposit in the United States Post Office. Courtesy copies shall be provided to the union.

D. Such formal notice shall include the following statements:

- (1) The nature of the disciplinary action;
- (2) The effective date of the penalty;
- (3) The causes therefore;
- (4) A plain and concise description of the act or omissions upon which the causes are based;
- (5) A statement informing the employee of his/her right to appeal the decision as provided in these Rules;
- (6) A copy of the materials upon which the disciplinary action is based; and
- (7) Whether the employee will be placed on Administrative Leave, and for what length of time.

E. Right to Respond – Regular Employees (*Skelly* Meeting)

Any regular employee shall have the right to respond, with union representation, either orally or in writing, to the authority imposing disciplinary action and have the response considered prior to the discipline being imposed. Unless otherwise specified in writing by the authority proposing discipline, such a response must be made within ten (10) calendar days after receipt of the written notice of the proposed disciplinary action. Failure to respond within such period constitutes a waiver of the right to respond. However, failure to respond shall not affect the employee's right to

appeal the disciplinary action as provided in this Rule. After reviewing the employee's response, if any, the authority imposing discipline shall formally notify the employee in writing of his/her decision to dismiss, modify or impose the proposed discipline.

F. Right of Appeal – Regular Employees

Any regular employee shall have the right of appeal from any disciplinary action under this Rule. Such appeal must be filed in writing with the City Manager within five (5) working days of the date of service of the notice of such disciplinary action. Failure to file an appeal within such period constitutes a waiver of the right of appeal.

The City Manager or his/her designee shall conduct a hearing as provided in this Rule, unless otherwise provided in an applicable memorandum of understanding or required by law. Except in the case of danger to the public well-being, the employee's safety or other employees' safety, no discipline shall be imposed prior to the completion of the appeals process.

G. Appeal Hearing and Procedures – Regular Employees

(1) Hearing Officer Selection

The employee (or his/her representative) and the City, within five (5) calendar days of the filing of the appeal, shall jointly pick a hearing officer to hear the appeal. If the parties are unable to agree on a hearing officer within this time frame, the employee (or his/her representative) and the City shall jointly request a list of names of five (5) neutrals from the California State Mediation and Conciliation Service. Within five (5) calendar days after receiving the list of neutrals, the employee (or his/her representative) and the City shall select a hearing officer from that list by alternately striking names from the list. The first option to strike shall be determined by lot.

(2) Cost of Hearing

The cost of the services of the Hearing Officer shall be split by the parties unless otherwise required by law.

(3) Scheduling the Hearing

The hearing shall, when practicable, be held within twenty (20) calendar days of the selection of the hearing officer.

(4) Continuance of Hearing



The hearing officer may continue the hearing either for convenience of the City or upon written application of the appellant, for a reasonable period from the receipt of request for extension. Written notice of the time and place of the hearing, and any continuance thereof, shall be provided to the appellant.

(5) Conduct of Hearing

Such hearing shall be conducted in accordance with the provisions of Section 11513 et seq. of the Government Code, except that the appellant and other persons may be examined as provided in Section 19580 of the Government Code, and the parties must submit all proper and competent evidence against, or in support of, the causes. The hearing officer shall determine the need for counsel and the procedures under which the hearing will be conducted. Such procedures shall comply with the state law and the provisions of this Rule. The hearing shall be closed except to necessary parties unless the appellant or employee organization requests, in writing, that the hearing be open to the general public. All witnesses, except the appellant and a City representative, shall be excluded from the open hearing process.

(6) Advisory Opinion

The opinion of the hearing officer shall be rendered within fifteen (15) calendar days of the hearing, or within a reasonable time thereafter, and shall be advisory only to the City Manager. In the event that the discipline was imposed by the City Manager, the hearing officer's opinion shall instead be advisory to the City Council, which shall make the final decision

Nothing in these Rules shall be construed as to bind the City, City Manager or City Council, or a Court of law to any opinion of the neutral hearing officer. If subsequent court proceedings are initiated, the decision of the City Manager or City Council shall be entitled to a presumption of correctness pursuant to *Fukuda v. City of Angels* (1999) 20 Cal.4th 805.

H. Decision – Regular Employees

(1) City Manager

The City Manager shall render a written decision within five (5) work days after receiving the advisory opinion of the hearing officer. The City Manager's decision shall be final and conclusive and shall be the findings of the City. A copy of such decision shall be forwarded to the appellant.

## (2) City Council

In the event the discipline was imposed by the City Manager, the City Council shall consider the advisory opinion of the hearing officer and shall render a final and conclusive findings of the City within fifteen (15) calendar days of the receipt of the hearing officer's advisory opinion.

## (3) Failure of Employee to Appear at the Hearing

Failure of the employee to appear at the hearing shall be deemed a withdrawal of his/her appeal and the action of the City Manager or Department Head shall be final.

## (4) Representation

The employee must appear in person at the hearing and may be represented by counsel or another representative.

## (5) Notice to Witnesses

The City Manager shall cause issuance of subpoenas for the appearances of witnesses for the employee upon his/her written request and at the employee's cost consistent with the requirements of Government Code sections 11450.05 et seq. The City Manager may require such cost to be prepaid and the same shall be limited to the fee and mileage of witnesses as set forth in Government Code section 11450.40. City employees will be allowed to attend as a witness without a loss in compensation.

## I. Categories of Discipline

## (1) Major Discipline:

## (a) Reduction in Salary

The employee is placed at a lower salary step within the current salary range as a result of disciplinary action.

## (b) Demotion

The employee is moved from one class to another class having a lower maximum rate of pay as a result of disciplinary action.

## (c) Administrative Leave (with pay)

Employees placed on Administrative Leave from municipal service shall forfeit all rights, privileges while on such suspension with the exception of salary, and Group Health and Life Insurance benefits.

(d) Suspension

Employees suspended from municipal service shall forfeit all rights, privileges and salary while on such suspension with the exception of Group Health and Life Insurance benefits.

(2) Minor Discipline:

(a) Verbal Reprimand

Employees receiving an oral reprimand may have it noted in their departmental record by the Department Head. Oral reprimands are not subject to appeal.

(b) Written Reprimand

Employees receiving a written reprimand shall have a copy of the reprimand filed in their permanent personnel record for future reference. An employee's permanent personnel record is his/her personnel jacket maintained in the Personnel Office, except that records for non-sworn Police Department Employees may be maintained in the departmental personnel file. Employees who receive written reprimands may attach written responses or rebuttals to the reprimand which shall also become part of the employee's official personnel file. Written reprimands are not subject to appeal.

J. Releasing Information

The City will comply with state laws regarding public disclosure of disciplinary personnel actions.

## SECTION 4

### 4.01 Grievance Procedures

#### A. Purpose

This grievance procedure is intended to promote improved employer-employee relations by affording employees, individually or through recognized employee organizations, a systematic means of obtaining further consideration of workplace issues within the scope of this grievance provision after every other reasonable effort has failed to resolve them. Grievances shall be heard and resolved as quickly, informally, and as near to the point of origin as possible.

#### B. Definition of Grievance and Matters Subject to Procedure

A “grievance” is an alleged violation or improper application of these Rules, or other official City policies or departmental rules and/or a current memorandum of understanding, affecting the status or working conditions of City employees, filed by one or more employees, or GEMA.

Any City employee, or GEMA, shall have the right to present a grievance under this Rule concerning matters for which an appeal or grievance procedure is not otherwise provided, or an appeal or grievance is not otherwise prohibited, under other official City policy or procedure.

#### C. Informal Grievance Procedure

An employee must first attempt to resolve a grievance or complaint through discussion with his/her immediate supervisor within fifteen (15) calendar days from the date when the grievant knew, or reasonably should have known, of the occurrence of the event giving rise to the grievance. If, after such discussion, the employee does not believe the problem has been satisfactorily resolved, he/she shall have the right to discuss it with his/her supervisor’s immediate superior, if any. Every effort should be made to find an acceptable solution by informal means at the most immediate level of supervision.

If the employee is not in agreement with the decision reached through such discussion, he/she shall then have the right to file a formal grievance in writing within ten (10) calendar days after receiving the informal decision of his/her superior or superiors. An informal grievance shall not be taken above the Department Head level.

D. Formal Grievance Procedure

The formal grievance procedure after exhaustion of the informal grievance procedure shall proceed as follows:

(1) Department Review

The grievance shall be presented in writing to the employee's Department Head who shall discuss the grievance with the employee, his/her representative, if any, and with other appropriate persons. The Department Head shall render his/her decision and comments in writing and return them to the employee within fifteen (15) calendar days after receiving the grievance. If the employee does not agree with the decision reached, or if no answer has been received within fifteen (15) calendar days, he/she may present the grievance in writing to the City Manager. Failure of the employee to take further action within ten (10) calendar days after receipt of the decision, or within a total of twenty-five (25) calendar days if no decision is rendered, will constitute withdrawal of the grievance.

(2) City Manager Review

Upon receiving the grievance, the City Manager or his/her designated representative shall discuss the grievance with the employee, his/her representative, if any, and with all other appropriate persons. The City Manager may designate a fact-finding committee or an officer not in the normal line of supervision, to advise him/her concerning the grievance. The City Manager shall render a decision in writing to the employee within twenty (20) calendar days after receiving this grievance. The decision of the City Manager shall be final.

(3) Conduct of Grievance Procedure

The time limits specified above may be extended to a definite date by mutual agreement of the employee and the reviewer concerned in writing.

The employee may request the assistance of another person in preparing and presenting his/her grievance at any level of review.

Employees shall be free from reprisal for using the grievance procedure.

## SECTION 5

### 5.01 Release and Discipline of Probationer

If an employee with permanent status is promoted and during the promotional probationary period, it is determined that the employee is to be released from that position, the employee shall be entitled to return to his/her former position utilizing the seniority system described in the Policy of Administration for Management and Confidential Employees.

## SECTION 6

### 6.01 Conclusiveness

The provisions expressly stated in this MOU may be altered, changed, added to, deleted from or modified only through the voluntary mutual consent of GEMA and the City in a written and signed amendment to this agreement.

The City and GEMA agree that during the negotiations which resulted in this MOU each had an unlimited right and opportunity to make demands and proposals with respect to any subject or matter within the scope of representation. Therefore, during the term of this agreement, neither the City nor GEMA shall be obligated to meet and confer on any matter:

- A. Whether or not specifically referred to in this MOU;
- B. Whether or not the matter was within the knowledge or contemplation of either party at the time of negotiations;
- C. Whether or not the matters were proposed and later withdrawn during negotiations.
- D. Except that: In order to meet an emergent situation the City may change a written policy affecting wages, hours and other terms and conditions of employment which is not specifically set forth in this MOU. The City shall notify GEMA of its intention to so do. If GEMA does not respond within ten (10) calendar days from the date of mailing of such notification the City shall assume that GEMA does not wish to meet and confer on the change in policy. In an emergency, the City retains the right to take such action immediately. The GEMA will be offered the opportunity to meet and confer as soon as practicable.

### 6.02 Accumulation/Vesting

The City and GEMA agree that nothing contained in this MOU shall be interpreted as to imply or permit the accumulation or vesting of any written or unwritten employee right or privilege beyond the termination date of this MOU.

### 6.03 Savings Clause

If any provision of this MOU or any addendum thereto should be held to be invalid by operation of law or by a tribunal of competent jurisdiction or if compliance or enforcement of any provision should be restrained by such tribunal or the enactment of superseding rule, regulation, law or order by any governmental authority other than the City, such provision shall be immediately suspended and be of no force and effect, and the parties shall

immediately begin the meet and confer process for the purpose of arriving at a mutually satisfactory replacement for such provision. Invalidation of a part or portion of this MOU shall not invalidate any remaining portions unless those remaining portions were contingent upon the operations of the invalidated provision.

#### **6.04 Nondiscrimination**

Both the City and GEMA agree that they shall not unlawfully discriminate against any employee on the basis of age, race, sex, disability/handicap, creed, color, national origin or ancestry, pregnancy, marital status, medical condition or sexual orientation. Neither the City nor GEMA shall interfere with intimidate, restrain, coerce, or discriminate against any employee because of the exercise of rights to engage or not engage in lawful GEMA activity.

#### **6.05 Reopener**

During the term of this agreement, GEMA and the City shall have the right to re-open negotiations on the subject of salary. Upon a reopener, all other provisions and all other sections of the Memorandum of Understanding shall remain in full force and effect.



**Agreed upon June 27, 2022**

**For the City:**

\_\_\_\_\_/s/  
Mario Cifuentez  
City Manager

\_\_\_\_\_/s/  
Chris Tavaréz  
Finance Director

\_\_\_\_\_/s/  
Sarah Cardoza  
Human Resources Manager

**For GEMA:**

\_\_\_\_\_/s/  
Eric Forcey  
President

\_\_\_\_\_/s/  
Randy Shaw  
Vice President

Attachment: GEMA MOU 2022 Final (Admin: GEMA Memorandum of Understanding)



## AGENDA STAFF REPORT

**MEETING DATE:** 7/19/2022

**AGENDA SECTION:** F

**SUBJECT:**

Administration: Approval of Compensation and Benefit Summary with the Executive Management Employees Association (EMEA).

**RECOMMENDATION:**

That the City Council, by motion, approve the attached agreement and authorize administration to amend all other documents as may be necessary to implement said negotiated changes.

**BACKGROUND:**

The City of Hanford and the Executive Management Employees Association (EMEA) have negotiated over the past two months and within the scope of the Meyers-Milias Brown Act, City representatives have concluded labor negotiations with the Executive Management Employees Association (EMEA) that resulted in a fair and equitable compensation increase that was within the City's financial ability to provide. City representatives and EMEA have reached an agreement restating current benefits as well as agreeing on multiple amendments pertaining to wages, benefits and working conditions.

The following terms and conditions were ultimately agreed upon:

**Term:** Three years (July 1, 2022 through June 30, 2025)

**Wages:**

Using five (5) comparable agencies (Delano, Madera, Merced, Tulare, and Visalia) the following will be provided:

Year One - \$1,000 stipend and median of the comparable agencies plus 3% effective the first full pay period after formally approved by City Council.

Year Two - Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three - Additional two percent (2%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

**Management Leave:** Effective PP001 in 2023, modify current benefit by increasing Management Leave from 62.4 hours to 80 hours. Employees may cash out up to 64 hours per calendar year.

**Tuition Reimbursement** Amend Administrative Regulation to allow up to \$5,000 per fiscal year for courses taken to obtain a bachelor's, master's, or doctoral degree only (no training/certificate course work).

**Severance Pay:** Amend section to prohibit employees from being terminated within six months of a hire of a new City Manager, unless with cause.

**Health Insurance:** Amend section to reflect current plans.

**Life Insurance:** Amend section to increase life insurance premium from \$100,000 to \$200,000 effective January 1, 2023, and eliminate cost sharing for first \$20,000 voluntary Life/AD&D insurance.

**Holidays:** Amend holidays list to observe Christmas Eve and New Year's Eve (currently employees work one or the other) and add one additional floating holiday (to observe Juneteenth). Police Chief's holiday in lieu calculation amended to reflect the same.

**Vacation:** Amend section to allow City Manager to provide vacation accrual based on years of service at another public entity (State, County or City municipality) in a management level position.

**Sick Leave:** Amend section to state sick leave shall be taken in 15-minute increments.

**Bereavement Leave:** Amend section to specifically outline applicable relatives.

**Cell Phone Reimbursement:** Amend Administrative Regulation to reflect a Technology Reimbursement policy providing \$100/month for cell phone/internet reimbursement and maintain \$50/month for cell phone reimbursement.

**Side Letter Agreements:** Incorporate all side letter agreements previously reached with EMEA into their Compensation and Benefit Summary.

**Reopener:** During the term of the agreement, EMEA and the City shall have the right to re-open negotiations on the subject of salary.

The same level of management benefits that are afforded to the Executive level will also be provided to Deputy City Manager and City Manager positions.

#### **FISCAL IMPACT:**

Year 1: Approximate total \$82,500 (\$59,000 from General Fund)

Year 2: Approximate total \$13,000

Year 3: Approximate total \$13,000

#### **ATTACHMENTS:**

EMEA Comp Benefit Summary 2022 Final

# Compensation and Benefit Summary for the Executive Management Employees Association



Last Revised: 06/23/2022

July 1, 2022 to June 30, 2025

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## SECTION 1

### Application

This document summarizes the compensation and benefits currently provided to members of the Executive Management Employees Association (EMEA) as approved by City Council action. Any future changes to any section of this document will be incorporated upon adoption by City Council, side agreement or upon changes implemented by State or Federal law.

This document applies to all positions designated as Department Heads including but not limited to:

Community Development Director  
Finance Director  
Fire Chief  
Parks and Community Services Director  
Police Chief  
Public Works Director

Positions not listed above, but created and designated as a Department Head or Executive Management through the City's recognition process are covered by the terms herein.

### Term

This agreement shall be effective for the period of July 1, 2022 through June 30, 2025.

## SECTION 2

### Wages

Using five (5) comparable agencies (Delano, Madera, Merced, Tulare, and Visalia) the following increases will be provided:

Year One – \$1,000 stipend and median of the comparable agencies (as calculated below) plus 3% effective the first full pay period after formally approved by City Council.

|                                       |       |
|---------------------------------------|-------|
| Community Development Director        | 0.0%  |
| Finance Director                      | -2.0% |
| Fire Chief                            | -6.3% |
| Parks and Community Services Director | -8.8% |
| Police Chief                          | -5.1% |
| Public Works Director                 | -0.6% |

Year Two – Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three – Additional two percent (2%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

### Direct Deposit

All employees will enroll in the City's direct deposit program.

### Management Leave

Effective PP001 in 2023 Department Heads shall receive eighty (80) hours of Management Leave. It is preferred that Management Leave be used as time off. An employee may also cash out up to sixty-four (64) hours of their Management Leave or convert all or a portion of their leave to deferred compensation by completing the required form and returning it to the Human Resources office in advance of the payroll deadline. Any Management Leave hours not taken by PP025 will be compensated their cash out balance, up to sixty-four (64) hours if available in PP026. Under no circumstances shall available Management Leave hours be carried over to a new calendar year.

Department Heads who are hired throughout the year will receive a pro-rated amount of Management Leave hours and shall follow the Management Leave Plan as noted in the paragraph above.



Department Heads who leave the City of Hanford with Management Leave hours available will be compensated their cash out balance, up to sixty-four (64) hours if available

### **Tuition Reimbursement**

Pursuant to Administrative Regulation 1.13, regular employees are eligible to receive tuition reimbursement up to \$5,000 per fiscal year for courses taken to obtain a bachelor's, master's or doctoral degree only (no training/certificate course work).

### **Mileage Reimbursement**

Employees required to use their private automobile for authorized City business shall receive mileage reimbursement at the current IRS approved rate.

### **Car Allowance**

The Fire Chief and Police Chief are assigned a City vehicle for take home use to be used consistent with the City's vehicle policy.

### **Cell Phone Allowance**

Department Heads are provided with a cell phone/internet reimbursement allowance in accordance with Administrative Regulation 1.26.

### **Uniform Allowance**

The Fire Chief and Police Chief shall receive an annual uniform allowance of \$1,200.

### **Per Diem**

The City shall reimburse EMEA employees according to the provisions outlined in the Administrative Regulation 1.05.

### **Longevity Pay**

Upon completion of ten (10) consecutive years of active service with the City of Hanford, employees shall receive an additional five percent (5%) above their base wage in recognition of longevity pay.

Active service shall be defined as an employee who is in a continued pay status and an employee who is on approved leave (including paid or unpaid military leave). Time off for discipline leave shall not be time counted towards longevity, but such leave shall not constitute as a break in active service as it relates to longevity.

Upon appointment to an executive level position, the City Manager shall have the discretion to provide longevity pay based on years of service at another public entity (State, County or City municipality) in a management level position. Verification of years of service, title and job functions will be conducted through the Human Resources office prior to awarding longevity pay.

### **Acting Pay**

When an employee is temporarily assigned to a position in a higher classification (employee leaves their current position and assumes the duties and responsibilities of a higher-level classification), they shall have their base salary adjusted to the base pay for the higher classification at Step 1 or the step that provides them with a minimum of a five-percent (5%) increase commencing on the eleventh (11th) consecutive business day in a fiscal year. Designated City holidays shall count towards consecutive business days worked.

If the assignment is to a vacant position currently being recruited for, hours worked shall not exceed 960 hours in a fiscal year in compliance with Government Code 20480.

### **Working out of Classification**

If an employee is assigned to perform duties that are distinct, separate and normally performed by employees in a different classification (higher or lower) for more than 51% of their working hours, they shall receive a five-percent (5%) increase in their base salary commencing on the eleventh (11th) consecutive business day in a fiscal year. Designated City holidays shall count towards consecutive business days worked.

Working out of class assignment may be discontinued by the City Manager any time; however, employees shall not be rotated in and out of working out of class assignments to avoid providing additional compensation.

Working out of classification pay shall not be considered as part of the employee's base pay when computing the rate due upon promotion to a higher classification.

Any working out of classification assignment shall not exceed six months in a fiscal year unless written approval is received by the City Manager.

Any employee who feels they are working out of classification and not receiving compensation for their additional duties may submit supportive documentation to the City Manager outlining a detailed listing of all duties performed and the amount of time he/she spends on those duties.

The City Manager shall review and render a decision in writing within twenty (20) calendar days after receiving the employee's supportive documentation. The decision of the City Manager shall be final.

### **Severance Pay**

Department Heads, if terminated without cause shall be entitled to receive six (6) months of severance payments, the equivalent of six (6) months of their monthly salary upon termination subject to all state and federal withholding. Represented members of EMEA may not be terminated within six (6) months of hire of a new City Manager, unless with cause.

## SECTION 3

### Health Insurance

#### Medical

The City shall offer optional medical plans including but not limited to a PPO, EPO and/or a high deductible plan with employee sponsored Health Savings Account (HSA), if applicable. The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, and their dependents, who elect the PPO plan.

#### Dental

The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, and their dependents, who elect a dental plan.

#### Vision

The City shall pay one hundred percent (100%) of the total premium cost of all regular and probationary employees who elect an employee only vision plan. The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, who elect a vision plan with dependent coverage.

### Retirement

#### Miscellaneous Employees

The City shall provide the 3% @ 60 retirement plan to miscellaneous employees under the California Public Employees (CalPERS) retirement system.

Pursuant to State law, miscellaneous employees hired on or after January 1, 2013, shall be provided with the 2% @ 62 retirement plan under the California Public Employees (CalPERS) retirement system.

#### Sworn-Safety Employees

The City shall provide the 3% @ 55 retirement plan to safety employees under the California Public Employees (CalPERS) retirement system.

Pursuant to State law, safety employees hired on after January 1, 2013, shall be provided with the 2.7% @ 57 retirement plan under the California Public Employees (CalPERS) retirement system

All employees shall pay the required employee contribution as determined by CalPERS.

## **State Disability Insurance**

State Disability Insurance is provided, to all EMEA employees at the employee's cost. State Disability Insurance payments may be available to employees who cannot work due to sickness or injury not job related. State Disability payments shall be integrated with sick leave balances. To the extent that accumulated sick leave or vacation leave is available, the employee will continue to receive a regular payroll check. State Disability Insurance payments received by the employee from the State shall be turned in to the City upon receipt by the employee. When such checks are received by the City, that portion of the sick leave or vacation leave used, equivalent to the dollars received from the State, shall be reimbursed to the employee's leave balances. At such time that the employee no longer has balances to reimburse, the employee is no longer required to submit the State disability payment to the City.

## **Life Insurance**

The City pays the premium for a \$200,000 group life insurance policy for Department Heads. The City also provides employees an option to purchase additional life insurance at the employee's expense.

## **Flexible Spending and Voluntary Benefit Plan**

The City provides employees an option to enroll in a Section 125 plan at the employee's expense.

## **Deferred Compensation**

EMEA employees are eligible to receive a matched employer contribution for deferred compensation up to \$75.00 per pay period.

## SECTION 4

### Standard Work Period

The standard workday for employees shall be eight (8) hours and the standard work week shall be forty (40) hours to be worked within five (5) consecutive days unless assigned to an alternative work schedule as outlined in Administrative Regulation 1.17.

### Holidays

- I. The following holidays are recognized as municipal holidays for pay purposes and all regular and probationary employees shall have these days off:
  - (1) New Year's Day, January 1
  - (2) Martin Luther King Day, the third Monday of January
  - (3) Washington's Birthday, the third Monday in February
  - (4) Memorial Day, the last Monday in May
  - (5) Independence Day, July 4
  - (6) Labor Day, the first Monday in September
  - (7) Veterans Day, November 11
  - (8) Thanksgiving Day, the fourth Thursday in November
  - (9) The day after Thanksgiving, the fourth Friday in November
  - (10) Christmas Eve, December 24
  - (11) Christmas Day, December 25
  - (12) New Year's Eve, December 31
  - (13) Every day appointed by the President of the United States or Governor of California for public feast, Thanksgiving, or holiday and as approved by the City Council.
- II. Employees shall be credited with not more than two (2) floating holidays (8 hour block) to be taken no later than December 15th of each calendar year, at the employee's discretion, subject to staffing needs. The floating holiday shall be capped at eight (8) hours regardless of the year used.
- III. When a paid holiday falls on a Saturday, the previous Friday shall be deemed to be the holiday in lieu of the day named. When a holiday falls on Sunday, the following Monday shall be deemed to be the holiday in lieu of the day named.
- IV. In the event a paid holiday falls within an employee's vacation period, which would have excused the employee from work and for which no other compensation is made, said holiday shall not be charged as a vacation day.

V. Holiday In Lieu

Police Chief shall receive up to 112 hours of holiday time each calendar year accruing 4.308 hours per-pay period in-lieu of paid holidays. Employee may bank up to seventy (70) hours of holiday-in-lieu time. Employee may use this time at the discretion of the City Manager with due consideration of the employee's needs. Holiday time taken is deducted on an hour for hour basis. The employee is ultimately responsible for monitoring their holiday in-lieu time and will be able to request to cash out hours at their base hourly rate at time of accrual, once they have banked sixty (60) hours. An employee will be able to cash out any hours in excess of sixty (60). Holiday in-lieu time shall be recorded on the employee's timesheet and accounted for through the payroll system. If an employee should reach the maximum accumulation cap of seventy (70) hours, holiday in-lieu hours will no longer accrue.

## Vacation

I. Eligibility

Employees shall complete six (6) months continuous service before using accrued vacation leave. Employees shall not work for the City during their vacation.

Employees whose scheduled vacations are interrupted or postponed due to industrial injury shall be rescheduled after such injured employee has returned to duty. No vacation previously scheduled shall be lost due to an employee exceeding the vacation accrual during an industrial injury leave.

II. Accrual

Vacation will be accrued and credited on a bi-weekly basis at the following rates for continuous service performed in pay status:

- (1) From zero (0) through five (5) years:  
3.39 hours per bi-weekly pay period, 88 hours annually
- (2) From six (6) through ten (10) years:  
4.62 hours per bi-weekly pay period, 120 hours annually
- (3) From eleven (11) through fifteen (15) years:  
5.24 hours per bi-weekly pay period, 136 hours annually
- (4) Sixteen (16) or more years:  
6.16 hours per bi-weekly pay period, 160 hours annually

Upon appointment to a Department Head position, the City Manager shall have the discretion to provide vacation accrual based on years of service at another public entity (State, County or City municipality) in a management level position. Verification of

years of service, title and job functions will be conducted through the Human Resources office prior to awarding the increased vacation accrual.

### III. Limits of Accrual

Such accrual and credit for all employees may not exceed twice the employee's annual rate of accrual.

### IV. Buyback

Employees shall be able to cash out accrued vacation at an equal amount of vacation time used in the calendar year, but no more than ten (10) days each year.

### V. Compensation at Termination

Employees leaving the municipal service with accrued vacation leave shall be paid the amounts of accrued vacation to the date of termination at the employee's then hourly rate. Employees who terminate employment with the City and who have less than six (6) months of continuous service shall not be compensated for accrued vacation.

## Sick Leave

### I. Definition/Approved Sick Leave Usage:

- A. Sick leave is an absence from duty which may be granted by the employer to the employee because of an illness, injury, exposure to a contagious disease, preventative care, illness or injury of a member of the employee's immediate family requiring the employee's attendance.
- B. To attend a medical, dental, or optical appointment if such appointment cannot be scheduled outside of the employee's normal work day.
- C. To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking including the following with appropriate documentation of the need for such services:
  - a. A temporary restraining order or restraining order;
  - b. Other injunctive relief to help ensure the health, safety or welfare of the employee or their children;
  - c. To seek medical attention for injuries caused by domestic violence, sexual assault or stalking;
  - d. To obtain services from a domestic violence shelter, program, or rape crisis center as a result of domestic violence, sexual assault or stalking;
  - e. To obtain psychological counseling related to an experience of domestic violence, sexual assault or stalking;



- f. To participate in safety planning and take other actions to increase safety from future domestic violence, sexual assault, or stalking, including temporary or permanent relocation.
- D. An employee's immediate family shall consist of the employee's: Spouse or registered domestic partner, parent (including step parents), child (including step children), brother, sister, father in-law, mother in-law, brother in-law, sister in-law, aunts, uncles, employee's and spouse's grandparents, grandchildren or any person living in the same household as the employee.
- E. An employee may be granted sick leave only in case of actual illness/situation as defined above. In the event that an employee or a member of the employee's immediate family recovers from any such illness after being granted sick leave, and during the regularly scheduled hours of work, then such employee shall notify the appropriate immediate supervisor and be available to return to duty.
- F. Sick leave balances shall be taken in fifteen (15) minute increments.
- G. In order to receive compensation while absent on sick leave, an employee shall provide reasonable advance notice to their supervisor of their need to use sick leave if the need is foreseeable (i.e. doctor's appointment scheduled in advance). If the need for sick leave is unforeseeable, including an illness sustained while at work, the employee shall provide notice of the need for the leave to their supervisor as soon as possible, preferably within 1 hour before the time established as the beginning of the employee's work day. In the event that an employee is incapacitated because of illness or injury to the point the employee is unable to contact his/her supervisor, the employee's designated representative (i.e. family member) shall notify the supervisor at the earliest possible moment. Failure to do so without good reason shall result in that day of absence being treated as leave of absence without pay or cause the employee to use other available and accrued leave.
- H. If the employee is absent on sick leave for more than 1 day, the employee shall keep the immediate supervisor informed as to the date the employee expects to return to work.
- I. Upon the oral or written request of an employee, the City shall provide paid sick days for the purposes described in previous sections. The City may request a note from a physician after an employee has been absent longer than three consecutive days or shifts or if evidence suggests that an employee is abusing the City's sick leave policy.

To accurately track sick leave for those who meet the requirements under Federal and State laws (Family Medical Leave Act and California Family Rights Act), the City may require a physician's certification for an employee's own serious health condition or to care for an eligible family member (parent, child, spouse, domestic partner or covered service member).

- J. Employees who are on vacation at the time of death of an immediate family member as defined above shall be entitled to substitute bereavement leave for vacation time, consistent with the existing bereavement leave policy. The total period of absence from City employment (vacation and bereavement leave) shall not be extended beyond that time initially approved for vacation, without specific City Manager approval. Unused vacation shall be retained by the affected employee in accordance with the existing vacation policy.
  - K. Supervisors shall have the discretion to place employees on sick leave when, in the judgment of the supervisor, the presence of the employee at work would endanger the health and welfare of other employees or where the illness or injury of the employee interferes with the performance of such employee's duties.
  - L. The City shall not deny an employee the right to use sick leave, discharge, threaten to discharge, demote, suspend, or in any manner discriminate against an employee for using, or attempting to exercise the right to use sick leave to attend to an illness or the preventative care of a family member, or for any other reason specified in sections above.
- II. Sick Leave May Not Be Used For:
- A. An employee serving their initial 90 calendar days of service to the City (unless the employee was rehired within one year of separation, or sustained a work-related injury during their initial 90 days of employment).
  - B. Sick leave will not be granted to any employee absent from duty during an authorized leave of absence without pay, or any other absence from duty not authorized the City.
  - C. Sick leave shall not be used in lieu of or in addition to vacation, unless leave is requested for an immediate death in the family or as otherwise defined in this policy.
  - D. Absences for illness/medical treatments may not be charged to sick leave yet to be accumulated.
- III. Accrual, Accumulation and Separation
- A. Regular and probationary employees shall be eligible to accrue sick leave at the rate of 3.69 hours for each bi-weekly pay period.
  - B. There is no limit on the amount of sick leave which can be accumulated and carried over from year to year.

- C. Sick leave will be accrued by any employee during the first 90 calendar days of employment. However, only upon the successful completion of 90 days of employment, will the employee be entitled to utilize their accrued sick leave (does not apply to employees rehired within one year of separation).
- D. Employees granted a leave of absence with pay (including military leave or other approved leave with pay) shall accrue sick leave as indicated above.
- E. Sick leave will not be accrued by an employee absent from duty after separation from service or during an authorized leave of absence without pay.
- F. Upon retirement under the Public Employees Retirement System, qualifying employees may apply unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.

#### IV. Reimbursement/Reinstatement of Unused Sick Leave

Employees leaving the municipal service shall forfeit all accumulated sick leave unless:

- a. Upon retirement under the Public Employees Retirement System, qualifying individual applies unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.
- b. The individual is re-hired by the City of Hanford within one year from the date of separation. Previously accrued and unused paid sick days shall be reinstated and the employee shall be entitled to use those previously accrued and unused paid sick days immediately and will accrue additional paid sick hours in accordance to the section above.
- c. The employee resumes employment with the City upon release from active military duty, temporary military leave or other approved leave of absence.

#### V. Abuse of Sick Leave

Abuse of an employee's sick leave is defined as a claim of entitlement to sick leave when the employee does not meet the requirements as defined in Section I. If an employee is found to be abusing or misusing their sick leave time, they will be subject to disciplinary action.

### **Bereavement Leave**

Each regular employee shall be granted bereavement leave with full pay not to exceed one full work week in the event of death in the employee's family. For the purpose of this section only, the employee's family shall mean the spouse, child, parent, brother, sister, father-in-law, mother-in-law, brother-in-law, sister-in-law, grandparent or a close relative residing in the household of the employee. Bereavement leave does not count against an employee's sick leave balance.

## SECTION 5

### **Peace Officer and Firefighter Bill of Rights**

The City agrees to abide by the terms of the Peace Officer Bill of Rights and the Firefighter Bill of Rights, including any amendments thereto.

### **Legal Defense**

The City agrees to provide legal defense for EMEA employees pursuant to Labor Code § 2802.

### **Reopener**

During the term of this agreement, EMEA and the City shall have the right to re-open negotiations on the subject of salary. Upon a reopener, all other provisions and all other sections of the Compensation and Benefit Summary shall remain in full force and effect.

**Agreed upon June 23, 2022**

**For the City:**

\_\_\_\_\_/s/  
Mario Cifuentez  
City Manager

\_\_\_\_\_/s/  
Sarah Cardoza  
Human Resources Manager

**For EMEA:**

\_\_\_\_\_/s/  
Bradley Albert  
Parks and Community Services Director

\_\_\_\_\_/s/  
John Doyel  
Public Works Director

\_\_\_\_\_/s/  
Steve Pendergrass  
Fire Chief

\_\_\_\_\_/s/  
Parker Sever  
Police Chief

\_\_\_\_\_/s/  
Chris Tavarez  
Finance Director



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> G |
|--------------------------------|--------------------------|

**SUBJECT:**

Administration: Approval of Memorandum of Understanding (MOU) with the Hanford Professional FireFighters (HPFF).

---

**RECOMMENDATION:**

That the City Council, by motion, approve the attached Memorandum of Understanding (MOU) and authorize administration to amend all other documents as may be necessary to implement said negotiated changes.

**BACKGROUND:**

The City of Hanford and the Hanford Professional Firefighters Local 3898 have negotiated over the past two months and, within the scope of the Meyers-Milias Brown Act, City representatives have concluded labor negotiations with the Hanford Professional Firefighters Local 3898 (HPFF) that resulted in a fair and equitable compensation increase that was within the City's financial ability to provide. City representatives and HPFF have reached an agreement restating current benefits as well as agreeing on multiple amendments pertaining to wages, benefits and working conditions.

The following terms and conditions were ultimately agreed upon:

**Term:** Three years (July 1, 2022, through June 30, 2025).

**Wages:**

Using seven (7) comparable agencies (Delano, Dinuba, Madera, Merced, Porterville, Tulare, and Visalia) following will be provided:

Year One - Median of market placement or internal alignment (if applicable) plus 3% effective the first full pay period following ratification and formal approval by City Council. To eliminate compaction, the position of Fire Engineer will be 10% higher than the position of Firefighter using

the established salary schedule.

Year Two - Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three - Additional four percent (4%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

**Management Leave:** Amend section to remove the Management Leave benefit for Fire Captains effective upon agreement approved by City Council.

**Longevity Pay:** Amend section to remove: Employees assigned to the position of Battalion Chief are not eligible for longevity pay.

**Acting Pay:** Amend section to remove “if any employee is required to act out of class for more than twenty four (24) hours in a fiscal year” and to amend section to increase acting status pay differential from \$20.00 to \$30.00 per shift for rank of Acting Engineer and increase pay differential from \$30.00 to \$40.00 per shift for the rank of Acting Captain, and increase pay differential from \$40.00 to \$50.00 per shift for Acting Battalion Chief, and increase pay differential from \$50.00 to \$60.00 per shift for Acting Chief.

**Disciplinary Action:** Amend section to include: The City shall ensure protection for any member that comes forward regarding an issue that arises from a legally protected claim that may rise to the level of internal/external investigation.

**Call Back:** Amend section 2.03 (Overtime) to include: Employees called back to work from their day off, or other off duty hours shall receive overtime compensation as stated in section 2.03 with a one (1) hour minimum guaranteed.

**Vacation:** Amend section 2.06 (Vacation) to state: Employees shall complete six (6) months of continuous service before using accrued vacation leave. Employees can volunteer to work during their vacation time but may not be forced to work during that period. Employees whose scheduled vacations are interrupted or postponed due to industrial injury shall be rescheduled after such injured employee has returned to duty. No vacation previously scheduled shall be lost due to an employee exceeding the vacation accrual during an industrial injury leave cannot work on a scheduled vacation day. Employees shall not be able to work overtime and receive vacation pay on the same day.

**Side Letter Agreements:** Incorporate all side letter agreements previously reached with HPFF into their MOU.

**Cell Phone Reimbursement:** Amend Administrative Regulation to reflect a Technology Reimbursement policy providing \$100/month for cell phone/internet reimbursement and maintain \$50/month for cell phone reimbursement.

**Life Insurance:** Amend section to increase life insurance premium with a January 1, 2023,

effective date and eliminate cost sharing for first \$20,000 voluntary Life/AD&D insurance.

**Smooth Bank:** During the term of the agreement, the parties shall discuss potentially amending/eliminating the “smooth bank” language to reflect a process that reduces the amount of administrative time that is currently required to monitor employee hours.

**Holiday In-Lieu Pay:** Amend section A. to state: Battalion Chiefs (Shift), Fire Captains, Fire Engineers, and Firefighters shall receive one-hundred and fifty-four (154) hours of pay per calendar year at straight time in lieu of any holiday time off. Two (2) payments will be made annually on pay period thirteen (13) and pay period twenty-six (26) of each year. Following the last payment made for the calendar year (pay period twenty-six), the holiday-in-lieu time will be reset to zero (0). Pro-rated adjustments based in time in service will be made for employees entering or leaving fire shift work.

**Health Insurance:** Amend section to reflect current plans and to state: The City shall pay towards the health care plan selected by the employee equal to sixty percent (60%) of the total premium for the City PPO plan (employee, employee +1, or family).

**Sick Leave:** Amend section to state sick leave shall be taken in fifteen (15) minute increments.

**Holidays:** Amend the Holiday schedule to include Christmas Eve, New Year’s Eve and one (1) floating holiday for Juneteenth. The City recognizes that this update will need to occur on a City-wide basis, holiday in lieu accrual for Fire Department employees assigned to a shift shall be updated from 133 hours to 154 hours of pay per calendar year.

Amend Section I. (A.) to remove: The City shall modify its work schedule in order that actual scheduled work shall not exceed four (4) hours on Thanksgiving and Christmas.

Amend Section I. (C.) to remove item C: Battalion Chiefs may cash out any holiday pay once per year, in the last pay-period in October.

**Tuition Reimbursement:** Amend current Administrative Regulation by eliminating pre-payment option.

#### **FISCAL IMPACT:**

Year 1: Approximate total \$547,830

Year 2: Approximate total \$70,600

Year 3: Approximate total \$141,200

#### **ATTACHMENTS:**

HPFF MOU 2022 -final



Memorandum of Understanding  
between  
City of Hanford  
and  
Hanford Professional Firefighters Local 3898, IAFF  
Professional Firefighters Unit



Last Updated: 07/12/2022

Term: July 1, 2022 - June 30, 2025

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## SECTION 1

### 1.01 Preamble

The following constitutes a Memorandum of Understanding (“MOU”) between the City of Hanford (“City”) and the Hanford Professional Firefighters Local 3898, IAFF (“Professional Firefighters Unit”) as a result of meeting and conferring in good faith concerning wages, hours, and other terms and conditions of employment, pursuant to Government Code Section 3500 et seq., and the City's Employer-Employee Relations Policy, Hanford Personnel Rules and Regulations, Chapter 12.

### 1.02 Recognition

Under the terms of Chapter 12 of the Merit System Rules and Regulations, the City formally recognizes the Professional Firefighters Unit as the exclusive recognized employee organization for Battalion Chiefs, Fire Captains, Fire Engineers, and Firefighters of the City of Hanford. Unless noted otherwise, the information outlined in this Memorandum of Understanding shall apply to all represented employee classifications.

### 1.03 Purpose

The purpose of this MOU is to promote and provide for harmonious relations, cooperation and understanding between the City and the employees covered herein and to provide an orderly and equitable means of resolving any misunderstandings or differences which may arise regarding wages, hours, and other terms and conditions of employment.

### 1.04 City Rights

- I. Nothing in this agreement shall restrict or obstruct the inherent or legal rights of the City as they relate to its general legislative process. These rights include, but are not limited to:
  - A. Determining the goals, objectives and mission of the City departments, offices, committees or commissions;
  - B. Establishing the standard of selecting City personnel;
  - C. Implementing and executing standards of continued employment with the City;
  - D. Identifying the work to be performed and allocating such work to City personnel;
  - E. Directing its personnel and administering discipline;
  - F. Relieving its personnel from duty;

- G. Undertaking all necessary actions during emergencies;
- H. Discharging, suspending, demoting, reducing in pay, reprimanding, withholding salary increases and benefits, or otherwise disciplining employees subject to the requirements of the MOU and the city rules and regulations;
- I. Laying-off employees; or
- J. Directing employees, including scheduling and assigning work, work hours and overtime.

### **1.05 Maintenance of Operations**

The Professional Firefighters Unit agrees, for the term of this MOU, neither the Professional Firefighters Unit, nor its agents, will cause, authorize, or engage in a strike against the City, a work stoppage, slow down, picketing or concerted failure to report for duty, or unauthorized absence or abstinence from the full and faithful performance of their duties of employment, or comply with a request of another labor organization or bargaining unit to engage in such activities. This is not to mean that the Professional Firefighters Unit, collectively or individually, waives any rights as to protection of personal safety as they may pertain to refusal to cross the picket line of another public employee's organization on strike, or to informational picketing by employees on their own time.

## SECTION 2

### 2.01 Wages and Direct Deposit

Using seven (7) comparable agencies (Delano, Dinuba, Madera, Merced, Porterville, Tulare, and Visalia) the following increases will be provided:

Year One – Median of market placement or internal alignment (if applicable) plus 3% effective the first full pay period following ratification and formal approval by City Council.

To eliminate compaction, the position of Fire Engineer will be 10% higher than the position of Firefighter using the established salary schedule.

Year Two – Additional two percent (2%) increase effective the first full pay-period in July 2023.

Year Three – Additional four percent (4%) increase effective the first full pay-period in July 2024.

A new salary schedule has been created which encompasses a one percent (1%) difference between each range.

Conversion of monthly salaries to hourly rates shall be determined by dividing the monthly salary by 173.333 for non-shift employees. For employees assigned to a fire shift the monthly salary shall be divided by 242.666 based on a 56-hour work week.

All employees shall be subject to mandatory participation in the direct deposit of the City payroll checks. Employees shall complete a direct deposit/sign-up authorization form during their first week employed with the City of Hanford.

#### Shift Employees – Smooth Bank Hours

The City of Hanford Fire Department works a 48/96 work schedule for a total of 2,912 hours per year. Additionally, the City of Hanford and Hanford Firefighters Local 3898, have agreed to follow a 24 day FLSA (Fair Labor Standards Act) pay period. This encompasses all shifts to work eight (24 hour) shifts within the period. The FLSA pay period is the period given to determine overtime compensation.

In lieu of paying the Hanford Firefighters the fluctuating number of actual hours worked in a given pay period, it has been agreed by both parties that the City would pay these employees 112 hours each pay period, which is the total annual hours divided by the number of pay periods (or 2,912 hours divided by 26 pay periods). In the event that the number of pay periods is changed by the City, this method of calculating hours for the Hanford Firefighters will be changed with the discussion and the approval of both parties.

By using this method of calculating hours paid in a pay period (annual hours divided by number of pay periods), creates a discrepancy between actuals hours worked and actual hours paid. In order to satisfy the requirements of both State and Federal law governing audits, payroll,

accounting practices, and the use of public funds for a municipal government, it is necessary to include in the current MOU both the method of payment and method of addressing the discrepancy caused between actual hours worked vs. actual hours paid.

The 48/96 work schedule used by the Firefighters, within the parameters of the City's bi-weekly payroll process, results in the Firefighters working 144 hours in one pay period, 96 hours in the next pay period, and another 96 hours in the next pay period. By the fourth pay period, these employees would start the 144 hours worked again.

To adjust for the fluctuation in hours each pay period, a 'Smoothing Bank' was created in the payroll system. During the pay period when a firefighter worked 144 hours, 32 of those hours would be 'banked' and the employee would be paid 112 hours. In the following pay period, that employee would work 96 hours and 16 hours would be taken from the banked hours to pay the employee for 112 hours. The third pay period, the employee would work 96 hours and the remaining 16 hours would be taken from the banked hours to pay the employee for 112 hours. This 'Smoothing Bank', under these guidelines, should never total less than zero (0) or more than thirty-two (32) hours.

When shift changes occur in the Fire Department, a Firefighter may not go into a shift that is on the same sequence of hours they were previously on. By doing this, it changes the amounts of hours they are banking and the 'smoothing bank' may go into the negative or it may exceed the 32 hours. This may also occur when a Firefighter is moved to a 40-hour temporary schedule.

To correct the discrepancy caused in the 'Smoothing Bank' due to shift changes, it is proposed that a transfer of 'Smooth Bank' hours between Firefighters can be made. This transfer, at the request of the department, is needed after the first payroll of a shift change is completed and a Leave Balance Report or Accrual Report is provided by the Finance Office.

When a Firefighter terminates, any balance in the employee's Smooth Bank will be calculated in that employee's final termination pay. If the balance of the Smooth Bank, after any previous shift adjustments have been made, is negative, will be taken from any accumulated sick leave hours. If the Smooth Bank for that employee is over the 32 hour maximum, it will be paid out at their base rate per hour.

## 2.02 Standard Work Period

- I. A 48/96 work schedule shall consist of the following:
  - A. A duty shift will be a period of twenty-four (24) consecutive hours, starting at 0800 one day and continuing to 0800 the next day. Every day of the year is considered a normal duty shift except Thanksgiving and Christmas as defined in Section 2.05, Holidays.
  - B. Employees work two (2) consecutive twenty-four (24) hour shifts for a total of forty-eight (48) hours and have ninety-six (96) consecutive hours off.



1. A typical work schedule, where “X” represents a workday and “O” represents a day off, is as follows: XXOOOOXXOOOOXXOOOO and so on.

C. Fire shift personnel’s hourly rates of pay will be based on two thousand, nine-hundred and twelve (2,912) hours per year.

II. A 40-hour work/56-hour week shall consist of the following:

- A. Five (5) consecutive eight-hour days each week. When new personnel are assigned into a 40-hour assignment an alternate work week of either Monday through Thursday or Tuesday through Friday at 10 hours per day may be agreed upon by the Fire Chief and the affected employee. The Fire Chief may assign the start and end time of these shifts to meet operational needs.
- B. When shift reassignment occurs at the direction of the Fire Chief, a minimum of 72 hours of time-off shall be provided between the old shift assignment and the new shift assignment (56-hour work week). Whenever a shift transfer/reassignment is made, the employee shall receive that same minimum “actual hours worked” which would have resulted if a shift reassignment had not occurred. This shall not apply to shift bids.
- C. Employees moving from a voluntary 40-hour assignment or IOD will receive a minimum of 48 hours of time-off (starting at 08:00 hours) between the assignments from a 56-hour work week to a 40-hour work week; and, from a 40-hour work week to a 56-hour work week.
- D. Shift movement at the direction of the Fire Chief includes movement created by new hires, long-term interim appointments, or special work assignments.
- E. Shift movement created at the employee’s request for “light-duty” or for off-duty injury/illness shall not be subject to any minimum time-off pursuant to this provision.

## 2.03 Overtime

### I. Administration.

It is the policy of the City that overtime work is to be kept to the minimum consistent with protection of life, property, and the efficient operation of the departments and activities of the City and that overtime be compensated by time off wherever practicable. All work requiring any employee to work overtime must be approved by the Department Head or his/her designated representative prior to the work being performed, with the exception of emergency situations.

- A. Overtime shall start at the time an employee reaches the place where he/she is directed to report and shall continue until he/she is released, or the work is

completed whichever is the earlier.

- B. Employees called back to work from their day off, or other off duty hours shall receive overtime compensation as stated above with a one (1) hour minimum guaranteed.

## II. Compensation.

- A. Fire Captains, Fire Engineers, and Firefighters  
The applicable period for purposes of determining Fair Labor Standard Act (FLSA) overtime shall be a one-hundred and eighty-two (182) hour, twenty-four (24) day work period. Employees on the 182 hour/24 day work-period shall receive overtime compensation at the rate of one and one-half (1.5) times their “regular rate of pay” for all time actually worked in excess of 182 hours in a 24 day work period.

For all hours worked outside of the normally scheduled work period employees shall be compensated at one and one-half (1.5) times their base rate.

“Regular rate of pay” is defined as base rate plus all remuneration calculated to an hourly rate.

“Base rate” is defined as the normal hourly rate associated to the employees annual salary calculation divided by 2912.

All remuneration is defined as education incentives, longevity pay, acting pay, holiday in-lieu and bilingual pay.

- B. Battalion Chiefs assigned to a shift shall be paid overtime at one and one-half (1.5) times their base rate for any hours worked outside of their regularly scheduled shift.

“Base rate” is defined as the normal hourly rate associated to the employees annual salary calculation divided by 2912.

- C. In the event compensatory time off is used as the method of compensation for overtime, the time off will be taken within the fiscal year in which the overtime has been worked. In the event the employee is denied this provision, he/she will be compensated for such time at the applicable rate of pay. Exceptions to this procedure will be made only upon written authorization of the City Manager.

## III. Training.

- A. Employees who attend training programs, meetings, lectures and similar activities outside their regular working hours shall receive overtime compensation if the training meets all of the following criteria:

1. Training is approved and required by the employee's Department Head;

2. Training is directly related to the employee's present job; and
3. The training could not be obtained during the employee's regular working hours.

## 2.04 [Reserved]

## 2.05 Holidays

### I. Holiday In-Lieu Pay.

- A. Battalion Chiefs assigned to a shift, Fire Captains, Fire Engineers, and Firefighters shall receive one-hundred and fifty-four (154) hours of pay at straight time in-lieu of any holiday time off. Two (2) payments will be made annually on pay period thirteen (13) and pay period twenty-six (26) of each year. Following the last payment made for the calendar year (pay period twenty-six), the holiday in-lieu time will be reset at zero (0). Pro-rated adjustments based on time in service will be made for employees entering or leaving fire shift work.
- B. Regular employees leaving municipal service shall be paid for accrued hours in lieu of holidays at termination. Payments for accrued hours in lieu of holidays shall be at the employee's then-current rate of pay.

## 2.06 Vacation

### I. Eligibility.

Employees shall complete six (6) months of continuous service before using accrued vacation leave. Employees can volunteer to work during their vacation time but may not be forced to work during that period. Employees whose scheduled vacations are interrupted or postponed due to industrial injury shall be rescheduled after such injured employee has returned to duty. No vacation previously scheduled shall be lost due to an employee exceeding the vacation accrual during an industrial injury leave cannot work on a scheduled vacation day. Employees shall not be able to work overtime and receive vacation pay on the same day.

### II. Special Vacations.

Special vacation requests will be granted immediately upon request as long as (a) the request does not create overtime, and (b) the day(s) requested is/are within the same calendar year that the request is submitted.

### III. Accrual.

- A. Battalion Chiefs, Fire Captains, Fire Engineers, and Firefighters vacation will

accrue and be credited every two (2) weeks for continuous service performed in pay status:

1. From zero (0) through five (5) years:  
5.54 hours bi-weekly; 144 hours annually
2. From six (6) through ten (10) years:  
7.39 hours bi-weekly; 192 hours annually
3. From eleven (11) through fifteen (15) years:  
8.31 hours bi-weekly; 216 hours annually
4. Sixteen (16) or more years:  
9.23 hours bi-weekly; 240 hours annually

B. Battalion Chiefs, Fire Captains, Fire Engineers, and Firefighters assigned to an administrative schedule (40-hour work week) for more than two consecutive pay periods vacation will accrue and be credited every two (2) weeks for continuous service performed in pay status:

1. From zero (0) through five (5) years:  
3.39 hours bi-weekly; 88 hours annually
2. From six (6) through ten (10) years:  
4.62 hours bi-weekly; 120 hours annually
3. From eleven (11) through fifteen (15) years:  
5.24 hours bi-weekly; 136 hours annually
4. Sixteen (16) or more years:  
6.16hours bi-weekly; 160 hours annually

#### IV. Limits of Accrual.

Accrued vacation hours may not exceed twice the employee's annual rate of accrual.

#### V. Compensation at Termination.

Employees leaving the City with accrued vacation leave shall be paid accrued vacation at the date of termination at the employee's hourly rate. Employees who leave employment with the City with less than six (6) months of continuous service, shall not be compensated for accrued vacation.

## 2.07 Sick Leave

### I. Definition/Approved Sick Leave Usage:

- A. Sick leave is an absence from duty which may be granted by the employer to the

employee because of an illness, injury, exposure to a contagious disease, preventative care, illness or injury of a member of the employee's immediate family requiring the employee's attendance.

- B. To attend a medical, dental, or optical appointment if such appointment cannot be scheduled outside of the employee's normal work day.
- C. To obtain relief or services related to being a victim of domestic violence, sexual assault, or stalking including the following with appropriate documentation of the need for such services:
  - a. A temporary restraining order or restraining order;
  - b. Other injunctive relief to help ensure the health, safety or welfare of the employee or their children;
  - c. To seek medical attention for injuries caused by domestic violence, sexual assault or stalking;
  - d. To obtain services from a domestic violence shelter, program, or rape crisis center as a result of domestic violence, sexual assault or stalking;
  - e. To obtain psychological counseling related to an experience of domestic violence, sexual assault or stalking;
  - f. To participate in safety planning and take other actions to increase safety from future domestic violence, sexual assault, or stalking, including temporary or permanent relocation.
- D. An employee's immediate family shall consist of the employee's: Spouse or registered domestic partner, parent (including step parents), child (including step children), brother, sister, father in-law, mother in-law, brother in-law, sister in-law, aunts, uncles, employee's and spouse's grandparents, grandchildren or any person living in the same household as the employee.
- E. An employee may be granted sick leave only in case of actual illness/situation as defined above. In the event that an employee or a member of the employee's immediate family recovers from any such illness after being granted sick leave, and during the regularly scheduled hours of work, then such employee shall notify the appropriate immediate supervisor and be available to return to duty.
- F. Sick leave shall be taken in fifteen (15) minute increments.
- G. In order to receive compensation while absent on sick leave, an employee shall provide reasonable advance notice to their supervisor of their need to use sick leave if the need is foreseeable (i.e. doctor's appointment scheduled in advance). If the need for sick leave is unforeseeable, including an illness sustained while at work, the employee shall provide notice of the need for the leave to their supervisor as soon as possible, preferably within 1 hour before the time established as the beginning of the employee's work day. In the event that an employee is incapacitated because of illness or injury to the point the employee is unable to contact his/her supervisor, the employee's designated representative (i.e. family member) shall notify the supervisor at the earliest possible moment. Failure to do so without good reason shall result in that day of absence being treated as leave of

absence without pay or cause the employee to use other available and accrued leave.

- H. If the employee is absent on sick leave for more than 1 day/shift, the employee shall keep the immediate supervisor informed as to the date the employee expects to return to work.
- I. Upon the oral or written request of an employee, the City shall provide paid sick days for the purposes described in previous sections. The City may request a note from a physician after an employee has been absent longer than three consecutive days or shifts (72 hours for Fire), or if evidence suggests that an employee is abusing the City's sick leave policy.

To accurately track sick leave for those who meet the requirements under Federal and State laws (Family Medical Leave Act and California Family Rights Act), the City may require a physician's certification for an employee's own serious health condition or to care for an eligible family member (parent, child, spouse, domestic partner or covered service member).

- J. Employees who are on vacation at the time of death of an immediate family member as defined above shall be entitled to substitute bereavement leave for vacation time, consistent with the existing bereavement leave policy. The total period of absence from City employment (vacation and bereavement leave) shall not be extended beyond that time initially approved for vacation, without specific Department Head approval. Unused vacation shall be retained by the affected employee in accordance with the existing vacation policy.
- K. Supervisors shall have the discretion to place employees on sick leave when, in the judgment of the supervisor, the presence of the employee at work would endanger the health and welfare of other employees or where the illness or injury of the employee interferes with the performance of such employee's duties.
- L. The City shall not deny an employee the right to use sick leave, discharge, threaten to discharge, demote, suspend, or in any manner discriminate against an employee for using, or attempting to exercise the right to use sick leave to attend to an illness or the preventative care of a family member, or for any other reason specified in sections above.

## II. Sick Leave May Not Be Used For:

- A. An employee serving their initial 90 calendar days of service to the City (unless the employee was rehired within one year of separation, or sustained a work-related injury during their initial 90 days of employment).
- B. Sick leave will not be granted to any employee absent from duty during an authorized leave of absence without pay, or any other absence from duty not authorized by the City.
- C. Sick leave shall not be used in lieu of or in addition to vacation, unless leave is

requested for an immediate death in the family or as otherwise defined in this policy.

- D. Absence for illness/medical treatments may not be charged to sick leave yet to be accumulated.

### III. Accrual, Accumulation and Separation

- A. Regular and probationary employees shall be eligible to accrue sick leave at the rate of 6.46 hours for sworn Fire Department personnel assigned to a 56 hour work week for each bi-weekly pay period.

Regular and probationary employees assigned to an administrative schedule (40-hour work week) for more than two consecutive pay-periods shall be eligible to accrue sick leave at the rate of 3.69 hours for each bi-weekly pay period.

- B. There is no limit on the amount of sick leave which can be accumulated and carried over from year to year.
- C. Sick leave will be accrued by any employee during the first 90 calendar days of employment. However, only upon the successful completion of 90 days of employment, will the employee be entitled to utilize their accrued sick leave (does not apply to employees rehired within one year of separation).
- D. Employees granted a leave of absence with pay (including military leave or other approved leave with pay) shall accrue sick leave as indicated above.
- E. Sick leave will not be accrued by an employee absent from duty after separation from service or during an authorized leave of absence without pay.
- F. Upon retirement under Public Employees Retirement System, qualifying employees may apply unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.

### IV. Reimbursement/Reinstatement of Unused Sick Leave

- A. Employees leaving the municipal service shall forfeit all accumulated sick leave unless:
  - a. Upon retirement under the Public Employees Retirement System, qualifying individual applies unused sick leave as provided under Section 20862.8 and 20965 of the Government Code.
  - b. The individual is re-hired by the City of Hanford within one year from the date of separation. Previously accrued and unused paid sick days shall be reinstated and the employee shall be entitled to use those previously accrued and unused paid sick days immediately and will accrue additional paid sick hours in accordance to the section above.
  - c. The employee resumes employment with the City upon release from active military duty, temporary military leave or other approved leave of absence.

### V. Abuse of Sick Leave

- A. Abuse of an employee's sick leave is defined as a claim of entitlement to sick leave

when the employee does not meet the requirements as defined in Section I. If an employee is found to be abusing or misusing their sick leave time, they will be subject to disciplinary action.

## **2.08 Catastrophic Leave**

Pursuant to the City's Catastrophic Leave Policy, regular City employees are permitted to contribute a portion of their accrued leave credit to another employee when such employee is on an approved leave of absence due to a verifiable illness or injury (personal or family leave).

## **2.09 Bereavement Leave**

Each regular employee assigned to a shift shall be granted bereavement leave with full pay not to exceed forty-eight (48 hours) or a total of ten (10) calendar days including days off in the event of death in the employee's family as defined in Section 2.07 (Sick Leave Policy). For regular employees on an administrative work schedule (40-hour work week), the equivalent of one week off shall be granted. Bereavement leave does not count against an employee's sick leave balance and is categorized as "Other Leave with Pay" for payroll purposes.

## **2.10 [Reserved]**

## **2.11 Tuition Reimbursement**

Pursuant to Administrative Regulation 1.13 regular City employees are eligible to receive tuition reimbursement up to \$1000 per fiscal year for educational purposes. The term "educational purposes" includes classes for which no college units are awarded, such as classes provided by other departments and attendance at trade shows and symposiums.

In addition to what is outlined above, regular employees can utilize tuition reimbursement for travel expenses (meals, travel, and lodging and per diem at the Federal rate).

## **2.12 [Reserved]**

## **2.13 Mileage Reimbursement**

Employees required to use their personal automobile for authorized City business may receive mileage reimbursement at the current IRS approved rate.



## 2.14 Uniform Allowance

- I. New personnel shall be paid an initial uniform allowance equivalent to the uniform allowance in effect for a regular employee for the appropriate uniform for the first year of employment within one (1) month of the date of hire. After the first year of employment, the employee is eligible for a pro-rated uniform allowance based on the number of months remaining in the fiscal year.
- II. Regular employees shall receive a uniform allowance of \$1,200.00 per fiscal year paid the first full pay period in July. The employee shall have the responsibility of being properly uniformed and equipped.

## 2.15 Health Insurance

### Medical

The City shall offer optional medical plans including but not limited to a PPO, EPO, and/or a high deductible plan with employee sponsored Health Savings Account (HSA), if applicable. The City shall pay towards the health care plans selected by the employee equal to sixty percent (60%) of the total premium for the City PPO plan (employee, employee +1, or family).

### Dental

The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, and their dependents, who elect a dental plan.

### Vision

The City shall pay one hundred percent (100%) of the total premium cost of all regular and probationary employees who elect an employee only vision plan. The City shall pay sixty percent (60%) of the total premium cost of all regular and probationary employees, who elect a vision plan with dependent coverage.

## 2.16 Educational Incentive Pay

- I. Employees (hired prior to the date the current MOU was ratified) shall continue to receive the agreed upon Education Incentive Pay structure identified below. Firefighters must have reached step "D" in their salary range to be eligible.
  - A. For completion of thirty (30) college units, fifteen of which must be in Fire Science: \$150.00.
  - B. For completion of an Associate or Bachelor Degree: \$40.00 per month.
  - C. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Firefighter 2, employees shall receive 2.5% of base salary per month payable with the normal payroll effective the first full pay period after the City receives the certificate.

- D. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Fire/Company Officer, employees shall receive 5% of base salary per month payable with the normal payroll effective the first full pay period after the Fire Chief or his designee has confirmed completion of all education and instruction that is required by the CA Office of the State Fire Marshall (OSFM) has been met.
- E. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Chief Officer, employees shall receive 5% of base salary per month payable with the normal payroll effective the first full pay period after the Fire Chief or his designee has confirmed completion of all education and instruction that is required by the CA Office of the State Fire Marshall (OSFM) has been met.

Employees assigned to the position of Battalion Chief are only eligible for additional compensation for Chief Fire Officer certificate as their base salary already includes 2.5% for Firefighter 2 and 5% for Fire/Company Officer certificates.

- II. New employees (hired on or after the date the current MOU is ratified) shall only receive Education Incentive Pay for Fire/Company Officer at the rank of Firefighter or above, or Chief Officer at the rank of Captain or above. Employees can only receive compensation for one certificate at a time. In addition, Firefighters must have reached step "D" in their salary range to be eligible.
  - A. For completion of thirty (30) college units, fifteen of which must be in Fire Science: \$150.00.
  - B. For completion of an Associate or Bachelor Degree: \$40.00 per month.
  - C. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Firefighter 2, employees shall receive 2.5% of base salary per month payable with the normal payroll effective the first full pay period after the City receives the certificate.
  - D. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Fire/Company Officer, employees shall receive 5% of base salary per month payable with the normal payroll effective the first full pay period after the Fire Chief or his designee has confirmed completion of all education and instruction that is required by the CA Office of the State Fire Marshall (OSFM) has been met.
  - E. Upon successful completion of the didactic portion of the CA Office of the State Fire Marshall (OSFM), State Fire Training (SFT) for Chief Officer, employees shall receive 7.5% of base salary per month payable with the normal payroll effective the first full pay period after the Fire Chief or his designee has confirmed completion of all education and instruction that is required by the CA Office of the State Fire Marshall (OSFM) has been met.

## 2.17 Retirement

For employees hired before January 1, 2013, the City shall maintain in effect the 3% @ 55 CalPERS Retirement Program. Employees hired on or after January 1, 2013 (who do not meet the definition of a CalPERS “Classic” employee) will be covered in the 2.7% @ 57 CalPERS Retirement Program. Effective the first full pay period in January 2012, employees will pay one hundred percent (100%) of the employee’s share of retirement contributions.

## 2.18 Acting Pay

Employees who have successfully completed the appropriate Position Task Book (PTB) or current qualifications may act out of classification.

The City shall provide “Acting” status pay differential of \$30.00 per shift for the rank of Acting Engineer, \$40.00 per shift for the rank of Acting Captain, \$50.00 per shift for Acting Battalion Chief and \$60.00 per shift for Acting Chief.

If the assignment is to a vacant position currently being recruited for, hours worked shall not exceed 960 hours in a fiscal year in compliance with Government Code 20480.

All positions above the rank of firefighter are eligible to be covered with an acting classification. To be considered for acting capacity, personnel shall successfully complete their probation in their current position. Personnel will only be allowed to act up into the next rank above their current rank classification.

To be eligible to act up, personnel shall successfully complete the department Position Task Book for the position they will be acting in within 18 months of promotion. The PTB only needs to be completed and confirmed by the Training Chief for eligibility. State Fire Training certification is not necessary to be eligible for acting. All Chief Officers are eligible to act in the capacity of Fire Chief.

## 2.19 Dues Deduction

It is mutually agreed that the City will, during the term of this MOU, deduct without charge, dues from the pay of those employees who individually provide written authorization for such dues in an amount certified to be current and correct by the President of the Professional Firefighters Unit. There shall be no more than one deduction per pay period and the total of such deductions shall be remitted by the City to the Professional Firefighters Unit accompanied by a list of said dues payers. “Dues” in this context means any deduction voluntarily authorized by a Union member City employee.

## 2.20 Bilingual Pay

The City agrees to compensate eligible employees for utilization of their bilingual skills as determined by the City pursuant to Administrative Regulation 1.12. Eligible employees shall receive a five percent (5%) stipend for the use of their bilingual skills.

## 2.21 Administrative Pay

Qualified personnel may be temporarily assigned to a 40-hour work week. Those assigned to a 40-hour work week shall receive an additional 7.5% increase to their annual base salary to compensate them for the loss of possible FLSA pay. Their new 40-hour base hourly rate shall be calculated by taking their current base rate x 2,912 hours, multiplying that annual amount by 1.075, and dividing by 2080, converting their 56 hour a week base rate to a 40 hour a week base rate which includes a 7.5% raise.

Individuals performing in a temporary or permanent 40-hour assignment shall not negatively impact the bargaining units' available time off (i.e., vacation, holidays, schooling/training). All employees shall be given a minimum of two weeks' advance notice when moving from one shift to another.

## 2.22 Meal Contribution

Employees are required by the City, as a condition of employment to contribute financially to meals in the Fire Station at a charge equal to the value to the meal irrespective of whether the employee chooses to eat the meal. Employees shall be solely responsible for any financial or tax liability regarding this provision. Accordingly, the City shall be held harmless from any such liability. The City also shall not be responsible for maintaining any records or providing administration regarding this provision.

## 2.23-2.37 [Reserved]

## 2.38 Jury Duty

Employees required to report to jury duty shall be granted a leave of absence with pay from their assigned duties until released by the court, provided the employee remits to the City all fees received for such duties other than mileage or subsistence allowance within thirty (30) days from the termination of his/her jury duty service.

## 2.39-2.45 [Reserved]

## **2.46 Pregnancy Leave**

The City provides pregnancy disability leave consistent with state law.

## **2.47-2.59 [Reserved]**

## **2.60 Immunizations**

The City will provide the immunization series for hepatitis "B" and tuberculosis testing to all employees.

## **2.61 Deferred Compensation**

Employees covered in this agreement are eligible to receive matched employer contributions for deferred compensation up to \$75.00 per pay period.

## **2.62 Class Attendance**

- I. With the approval of the Chief Officer, employees may attend local educational courses provided their response posture is maintained. All other classes attended shall be approved by the Fire Chief and shall not reduce the maximum daily staffing by more than one person.
- II. The department shall maintain a policy related to class attendance while on-duty.

## **2.63 State Disability Leave and Paid Family Leave**

State disability insurance and paid family leave are provided to all employees within this unit at the employees cost. State disability payments may be available to employees who cannot work due to sickness or injury not job related. State disability payments shall be integrated with sick leave balances. To the extent that accumulated sick leave or vacation leave is available, the employee will continue to receive a regular payroll check. State disability insurance payments received by the employee from the State shall be turned in to the City upon receipt by the employee. When such checks are received by the City, that portion of the sick leave or vacation leave used, equivalent to the dollars received from the State, shall be reimbursed to the employees' balances. At such time that the employee no longer has balances to reimburse, the employee is no longer required to submit the state disability payment to the City.

## **2.64 Family and Medical Leave Act**

The City provides family and medical leaves of absence consistent with state and/or federal law.

## **2.65 Survivor Death Benefit**

The City shall use the Indexed Level of Survivor Death Benefits in accordance with State law and CalPERS rules and regulations.

## **2.66 Per Diem**

The City shall pay per diem at the current IRS approved rate when overnight travel is required. The daily commuter allowance shall be \$10.00 per day. The per diem for travel day shall be paid at the current IRS approved rates. No food receipts will be required for the per diem or commuter allowance.

Travel reimbursements to employees will occur within forty-five (45) days of the completed claim being submitted to the Finance Department.

A City issued CAL CARD Credit Card is issued to the Fire Chief for department use in order to arrange travel arrangements.

## **2.67 Residency Requirement**

There shall be no residency requirement for employees caused by this Memorandum of Understanding.

## **2.68 Shift Trades**

Pursuant to Article 12 of the Hanford Fire Department Rules, Regulations and General Order, the City will allow parties involved in the trade to utilize standard operating procedures.

## **2.69 Linen Replacement**

Employees shall furnish their own linen including pillow, pillowcase, top and bottom sheets, bath towel and washcloth. The City shall furnish a mattress pad, a blanket, and a bedspread for each bed.

## 2.70 Smoking Policy

Any person hired by the City of Hanford after January 1, 1987, to provide fire suppression/prevention services in a sworn capacity, as a condition of employment, shall refrain from using tobacco either on or off duty during his or her tenure of employment.

## 2.71 Substance Abuse Policy

The Professional Firefighters Unit shall be governed by the City's Substance Abuse Policy.

## 2.72 Longevity Pay

Upon completion of ten (10) consecutive years of active service with the City of Hanford, employees shall receive an additional five percent (5%) above their base wage in recognition of longevity pay. Active service shall be defined as an employee who is in a continued pay status and an employee who is on approved leave (including paid or unpaid military leave). Time off for discipline leave shall not be time counted towards longevity, but such leave shall not constitute as a break in active service as it relates to longevity.

## 2.73 Management Leave

The City shall provide a Management Leave Plan. Management Leave will be provided to the position of Battalion Chief assigned to an administrative position only (40-hour work week) who shall serve in the assignment for a minimum of ten (10) months of the calendar year.

Effective PP001 Battalion Chief assigned to an administrative position shall receive 64 hours of Management Leave. It is preferred that Management Leave be used as time off. An employee may also cash out their Management Leave or convert their pay out to deferred compensation by completing the required form and returning it to the Human Resources office in advance of the payroll deadline. Any Management Leave hours not taken by PP025 will be cashed out in PP026. Under no circumstances shall available Management Leave hours be carried over to a new calendar year.

Eligible employees who are hired throughout the year will receive a pro-rated amount of Management Leave hours and shall follow the Management Leave Plan as noted in the paragraph above.

Eligible employees who leave the City of Hanford with Management Leave hours available will be cashed out their balance in their final paycheck.

Effective upon agreement approved by City Council in 2022, Fire Captains and Battalion Chiefs assigned to shift will no longer receive Management Leave. Battalion Chiefs moving from an administrative position to a shift schedule shall be provided their Management Leave balance.

## 2.74 Life Insurance

Effective January 1, 2023, the City will pay the premium of a group life insurance policy (amount to be determined). The City also provides employees an option to purchase additional life insurance at the employee's expense.



## SECTION 3

### 3.01 Disciplinary Action

Notwithstanding any provision in existing City or Department Policy, and notwithstanding any provision in previously negotiated Memoranda of Understanding, employees covered under this MOU shall have all rights afforded firefighters in sections 3250-3262 of the California Government Code, including but not limited to the right to an administrative appeal from any “punitive action,” as that term is defined in Government Code section 3251(c). It is further agreed that Local 3898 and the City agree to meet and confer in good faith to finalize administrative appeal procedures consistent with the requirements of Government Code section 3254 within three months of the execution of this document.

The City shall ensure protection for any member that comes forward regarding an issue that arises from a legally protected claim that may rise to the level of internal/external investigation.

- I. Definition - As used, “disciplinary action” shall mean reduction in salary, demotion, suspension or discharge.
- II. This Section shall not apply to reductions in force or reductions in pay which are part of a general plan to reduce or adjust salaries and wages.
- III. Causes for Disciplinary Action.

Causes for disciplinary action against any employee may include, but shall not be limited to, the following:

- A. Fraud in securing appointment;
- B. Neglect of duty;
- C. Insubordination;
- D. Dishonesty;
- E. Intoxication or under the influence of alcohol while on duty;
- F. Possession, distribution, sale or use, or being under the influence of illegal drugs while on duty;
- G. Absence without leave;
- H. Conviction of a felony or conviction of a misdemeanor;
- I. Immorality;
- J. Discourteous treatment of the public or other employees;

- K. Improper political activity as defined by California Law;
- L. Willful violation of safety, endangering property and persons;
- M. Misuse of City property;
- N. Inefficiency or incompetency;
- O. Violation of any of the provisions of these working Rules and Regulations, or departmental rules and regulations;
- P. Other failure of good behavior either during or outside of duty hours which is of such a nature that causes discredit to the City; and
- Q. Refusal to take or subscribe to any oath or affirmation which is required by law in connection with City employment;

IV. Persons by Whom Disciplinary Action May be Taken.

An Employee's Department Head or other person designated by the City Manager may take disciplinary action against an employee as specified in this Section.

V. Notice of Proposed Disciplinary Action – Regular Employees.

Written notice of the proposed discipline to be imposed shall be served on a regular employee personally or sent to his/her address of record by Certified Mail not less than ten (10) calendar days prior to the date of the proposed action. If served by Certified Mail, such notice shall be effective and constitute receipt by the employee upon deposit in the United States Post Office. Such Formal notice shall include:

- A. A statement of the nature of the disciplinary action;
- B. The effective date of the proposed action;
- C. A statement of the causes therefore;
- D. A statement in ordinary and concise language of the act or omissions upon which the causes are based;
- E. A copy of the materials upon which the disciplinary action is based;
- F. A statement informing the employee of his/her right to appeal the decision as provides in this section.

VI. Right to Respond – Regular Employees.

Any regular employee shall have the right to respond, either orally or in writing, to the authority imposing disciplinary action and have the response considered prior to the

discipline being imposed. Unless otherwise specified in writing by the authority proposing discipline, such a response must be made within ten (10) calendar days after receipt of the written notice of the proposed disciplinary action. Failure to respond within such period constitutes a waiver of the right to respond. However, failure to respond shall not affect the employee's right to appeal the disciplinary action as provided in this Section. After reviewing the employee's response, if any, the authority imposing discipline shall formally notify the employee in writing of his decision to dismiss, modify or impose the proposed discipline.

VII. Right of Appeal – Regular Employees.

Any regular employee shall have the right of appeal from any disciplinary action under this Section. Such appeal must be filed in writing with the City Manager within ten (10) calendar days of the date of service of notice of disciplinary action. Failure to file an appeal within such period constitutes a waiver of right of appeal.

VIII. Hearing – Regular Employees.

If the employee or his representative chooses to exercise his right to appeal as stated in section 4.01 (VII), the following will apply:

- A. Hearing Officer Selection.  
The employee (or his/her representative) and the City, within ten (10) calendar days of the appeal, shall jointly pick a Hearing Officer to hear the appeal. If the parties are unable to agree on a Hearing Officer within this timeframe, the employee (or his/her representative) and the City shall, jointly request a list of names of five (5) neutrals from the California State Mediation and Conciliation Service. Within five (5) calendar days after receiving the list of neutrals, the employee (or his/her representative) and the City shall select a Hearing Officer from that list by alternately striking names from the list. The first option to strike shall be determined by lot.
- B. Cost of Hearing.  
The cost of the services of the Hearing Officer shall be borne by the losing party. In the event the Hearing Officer makes a compromise decision, he/she shall determine the costs to be borne by each party based on the relative merit of their respective cases.
- C. Schedule of Hearing.  
The Hearing shall, when practicable, be held within twenty (20) calendar days of the selection of the Hearing Officer.
- D. Continuance of Hearing.  
The Hearing Officer may continue the hearing either for the convenience of the City or upon written application of the appellant, for a reasonable period from the receipt of the request for extension. Written notice of the time and place of the hearing, and any continuance thereof, shall be provided to the appellant.

E. Conduct of Hearing.

1. Such hearing shall be conducted in accordance with the provisions of Section 11513 of the Government Code, except that the appellant and other persons may be examined as provided in Section 19580 of the Government Code, and the parties must submit all proper and competent evidence in support of their position to the hearing officer. The Hearing Officer shall determine the need for counsel and the procedures under which the hearing will be conducted. Such procedures shall comply with State Law and the provisions of this section.
2. The hearing shall be closed to the public, except to necessary parties, unless the appellant or employee organization on the appellant's behalf requests in writing, that the hearing be open to the general public and such a request is granted by the hearing officer. All witnesses, except the appellant and necessary parties, shall be excluded from the open hearing process.

F. Advisory Findings.

The findings of the Hearing Officer shall be rendered within fifteen (15) calendar days of the hearing, or within a reasonable time thereafter, and shall be advisory only to the City Manager. In the event that the discipline was initially imposed by the City Manager, the hearing officer's findings shall be advisory, instead, to the City Council, which shall make the final decision. Nothing in these rules shall be construed as to bind the City, City Manager, or City Council to any findings of the neutral Hearing Officer.

IX. Decisions – Regular Employees.

A. City Manager.

The City Manager shall render a written decision within ten (10) calendar days after receiving the advisory findings of the Hearing Officer. The City Manager's decision shall be final and conclusive. A copy of such decision shall be forwarded to the appellant. If the disciplinary action taken against the employee is reversed or modified by the City Manager, the employee may be compensated, in whole or in part, for the time lost as determined by the City Manager.

B. City Council.

In the event the discipline was initially imposed by the City Manager, the City Council shall consider the advisory findings of the Hearing Officer and shall render a final and conclusive decision within fifteen (15) calendar days of the receipt of the Hearing Officer's advisory decision. If the disciplinary action taken against the employee is reversed or modified by the City Council, the employee may be compensated, in whole or in part, for any time lost as determined by the City Council.

X. Representation.

The employee may appear in person at the hearing or be represented by counselor another representative. Any City employee other than those appointed to management and

confidential classifications, shall be permitted to represent another City employee or group of City employees at an appeal hearing.

XI. Failure of Employee to Appear at Hearing.

Failure of the employee or representative to appear at the hearing shall be deemed a withdrawal of his/her appeal and the action of the City Manager or Department Head shall be final.

XII. Notice to Witnesses.

The City Manager shall issue subpoenas for witnesses of the employee upon his/her written request and at the employee's cost consistent with the requirements of Government Code sections 11450.05 *et seq.* The City Manager may require such cost to be prepaid and the same shall be limited to the fee and mileage of witnesses as set forth in Government Code section 1 1450.40.

XIII. Effective of Certain Disciplinary Actions.

A. Disciplinary Probation.

Employees placed on disciplinary probation shall not accrue vacation, sick leave, or earned time for salary review while on such probation.

B. Suspension.

Employees suspended from the municipal service shall forfeit all rights, privileges, and salary while on such suspension with the exception of group health and life insurance benefits.

C. Discharge.

Employees terminated pursuant to this Section shall be paid salary, vacation, or paid days in lieu of holidays accumulated to the effective date of termination.

XIV. Releasing of Information.

The City will comply with state laws regarding public disclosure of disciplinary personnel actions. With respect to release of information regarding disciplinary personnel actions to the news media, no information will be released without prior approval of the City Manager.

XV. Actions Not Subject to Section 4.01.

A. Oral Reprimand.

Employees receiving an oral reprimand may have it noted in their departmental record by the Department Head. Oral reprimands are not subject to appeal.

B. Written Reprimand.

1. Employees receiving a written reprimand shall have a copy of the reprimand filed in their permanent record for future reference. Each

employee's permanent record is his/her personnel jacket kept in the Personnel Office.

2. Employees who receive written reprimands may attach written responses or rebuttals to the reprimand which shall also become part of the employee's official personnel file. Written reprimands are not subject to appeal.

## SECTION 4

### 4.01 Grievance Procedures

The entire grievance procedure is listed in this document for convenience. The City does not waive any rights by listing.

#### I. Purpose of Section.

Grievance procedures for employees are provided herein to:

- A. Promote improved employer-employee relations by establishing grievance procedures on matters for which appeal or hearing is not provided by other regulations;
- B. Afford employees individually or through a qualified employee organization a systematic means of obtaining further considerations of problems after every other reasonable effort has failed to resolve them through discussions;
- C. Provide that grievances shall be settled as near as possible to the point of origin; and
- D. Provide that grievances shall be heard and settled as informally as possible.

#### II. Definition and Matters Subject to Grievance Procedures.

- A. A Grievance is Defined as Follows:  
An alleged violation or improper application of the City or departmental rules and regulations and/or the current MOU, filed by one or more employees.
- B. Matters Subject to Grievance Procedures.  
Any City employee shall have the right to present a grievance concerning improper application of City or departmental rules, regulations, and/or current MOU for which appeal is not provided or is not prohibited under Chapter 10 of the City of Hanford Personnel Rules and Regulations.

#### III. Informal Grievance Procedure.

- A. An employee should first attempt to resolve a grievance or complaint through discussion with his/her immediate supervisor no later than twenty (20) days after the employee knew or should have known of the occurrence of the incident which gave rise to the grievance. If, after such discussion, the employee does not believe the problem has been satisfactorily resolved, he/she shall have the right to discuss it with his/her supervisor's immediate superior, if any. Every effort should be made to find an acceptable solution by informal means at the most immediate level of supervision.
- B. If the employee is not in agreement with the decision reached through such

discussion, he/she shall then have the right to file a formal grievance in writing within ten (10) calendar days after receiving the informal decision of his/her superior or superiors. An informal grievance shall not be taken above the Department Head.

#### IV. Formal Grievance Procedure.

Formal grievance procedure after exhaustion of the informal grievance procedure shall proceed as follows:

- A. Department Review.  
The grievance shall be presented in writing to the employee's Department Head who shall discuss the grievance with the employee, his/her representative, if any, and with other appropriate persons. The Department Head shall render his/her decision and comments in writing and return them to the employee within fifteen (15) calendar days after receiving the grievance. If the employee does not agree with the decision reached, or if no answer has been received within fifteen (15) calendar days, he/she may present the grievance in writing to the City Manager. Failure of the employee to take further action within ten (10) calendar days after receipt of the decision, or within a total twenty-five (25) calendar days if no decision is rendered, will constitute withdrawal of the grievance.
- B. City Manager Review.
  - 1. Upon receiving the grievance, the City Manager or his/her designated representative shall discuss the grievance with the employee, and the employee's representative, if any, and with all other appropriate persons. The City Manager may designate a fact-finding committee or an officer not in the normal line of supervision to advise him/her concerning the grievance.
  - 2. The City Manager shall render a decision in writing to the employee within twenty (20) calendar days after receiving the grievance. The decision of the City Manager shall be final.

#### V. Conduct of Grievance Procedure.

- A. The time limits specified above may be extended to a definite date by mutual agreement of the employee and the reviewer concerned.
- B. The employee may request the assistance of another person of his/her own choosing in preparing and presenting his/her grievance at any level of review.
- C. Employees shall be free from reprisal for using the grievance procedure.
- D. While employees are not discouraged from using the grievance procedure, attempts to resolve grievances at the informal stage is essential if the stated purpose of the procedure is to be met. Therefore, failure to follow the provisions as set



forth in Section 4.01 (III) prior to advancing to the formal stage in 4.01 (IV) shall constitute grounds for the official rejection of the grievance.

## SECTION 5

### 5.01 Layoff Procedures

I. An employee may be separated from employment (laid off) under this section by the Personnel Officer for the following reasons: a shortage of work, lack of funds, material change in duties or organization, in the interest of economy, to reduce the staff of any City function, or the return of another City employee occupying the same position from a leave of absence. The order of separation due to a lay-off shall be based upon class, type of appointment and seniority.

II. Seniority List.

The Personnel Officer shall establish seniority lists based on employee length of service. Such lists shall be established on a departmental basis.

III. Seniority Score Computation.

- A. Total seniority credits shall be counted from the initial date of hire under any type of appointment, as long as there has been no break in service; otherwise total seniority credits shall be counted from the first day of employment following the last break in service. Prior lay-off does not constitute a break in service.
- B. One point of seniority credit shall be counted for each qualifying month of service. For other than full-time employment, 160 hours worked shall be equivalent to one month of service and seniority credit shall be given upon the completion of each 160 hours worked.
- C. Authorized leave of absences without pay shall not be considered breaks in service, but shall not count toward seniority credit.
- D. No matter what the class, the service credits will be calculated the same. There will be no preference for special classes.
- E. When two or more employees have the same total seniority score, the tie shall be broken and preference given: first to the employee with the greatest seniority in the class in which lay-off is being made, then the employee with the greatest seniority in the department of lay-off, finally the employee whose name is drawn by lot by the Personnel Officer.

IV. Order of Separation.

- A. Separation (lay-off) of employees shall be in the order in which their names appear on the seniority list for the affected class, with those persons having the least seniority credit being the first separated, except as provided in 5.01(IV)(C).
- B. Employees in the same class shall be separated during a reduction in force (lay-

off) according to the type of appointment under which they serve, in the following sequence: First part-time, then probationary, and finally permanent.

- C. The lay-off of employees in grant funded positions shall be guided by pertinent regulations set forth in the grant contract. If a grant does not provide guidelines for lay-off, then the lay-off of employees occupying all grant funded positions shall be determined by the availability of the grant funds, except that such employees may be displaced by qualified probationary or permanent employees in the same department who are scheduled for lay-off and who have a greater number of seniority credits.

V. Voluntary Demotion in Lieu of Lay-off.

An employee scheduled to be laid off may voluntarily demote to a lower class when the lower class has similar duties, responsibilities and requirements as designated by the Personnel Officer, providing the total seniority credits of the demoting employee exceed the total seniority credits of the employee in the lower class. Employees may also demote to any previously held position wherein their performance had been judged to be satisfactory, so long as their seniority credit exceeds that of the person occupying that position. To be considered for voluntary demotion in lieu of lay-off, an employee must notify the Personnel Officer in writing of this election no later than seven calendar days after receiving notice of lay-off.

VI. Re-Employment Lists - By Class.

The Personnel Officer shall establish a re-employment list, which will be valid for two (2) years from the date of employee lay-off and shall pertain to each class in which a lay-off occurs. Such lists shall contain the names of permanent employees who were laid off or demoted in lieu of lay-off from that class. Names shall be placed on the re-employment list in the order of total seniority, with the highest seniority being first on the list. Any remaining benefits at the time of lay-off shall be restored upon rehire.

VII. Department Re-Employment Lists.

A re-employment list shall be established for each department in which a lay-off occurs. Such lists shall be prepared in accordance to the procedures set forth in 5.01(VI). Appointment shall be made from the highest available eligible on the department re-employment list, who has expressed a willingness to accept re-employment. An employee's name shall be removed from the re-employment list if said employee fails to reply to an offer of employment within ten (10) calendar days after receipt of such offer or, failing to report for work after acceptance.

VIII. City Re-Employment List.

A re-employment list shall also be established on a city-wide basis. In the absence of a department re-employment list, the city-wide list shall be used to fill vacancies under these procedures. Individual names shall be removed from the City list if such individual rejects or fails to reply to an offer for re-employment within ten (10) calendar days after receipt

of the offer or to report for work after acceptance. Employees appointed from a City re-employment list may be required to serve a new probationary period. Any employee laid off for a period of six (6) months or longer will be required to meet City medical standards.

IX. Lay-Off of Probationary Appointments as a Result of Promotion.

If an employee with permanent status is promoted and a lay-off occurs during the probationary period and such employee is scheduled to be laid off, the employee shall be entitled to return to the former position. If a lay-off occurs in the position (class) to which the employee returned, the procedures established in this Section shall apply and shall be followed.

## SECTION 6

### 6.01 Conclusiveness

- I. Unless otherwise stated, the provisions expressly stated in this MOU may be altered, changed, added to, deleted from or modified only through the voluntary mutual consent of the Professional Firefighters Unit and the City in a written and signed amendment to this agreement.
- II. The Professional Firefighters Unit and the City agree that during the negotiations which resulted in this MOU, each had an unlimited right and opportunity to make demands and proposals with respect to any subject or matter within the scope of representation.
- III. Therefore, during the term of this agreement, neither the City nor the Professional Firefighters Unit shall be obligated to meet and confer on any matter:
  - A. Whether or not specifically referred to in this MOU;
  - B. Whether or not the matter was within the knowledge or contemplation of either party at the time of negotiations; or
  - C. Whether or not the matters were proposed and later withdrawn during negotiations.
- IV. However, in order to meet an emergent situation, the City may change a written policy affecting wages, hours and other terms and conditions of employment which is not specifically set forth in this MOU. The City shall notify the Professional Firefighters Unit of its intention to do so. If the Professional Firefighters Unit does not respond within ten (10) calendar days from the date of mailing of such notification, the City shall assume that the Professional Firefighters Unit does not wish to meet and confer on the change in policy. In an emergency, the City retains the right to take such action immediately. The Professional Firefighters Unit will be offered the opportunity to meet and confer as soon as practicable.

### 6.02 Accumulation/Vesting

The City and the Professional Firefighters Unit agree that nothing contained in this MOU shall be interpreted as to imply or permit the accumulation or vesting of any written or unwritten employee right or privilege beyond the termination date of this MOU.

### 6.03 Savings Clause

If any article or section of this MOU or any addendum thereto shall be held to be invalid, such section or provision shall be immediately suspended and be of no force or effect. The parties shall meet and confer immediately thereafter for the purpose of arriving at a mutually satisfactory replacement for such section or provision. Invalidity of a part or portion of this MOU shall not invalidate any remaining portions unless those remaining portions were contingent upon the

operations of the invalidated section.

#### **6.04 Non Discrimination**

Both the City and the Professional Firefighters Unit agree that they shall not unlawfully discriminate against any employee on the basis of age, race, sex, creed, color, national origin, ancestry, pregnancy, marital status, disability/handicap, medical condition, or sexual orientation. Neither the City nor the Professional Firefighters Unit shall interfere with, intimidate, restrain, coerce, or discriminate against any employee because of the exercise of rights to engage or not engage in lawful activity.

#### **6.05 Term of Memorandum**

Except where otherwise specifically stated, the provisions of this MOU shall be effective for the period of July 1, 2022, to June 30, 2025.

The provisions of this MOU shall not, however, take effect until ratified by both the City Council and the general membership of the Professional Firefighters Unit.

#### **6.06 Reopener**

If at any time during this MOU, it becomes apparent that demonstrable impacts of the new Shift Employees – Smooth Bank Hours language as outlined in Section 2.01 or Acting Pay procedures as outlined in Section 2.18 are not in the best interest of the City, or Professional Firefighters Unit, both parties agree to meet and confer at the earliest time possible in an effort to reach concurrences for an equitable and reasonable resolution.

Agreed upon July 12, 2022

**For the City:**

\_\_\_\_\_/s/  
Che Johnson  
Partner – Liebert Cassidy Whitmore

\_\_\_\_\_/s/  
Chris Tavaréz  
Finance Director

\_\_\_\_\_/s/  
Sarah Cardoza  
HR Manager

\_\_\_\_\_/s/  
Steve Pendergrass  
Fire Chief

**For Hanford Firefighters Local 3898, HPFF:**

\_\_\_\_\_/s/  
Michael Pugh  
Labor Relations Consultant - Mastagni Holstedt APC

\_\_\_\_\_/s/  
Dustin Costa  
President

Attachment: HPFF MOU 2022 -final (Admin: HPFF Memorandum of Understanding)



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> H |
|--------------------------------|--------------------------|

**SUBJECT:**

City Attorney: Adoption of Resolution 22-32-R declaring the City-owned parking located immediately west of the Comfort Inn on Sixth Street (southeast corner of Sixth and Redington Streets) to be surplus property; and adopt Notice of Exemption 2021-58, which determines that sale of the lots is exempt from environmental review.

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**FISCAL IMPACT:**

**ATTACHMENTS:**

2022.07.12 CC Staff Report - Comfort Inn Parking Lot  
 Resolution 22-32-R w map  
 City of Hanford Parking Lease Agreement  
 Attachment 1 - Notice of Exemption



**STAFF REPORT**  
**July 19, 2022**

**PROJECT:** Adoption of Resolution 22-32-R declaring the City-owned parking located immediately west of the Comfort Inn on Sixth Street (southeast corner of Sixth and Redington Streets) to be surplus property and adoption of Notice of Exemption 2021-58.

**STAFF RECOMMENDATION**

Staff recommends that the Council: (i) adopt Resolution 22-32-R declaring the City-owned parking located immediately west of the Comfort Inn on Sixth Street (southeast corner of Sixth and Redington Streets) to be surplus property; and (ii) adopt Notice of Exemption 2021-58, which determines that sale of the lots is exempt from environmental review.

**RECOMMENDED MOTION**

1. I move to approve Resolution 22-32-R.
2. I move to approve Notice of Exemption 2021-58.

**BACKGROUND**

The subject property is located on the southeast corner of Sixth and Redington Streets (APN 012-086-004) and is the location of a current city-owned public parking lot. See the property aerial, shown in Figure 1.

Figure 1: Property Aerial



In 2000, the City and Hanford Investors, Inc. (HI), the developer of the Comfort Inn Hanford Lemoore, executed a Parking Space Lease (Lease). Under the Lease, HI has the exclusive use of the 75-stall parking lot from 6:00 p.m. to 8:00 a.m. each day, and the parking lot serves as public parking from 8:00 a.m. to 6:00 p.m. each day. In other words, the parking lot serves as the hotel's required off-street parking. A copy of the Lease is attached.

HI is leasing the hotel property to A2Z Investments, LLC (A2Z) and assigned the Lease to A2Z. A2Z is in the process of purchasing the hotel property and approached the City about purchasing the parking lot. A2Z intends to improve the parking lot after it purchases the hotel. A2Z is taking out a loan to purchase the hotel and improve the parking lot and must offer the parking lot as partial security for the loan. In order to do so, A2Z must own the parking lot.

City Staff consulted with Michelle Brown, the executive director of Main Street Hanford, to gauge the necessity of the lot for public use and to determine if the downtown organization had objection to the sale. Ms. Brown confirmed that the organization did not object to the sale of the lot for exclusive use by the hotel.

If sold, the funds from the sale of the parking lot would be set aside in the City's parking fund and the monies can be utilized for the acquisition of replacement property on which a downtown parking structure may be built. Therefore, the proceeds from the sale of the public parking lot, which is currently underutilized and inaccessible during nighttime hours by the general downtown public, would be earmarked for a project that would provide for a greater parking benefit to the downtown area.

The public parking lot east of the hotel will not be declared surplus and will remain for public use.

The site is designated in the General Plan as Downtown Mixed Use (see Figure 2) and zoned MX-D Downtown Mixed Use (see Figure 3), in accordance with the General Plan.

Figure 2: General Plan Designation (outlined in red)  
Downtown Mixed Use

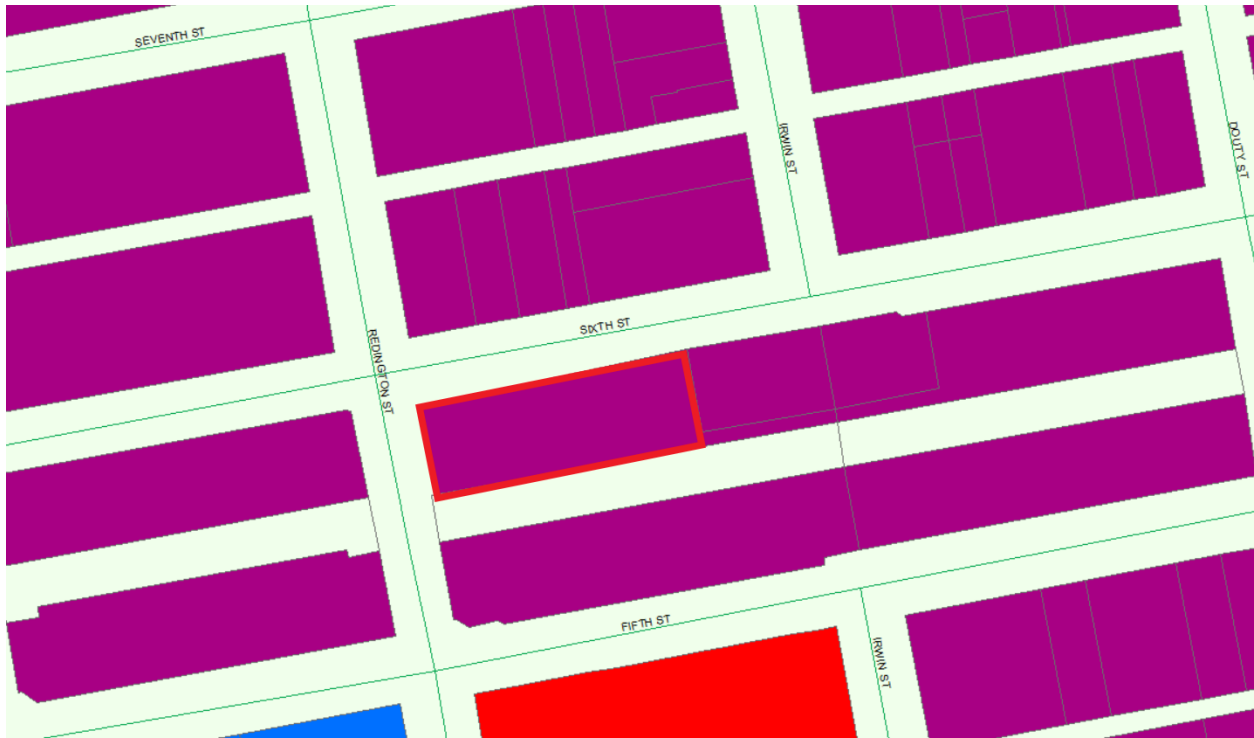
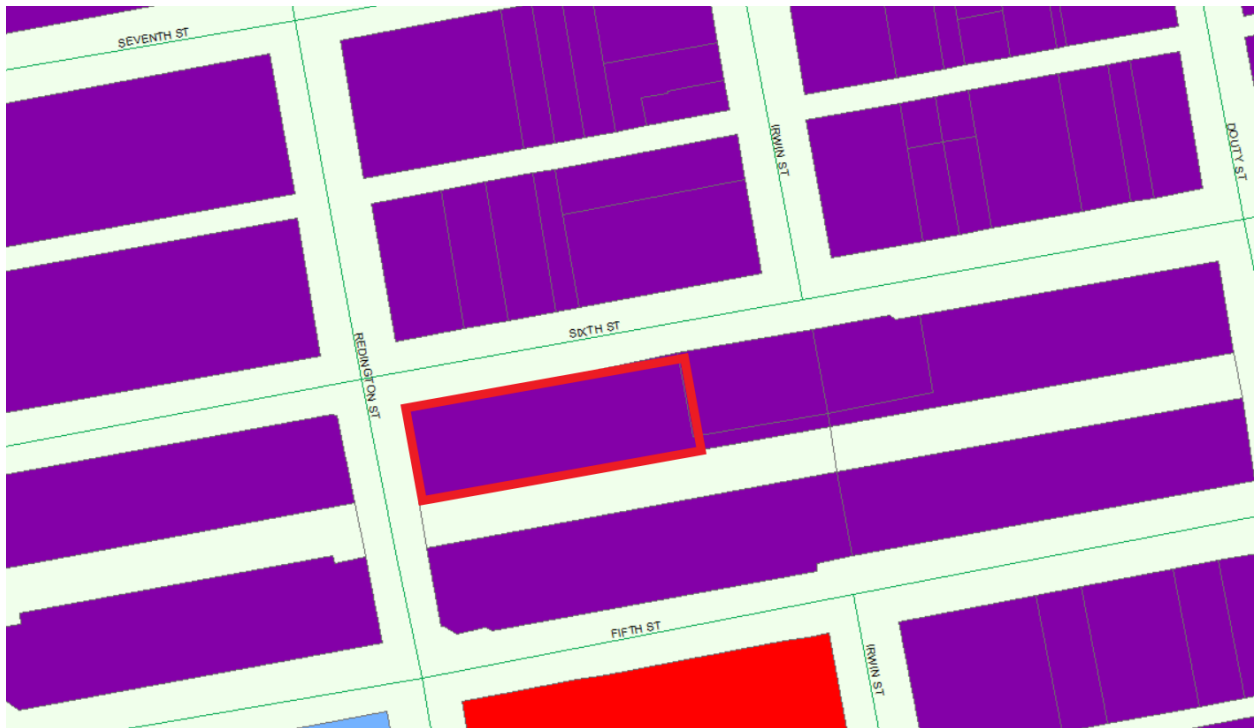


Figure 3: Zoning (outline in red)  
MX-D Downtown Mixed Use



## Background

Prior to the sale of property, the Council must declare the property surplus, and the City must satisfy surplus property requirements of Government Code Section 54220, *et seq.* One (1) mandate requires the City to provide written notice to housing, park and open space, and school entities and agencies informing them of an opportunity to purchase the parking lot. The entities and agencies will be given sixty (60) days to respond to the surplus property notice. Following the sixty (60) day notice period, if no agency or entity expresses an interest in the property, the City may negotiate sales terms with A2Z.

By adopting Resolution 22-32-R, the Council will declare the parking lot surplus and will direct the City Manager to send the required surplus property notice to housing, park and open space, and school agencies and entities. The Resolution further directs the City Manager to negotiate sales terms with A2Z if no agency or entity receiving the required surplus property notice expresses interest in the property. The City Manager will submit the negotiated terms to the City Council for consideration and approval at a future meeting. The property will not be sold until the Council approves the sales terms.

## General Plan Consistency

California Government Code Section 65402 requires that the declaration of property as surplus and the disposition of City-owned real property be reviewed by the Planning Commission for determination as to whether the sale and declaration as surplus conforms to the City's adopted General Plan.

On July 12, 2022, the Planning Commission determined that the sale of the parking lot is consistent with the City's 2035 General Plan, adopted April 24, 2017. Specifically, the Planning Commission determined that the proposed of the parking lot is consistent with the following sections of the General Plan:

### *Policy E35 Downtown Infrastructure Improvements*

Maintain parking, lighting, landscaping, sidewalk and other public improvements that support business activity and movement in the Downtown.

### *Policy E38 Downtown Parking*

City to provide adequate shared public parking in the downtown area to encourage greater land use density.

## 3.6.3 Downtown Mixed use

### *Policy L69 Purpose of Downtown Mixed Use Land Use Designation*

Establish the Downtown Mixed Use land use designation as a unique pedestrian-oriented, multi-story, concentrated area of shopping, entertainment, eating establishments, high density housing, and offices primarily served by on-street or public parking concentrated in the historic center of Hanford to serve the entire community.

*Policy L130 Downtown Off-street Parking*

Provide public off-street parking facilities within the Downtown.

#### 4.4 Parking

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods and support the City's goals for complete streets, walkability, bikeability and effective transit.

#### Parking Goal

***Goal T7: Adequate parking and loading facilities, especially in the Downtown.***

##### 4.4.1 Public Parking

*Policy T60 Downtown Public Parking*

Work with Downtown property owners and organizations to maintain an adequate supply of shared, public parking in the Downtown.

Analysis: The General Plan goals and policies highlight the need to maintain and develop public parking facilities. If sold, the proposal would convert an existing public lot to an exclusively private parking lot. However, the sale of the public lot, which is exclusively used by the hotel between the hours of 6:00 p.m. and 8:00 a.m., would benefit the downtown parking fund and support the General Plan's goals and policies by providing funds for future development of a public parking facility that would better serve the downtown public by unrestricted hours of use. Therefore, the declaration of the property as surplus and the disposition of the property is consistent with the General Plan, with the stipulation that the funds from the parking lot's sale be reserved for the downtown parking fund.

#### ENVIRONMENTAL ASSESSMENT

Pursuant to Section 15312 of the California Environmental Quality Act Guidelines (CEQA), the sale of surplus government property is considered exempt from further environmental review, see **Attachment 1.**



**RESOLUTION NO. 22-32-R**  
**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD,**  
**CALIFORNIA, DECLARING THE PARKING LOT LOCATED AT THE SOUTHEAST**  
**CORNER OF SIXTH AND REDINGTON STREETS TO BE SURPLUS PROPERTY**

At a regular meeting of the City Council of the City of Hanford, duly called and held on July 19, 2022, at 7:00 p.m., it was moved by Council Member \_\_\_\_\_, and seconded by Council Member \_\_\_\_\_, and duly carried that the following resolutions be adopted:

**WHEREAS**, the City of Hanford ("City") owns the parking lot located at the southeast corner of Sixth and Redington Streets ("Property"); and

**WHEREAS**, the Property is identified as Parcel 3 of the Record of Survey attached hereto as Exhibit "A," which is incorporated herein by reference; and

**WHEREAS**, A2Z Investments, LLC ("A2Z") has expressed interest in purchasing the Property; and

**WHEREAS**, A2Z currently leases the Property under that Parking Space Lease ("Lease") dated October 1, 2000; and

**WHEREAS**, under the Lease, A2Z possesses the exclusive right to utilize the Property between the hours of 6:00 p.m. and 8:00 a.m. each day; and

**WHEREAS**, the Property serves as public parking only between the hours of 8:00 a.m. and 6:00 p.m. each day;

**WHEREAS**, if the property is sold, the proceeds may be utilized to acquire replacement property on which a downtown parking structure may be built; and

**WHEREAS**, a downtown parking structure would provide for a greater parking benefit to the downtown area.

**NOW, THEREFORE, BE IT RESOLVED**, the City Council of the City of Hanford hereby declares the Property to be surplus.

**RESOLVED FURTHER**, the City Manager is hereby authorized and directed to send a written offer ("Surplus Property Notice") to sell or lease the Property to those public agencies identified in Government Code Section 54222.

**RESOLVED FURTHER**, the City Manager shall, in accordance with surplus property provisions of the Government Code, negotiate the terms of sale or lease of the Property with any public agency that responds to the Surplus Property Notice and expresses an interest in the Lots.

**RESOLVED FURTHER**, if no agency or entity that receives the Surplus Property Notice desires to purchase or lease the Property or if the City is unable to successfully negotiate a sale or

lease with an interested agency or entity, the City Manager is hereby authorized and directed to negotiate the sale of the Property to a private party.

**RESOLVED FURTHER**, the City Manager is directed to provide the Council, for its review and approval, those terms that the City Manager negotiates in accordance with this Resolution.

**RESOLVED FURTHER**, the Property will not be sold or leased until applicable terms are approved by the City Council.

**PASSED, ADOPTED AND APPROVED** this 19th day of July, 2022 by the following vote:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_

ABSENT: \_\_\_\_\_

Approved \_\_\_\_\_

KALISH MORROW  
Mayor

Attest:

\_\_\_\_\_  
NATALIE CORRAL  
CITY CLERK

STATE OF CALIFORNIA)

COUNTY OF KINGS ) ss

CITY OF HANFORD )

I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a special meeting of the City Council of the City of Hanford held on the 19th day of July, 2022.

Date: \_\_\_\_\_

\_\_\_\_\_  
City Clerk

Attachment: Resolution 22-32-R w map (City Attorney: Adoption of Resolution 22-32-R)



**EXHIBIT “A”**

Record of Survey

RECORD OF SURVEY

OF A PORTION OF THE NORTH HALF OF SECTION 36, T.19 S. R.21 E. M.D.B. & M. MAPBOOK AT PAGE 11 OF KINGS COUNTY RECORDS

SURVEYOR'S STATEMENT

WAS BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE LAND SURVEYORS' ACT AT THE REQUEST OF THE CITY OF HANFORD ON OCTOBER 31, 1998.



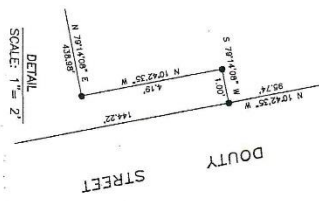
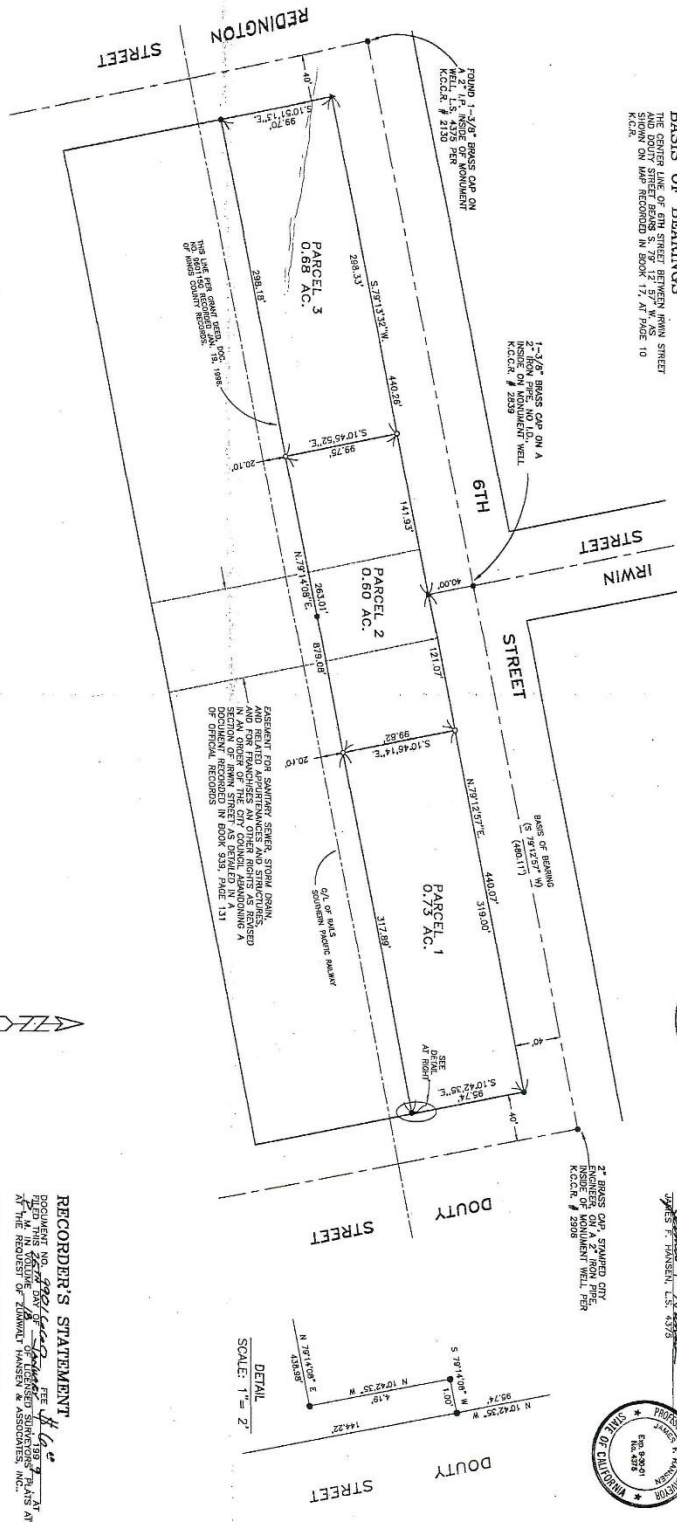
James F. Hansen, L.S. 5365



COUNTY SURVEYOR'S STATEMENT  
THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE LAND SURVEYORS' ACT THIS DATE 06/29/01 BY Henry W. Hansen COUNTY SURVEYOR, R.C.E. 19401  
LICENSE EXPIRATION DATE 6/29/01

LEGEND  
• FOUND 1/2" REBAR, 30" LONG, 0.5" DEEP, TAPPED R.C.E. 21489, EXCEPT AS NOTED  
○ SET 1/2" REBAR, 30" LONG, 0.5" DEEP, TAPPED R.C.E. 21489, EXCEPT AS NOTED OTHERWISE  
▲ FOUND BRASS TAG IN LEAD PLUG FLUSH IN SIDEWALK, R.C.E. 21489  
( ) RECORD DATA PER RECORD OF SURVEY 17-10, OF KINGS COUNTY RECORDS  
ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

BASIS OF BEARINGS  
THE CENTER LINE OF IRWIN STREET BETWEEN IRWIN STREET AND 6TH STREET BEARS S. 71° 13' 32" W. 440.05' TO THE CENTER LINE OF 6TH STREET. THE CENTER LINE OF 6TH STREET BEARS S. 71° 13' 32" W. 440.05' TO THE CENTER LINE OF DOUTY STREET. THE CENTER LINE OF DOUTY STREET BEARS S. 71° 13' 32" W. 440.05' TO THE CENTER LINE OF DOUTY STREET. THE CENTER LINE OF DOUTY STREET BEARS S. 71° 13' 32" W. 440.05' TO THE CENTER LINE OF DOUTY STREET.



SCALE: 1" = 60'

RECORDER'S STATEMENT

DOCUMENT NO. 9901400, FEE \$4.00, 1998, 1/19/98, 35-  
I, GEORGE L. WISNER, COUNTY RECORDER, HAVE REVIEWED THIS MAP AND  
AT THE REQUEST OF JAMES F. HANSEN & ASSOCIATES, INC.,

BY: George L. Wisner

EXHIBIT GOFF-SITE CITY OF HANFORD  
PARKING SPACE LEASE

THIS OFF-SITE PARKING LEASE ("Lease") is entered into this 15<sup>th</sup> day of OCTOBER, 2000, by and between the City of Hanford, a municipal corporation ("City"), and HANFORD INVESTORS, INC., a California corporation ("Lessee").

## RECITALS

A. The City has sold certain real property ("Site") within the City of Hanford to the Lessee for the development of a hotel ("Project") pursuant to a Development Agreement between the City of Hanford and Lessee dated October 1, 1998 ("Development Agreement").

B. The Development Agreement requires more parking spaces for the Project than can be located upon the Site.

C. The City owns seventy-five (75) parking spaces in a parking lot adjacent to the Site as described in Exhibit "A", attached hereto and incorporated herein, by this reference ("Parking Spaces"), which it will lease to Lessee so that Lessee can satisfy its parking space obligations under the Development Agreement. Lessee desires to lease the Parking Spaces from City.

D. The development of the Project will benefit the City by creating new jobs in the community as well as adding in the revitalization of downtown Hanford. Therefore, City and Lessee agree to the leasing of the Parking Spaces in accordance with the terms and conditions set forth in this Lease.

NOW, THEREFORE, the City and the Lessee hereby agree as follows:

1. Parking Spaces.

Upon the conditions, limitations, covenants and agreements set forth in this Lease, the City hereby leases to the Lessee, and Lessee leases from City, the Parking Spaces.

2. Term.

The term of this Lease ("Term") shall commence on the date a Certificate of Completion as identified in the Development Agreement is issued by the City to Lessee for the Project ("Commencement Date") and shall terminate at midnight fifty (50) years from the Commencement Date. Within thirty (30) days after the Commencement Date, City and Lessee agree to execute an amendment to this Lease to specifically identify the Commencement Date and the last day of this Lease.

Attachment: City of Hanford Parking Lease Agreement (City Attorney: Adoption of Resolution 22-32-R)

City of  
Original  
Hanford

3. Lease Fee.

The Lessee agrees to pay to the City annual rent for the lease of the Parking Spaces as follows:

a. Commencing the 1st day of the month following the Commencement Date, Lessee shall pay the City the first year's lease payment of \$6,000.00.

b. Annually, thereafter, on the 1st day of the same month, Lessee shall pay the City the annual rent payment as shown in Exhibit B, which is attached hereto and incorporated herein by this reference.

4. Maintenance Fee.

City shall maintain the Parking Spaces. However, the Lessee agrees to pay to the City the following annual maintenance fee for the Parking Spaces:

a. Commencing the 1st day of the month following the Commencement Date, Lessee shall pay the City the first year's maintenance fee of \$3,000.00.

b. Annually thereafter, on the 1st day of the same month, Lessee shall pay the City the annual maintenance fee as shown in Exhibit "B", which is attached hereto and incorporated herein by this reference.

5. Use of Parking Spaces.

The Lessee agrees that:

a. Except as set forth in 5.b. below, the Parking Spaces shall be used only for vehicular parking, and vehicular and pedestrian ingress and egress from the Site to said Parking Spaces by Lessee's customers, vendors, and employees;

b. The Parking Spaces shall be for the exclusive use for hotel parking from 6:00 p.m. to 8:00 a.m. daily and be available for City and hotel parking from 8:00 a.m. to 6:00 p.m. daily.

c. The use of the Parking Spaces shall be subject to such laws, ordinances, rules and regulations as may now or hereafter from time to time be adopted by the City.

6. City's Obligations.

During the term of this Lease, the City shall:

a. Maintain or cause to be maintained, the Parking Spaces in a clean and usable appearance.

b. Be responsible for payments for water and electricity used by the Parking Spaces.

7. Assignment or Subletting.

The Lessee shall not assign this Lease or any interest herein, and shall not sublease the Parking Spaces or any part thereof or any right or privilege appurtenant thereto, without the prior written consent of the City, which consent may be granted or withheld in the sole and absolute discretion of the City, but shall not be unreasonably withheld if the assignee is a successor in interest to the Lessee's fee interest in the Site, and expressly assumes the obligations of the Lessee hereunder in writing approved by the City. Any assignment or sublease without City's prior written consent shall be void and at City's election, shall constitute a material default of this Lease. Consent to any assignment, or sublease shall not operate as a waiver of the necessity for a consent to any subsequent assignment, or subletting, and the terms of such consent shall be binding upon any person holding by, under or through Lessee.

If Lessee is a partnership or limited liability company, a withdrawal or change, voluntary, involuntary, or by operation of law of the partner or partners or member or members owning fifty-one percent (51%) or more of the partnership or limited liability company or the dissolution of the partnership or limited liability company, shall be deemed a voluntary assignment.

If Lessee consists of more than one person, any purported assignment, voluntary, involuntary or by operation of law, from a majority of persons to the other shall be deemed a voluntary assignment. If Lessee is a corporation, any dissolution, merger, consolidation or other reorganization of Lessee, or the sale or other transfer of controlling percentage of the capital stock of Lessee, or the sale of fifty-one percent (51%) of the value of the assets of Lessee, shall be deemed a voluntary assignment. The phrase "controlling percentage" means the ownership of, and the right to vote stock comprising at least fifty-one percent (51%) of the total combined voting power of all classes of Lessee's capital stock issued, outstanding and entitled to vote for the election of directors.

8. Default or Breach by Lessee and City Remedies.

a. The Lessee shall be in default under, and in breach of, this Lease upon the happening of any one or more of the following:

1. Failure of the Lessee to pay any rent, maintenance fee, or any other sum payable by Lessee hereunder, within fifteen (15) days after the same shall become due and payable; or

2. Failure of the Lessee to perform any other term, covenant, agreement or condition of this Lease within thirty (30) days of the date of the City's written demand for such performance provided to Lessee; or

3. The vacating or abandoning of the Site or the hotel by Lessee for five (5) days or longer during the term of this Lease; or

4. The making of an assignment or subletting by the Lessee in violation of Section 7 of this Agreement.

5. The making by Lessee of any general assignment for the benefit of creditors; (ii) the filing by or against Lessee of a petition to have Lessee adjudged bankrupt or petition for reorganization or arrangement under any law relating to bankruptcy (unless, in the case of a petition filed against Lessee, the same is dismissed within thirty (30) days); (iii) the appointment of a trustee or receiver to take possession of substantially all of Lessee's assets located at the Site or of Lessee's interest in this Lease, where possession is not restored to Lessee within thirty (30) days; (iv) the attachment, execution or other judicial seizure of substantially all of Lessee's assets located at the Site or of Lessee's interest in this Lease, where such seizure is not discharged within thirty (30) days; and

b. City shall have the following remedies if Lessee commits a default. These remedies are not exclusive or cumulative and are in addition to any remedies now or hereafter allowed by law or equity or elsewhere provided.

1. Lessee's Right to Possession Not Terminated. City can continue this Lease in full force and effect, and the Lease will continue in effect as long as City does not terminate Lessee's right to possession, and City shall have the right to collect rents and all other amounts when due. During the period Lessee is in default, City can enter the Parking Spaces and relet them, or any part of them, to third parties for Lessee's account. Lessee shall be liable immediately to City for all costs City incurs in reletting the Parking Spaces, including, but not limited to, broker's commission, expenses of repair of the Parking Spaces required by the reletting and like costs. Reletting can be for a period shorter or longer than the remaining term of this Lease. Lessee shall pay to City the rent due under this Lease on the dates the rent is due, less the rent City receives from any reletting. No act by City allowed by this paragraph shall terminate or cause a forfeiture of this Lease unless City notifies Lessee that City elects to terminate and forfeit this Lease.

2. Termination of Lessee's Right to Possession. City can terminate Lessee's right to possession of the Parking Spaces at any time. No act by City other than giving notice to Lessee shall terminate or cause a forfeiture of this Lease. Acts of maintenance, efforts to relet the Parking Spaces or the appointment of a receiver on City's initiative to protect City's interest under this Lease shall not constitute a termination of Lessee's right to possession. On termination, City has the right to recover from Lessee:

(a) The worth, at the time of the award of the unpaid rent earned at the time of termination of this Lease;

(b) The worth, at the time of the award, of the amount by which the unpaid rent would have been earned after the date of termination of this Lease until the time of award exceeds that amount of the loss of rent Lessee proves could have been reasonably avoided;



(c) The worth, at the time of the award of the amount by which the unpaid rent for the balance of the term after the time of award exceeds that amount of the loss of rent Lessee proves could have been reasonably avoided; and

(d) Any other amount, and court costs, necessary to compensate City for all detriment proximately caused by Lessee's default of this Lease or which in the ordinary course of things would be likely to result therefrom.

"The worth at the time of the award" as used in a, b and c of this paragraph is to be computed by allowing interest at the rate of ten percent (10%) per annum or the maximum amount allowed by law, whichever is greater. "The worth, at the time of the award," as referred to in c of this paragraph, is to be computed by discounting the amount at the discount rate of the Federal Reserve Bank of San Francisco at the time of award, plus one percent (1%).

9. Indemnity.

The Lessee shall indemnify, defend and hold the City, its officials, officers, employees and agents, free and harmless from any and all liability, claims, loss, costs, damages or expenses, including attorneys' fees and costs, arising by reason of the death or injury of any person, including Lessee or any person who is an officer, employee, agent, vendor, invitee or customer of Lessee, or by reason of damage to or destruction of property, including property owned by Lessee or any person who is an officer, employee, agent, vendor, invitee or customer of Lessee or arising from any cause whatsoever by reason of the use of the Parking Spaces pursuant to the provisions of this Lease, excluding the sole active gross negligence of City, or its employees. The indemnification shall survive the termination of this Lease.

10. Insurance.

The Lessee agrees to procure and maintain throughout the Term, at its sole cost and expense, for the mutual benefit of City and Lessee, the following insurance applicable to the Lessee's rights to ingress, egress and use of the Parking Spaces pursuant to this Lease, as follows:

a. Comprehensive broad form general liability insurance against any and all claims and liability for personal injury, death, or property damage arising out of the use, occupancy, disuse or condition of the Parking Spaces and the personal property thereon, providing combined single limit of at least ONE MILLION DOLLARS (\$1,000,000.00), for any one accident or occurrence, for bodily injury or death to one or more persons, and at least ONE MILLION DOLLARS (\$1,000,000,000) for property damage.

b. Worker's compensation insurance with statutory limits, and employer's liability insurance with limits of not less than ONE MILLION DOLLARS (\$1,000,000.00) per accident or occurrence.

c. All insurance required by this Lease shall be carried only by responsible insurance companies licensed to do business in the State of California. All such policies shall be nonassessable and shall contain language, to the extent obtainable, to the effect that: any loss

shall be payable notwithstanding any act or negligence of City that might otherwise result in a forfeiture of the insurance; the insurer waives the right of subrogation against City and against City's officials, officers, employees, agents and representatives; the policies are primary and noncontributing with any insurance that may be carried by City; and the policies cannot be canceled or materially changed except after thirty (30) days written notice by the insurer to City or City's designated representative.

d. Lessee shall furnish City with copies of all such policies promptly on receipt of them, or with certificates evidencing the insurance. Before commencement of the Lease, Lessee shall furnish City with binders representing all insurance requirements by this Lease. Lessee may provide by blanket insurance covering the Parking Spaces and any other location or locations, any insurance required or permitted under this Lease provided it is acceptable to all mortgagees. Lessee shall deliver to City, in the manner required for notices, copies of certificates of all insurance policies required by this Lease, together with evidence satisfactory to City of payment required for procurement and maintenance of the policy, within the following time limits: (1) For insurance required at the commencement of this Lease, within thirty (30) days after execution of this Lease; (2) for any renewal or replacement of a policy already in existence, at least thirty (30) days before expiration or other termination of the existing policy.

e. City and City's elected and appointed officials, agents, representatives and employees, shall be named as additional insureds under all liability insurance policies.

f. If the Lessee fails or refuses to procure or to maintain insurance as required by this Lease or fails to furnish City with required proof that the insurance has been procured and is in force and paid for, City shall have the right, but not the obligation, at City's election and on five (5) days notice to Lessee, to procure and maintain such insurance. The premiums paid by City shall be treated as added rent due from Lessee with interest at the rate of ten percent (10%) per year, to be paid on the first day of the month following the date on which the premiums were paid. City shall give prompt notice of the payment of such premiums, stating the amounts paid and the names of the insurer or insurers, and interest shall run from the date of the notice.

#### 11. Destruction of Parking Spaces.

In the event the Parking Spaces are destroyed or be so damaged thereby that they become unusable and cannot be rendered useable within ninety (90) days from the date of the damage, this Lease may be terminated by either the Lessee or the City by written notice to the other. In the event the Parking Spaces are damaged as not to allow termination of this Lease as set forth above, then a proportionate reduction in Rent shall be made to the Lessee corresponding to the time during which and to the portion of the Parking Spaces of which the Lessee shall be so deprived.

#### 12. Nondiscrimination.

The Lessee covenants and agrees, for himself and his successors and assigns, that there shall be no discrimination against or segregation of any person or group of persons on



account of race, color, creed, religion, sex, marital status, ancestry or national origin in the use or enjoyment of the Parking Spaces, nor shall the Lessee, or any person claiming under or through him, establish or permit any such practice or practices of discrimination or segregation with reference to the use or enjoyment of the Parking Spaces.

13. In Lieu Parking Fee. Lessee acknowledges and agrees that the purpose of this Lease is to provide Lessee with a means to satisfy its parking space obligations under the Development Agreement. Therefore, should this Lease terminate for any reason, or should all or any portion of the parking spaces be destroyed or become unusable for any reason, Lessee shall, within ten (10) days of such event, pay to City in cash, an in lieu parking fee for each parking space Lessee has lost as a result of such event. The amount of the in lieu parking fee payable by Lessee shall be the in lieu parking fee existing on the date of such event.

14. Notice.

a. Lessee. Any notice required or permitted to be given by City to Lessee under this Parking Lease shall be in writing and delivered personally to Lessee or mailed with postage fully prepaid, registered or certified mail, return receipt requested, addressed as follows:

Hanford Investors, Inc.  
1400 S. Mooney Blvd.  
Visalia, California 93277

or such other address as Lessee may designate in writing to City.

b. To City. Any notice required or permitted to be given by Lessee to City under this Parking Lease shall be in writing and delivered personally to City Clerk or mailed with postage fully prepaid, registered or certified mail, return receipt requested, addressed as follows:

City of Hanford  
319 N. Douty Street  
Hanford, CA 93230  
Attn.: City Manager

or such other address as City may designate in writing to Lessee.

Notices provided pursuant to this Section shall be deemed received at the date of delivery as shown on the affidavit of personal service or the Postal Service receipt.

15. Subordination.

This Lease shall be subject and subordinate at all times to the lien of any mortgage or mortgages or trust deed or deeds or evidence of obligation which may now exist upon or which may be placed upon the Parking Spaces and the Lessee covenants that it will

Attachment: City of Hanford Parking Lease Agreement (City Attorney: Adoption of Resolution 22-32-R)

execute and deliver to the City property subordination agreements to this effect at any time upon the request of the City and without payment being made therefor.

16. Waiver.

Failure by a party to insist upon the strict performance of any of the provisions of this Lease by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Lease thereafter.

17. Holding Over:

If Lessee holds over after the expiration or earlier termination of the Term of this Lease without the express written consent of City, Lessee shall become a tenant at sufferance only, at the rental rate in effect upon the date of such expiration and otherwise upon the terms, covenants and conditions herein specified, so far as applicable.

If Lessee, with City's express written consent, remains in possession of the Parking Spaces after expiration or earlier termination of the Term hereof, such possession shall be deemed a month-to-month tenancy, terminable on thirty (30) days' written notice given at any time by either party, and at the rental rate in effect upon the date of such expiration and otherwise upon the terms, covenants, and conditions herein specified, so far as applicable. Acceptance by City of rent after such expiration or earlier termination shall not be construed as a holdover hereunder or result in a renewal of this Lease.

18. Late Charge:

Lessee acknowledges that late payment by Lessee to City of rent will cause City to incur costs not contemplated by this Lease, the exact amount of such costs being extremely difficult and impracticable to fix. Such costs include, without limitation, processing and accounting charges, or late charges that may be imposed on City by the terms of any encumbrance and note secured by any encumbrance covering the Parking Spaces. Therefore, if any installment of rent due from Lessee is not received by City within fifteen (15) days from the date when said rent was due, Lessee shall pay to City an additional sum of Ten Percent (10%) of the overdue rent as a late charge. The parties agree that this late charge represents a fair and reasonable estimate of the costs that City will incur by reason of late payment by Lessee. Acceptance of any late charge shall not constitute a waiver of Lessee's default with respect to the overdue amount, nor prevent City from exercising any of the other rights and remedies available to City.

19. Taxes and Assessments.

A. Personal Property and Possessory Interest Taxes:

If during the term of this Lease or any extension thereof, Lessee is required to pay any taxes related to the Parking Spaces, Lessee shall be liable for and shall pay ten (10) days before delinquency all taxes, assessments, license fees, and other charges (collectively "Taxes") that are levied and assessed against the Parking Spaces or Lessee's

possessory interest in the Parking Spaces, and that become payable during the Lease term. On demand by City, Lessee shall furnish City with satisfactory evidence of these payments.

B. Lessee Acknowledgment Of Possessory Interest Taxes

Lessee acknowledges, understands and agrees that: (1) this Lease may create a possessory interest in Lessee which may be subject to real property taxes; (2) the property interest of Lessee created by this Lease may be subject to property taxes; and (3) this Lease may be subject to property taxes. Lessee agrees to pay all such Taxes, as identified above, before the same become delinquent.

20. Environmental Matters.

A. Compliance with Environmental Law. Lessee shall at all times and in all respects during the Term of this Lease, comply with all federal, state and local laws, ordinances and regulations (collectively "Hazardous Materials Laws") relating to industrial hygiene, environmental protection or the use, analysis, generation, manufacture, storage, disposal, or transportation of any hazardous, toxic, contaminated or polluting materials, substances or wastes, including without limitation, any "hazardous substances", "hazardous waste", "hazardous materials", "toxic substances" or "petroleum products" (collectively "Hazardous Materials").

B. Indemnification of City. Lessee shall indemnify, defend (by counsel reasonably acceptable to City), protect and hold City, its employees, agents, attorneys, successors, assigns, officials, and officers, free and harmless from and against any and all claims, liabilities, penalties, forfeitures, losses or expenditures (including attorneys' fees) or death of or injury to any person or damage to any property whatsoever, arising from or caused in whole or in part, directly or indirectly, by (a) the presence in, on, upon or about the Parking Spaces or a discharge in or from the Parking Spaces of any Hazardous Materials or Lessee's use, analysis, storage, transportation, disposal, release, threatened release, discharge or generation of Hazardous Materials to, in, on, upon, about or from the Parking Spaces or (b) Lessee's failure to comply with any Hazardous Materials Law. Lessee's obligations hereunder shall include, without limitation, and whether foreseeable or unforeseeable, all costs of any required or necessary repair, clean up or detoxification or decontamination of the Parking Spaces, and the preparation and implementation of any closure, remedial action or other required plans in connection therewith, and shall survive the expiration or earlier termination of the term of this Lease or any extension thereof. For purposes of the release and indemnity provisions hereof, any acts or omissions of Lessee or its employees, agents, assignees, contractors, licensees, customers, or invitees of Lessee, or other acting for or on behalf of Lessee, whether or not they are negligent, intentional, willful or unlawful, shall be strictly attributable to Lessee. This indemnification shall survive the termination of this Lease.

21. Signs.

Lessee shall not have the right to place, construct or maintain on the Parking Spaces, any signs, advertisements, names insignia, trademarks, descriptive material, or any other similar item with the City's prior written consent. All such signs must conform to the requirements of the Hanford Municipal Code. City, at Lessee's cost, can remove any item placed, construed or maintained that does not comply with the provisions of this paragraph. Lessee

agrees to keep its signs on the Parking Spaces in a good state of repair and to save the City harmless from any loss or damage resulting from the erection, maintenance, existence, or removal of any of Lessee's signs.

22. Sale Or Transfer Of Parking Spaces

If City sells or transfers all or any portion of the Parking Spaces, City, on consummation of the sale or transfer, shall be released from any liability thereafter accruing under this Lease. If any security deposit or prepaid rent has been paid by Lessee, City can transfer the security deposit or prepaid rent to City's successor and on such transfer City shall be discharged from any further liability in reference to the security deposit or prepaid rent.

23. Attorney's Fees

Should either party hereto institute any legal action to enforce any provision of this Lease, the prevailing party in such action shall be entitled to recover from the losing party such amount as the court may adjudge to be reasonable attorney's fees. Should City be named as a defendant in any suit brought against Lessee in connection with or arising out of Lessee's occupancy hereunder, Lessee shall pay to City its costs and expenses incurred in such suit, including reasonable attorney's fees. With respect to any suit, action or proceeding arising out of or related to this Lease, City and Lessee submit to the jurisdiction and venue of the Superior or Municipal Court, whichever is applicable, in the County of Kings, State of California, for any proceeding arising thereunder.

24. Time Of Essence

Time is of the essence in the performance of each provision of this Lease.

25. Successors

Subject to the provisions of paragraph 7 of this Lease, this Lease shall inure to the benefit of, and be binding upon, the successors and assigns of the parties hereto.

26. Invalidity

If any term, covenant, condition, or provision of this Lease is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions hereof shall remain in full force and effect and shall in no way be affected, impaired, or invalidated thereby.

27. Prior Agreements, Amendments

This Lease contains all of the agreements of the parties hereto with respect to any matter covered or mentioned in this Lease, and no prior agreement or understanding pertaining to any such matter shall be effective for any purpose. No provision of this Lease may be amended or added to, except by an agreement in writing signed by the parties hereto or their respective successors in interest.

28. Controlling Law

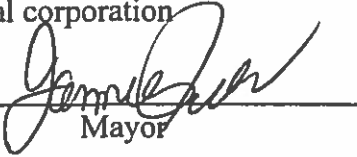
The validity, interpretation, and performance of this Lease shall be governed by the laws of the State of California.

IN WITNESS WHEREOF, the City and Lessee have executed this Lease on the date first above written.

CITY OF HANFORD, a  
municipal corporation

LESSEE

By: \_\_\_\_\_

  
Mayor

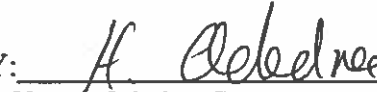
HANFORD INVESTORS, INC.,  
a California corporation

BY: \_\_\_\_\_



Thebaji Odedra, President

BY: \_\_\_\_\_

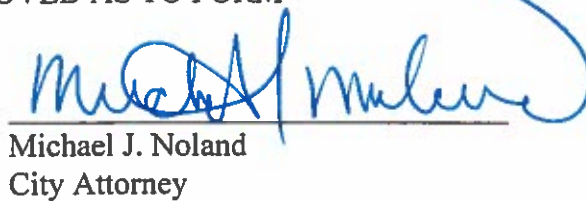


Hansa Odedra, Secretary

ATTEST:

APPROVED AS TO FORM

By: \_\_\_\_\_

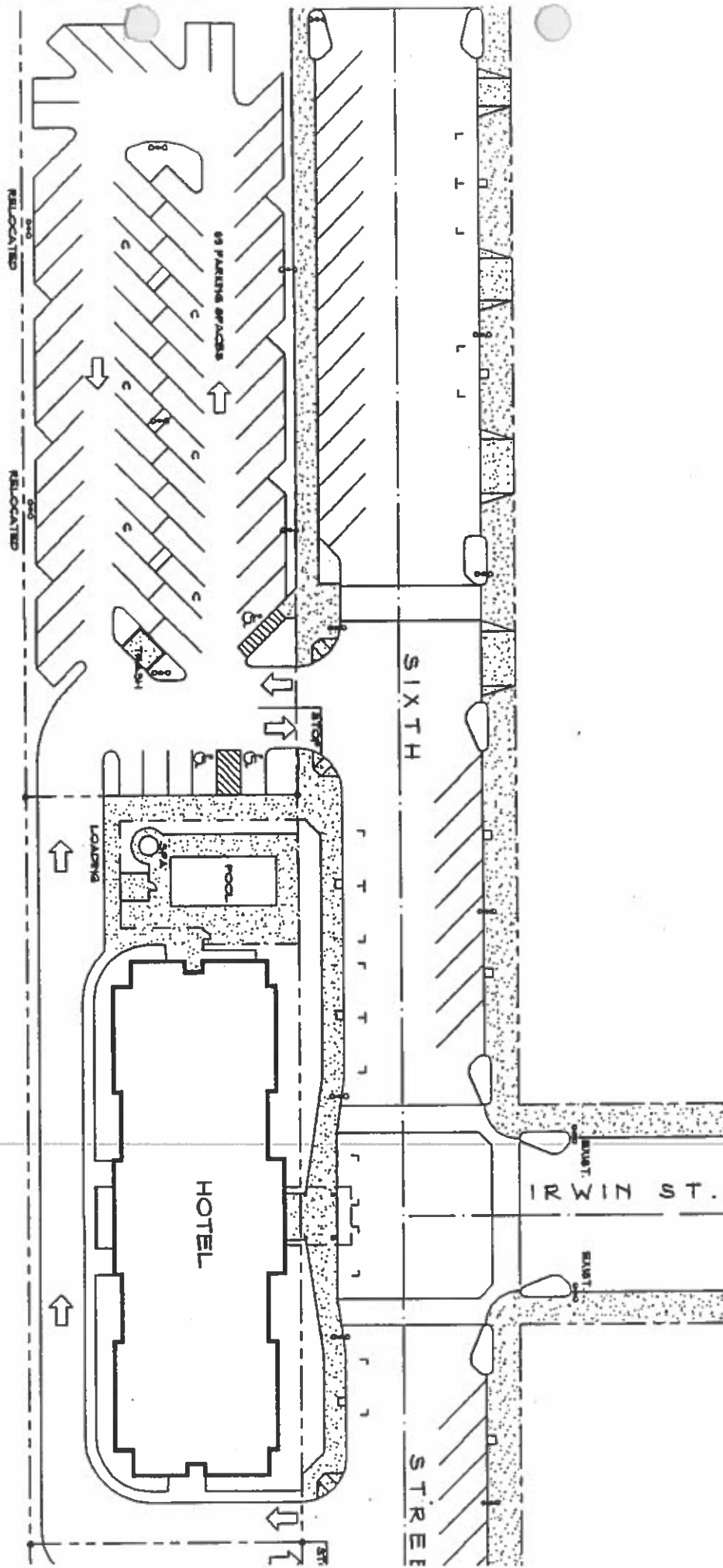
  
Michael J. Noland  
City Attorney

gb(lld)\4\4714.217\parking.lsc

Attachment: City of Hanford Parking Lease Agreement (City Attorney: Adoption of Resolution 22-32-R)



# S I T E P L A N



## EXHIBIT "A"

6TH STREET PARKING LOT  
HOTEL PARKING LEASE PAYMENT SCHEDULE  
3% applied annually after 3 years

| Year |             |
|------|-------------|
| 1    | \$6,000.00  |
| 2    | \$6,000.00  |
| 3    | \$6,000.00  |
| 4    | \$6,180.00  |
| 5    | \$6,365.40  |
| 6    | \$6,556.36  |
| 7    | \$6,753.05  |
| 8    | \$6,955.64  |
| 9    | \$7,164.31  |
| 10   | \$7,379.24  |
| 11   | \$7,600.62  |
| 12   | \$7,828.64  |
| 13   | \$8,063.50  |
| 14   | \$8,305.40  |
| 15   | \$8,554.57  |
| 16   | \$8,811.20  |
| 17   | \$9,075.54  |
| 18   | \$9,347.80  |
| 19   | \$9,628.24  |
| 20   | \$9,917.09  |
| 21   | \$10,214.60 |
| 22   | \$10,521.04 |
| 23   | \$10,836.67 |
| 24   | \$11,161.77 |
| 25   | \$11,496.62 |
| 26   | \$11,841.52 |
| 27   | \$12,196.76 |
| 28   | \$12,562.67 |
| 29   | \$12,939.55 |
| 30   | \$13,327.73 |
| 31   | \$13,727.57 |
| 32   | \$14,139.39 |
| 33   | \$14,563.57 |
| 34   | \$15,000.48 |
| 35   | \$15,450.50 |
| 36   | \$15,914.01 |
| 37   | \$16,391.43 |
| 38   | \$16,883.17 |
| 39   | \$17,389.67 |
| 40   | \$17,911.36 |
| 41   | \$18,448.70 |
| 42   | \$19,002.16 |
| 43   | \$19,572.23 |
| 44   | \$20,159.39 |
| 45   | \$20,764.18 |
| 46   | \$21,387.10 |
| 47   | \$22,028.71 |
| 48   | \$22,689.58 |
| 49   | \$23,370.26 |
| 50   | \$24,071.37 |

6TH STREET PARKING LOT  
MAINTENANCE FEE PAYMENT SCHEDULE  
3% applied annually after 3 years

| Year |                         |
|------|-------------------------|
| 2000 | 1 \$3,000.00 Pd         |
| 2001 | 2 \$3,000.00 Pd         |
| 2002 | 3 \$3,000.00 Pd         |
| 2003 | 4 \$3,090.00 Pd 3000.00 |
| 2004 | 5 \$3,182.70            |
| 2005 | 6 \$3,278.18            |
|      | 7 \$3,376.53            |
|      | 8 \$3,477.82            |
|      | 9 \$3,582.18            |
|      | 10 \$3,689.62           |
|      | 11 \$3,800.31           |
|      | 12 \$3,914.32           |
|      | 13 \$4,031.75           |
|      | 14 \$4,152.70           |
|      | 15 \$4,277.28           |
|      | 16 \$4,405.60           |
|      | 17 \$4,537.77           |
|      | 18 \$4,673.90           |
|      | 19 \$4,814.12           |
|      | 20 \$4,958.54           |
|      | 21 \$5,107.30           |
|      | 22 \$5,260.52           |
|      | 23 \$5,418.33           |
|      | 24 \$5,580.88           |
|      | 25 \$5,748.31           |
|      | 26 \$5,920.76           |
|      | 27 \$6,098.38           |
|      | 28 \$6,281.33           |
|      | 29 \$6,469.77           |
|      | 30 \$6,663.87           |
|      | 31 \$6,863.78           |
|      | 32 \$7,069.70           |
|      | 33 \$7,281.79           |
|      | 34 \$7,500.24           |
|      | 35 \$7,725.25           |
|      | 36 \$7,957.01           |
|      | 37 \$8,195.72           |
|      | 38 \$8,441.59           |
|      | 39 \$8,694.83           |
|      | 40 \$8,955.88           |
|      | 41 \$9,224.35           |
|      | 42 \$9,501.08           |
|      | 43 \$9,786.11           |
|      | 44 \$10,079.70          |
|      | 45 \$10,382.09          |
|      | 46 \$10,693.55          |
|      | 47 \$11,014.36          |
|      | 48 \$11,344.79          |
|      | 49 \$11,685.13          |
|      | 50 \$12,035.69          |

Attachment: City of Hanford Parking Lease Agreement (City Attorney: Adoption of Resolution 22-32-R)

City of  
Original

**Notice of Exemption 2021-58**

To: ☐ Office of Planning and Research  
P.O. Box 3044, Room 212  
Sacramento, CA 95812-3044

☒ County Clerk  
County of Kings  
Kings County Government Center  
Hanford, CA 93230

From: City of Hanford  
317 North Douty Street  
Hanford, CA 93230

**Project Title:** Declaration of Surplus/Disposition of Real Property

**Project Location** – southeast corner of Sixth and Redington Streets  
(APN 012-086-004).

**Project Location – City:** Hanford **Project Location – County:** Kings County

**Description of Nature, Purpose and Beneficiaries of Project:** The declaration as surplus and disposition of real property located at the southeast corner of Sixth and Redington Streets (APN 012-086-004) for use as a private parking lot for a hotel. The site is currently a semi-public parking lot available to the public between the hours of 8:00 a.m. and 6:00 p.m. and reserved for private use by the hotel between the hours of 6:00 p.m. and 8:00 a.m.

Name of Public Agency Approving Project: City of Hanford

Name of Person or Agency Carrying Out Project: City of Hanford

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);  
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));  
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));  
☒ Categorical Exemption: State type and section number: **15312 Surplus Government Property Sales**  
☐ Statutory Exemption. State code number:

Reasons why project is exempt:

The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15312 of the California Environmental Quality Act (CEQA) Guidelines. Class 12 consists of sales of surplus government properties, except for parcels of land located in an area of statewide, regional, or areawide concern, identified in Section 15206 (b)(4). The property is not located in an area of statewide, regional, or areawide concern.

Lead Agency

Contact Person: Gabrielle Myers Area Code/ Telephone: (559) 585-2578

Signature: \_\_\_\_\_ Date: July 12, 2022 Title: Senior Planner

☒ Signed by Lead Agency Date received for filing at OPR: \_\_\_\_\_  
☐ Signed by Applicant

Attachment: Attachment 1 - Notice of Exemption (City Attorney: Adoption of Resolution 22-32-R)





## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> I |
|--------------------------------|--------------------------|

**SUBJECT:**

Parks and Community Services: Appropriation of an additional \$23,352 in Park Impact Fee funds for the closeout of the Hidden Valley Park Fitness Court Installation Project

**RECOMMENDATION:**

That the City Council, my motion, approve an additional allocation of \$23,352 from the Park Impact Fee Reserve Account for installation of the Fitness Court at Hidden Valley Park.

**BACKGROUND:**

The Council approved the Fitness Court at Hidden Valley Park on May 14, 2021, with an original appropriation of \$182,995. This new amenity is a functional circuit-training system featuring a series of full-body exercises that can be completed in seven minutes. It is designed for adults of all ages and accommodates a variety of skill levels and abilities at each station, from beginning to expert.

The construction of the Fitness Court project required a 1,445 square foot concrete slab, installation of the floor and fitness equipment, a 40' x 40' shade structure, two park benches, and two trash containers. During the planning and design phase of the project, the National Fitness Campaign (manufacturer) provided a price quote of \$55,000 to install the fitness equipment. To reduce expenses, it was decided to complete the installation of the Fitness Court in-house, utilizing staff from the Building Maintenance and Park Divisions.

An error was made during the installation of the rubberized floor tiles, resulting in the incorrect placement of the tiles. This resulted in the need to remove 80% of the floor tiles, which resulted in the need to contract for the adhesive removal, order replacement tiles, and adhesive, and correct re-installation.

This error was caused by inattention to detail, miscommunication, and lack of supervisory oversight. The installation error also caused a three-week delay in project completion. The Director investigated this error and disciplined all responsible line and supervisory staff. The combined incurred expense is \$23,352.

**FISCAL IMPACT:**

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> J |
|--------------------------------|--------------------------|

### **SUBJECT:**

Police: Adoption of Resolution No. 22-31-R, authorizing the acceptance of an award of \$68,548 in grant funding from the California Highway Patrol for DUI enforcement and retroactively authorize the Police Chief to execute the Agreement.

---

### **RECOMMENDATION:**

That the City Council approve the resolution accepting the CHP grant in the amount of \$68,548.00 and retroactively authorize the Police Chief to execute the grant agreement.

### **BACKGROUND:**

The Hanford Police Department sought a CHP DUI/DUID (Driving Under the Influence Drugs) Enforcement grant. This was a competitive grant and the original grant request was for \$240,000.00. to fund additional personnel, overtime and vehicles.

The Department was notified last month that we were awarded the grant. However, the granting authority, amended the grant to include an award amount of \$68,548.00. The amended amount included \$41,148.00 for the cost to purchase a dedicated DUI vehicle and \$27,000.00 in overtime to cover 12-DUI saturation patrols and 6-DUI checkpoints to be conducted over the next year.

The grant offer required the agreement to be signed within 10 days. After contacting the grant officials, they recognized it was not possible for Council to approve a resolution within 10 days. Therefore, they instructed staff to sign the grant and then to get the council to adopt a resolution. The Hanford Police Department has not conducted any events or purchased any items in connection with this grant and are under no obligation to do so should Council not wish to accept these funds.

There are still several questions related to the acquisition of the vehicle and the use and disposition. For instance, the grant requires that the patrol vehicle be a Ford Explorer and the vehicle is to be used for DUI/DUID Saturation details, Checkpoints, community presentations and public events. The vehicle is required to be specifically marked as "DUI Enforcement

Vehicle". The grant calls for the city to cover the upfitting costs of the vehicle. Currently those costs are \$22,000. Due to this being a DUI/DUID vehicle, those costs will be reduced from this amount, but we are waiting for the exact costs from our upfitting vendor and how much extra the acquisition will cost.

The Ford Explorers are increasingly hard to come by and the City may need to petition the grant administrators to change the vehicle type. Once staff receives direction from the State, a future agenda item will be submitted for approval of the vehicle acquisition.

**FISCAL IMPACT:**

Grant Revenue of \$27,400 to cover the cost of overtime incurred for additional DUI Enforcement details. Grant revenue of \$41,148 to cover a portion of the costs to acquire an additional vehicle for the DUI enforcement. The acquisition and the upfit a vehicle would cost an estimated \$18,000.00 that would need to be funded by the General Fund. Staff will bring back a future agenda item related to the vehicle purchase.

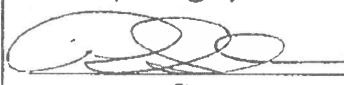
**ATTACHMENTS:**

GRANT

Resolution CHP GRANT

State of California  
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
GRANT AGREEMENT - Page 1

AWARD NUMBER  
9620

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. GRANT TITLE</b><br>FY22/23 CTFGP Law Enforcement - Hanford Police Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>2. NAME OF AGENCY</b><br>Hanford Police Department                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>4. PERFORMANCE PERIOD</b><br><br>From: 07/01/2022<br>To: 06/30/2023                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>3. AGENCY SECTION TO ADMINISTER GRANT</b><br>Operations Division                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>5. OPPORTUNITY INFORMATION DESCRIPTION</b><br>Law Enforcement grants provide financial assistance to allied agencies for the education, prevention, and the enforcement of laws related to driving under the influence of alcohol and other drugs, including cannabis. The intent of the program is to educate the public regarding the dangers of impaired driving, enforce impaired driving laws on the roadway, improve agency's effectiveness through training and development of new strategies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>6. FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED</b> <span style="float: right;">\$68,548.00</span>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>7. TERMS AND CONDITIONS</b><br>The Grantee agrees to complete the Project as described in the Project Description. The Grantee's Application, and the California Code of Regulations, Title 13, Division 2, Chapter 13, Sections 1890.00-1890.27 are hereby incorporated into this agreement by reference.<br><br>The parties hereto agree to comply with the terms and conditions of the following attachments: <ul style="list-style-type: none"> <li>Schedule A - Project Description, Problem Statement, Goals and Objectives, and Method of Procedure;</li> <li>Schedule B - Detailed Budget Estimate; and</li> <li>Schedule B-1 - Budget Narrative.</li> </ul> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>8. APPROVAL SIGNATURES</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>A. AUTHORIZED OFFICIAL OF AGENCY</b><br><br>Name: Parker Sever                      Phone: (559) 585-2535<br>Title: Chief of Police<br><br>Address: 425 N. Irwin Street Hanford, Ca. 93230<br><br>E-Mail: psever@cityofhanfordca.com<br><br><div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;"> <br/>           _____<br/>           (Signature)         </div> <div style="text-align: center;">           6/28/22<br/>           _____<br/>           (Date)         </div> </div>                                                                                                                                                                                                                                                                                                                                                        | <b>B. AUTHORIZED OFFICIAL CHP</b><br><br>Name: Evan Robinson                      Phone: (916) 843-4360<br>Title: Captain                                      Fax: (916) 322-3169<br><br>Address: 601 North 7th Street, Sacramento, CA 95811<br><br>E-Mail: ERobinson@chp.ca.gov<br><br><div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">           _____<br/>           (Signature)         </div> <div style="text-align: center;">           _____<br/>           (Date)         </div> </div> |
| <b>C. ACCOUNTING OFFICER OF CHP</b><br><br>Name: C. M. Jones                      Phone: (916) 843-3531<br>Title: Commander                                      Fax: (916) 322-3159<br><br>Address: 601 North 7th Street, Sacramento, CA 95811<br><br>E-Mail: catrina.jones@chp.ca.gov<br><br><div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">           _____<br/>           (Signature)         </div> <div style="text-align: center;">           _____<br/>           (Date)         </div> </div>                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>D. AUTHORIZED FINANCIAL CONTACT TO RECEIVE PAYMENTS</b><br><br>Name: Jimmy Macias<br>Address: 315 N. Douty Street Hanford, Ca. 93230<br><br><div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">           _____<br/>           (Signature)         </div> <div style="text-align: center;">           _____<br/>           (Date)         </div> </div>                                                                                                                                           |
| <b>9. PURCHASE ORDER NUMBER</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

Attachment: GRANT (PD: Resolution to accept grant from California Highway Patrol)

## TERMS AND CONDITIONS

Grantee shall comply with the California Code of Regulations, Title 13, Division 2, Chapter 13 Section 1890, et seq. and all other terms and conditions noted in this Agreement. Failure by the Grantee to comply may result in the termination of this Agreement by the California Highway Patrol (hereafter referred to as State). The State will have no obligation to reimburse the Grantee for any additional costs once the Grant Agreement has been terminated.

### A. EXECUTION

1. The State (the California Highway Patrol) hereby awards to the Grantee the sum of money stated on page one of this Agreement. This funding is awarded to the Grantee to carry out the project set forth in the Project Description and the terms and conditions set forth in this Agreement.
2. The funding for this Agreement is allocated pursuant to California Revenue and Taxation Code Section 34019(f)(3)(B). The Grantee agrees that the State's obligation to pay any sum under this Agreement is contingent upon availability of funds disbursed from the California Cannabis Tax Fund to the State. If there is insufficient funding, the State shall have the option to either: 1) terminate this Agreement, whereby no party shall have any further obligations or liabilities under this Agreement, or 2) negotiate an Agreement amendment to reduce the grant award and scope of services to be provided under this Agreement.
3. The Grantee is not to commence or proceed with any work in advance of receiving notice that the Grant Agreement has been approved. Any work performed by the Grantee in advance of the date of approval by the State shall be deemed volunteer work and will not be reimbursed by the State.
4. The Grantee agrees to provide any additional funding, beyond what the State has agreed to provide pursuant to this Agreement, necessary to complete or carry out the project as described in this Agreement. Any modification or alteration of this Agreement, as set forth in the Grant Application submitted by the Grantee and on file with the State, must be submitted in writing 30 calendar days in advance to the State for approval.
5. The Grantee agrees to complete the project within the timeframe indicated in the Performance Period, which is on page one of this Agreement.

### B. PROJECT ADMINISTRATION

1. The Grantee shall submit all reimbursements, progress, performance, and/or other required reports concerning the status of work performed in furtherance of this Agreement on a quarterly basis, or as requested by the State.
2. The Grantee shall provide the State with a final report showing all project expenditures, which includes all State and any other project funding expended, within 60 calendar days after completion of this Agreement.
3. The Grantee shall ensure all equipment which is purchased, maintained, operated, and/or developed is available for inspection by the State.
4. Equipment purchased through this Agreement shall be used for the education, prevention, and enforcement of impaired driving laws unless the Grantee is funding a portion of the purchased price not dedicated to impaired driving and that portion is not part of the project costs. Equipment purchased under this Agreement must only be used for approved project related purposes unless otherwise approved by the State in writing.
5. Prior to disposition of equipment acquired under this Agreement, the Grantee shall notify the State via e-mail, and by telephone, by calling the California Highway Patrol, Impaired Driving Section, Cannabis Grants Unit at (916) 843-4360.



## TERMS AND CONDITIONS

### C. PROJECT TERMINATION

1. Grantee or the State may terminate this Agreement at any time prior to the commencement of the project. Once the project has commenced, this Agreement may only be terminated if the party withdrawing provides 30 calendar days written notice of their intent to withdraw.
  - a. If by reason of force majeure the performance hereunder is delayed or prevented, then the term end date may be extended by mutual consent for the same amount of time of such delay or prevention. The term "force majeure" shall mean any fire, flood, earthquake, or public disaster, strike, labor dispute or unrest, embargo, riot, war, insurrection or civil unrest, any act of God, any act of legally constituted authority, or any other cause beyond the Grantee's control which would excuse the Grantee's performance as a matter of law.
  - b. Grantee agrees to provide written notice of an event of force majeure under this Agreement within 10 calendar days of the commencement of such event and within 10 calendar days after the termination of such event, unless the force majeure prohibits Grantee from reasonably giving notice within this period. Grantee will give such notice at the earliest possible time following the event of force majeure.
2. Any violations of law committed by the Grantee, misrepresentations of project information by the Grantee to the State, submission of falsified documents by the Grantee to the State, failure to provide records by the Grantee to the State when requested for audit or site visit purposes may be cause for termination. If the project is terminated for the reasons described in this paragraph, the State will have no obligation to reimburse the Grantee for any additional costs once the Agreement has been terminated.
3. The State may terminate this Agreement and be relieved of any payments should the Grantee fail to perform the requirements of this Agreement at the time and in the manner herein provided. Furthermore, the Grantee, upon termination, shall return grant funds not expended by the Grantee as of the date of termination.
4. If this Agreement is terminated, the State may choose to exclude the Grantee from future grant opportunities.

### D. FINANCIAL RECORDS

1. The Grantee agrees the State or their designated representative shall have the right to review and to copy all records and supporting documentation pertaining to the performance of this Agreement. Grantee agrees to maintain such records for possible audit for a minimum of five (5) years after final payment, unless a longer period of records retention is stipulated or required by law. Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Furthermore, the Grantee agrees to include a similar right for the State to audit all records and interview staff in any subcontract related to performance of this Agreement.

### E. HOLD HARMLESS

1. The Grantee agrees to indemnify, defend and save harmless the State, its officials, agents and employees from any and all claims and losses accruing or resulting to any and all Grantee's staff, contractors, subcontractors, suppliers, and other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, agency, firm, corporation who may be injured or damaged by the Grantee in performance of this Agreement.

## TERMS AND CONDITIONS

### F. NONDISCRIMINATION

1. The Grantee agrees to comply with State and federal laws outlawing discrimination, including, but not limited to, those prohibiting discrimination because of sex, race, color, ancestry, religion, creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (including cancer or genetic characteristics), sexual orientation, political affiliation, position in a labor dispute, age, marital status, and denial of statutorily-required employment-related leave. (GC 12990 [a-f] and CCR, Title 2, Section 8103.)

### G. AMERICANS WITH DISABILITIES ACT

1. The Grantee assures the State it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

### H. DRUG-FREE WORKPLACE

1. The Grantee shall comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:
  - a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.
  - b. Establish a Drug-Free Awareness Program to inform employees about:
    - i. The dangers of drug abuse in the workplace.
    - ii. The person's or organization's policy of maintaining a drug-free workplace.
    - iii. Any available counseling, rehabilitation, and employee assistance programs.
    - iv. Penalties that may be imposed upon employees for drug abuse violations.
  - c. Every employee who works on the project will:
    - i. Receive a copy of the company's drug-free workplace policy statement.
    - ii. Agree to abide by the terms of the company's statement as a condition of employment on the Agreement.
2. Failure to comply with these requirements may result in suspension of payments under this Agreement or termination of this Agreement or both and Grantee may be ineligible for award of any future Grant Agreements if the department determines that any of the following has occurred:
  - a. The Grantee has made false certification or violated the certification by failing to carry out the requirements as noted above. (GC 8350 et seq.)

### I. LAW ENFORCEMENT AGENCIES

1. All law enforcement organization Grantees shall comply with California law regarding racial profiling. Specifically, law enforcement Grantees shall not engage in the act of racial profiling as defined in California Penal Code Section 13519.4.



## TERMS AND CONDITIONS

### J. LABOR CODE/WORKERS' COMPENSATION

1. The Grantee is advised and made aware of the provisions which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions, and Grantee affirms to comply with such provisions before commencing the performance of the work of this Agreement, (refer to Labor Code Section 3700).

### K. APPLICATION INCORPORATION

1. The Grantee agrees the Application and any subsequent changes or additions approved or required by the State is hereby incorporated into this Agreement.

### L. STATE LOBBYING

1. The Grantee is advised none of the funds provided under this Agreement may be used for any activity specifically designed to urge or influence a state or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any state or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a state official whose salary is supported by this Agreement from engaging in direct communications with the state or local legislative officials, in accordance with customary state and/or local practice.

### M. REPRESENTATION AND WARRANTIES

1. The Grantee represents and warrants that:
  - a. It is validly existing and in good standing under the laws of the State of California, has, or will have the requisite power, authority, licenses, permits, and the like necessary to carry on its business as it is now being conducted and as contemplated in this Agreement, and will, at all times, lawfully conduct its business in compliance with all applicable federal, state, and local laws, regulations, and rules.
  - b. It is not a party to any Agreement, written or oral, creating obligations that would prevent it from entering into this Agreement or satisfying the terms herein.
  - c. If the Grantee is a Nonprofit Organization, it will maintain its "Active" status with the California Secretary of State, maintain its "Current" status with the California Attorney General's Registry of Charitable Trusts, and maintain its federal and State of California tax-exempt status. If the Grantee subcontracts with a Nonprofit as part of this Agreement, the Grantee shall ensure the Nonprofit will maintain its "Active" status with the California Secretary of State, maintain its "Current" status with the California Attorney General's Registry of Charitable Trusts, and maintain its federal and State of California tax-exempt status.
  - d. All of the information in its Grant Application and all materials submitted are true and accurate.

### N. AIR OR WATER POLLUTION VIOLATION

1. Under the state laws, the Grantee shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

## TERMS AND CONDITIONS

### O. GRANTEE NAME CHANGE

1. Grantee agrees to immediately inform the State in writing of any changes to the name of person within organization with delegated signing authority.
2. An amendment is required to change the Grantee's name as listed on this Agreement. Upon receipt of legal documentation of the name change the State will process the amendment. Payment of invoices presented with a new name cannot be paid prior to approval of said amendment.

### P. RESOLUTION

1. A county, city, district, or other local public body shall provide the State with a copy of a resolution, order, motion, or ordinance of the local governing body which by law has authority to enter into an Agreement, authorizing execution of the Agreement.

### Q. PAYEE DATA RECORD FORM STD. 204

1. This form shall be completed by all non-governmental Grantees.

### R. GOVERNMENT AGENCY TAXPAYER ID FORM

1. This form shall be completed by governmental Grantees.

### S. CONFLICT OF INTEREST

1. This section serves to make the Grantee aware of specific provisions related to current or former state employees. If Grantee has any questions regarding the status of any person rendering services or involved with the Agreement, the Grantee shall contact the State (California Highway Patrol, Impaired Driving Section) immediately for clarification.
2. Current State Employees:
  - a. No officer or employee shall engage in any employment, activity or enterprise from which the officer or employee receives compensation or has a financial interest, and which is sponsored or funded by any state agency, unless the employment, activity or enterprise is required as a condition of regular state employment.
  - b. No officer or employee shall contract on their own behalf as an independent Grantee with any state agency to provide goods or services.
3. Former State Employees:
  - a. For the two-year period from the date they left state employment, no former state officer or employee may enter into a contract in which they engaged in any of the negotiations, transactions, planning, arrangements, or any part of the decision-making process relevant to this Agreement while employed in any capacity by any state agency.
  - b. For the 12-month period from the date they left state employment, no former state officer or employee may enter into a contract with any state agency if they were employed by that state agency in a policy-making position in the same general subject area as the proposed Agreement within the 12-month period prior to their leaving state service.
4. The authorized representative of the Grantee organization named within this Agreement warrants their organization and its employees have no personal or financial interest and no present or past

## TERMS AND CONDITIONS

employment or activity which would be incompatible with participating in any activity related to this Agreement. For the duration of this Agreement, the organization and its employees will not accept any gift, benefit, gratuity or consideration, or begin a personal or financial interest in a party who is associated with this Agreement.

5. The Grantee organization and its employees shall not disclose any financial, statistical, personal, technical, media-related, and/or other information or data derived from this Agreement made available for use by the State for the purposes of providing services to the State in conjunction with this Agreement, except as otherwise required by law or explicitly permitted by the State in writing. The Grantee shall immediately advise the State of any person(s) who has access to project confidential information and intends to disclose that information in violation of this Agreement.
6. The Grantee will not enter into any Agreement or discussions with third parties concerning materials described in paragraph 5 prior to receiving written confirmation from the State that such third party has an Agreement with the State similar in nature to this one.
7. The Grantee warrants that only those employees who are authorized and required to use the materials described in paragraph 5 will have access to them.
8. If Grantee violates any provisions of this above paragraphs, such action by Grantee shall render this Agreement void.

### T. EQUIPMENT-USE TERMS

1. The Grantee agrees any equipment purchased under this Grant Agreement shall be used for impaired driving efforts.
2. Law Enforcement Projects:
  - a. Oral Fluid Drug Screening Devices and Cannabis/Marijuana Breath Testing Equipment - The Grantee agrees to ensure all personnel using road-side drug testing equipment, including oral fluid drug testing devices and/or cannabis/marijuana breath testing devices, purchased with grant funds from this Agreement, are trained to recognize alcohol and drug impairment. At a minimum, personnel using these devices should receive Standardized Field Sobriety Testing training. These personnel are also encouraged to attend Advanced Roadside Impaired Driving Enforcement and Drug Recognition Evaluator training. Prior to using these devices, the Grantee agrees to obtain permission from their local prosecutor's office; establish a policy ensuring appropriate use; and require the staff using these devices to receive appropriate training, which may include training from the manufacturer. This will help ensure the equipment is used appropriately. The Grantee shall advise the State (California Highway Patrol, Impaired Driving Section), of any legal challenges or other items of significance that may affect the use or legal acceptance of these devices. Additionally, the State may request additional information about the performance of these devices, including information about their use, accuracy, and feedback from personnel using the devices.
  - b. Law Enforcement Vehicles – The Grantee agrees any law enforcement vehicles purchased with funds from this agreement will be primarily used for the enforcement of driving under the influence laws and/or providing public education related to the dangers of driving under the influence. Additionally, any vehicle purchased using funds from this Agreement shall comply with all California Vehicle Code and California Code of Regulation requirements. The State may require the Grantee to mark these vehicles with a decal and/or emblem indicating the vehicle is used for driving under the influence enforcement.



## Schedule A

All grant awards, including any adjustments to requested funding, were made by the Cannabis Grants Unit based on the merits of the Grant Application, scale of operation, and in accordance with the Request for Application (RFA) requirements and associated regulations. As a result, not all activities and items detailed in Schedule A are applicable. Refer to Schedule B – Detailed Budget Estimate for approved line items and Project activities.

### Project Description

The Hanford Police Department has seen an increase of impaired driving incidents over the last 4 years due to the opening of two local cannabis dispensaries. In 2018 the Hanford police Department arrested 139 individuals for DUI, 142 individuals were arrested for DUI in 2019, 151 individuals were arrested for DUI in 2020, and 187 individuals were arrested for DUI in 2021. Over the four years this equates to an approximate 26% increase in DUI arrests. The Hanford Police Department project will provide education to increase awareness on the dangers of driving under the influence and enforcement activities to help combat the significant increase of DUI / DUID cases we have been experiencing. Funds will be used to enhance our Traffic Enforcement unit which currently only has three motor officers. Funds will be utilized to expand this unit to include the hiring of a Traffic Sergeant and Traffic Corporal to oversee the Traffic Enforcement unit, provide training to patrol officers on SFST and DUI / DUID cases, give presentations at local high schools, conduct saturation patrols and DUI checkpoints, and provide the Traffic Enforcement unit POST approved training on DUI Checkpoints (Planning and management) and DWI Detection SFST Instructor. The Hanford police Department project will allow for more visible enforcement, the reduction of impaired driving collisions, and the ability to strengthen the development of educational strategies, which will greatly improve public safety in the city of Hanford.

### Problem Statement

Over the last four years the Hanford Police Department has seen an increase in DUI arrests. In 2018, the Hanford police Department arrested 139 individuals for DUI, 142 individuals were arrested for DUI in 2019, 151 individuals were arrested for DUI in 2020, and 187 individuals were arrested for DUI in 2021. Over the four years this equates to an approximate 26% increase in DUI arrests. The Hanford Police Department has three Traffic Enforcement Officers who work during the daytime hours when most vehicular and pedestrian traffic is on the roadways. In 2020, these three officers wrote 435 traffic accident investigation cases and issued 2676 traffic citations. In 2021, the same officers completed 395 traffic accident investigation cases and issued 1693 traffic citations. These Traffic Enforcement Officers ride a police motorcycle and are the subject matter experts when it comes to major traffic accident investigations, vehicle code violations, and enforcement efforts. The Hanford Police Department does not have a unit that focuses on DUI / DUID enforcement, education, and training. If awarded, this grant would fix this specific issue, thus help reduce the number of DUI / DUID arrests and help educate the community on the dangers of driving while intoxicated. The need to specifically focus targeted enforcement on DUI / DUID motorists through innovative methods such as DUI Checkpoints, DUI Saturation patrols, and community presentations would be achieved with this grant award. If the Hanford Police Department is awarded this grant, we will establish two new positions which will oversee this grant, conduct the targeted enforcement of DUI / DUID motorists, oversee and set up the DUI checkpoints, and conduct community presentations on the dangers of DUI / DUID.

### Proposed Solutions

The Hanford Police Department is seeking funding for (1) Sergeant position and (1) Corporal Position and (2) police vehicles for the new position and specifically for DUI Enforcement activities. We are also seeking funding to conduct (12) DUI / DUID Saturation patrols (one per month), and funding to hold (6) DUI / DUID Checkpoints throughout the city. We are also seeking funding to send each of these two new positions along with the three Traffic Enforcement Officers to POST approved DUI checkpoints – planning and management classes, DWI Detection SFST Instructor, and Drug Abuse Recognition classes.

The Sergeant position will be assigned to the Traffic Enforcement unit and will serve as the program / grant coordinators. They will be part of the DUI / DUID Checkpoint planning and management as well

## Schedule A

as setting up the DUI Saturation details. They will also serve as the training coordinators to ensure all Traffic Enforcement Officers attend the above listed schools. They will manage and develop schedules to ensure there are enough police resources on the roadways when officers are seeing a higher number of DUI / DUID cases. They will set up and manage community presentations at local high schools, non-profit organizations, and businesses to help educate their members on the dangers of DUI / DUID. The Sergeant will also prepare press releases for the local newspaper and television outlets about DUI / DUID Operations and progress of this project. The Police Corporal will be assigned specifically for DUI / DUID Enforcement activities as part of their daily work assignments.

Two new police vehicles will be purchased with this grant money and they will be police interceptor type vehicles. Because the grant does not pay for cages, radio equipment and emergency lighting in vehicles; the Hanford police Department will purchase and install these as a cost sharing initiative. These vehicles will be assigned to the Sergeant and Corporal for DUI / DUID Enforcement and daily operations.

The Hanford police Department will conduct 12 (2 officer) Saturation patrols during the grant period. These Saturation patrols will be paid as overtime to the traffic enforcement unit or officers wishing to work these events. The purpose of the DUI / DUID Saturation patrol is to get more officers on the street during the peak times when we see more motorists driving DUI or DUID and conducting targeted enforcement. These peak times for the Hanford Police Department vary depending on the time of year but range from 5pm till 2am. The Saturation patrols will be set in 6-hour increments to cover these peak times. Results from the Saturation patrols will be documented in a press release and sent to the local newspaper and television outlets.

The Hanford Police Department will also conduct 6 (8 officer) DUI / DUID Checkpoints during the grant period. These checkpoints will be advertised prior to operation date and then the results from the checkpoints will be made public in a press release to the local newspaper and television outlets. To help ensure these checkpoints are planned and managed correctly, part of the grant money will be used to send the new Sergeant, Corporal, and current three traffic enforcement officers to a POST approved DUI Checkpoints – Planning and Management class.

Setting up and managing community presentations is vital in seeing a reduction in DUI / DUID cases. The sergeant and corporal this grant pay for will be instrumental in planning and managing these presentations. Press releases will also be prepared and sent to the local newspaper and television outlets when these presentations are done to help spread the word that the Hanford police Department is focusing enforcement on DUI and DUID motorists.

Because current patrol staffing and Traffic Enforcement staffing is so inundated with general calls for service, they rarely get time to focus their attention on DUI / DUID motorists. The use of these two new positions will change this and targeted enforcement will be able to be managed and directed towards this increasing problem with DUI / DUID cases.

### Performance Measures

Community awareness is vital to achieve this projects goals. The goals and objectives of this project is to put in place a sergeant to oversee this project in its entirety and ensure this program succeeds. With a sergeant overseeing this project they will ensure that a DUI / DUID Saturation detail is conducted monthly for a total of 12 throughout the year duration of this grant period. They will also plan and coordinate to have 6 DUI / DUID checkpoints. These checkpoints will be conducted every other month for a total of 6 throughout the year of this grant period. A specific goal of this project is to enhance the training of the Traffic Enforcement Unit to ensure they are all DWI SFST Instructors to train most other officers in the department. The Hanford Police Department plans on completing press releases for every DUI / DUID Saturation detail as well as every checkpoint. These press releases will help curve the amount of DUI / DUID cases as the public will become more aware that the department is targeting enforcement in these areas. We will monitor the project quarterly to see how the efforts are decreasing the number of DUI / DUID arrests. With community presentations, press releases, Saturation details, and DUI / DUID Checkpoints we hope to decrease the number of DUI / DUID cases by 20% over the course of 1 year. Constant spotlight of these events in the community will help us reach this goal.

## Schedule A

### **Project Performance Evaluation**

Having this project in the constant spotlight will be key to its success. We will show the projects effectiveness in many ways. First, if awarded this grant we will provide a press release to the local newspaper and television outlets to spotlight this project. Before every DUI / DUID Checkpoint we will prepare a press release to share in the local newspaper. This will hopefully reduce the number of people who drive DUI or DUID on that specific night and in future nights to come. If the community sees, hears, and reads about the Hanford Police Department taking a proactive approach to reduce the number of DUI / DUID drivers on the roadway, they will essentially police themselves and choose to not drive while under the influence of alcohol or drugs. After each DUI / DUID Checkpoint we will prepare another press release to share in the local newspaper and television outlets on the results from the checkpoint. We will discuss how many vehicles went through the checkpoint, how many individuals were issued citations, arrested, and vehicles towed. After each DUI / DUID Saturation patrol operation we will prepare a press release to share in the local newspaper. Again, we will discuss the statistical data from the operation. We will coordinate with the three local high schools to conduct presentations for their upper classmen. These presentations will discuss the dangers of DUI / DUID, penalties, lasting impacts, and what DUI / DUID really means. With preparing press releases for every operation, the grant details, community presentations, and department training, we will be able to get a wide range of feedback from not only internal but also external stakeholders regarding the project. Having a reduction in DUI / DUID cases and traffic collision will be a quantitative measure we will be able to use to show the projects effectiveness. Polling teachers, school administrators, and students will be able to give us immediate feedback about the project's effectiveness.

### **Program Sustainability**

Having internal and external buy in for this project will be vital for its success on a short- and long-term basis. When we meet our goal of reducing DUI / DUID cases and collision by 20% and create community partnerships with our local high schools; we will be able to show the need for this project for years to come. If future state funding lapses after the first year, the Hanford police Department will try everything possible to continue with the project and keep the position added to the Traffic Enforcement unit. With innovative budget tactics we can ensure that we continue to have the necessary DUI / DUID Checkpoints and Saturation Patrols. The amount of these operations could taper off as time goes on as the public would be expecting them more frequently than they actually happen. Continuing to prepare press releases when these operations occur and presentations with the local high schools will keep this project in the spotlight in the community. Being awarded this grant would give the Hanford Police Department the necessary kickstart in funding it needs and currently does not have, to push this project forward and show the community and city council it is needed for years to come.

### **Administrative Support**

The Hanford Police Department's Administration supports this project. Supervisory and management staff of the department have written and been awarded grants from state agencies and the federal government. These grants are typically managed by the specific grant writer with fiscal assistance from city fiscal analysts. Specific personnel needed to successfully implement this project will be the funding of one sergeant oversee the Traffic Enforcement Unit, manage this grant, work the designated operations, and become a DUI / DUID enforcement unit. The physical resources needed are the purchasing of two patrol vehicles specifically for DUI / DUID Enforcement. Because the grant does not pay for specific items such as emergency lighting equipment, radio equipment, firearms for the new officers, radio equipment for the new officer, etc., the Hanford Police Department will endure the cost of all these necessary items. The new position will function as a DUI / DUID enforcement unit and manage the grant funding for the DUI / DUID Checkpoints, Saturation details, and community presentations.



## Schedule B

## Detailed Budget Estimate

| Award Number | Organization/Agency       | Total Amount |
|--------------|---------------------------|--------------|
| 9620         | Hanford Police Department | \$68,548.00  |

| Cost Category | Line Item Name                            | Total Cost to Grant |
|---------------|-------------------------------------------|---------------------|
| Personnel     | overtime costs for DUI / DUID Checkpoints | \$18,040.00         |
|               | Overtime costs for DUI / DUID Saturations | \$9,360.00          |
|               | <b>Category Sub-Total</b>                 | <b>\$27,400.00</b>  |
| Equipment     | Police Vehicle                            | \$41,148.00         |
|               | <b>Category Sub-Total</b>                 | <b>\$41,148.00</b>  |

|                    |                    |
|--------------------|--------------------|
| <b>Grant Total</b> | <b>\$68,548.00</b> |
|--------------------|--------------------|

## Schedule B-1

### Budget Narrative

#### Personnel

**Overtime costs for DUI /  
DUID Checkpoints** \$18,040.00

Overtime costs for specific organized details. The Hanford police Department will plan to have 6 DUI / DUID Checkpoints throughout the grant period with 1 being conducted every two months. The Overtime cost for the Checkpoints is \$18,040.00. This will cover a Sergeant, Corporal, 3 Traffic Enforcement Officers, and 3 patrol officers working the Checkpoint for 6 hours in length.

DUI Checkpoint overtime = \$18,040

- (1) Sergeant: 36 hours @ OT rate of \$76 = \$2712
- (1) Corporal: 36 hours @ OT rate of \$65 = \$2238
- (3) Traffic Officers: 36 hours @ OT rate of \$62.16 = \$6706
- (3) Officers: 36 hours @ OT rate of \$59.00 = \$6384

**Overtime costs for DUI /  
DUID Saturations** \$9,360.00

The Hanford Police Department will plan monthly DUI / DUID Saturation details which will consist of two officer or corporals working as a two man unit. Each detail will last 6 hours in length. One per month at 6 hours each equals out to 144 hours of overtime costs.

- (2) Corporals: 144 hours @ OT rate of \$65 = \$9360

#### Equipment

**Police Vehicle** \$41,148.00

(1) Ford Explorer will be purchased for DUI / DUID enforcement and checkpoints. The vehicle will be used for DUI / DUID Saturation details, DUI / DUID Checkpoints, community presentations, and public events. This vehicle will be specifically marked as DUI Enforcement vehicle.

The Hanford police Department will cover the cost of installing a police radio, emergency lighting equipment, backseat cage, and pushbar.



**RESOLUTION NO. 22-31-R****RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD  
EXECUTING THE CHP GRANT AGREEMENT FOR DRIVING UNDER THE  
INFLUENCE ENFORCEMENT (DUI) ENFORCEMENT.**

At regular meeting of the City Council of the City of Hanford duly called and held on July 19, 2022, it was moved by Council Member \_\_\_\_\_, and seconded by Council Member \_\_\_\_\_, and carried that the following resolution be adopted:

**WHEREAS**, The CHP put out a grant for DUI/DUID enforcement; and,

**WHEREAS**, The City of Hanford was awarded \$68,548.00; and,

**WHEREAS**, The grant requires no matching funds; and,

**WHEREAS**, The grant will enable the Hanford Police Department to conduct DUI checkpoints and enforcement events; and,

**WHEREAS**, DUI accidents and arrests have increased 26% in the City of Hanford; and,

**WHEREAS**, The grant will provide a vehicle specifically designed for DUI enforcement; and,

**NOW, THEREFORE, BE IT RESOLVED** that the City Council authorizes the execution of this agreement.

**PASSED, ADOPTED AND APPROVED** at a regular meeting of the City Council of the City of Hanford held on July 19, 2022, by the following vote:

|          |                |       |
|----------|----------------|-------|
| AYES:    | Council Member | _____ |
| NOES:    | Council Member | _____ |
| ABSTAIN: | Council Member | _____ |
| ABSENT:  | Council Member | _____ |

\_\_\_\_\_  
Kalish Morrow  
MAYOR of the City of Hanford

Attest:

\_\_\_\_\_  
Natalie Corral

Attachment: Resolution CHP GRANT (PD: Resolution to accept grant from California Highway Patrol)

CITY CLERK

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

I, Natalie Corral, 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 19 day of July, 2022.

Date: \_\_\_\_\_

\_\_\_\_\_

City Clerk

Attachment: Resolution CHP GRANT (PD: Resolution to accept grant from California Highway Patrol)

**EXHIBIT A**

Attachment: Resolution CHP GRANT (PD: Resolution to accept grant from California Highway Patrol)



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> K |
|--------------------------------|--------------------------|

### **SUBJECT:**

Public Works: Approve Purchase Orders with Badasci Tire Co., Inc., for the amount of \$123,160.00 and Delray Tire and Retreading, Inc., for the amount of \$110,320.00 for tire replacements and repairs on all City vehicles and equipment.

---

### **RECOMMENDATION:**

That the Council, by motion,

1. Approve a Purchase Order with Badasci Tire Co., Inc., of Hanford California for an amount of \$123,160.00.
2. Approve a Purchase Order with Delray Tire and Retreading, Inc., of Hanford for an amount of \$110,320.00.
3. Authorize the Finance Director to adjust appropriated funds from the approved purchase orders to not exceed the total value of \$233,480.00.

### **BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time. The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

The Department will obtain competitive bids from the listed vendors, even though a purchase order is established, and choose the vendor with the lowest quote and/or that responds the quickest in order to repair/replace the materials essential to public service.

### **FISCAL IMPACT:**

The FY 22-23 Fleet Operations Budget appropriated \$233,480.00 for tire repairs and replacements.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> L |
|--------------------------------|--------------------------|

### **SUBJECT:**

Public Works: Approve Purchase Orders with Buford Oil Company in the amount of \$100,000, Kings Petroleum, LLC, in the amount of \$616,070 and Silvas Oil Co., Inc., in the amount of \$160,000, for diesel and unleaded fuels for use on all City vehicles and equipment.

---

### **RECOMMENDATION:**

That the Council, by motion,

1. Approve a Purchase Order with Buford Oil Company, of Hanford California for an amount of \$100,000.00.
2. Approve a Purchase Order with Kings Petroleum, LLC, of Hanford for an amount of \$616,070.00.
3. Approve a Purchase Order with Silvas Oil Co., of Hanford for an amount of \$160,000.00.
4. Authorize the Finance Director to adjust appropriated funds from the approved purchase orders to not exceed the total value of \$876,070.00.

### **BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

The Department will obtain competitive bids from the listed vendors, even though a purchase order is established, and choose the vendor with the lowest quote and/or that responds the quickest in order to provide the fuel needed to provide essential public service.

Staff is also preparing an multi-year contract for fuel acquisition that will be brought to the Council for approval once it is completed.

**FISCAL IMPACT:**

The FY 22-23 Fleet Operations Budget appropriated \$876,070.00 for fuel purchases.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> M |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approve a Purchase Order with UNIVAR Solutions, the amount of \$226,000, for liquid chlorine used as a disinfectant for the City's water quality.

---

**RECOMMENDATION:**

That the Council, by motion, approve a Purchase Order with UNIVAR Solutions for an amount of \$226,000.00.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

UNIVAR Solutions is the only local vendor that will deliver CL2 (liquid Chlorine) to the City for use in disinfection of the City's water system more than once a week. Due to the size of the City's water system, deliveries are required twice a week to properly disinfect the system. The service provided by this vendor is unique and therefore competitive bids are not applicable.

**FISCAL IMPACT:**

The FY 22-23 Fleet Operations Budget appropriated \$233,480.00 for tire repairs and replacements.

**ATTACHMENTS:**





## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> N |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approve Purchase Order with Ennis Paint, Inc., in the amount of \$79,110.00, for traffic paint for use on all City streets.

---

**RECOMMENDATION:**

That the Council, by motion, approve a Purchase Order with Ennis Paint, Inc., for an amount of \$79,110.00.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

The Department has chosen this vendor because we can work directly with the manufacturer and get competitive bids for the products as they give us the same price per gallon that they give to the State of California, thereby bypassing markup from distributors.

**FISCAL IMPACT:**

The FY 22-23 Streets Operations Budget appropriated \$300,00.00 for street construction and maintenance materials.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> O |
|--------------------------------|--------------------------|

### **SUBJECT:**

Public Works: Authorization to reject all bids and Re-Advertise the Bonnyview Basin - Sand Slough Basin Project

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### **RECOMMENDATION:**

That the City Council by motion:

1. Reject all bids received for the Bonnyview Basin - Sand Slough Basin Project
2. Authorize staff to re-advertise the project.
3. Pre-Authorize the City Manager to award and execute the contract on behalf of the City to the lowest responsible bidder providing project bid is within current budget appropriation.

### **BACKGROUND:**

In accordance with Council Action, bids were solicited and opened on June 7, 2022 for the Bonnyview Basin - Sand Slough Basin Project. This project consists of installing a new pump, electrical panel, and mainline outlet to pump this basin downstream during heavy rain events.

Only (1) bid was received, with a base bid of \$323,380.08 from Steve Dovali Construction of Fresno CA. A copy of the Bid Tabulation is attached for Council review.

Staff believes that the price for this bid is high for the amount of work being requested and, accordingly, checked with the four planholders to see why only one bid was received. It was determined that most bidders wanted a soils report to ensure what material they would encounter on the project.

With Council approval, staff will obtain a soils report and solicit bids for this project. Project is anticipated to be under construction in late Summer 2022. After bid opening, Staff will examine the bids, validate the lowest bidder's contractor's license status, and verify the contractor is in good standing. Staff is requesting the pre-authorization to award and execute the contract in order to expedite the process of delivery of projects.

**FISCAL IMPACT:**

The FY 21/22 Storm Drain Capital Budget provides \$252,000.00 for construction of this project including contingency. A copy of the budget page is attached for Council review.

**ATTACHMENTS:**

Bid Tabulation- Sand Slough Bonney View Basin

**Sand Slough Basin Lift Pump and Force Main to Bonney View Slough**  
**20620000-820647**

**BID SCHEDULE**

**Bid Opening June 7,2022 at 2:00 pm**

**Steve Doval Construction**

Only 1 bid received.  
This project is currently  
under review and has  
not been awarded.

| ITEM                                                                                                                                           | QUANTITY | UNIT | Unit Cost | Subtotal     |
|------------------------------------------------------------------------------------------------------------------------------------------------|----------|------|-----------|--------------|
| 1 Site Preparation, Mobilization, Demolition, and SWPPP Implementation                                                                         | 1        | LS   | 56,048.18 | \$56,048.18  |
| 2 Install HOMA Submersible 4HP 1750RPM 230V 1Phase 60HZ Pump with rails, stainless steel chain, probes, and all Other Misc. features specified | 1        | LS   | 7,841.25  | \$7,841.25   |
| 3 Install and Connect Pump Control Panel                                                                                                       | 1        | LS   | 4,795.31  | \$4,795.31   |
| 4 Make Connection to Existing SCE Service                                                                                                      | 1        | LS   | 1,687.50  | \$1,687.50   |
| 5 Install 2" SCH 40 Conduit                                                                                                                    | 35       | LF   | 41.85     | \$1,464.75   |
| 6 Install 3" SCH 40 Conduit                                                                                                                    | 300      | LF   | 51.13     | \$15,339.00  |
| 7 Install 3" PVC Elbow                                                                                                                         | 1        | EA   | 337.50    | \$337.50     |
| 8 Furnish and Install all electrical wires and connections within                                                                              | 1        | LS   | 18,648.00 | \$18,648.00  |
| 9 Install Electrical Pull Box                                                                                                                  | 1        | EA   | 900.00    | \$900.00     |
| 10 Install Reinforced Concrete Deck Lid with Aluminum Hatch                                                                                    | 1        | LS   | 6,710.63  | \$6,710.63   |
| 11 Construct Outfall Structure                                                                                                                 | 1        | LS   | 51,472.69 | \$51,472.69  |
| 12 Install 4'x4' Precast Concrete Vault w/ H-20 Rated bolt down                                                                                | 1        | LS   | 18,357.19 | \$18,357.19  |
| 13 Install 60" Wet Well                                                                                                                        | 1        | LS   | 36,655.31 | \$36,655.31  |
| 14 6" C900 CL150 PVC Pipe                                                                                                                      | 940      | LF   | 51.40     | \$48,316.00  |
| 15 6" PVC Elbow, 45°                                                                                                                           | 1        | EA   | 431.73    | \$431.73     |
| 16 6" PVC Elbow, 22.5°                                                                                                                         | 3        | EA   | 423.21    | \$1,269.63   |
| 17 6" PVC Elbow, 11.25°                                                                                                                        | 4        | EA   | 419.13    | \$1,676.52   |
| 18 12" RCP CL III SD Pipe                                                                                                                      | 55       | LF   | 330.41    | \$18,172.55  |
| 19 6" Ductile Iron Pipe                                                                                                                        | 8        | LF   | 476.38    | \$3,811.04   |
| 20 6" Gate Valve                                                                                                                               | 1        | EA   | 1,718.67  | \$1,718.67   |
| 21 6" Lever Check Valve                                                                                                                        | 1        | EA   | 2,515.16  | \$2,515.16   |
| 22 6" D.I.P. Tee                                                                                                                               | 1        | EA   | 939.46    | \$939.46     |
| 23 6"x4" D.I.P. Concentric Reducer                                                                                                             | 2        | EA   | 478.79    | \$957.58     |
| 24 4" Gate Valve                                                                                                                               | 1        | EA   | 1,531.90  | \$1,531.90   |
| 25 4" Ductile Iron Pipe                                                                                                                        | 18       | LF   | 155.16    | \$2,792.88   |
| 26 Bolts, Gaskets, Flanges, and Misc. other items to fully connect pump and force main in a working condition                                  | 1        | LS   | 2,546.92  | \$2,546.92   |
| 27 Main, including Brick and Mortar Plug on 42" RCP                                                                                            | 1        | LS   | 14,191.29 | \$14,191.29  |
|                                                                                                                                                |          |      |           | \$321,128.64 |

**Total written in Bid if discrepancy exists**

Written \$323,380.08

Attachment: Bid Tabulation- Sand Slough Bonney View Basin (PW: Reject all bids and Re-Advertise the Bonneyview Basin - Sand Slough Basin



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> P |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approval of a Purchase Order with Telstar, Inc. in the amount of \$172,500 for instrumentation services.

---

**RECOMMENDATION:**

That the Council, by motion, approve a Purchase Order with Telstar, Inc. for an amount of \$172,500.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

Telstar Inc. specializes in the installation and maintenance of instrumentation systems ("SCADA") and associated software services. Telstar Inc. has been the sole provider of these services for Hanford's water and wastewater systems for many years. They are intimately familiar with the City's systems and can troubleshoot problems rapidly because they provided the original programming and have a Hanford office.

Funding is as follows:

- Wastewater Operations:       \$160,000
- Sanitary Sewer:                   \$12,500

**FISCAL IMPACT:**

The FY 22-23 Wastewater and Sanitary Sewer Operations Budget jointly appropriated \$186,785 for miscellaneous contracted services, the vast majority of which is used for instrumentation.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> Q |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approve a Purchase Order with Fruit Growers Laboratory in the amount of \$80,000 for analytical testing and related services.

---

**RECOMMENDATION:**

That the Council, by motion, approve a Purchase Order with Fruit Growers Laboratories in an amount of \$80,000.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

City has used FGL for analytical testing of wastewater samples for several years. City staff delivers samples to FGL four to six times per week; their location in Visalia limits travel time. In addition to analyzing samples, FGL also schedules collection of samples to comply with discharge permit conditions. The convenient location and type of service provided by this vendor is unavailable from any other nearby vendor, therefore competitive bids are not applicable.

**FISCAL IMPACT:**

The FY 22-23 Wastewater Operations Budget appropriated \$82,590 for "other contractual services", which will be used to fund these services.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> R |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Authorization to establish a blanket purchase order (BPO) with Zenner Performance Meters for the purchase of replacement water meters and related equipment in an amount not to exceed \$300,000.

---

**RECOMMENDATION:**

That the Council, by motion, Authorize a Blanket Purchase Order to Zenner in the amount not to exceed \$300,000 for the purchase of replacement water meters and related equipment.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

The City utilizes Zenner Performance Meters for its Automated Meter Reading (AMR) equipment within the water system and for water meters. There are approximately 18,000 Zenner meters installed throughout the water system, and it is prudent to maintain this consistency rather than introducing other brands of equipment.

Although the City will be evaluating a different AMR system in the near future, maintenance of the current system is important and necessary.

**FISCAL IMPACT:**



The FY 2023 CIP budget includes \$238,945 in the AMR Replacement Account to fund the purchase of replacement AMR equipment and an additional \$311,620 to fund the purchase of water meters.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> S |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approve a Purchase Order with Thatcher in the amount of \$220,000 for bulk chlorine in cylinders to be used at the City's wastewater treatment plant.

---

**RECOMMENDATION:**

That the Council, by motion, approve a Purchase Order with THATCHER in an amount of \$220,000.

**BACKGROUND:**

A blanket purchase order is the preferred method for placing orders which will require multiple payments over a period of time.

The Public Works Department issues some annual blanket purchase orders where the total for each blanket purchase order exceeds the \$50,000 limit the City Manager is authorized to approve.

Thatcher is the only vendor in the surrounding area that has the ability to deliver one-ton CL2 cylinders to the treatment plant on a routine basis. Deliveries are typically received approximately every other week. The service provided by this vendor is unavailable from any other nearby vendor, therefore competitive bids are not applicable.

Note to Council: There are two staff reports on the July 19, 2022 Council meeting requesting CL2 POs be established. This staff report is for the purchase chlorine in one-ton cylinders for use at the treatment plant. This form of chlorine is 100% pure and requires special equipment and training. The other staff report is for Univar. They supply a 12% chlorine solution for the water system that is similar in characteristics to industrial strength bleach. The two are not interchangeable.

**FISCAL IMPACT:**

The FY 22-23 Wastewater Operations Budget appropriated \$220,000.00 for chemical purchases.

**ATTACHMENTS:**



## AGENDA STAFF REPORT

**MEETING DATE:** 7/19/2022

**AGENDA SECTION:** A

**SUBJECT:**

Parks and Community Services: Public Hearing to Adopt Resolution 22-30-R, approving the Annual Engineer's Report and Intention to Levy and Collect Assessments as outlined, pursuant to Chapter 3 of the Landscape and Lighting Act of 1972, and approve the increases in assessments as proposed.

**RECOMMENDATION:**

That the City Council conduct the Public Hearing and, by motion, adopt Resolution No. 22-30-R approving the Annual Engineer's Report and intention to Levy and Collect Assessments pursuant to Chapter 3 of the Landscape and Lighting Act of 1972 for the following districts:

- 90-01 Pinecastle Addition, Unit No. 1, 2, 3 and 4 - (Located East of 10th Avenue and North of Fargo Avenue)
- 90-02 Park Monterey, Unit No. 1 and 2 - (Located West of Douty Street and North of Sherwood Drive)
- 90-03 Mansionette Estates, No. 7 and 8 - (Located West of Douty Street and North Encore Drive)
- 90-04 Hyde Park - (Located East of 12th Avenue and North of Hanford-Armona Road)
- 91-01 Sierra Vista (Tract 641)/New Dimensions (Tract 703/713), No. 1, 2, 3, 4, 5 and 6 - (Located West of 11th Avenue and South of Hanford-Armona Road)
- 92-01 Portofino, No. 1, 2, 3 and 4 - (Located East of Neill Way and South of Fargo Avenue)
- 92-02 Cielo En Tierra, No. 1, 2, 3, 4 and 5 - (Located West of 11th Avenue and South of Fargo Avenue)
- 93-01 Vintage Estates - (Located West of 12th Avenue and North of Grangeville Boulevard)
- 93-02 Walnut Forest, No. 1, 2 and 3 - (Located West of 11th Avenue and North of Hume Avenue)
- 94-01 Gateway Estates - (Located West of 10th Avenue and North of Encore Drive)
- 94-02 Stonecrest, No. 1, 2, 3, 4, 5, 6, 7, 8 and 9 - (Located West of 11th Avenue and North of Fargo Avenue)

- 94-03 Quail Run Estates, No. 1, 2, 3, 4 and 5 - (Located East of 11th Avenue and North of Pepper Drive)
- 97-01 Rosewood Estates, No. 1 and 2 - (Located East of 12th Avenue and South of Grangeville Boulevard)
- 97-02 Summer Field Addition, No. 2 - (Located West 91/4 Avenue and South of Florinda Street)
- 97-03 Country Crossing, No. 1, 2, 3, 4 and 5 - (Located West of Centennial Drive and North of Lacey Boulevard)
- 98-01 Crystal Springs, No. 1, 2 and 3 - (Located West of 91/4 Avenue and North of Grangeville Boulevard)
- 98-02 Mountain View Estates, No. 1, 2, 3, 4, 5 and 6 - (Located West of 11th Avenue and North of Houston Avenue)
- 01-01 Pacific Grove (Tract 680/777)/N. Pointe (Tract 778), No. 1, 2, 3 and 4 - (Located East of 12th Avenue and North of Grangeville Boulevard)
- 01-02 Cambridge Homes (Tract 770), No. 1, 2 and 3 - (Located West of 11th Avenue and North of Pepper Drive)
- 01-03 Poppy Hills, No. 1 and 2 - (Located West of 11th Avenue and North of Pepper Drive)
- 01-04 Silver Oaks, No. 1, 2, 3, 4 and 5 - (Located West of 12th Avenue and North of Grangeville Boulevard)
- 02-01 Ashton Park, No. 1, 2, 3 and 4 - (Located West of 12th Avenue and North of Lacey Boulevard)
- 03-01 La Parc, No. 1, 2 and 3 - (Located West of 11th Avenue and South of Fargo Avenue)
- 04-01 Sidonia Estates, No. 1 and 2 (Tract 810)/Sidonia Estates II (Tract 814) - (Located East of 12th Avenue and North of Hume Avenue)
- 04-02 Cambridge Homes (Tract 799)/Majesty II (Tract 830) - (Located East of 11th Avenue and South of Flint Avenue)
- 04-03 Cambridge Homes (Tract 795/826)/Vineyards (Tract 825), No. 1, 2, 3, 4, 5 and 6 - (Located East of 12th Avenue and South of Fargo Avenue)
- 04-04 Sierra Heights (Tract 802/803), No. 1 and 2 - (Located West of 9th Avenue and North of Fargo Avenue)
- 05-01 Mission Park - (Located West of Highway 43 and South of Flint Avenue)
- 05-02 Copper Valley - (Located West of 12th Avenue and South of Fargo Avenue)
- 06-01 Quail Park Subdivision - (Tract 794), No. 1 and 2, Located West of 11th Avenue and South of Flint Avenue)
- 07-02 South Gate Addition - (Tract 811)/Greenbrier Gardens (876)/ Live Oak North (902) - (Located West of 12th Avenue and South of Hanford-Armona Road)
- 09-01 Victory Estates - (Located West of University Avenue and North of Grangeville Boulevard)
- 09-02 Independence (Tract 843), No. 1 and 2 - (Located West of 12th Avenue and North of Greenfield Avenue)
- 14-01 Independence (Tract 843), No. 3 and 4 - (Located West of 12th Avenue and North of Merritt Street)
- 15-01 Silver Oaks Addition III (Tract 887/922), No. 1, 2, and 3 - (Located West of Centennial Drive and North of West Berkshire Lane)

- 15-02 The Greens II (Tract 823) - (Located West of 9 ¼ Avenue and North of Grangeville Boulevard)
- 16-01 Woodside Homes (Tract 917) - (Located West of Centennial Drive and South of Grangeville Blvd)
- 16-02 Myderup (Tract 914), No. 1 and 2 - (Located East of 12th Avenue and North of Hume Avenue)
- 18-01 Bella Vista (Tract 918/919), No. 1, 2, and 3 - (Located West of Centennial Drive and South of Fargo Avenue)
- 19-01 Pacific Grove Addition No. 2 (Tract 916) - (Located East of 12th Avenue and North of Bristol Lane)
- 19-02 Enclave (Track 915) - (Located South of Lacey Blvd. and West Centennial Ave.)
- 20-01 Woodside Homes (Track 928) - (Located North of Centennial Ave and South of 12th Ave.)
- 21-01 San Joaquin Valley Homes (Track 929) - (Located North of 13th Ave and West of Devon St.)

### **BACKGROUND:**

In accordance with Chapter 3 of the Landscaping and Lighting Act of 1972 (“Act”), an Annual Engineer’s Report addressing adjustments based on a review of the costs of maintenance of public improvements must be prepared and submitted to the City Council for action. The Streets and Highway Code, as referenced in the Act, requires the holding of a public hearing for Districts identified in the Annual Engineer’s Report as showing an increase, decrease or no change in the annual assessment amount.

On July 6, 2022, the public notice and Resolution 22-30-R was published in the Hanford Sentinel newspaper. At this public hearing, the City Council shall consider all public input prior to taking final action on confirming and levying the assessments proposed in the Annual Engineer’s Report. Regarding the Districts identified in the Annual Engineer’s Report as showing an increase in the annual assessment amount, the City Council must consider all protests against the proposed increase in the assessment amount and tabulate any ballots delivered to the City prior to the close of the public hearing. If the ballots submitted in opposition to the increased assessment amount exceed the ballots submitted in favor of the increased assessment amount, the assessment amount shall not be increased. If the increase in the assessment to maintain the current level of service for the existing landscape area is voted down, the current level of service may be reduced. In tabulating the ballots, the ballots shall be weighed according to the proportional financial obligation of each affected parcel of real property.

The Annual Engineer’s Report identifies an increase in the annual assessment from the previous year and the reasons for the increase, including the imposition of 2.2% Standard Annual CPI Increase (December 2022) in accordance with California Government Code section 53739(b)(1) for the following Districts:

- 1 93-02 Walnut Forest, No. 1, 2 and 3
- 2 97-01 Rosewood Estates

|   |   |       |                                                    |
|---|---|-------|----------------------------------------------------|
| . | 3 | 01-02 | Cambridge Homes (Tract 770), No. 1, 2 and 3        |
| . | 4 | 01-04 | Silver Oaks, No. 1, 2, 3, 4 and 5                  |
| . | 5 | 02-01 | Ashton Park, No. 1, 2, 3 and 4                     |
| . | 6 | 04-02 | Cambridge Homes (Tract 799)/Majesty II (Tract 830) |
| . | 7 | 04-03 | Cambridge Homes (T 795/826)/Vineyards (T 825),     |
| . | 8 | 04-04 | Sierra Heights, No. 1 and 2                        |
| . | 9 | 06-01 | Quail Park Subdivision (Tract 794), No. 1 and 2    |
| . | 1 | 09-02 | Independence (Tract 843), No. 1 and 2              |
| 0 |   |       |                                                    |
| . | 1 | 15-01 | Silver Oaks Addition III (Tract 887/922)           |
| 1 |   |       |                                                    |
| . | 1 | 15-02 | The Greens II (Tract 823)                          |
| 2 |   |       |                                                    |
| . | 1 | 16-01 | Woodside Homes                                     |
| 3 |   |       |                                                    |
| . | 1 | 16-02 | Mynderup, No. 1 and 2 (Tract 914)                  |
| 4 |   |       |                                                    |
| . | 1 | 19-01 | Pacific Grove Addition II (Tract 916)              |
| 5 |   |       |                                                    |
| . | 1 | 19-02 | Pacific Grove Addition II (Tract 916)              |
| 6 |   |       |                                                    |
| . | 1 | 20-01 | Enclave (Track 915)                                |
| 7 |   |       |                                                    |
| . | 1 | 20-02 | Woodside Homes (Track 928)                         |
| 8 |   |       |                                                    |
| . |   |       |                                                    |

The annual assessment amounts for each affected parcel identifies a decrease or no change in the annual assessments from the previous fiscal year for the following Districts:

1. 90-01 Pinecastle Addition, Unit 1, 2, 3 and 4
2. 90-02 Park Monterey, Unit No. 1 and 2
3. 90-03 Mansionette Estates, No. 7 and 8
4. 90-04 Hyde Park
5. 91-01 Sierra Vista
6. 92-01 Portofino Estates
7. 92-02 Cielo En Tierra, No. 1, 2, 3, 4 and 5
8. 93-01 Vintage Estates
9. 94-01 Gateway Estates
10. 94-02 Stonecrest, No. 1, 2, 3, 4, 5, 6, 7, 8 and 9
11. 94-03 Quail Run
12. 97-02 Summer Field
13. 97-03 Country Crossing, No. 1, 2, 3, 4 and 5
14. 98-01 Crystal Springs
15. 98-02 Mountain View Estates, No. 1, 2, 3, 4, 5 and 6
16. 01-01 Pacific Grove/N. Pointe, No. 1, 2, 3 and 4
17. 01-03 Poppy Hills, No. 1 and 2
18. 03-01 Le Parc, No. 1, 2 and 3
19. 04-01 Sidonia Estates, (Tract 810), No. 1 and 2/ (Tract 814)
20. 05-01 Mission Park
21. 05-02 Copper Valley
22. 07-02 South Gate Addition (Tract 811), Greenbrier Gardens
23. 09-01 Victory Estates
24. 14-01 Independence (Tract 843), Unit No. 3
25. 18-01 Bella Vista, No. 1, 2 and 3 (Tract 918/919)

The Annual Engineer's Report also provides the following information as required by Article XIII D, Section 4 of the California Constitution:

1. Identifies all parcels of real property which will have a special benefit conferred upon them and upon which the assessment will be imposed.
2. Determines the appropriate special benefit derived by each parcel of the real property in relationships to the entity of the cost of maintenance of the public improvements.
3. Identifies the special benefit conferred on each parcel of real property.
4. Establishes that the assessment imposed on each parcel of real property does not exceed the reasonable cost of proportionate special benefit conferred on that parcel of real property.

#### **FISCAL IMPACT:**



In accordance with Proposition 218 and over the entire general benefit, the City's general benefit contribution is \$29,869.

**ATTACHMENTS:**

Hanford FY22-23 LLMD Consolidated ER (Final Draft 06.16.22 Signed Ver)  
RESOLUTION 22-30-R Intention to Levy (final)



# City of Hanford

## Fiscal Year 2022/2023

### Consolidated Engineer's Report

### Landscaping and Lighting Assessment

### Districts

#### Incorporating Forty-three District Numbers:

90-01, 90-02, 90-03, 90-04, 91-01, 92-01, 92-02, 93-01, 93-02, 94-01, 94-02, 94-03, 97-01, 97-02, 97-03, 98-01, 98-02, 01-01, 01-02, 01-03, 01-04, 02-01, 03-01, 04-01, 04-02, 04-03, 04-04, 05-01, 05-02, 06-01, 07-02, 09-01, 09-02, 14-01, 15-01, 15-02, 16-01, 16-02, 18-01, 19-01, 19-02, 20-01, and 21-01

Intent Meeting: June 21, 2022

Public Hearing: July 19, 2022

CITY OF HANFORD  
400 N. DOUTY ST.  
HANFORD, CA 93230

MAY 2022  
PREPARED BY  
WILLDAN FINANCIAL SERVICES

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# ENGINEER'S REPORT AFFIDAVIT

## City of Hanford Landscaping and Lighting Assessment Districts Fiscal Year 2022/2023

City of Hanford,  
Kings County, State of California

This Report and the enclosed descriptions, budgets and diagram outline the proposed improvements and assessments for the forty-three Landscaping and Lighting Assessment Districts in the City of Hanford for fiscal year 2022/2023, which includes each lot, parcel, and subdivision of land within District Nos. 90-01, 90-02, 90-03, 90-04, 91-01, 92-01, 92-02, 93-01, 93-02, 94-01, 94-02, 94-03, 97-01, 97-02, 97-03, 98-01, 98-02, 01-01, 01-02, 01-03, 01-04, 02-01, 03-01, 04-01, 04-02, 04-03, 04-04, 05-01, 05-02, 06-01, 07-02, 09-01, 09-02, 14-01, 15-01, 15-02, 16-01, 16-02, 18-01, 19-01, 19-02, 20-01, and 21-01, as the same existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Kings County Assessor's maps for a detailed description of the lines and dimensions of parcels within the Districts. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this 6<sup>th</sup> day of June, 2022.

Willdan Financial Services  
Assessment Engineer  
On Behalf of the City of Hanford

By: Jim McGuire

Jim McGuire  
Principal Consultant, Project Manager

By: Tyrone Peter

Tyrone Peter  
PE # C 81888



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## Introduction

The City of Hanford ("City"), under the provisions of the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code ("1972 Act") and in compliance with the substantive and procedural requirements of the California State Constitution, Article XIII D ("California Constitution") annually levies and collects special assessments for the City's Landscaping and Lighting Assessment Districts designated and referred to as:

| District No. | Subdivision Name                                                                        | District No. | Subdivision Name                                                                                            |
|--------------|-----------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------|
| 90-01        | Pinecastle Addition Units 1 - 4                                                         | 90-02        | Park Monterey Units 1 & 2                                                                                   |
| 90-03        | Mansionette Units 7 & 8                                                                 | 90-04        | Hyde Park                                                                                                   |
| 91-01        | Sierra Vista & New Dimensions Units 1 - 5                                               | 92-01        | Portofino Unit Units 1 - 4                                                                                  |
| 92-02        | Cielo En Tierra Units 1 - 5                                                             | 93-01        | Vintage Estates                                                                                             |
| 93-02        | Walnut Forest Units 1 - 3                                                               | 94-01        | Gateway Estates                                                                                             |
| 94-02        | Stonecrest Units 1 - 9                                                                  | 94-03        | Quail Run Estates Units 1 - 5                                                                               |
| 97-01        | Rosewood Estates Units 1 & 2                                                            | 97-02        | Summer Field Addition #2                                                                                    |
| 97-03        | Country Crossing Units 1 - 5                                                            | 98-01        | Crystal Springs Units 1 - 3                                                                                 |
| 98-02        | Mountain View Estates Units 1 - 6                                                       | 01-01        | Pacific Grove Units 1 - 3 and<br>N. Pointe Units 1 - 4                                                      |
| 01-02        | Cambridge Homes Units 1 - 3                                                             | 01-03        | Poppy Hills Units 1 & 2                                                                                     |
| 01-04        | Silver Oaks Units 1 - 5                                                                 | 02-01        | Ashton Park Units 1 - 4                                                                                     |
| 03-01        | Le Parc Units 1 - 3                                                                     | 04-01        | Sidonia Units 1 & 2 and Sidonia Estates II                                                                  |
| 04-02        | Cambridge Homes/Majesty II, #2                                                          | 04-03        | Cambridge Homes -Majesty II - #2,<br>Cambridge Homes Units 1 - 6,<br>Cambridge Homes- Vineyards Units 1 - 4 |
| 04-04        | Sierra Heights Units 1 & 2                                                              | 05-01        | Mission Park                                                                                                |
| 05-02        | Copper Valley                                                                           | 06-01        | Quail Park Subdivision                                                                                      |
| 07-02        | South Gate Addition, Greenbrier Gardens, &<br>Live Oak North                            | 09-01        | Victory Estates                                                                                             |
| 09-02        | Independence Units 1 & 2                                                                | 14-01        | Independence Units 3 & 4                                                                                    |
| 15-01        | Silver Oaks Addition III Units 1 and 2, Lennar<br>Homes Units 1 and 2, and Lennar Homes | 15-02        | The Greens II                                                                                               |
| 16-01        | Woodside Homes                                                                          | 16-02        | Mynderup Units 1 & 2                                                                                        |
| 18-01        | Bella Vista Units 1 - 4                                                                 | 19-01        | Pacific Grove Addition II                                                                                   |
| 19-02        | The Enclave                                                                             | 20-01        | Woodside Homes                                                                                              |
| 21-01        | San Joaquin Valley Homes                                                                |              |                                                                                                             |

(hereafter referred to collectively as "LLMD" and individually as "Districts") that fund in whole or in part the maintenance and operation of local landscaping or landscaping and lighting improvements that provide special benefits to properties within those individual Districts.



## Report Content and Annual Proceedings

This Consolidated Engineer's Report (the "Report") has been prepared pursuant to Chapter 1, Article 4 and Chapter 3 of the 1972 Act, and presented to the City Council for their consideration and approval of the proposed improvements and services to be provided within the Districts and the levy and collection of annual assessments related thereto for fiscal year 2022/2023. This Report generally describes the improvements, and proposed assessments to be levied in connection with the special benefits the properties will receive from the maintenance and servicing of the improvements within each of the designated Districts for fiscal year 2022/2023. The annual assessments to be levied on properties within these Districts provide a source of funding to fund in whole or in part, the continued operation and maintenance of the landscaping improvements or landscaping and lighting improvements and services to be provided by the City through the Districts that provide special benefits to the properties within each of those Districts and respective developments.

Each fiscal year, the City establishes the District's assessments based on an estimate of the costs to maintain, operate and service the authorized District improvements and based upon available revenues including assessment revenues, fund balances, general benefit contributions and any additional City contributions from available sources. The costs of the improvements and the proposed annual assessments budgeted and assessed against properties within the District may include, but are not limited to the estimated expenditures for regular annual maintenance and repairs; incidental expenditures related to the operation and administration of the District; deficits or surpluses from prior years (fund balance); revenues from other sources; and the collection of funds for operational reserves and/or periodic repairs, replacements and rehabilitation projects as authorized by the 1972 Act. The net annual cost to provide the improvements for each District are allocated to the benefiting properties within each District respectively based on an established method of apportionment (refer to Assessment Methodology in Section II, Method of Apportionment) that calculates the proportional special benefit and assessment for each parcel within those Districts. Thus, each parcel is assessed proportionately for only those improvements, services, and expenses for which the parcel receives special benefit.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessor's Parcel Number ("APN") by the Kings County Assessor's Office. The Kings County Auditor/Controller uses APNs and specific Fund Numbers to identify properties to be assessed on the tax roll for the District assessments.

At a noticed annual Public Hearing, the City Council will accept all public comments and written protests regarding the Districts and the annual levy of assessments. Based on those public comments and written protests, the City Council may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report and confirmation of the assessments, the City Council will by Resolution, order the improvements to be made and confirm the levy and collection of assessments for fiscal year 2022/2023 pursuant to the 1972 Act. The assessment for each parcel as approved will be placed on the fiscal year 2022/2023 property tax roll by the Kings County Auditor/Controller and collected together and in the same manner as other property taxes for such parcels.

As required by the 1972 Act, this Engineer's Report describes the improvements to be provided, maintained, and serviced by the Districts, an estimated budget for the improvements for each District, and the proposed assessments to be levied upon each assessable lot or parcel within those Districts for fiscal year 2022/2023.

This Report consists of five (5) parts:

## Part I

**Plans and Specifications:** This section contains a general description of the Districts, and the improvements and services that provide special benefits to the parcels within those Districts. The improvements and appurtenant facilities that provide special benefits to the properties within the Districts and for which parcels are assessed may include, but not limited to local landscaping, neighborhood parks, basins, street lights, and related amenities as well as associated incidental expenses (City Administration expenses and County Fees), and fund balances authorized by the 1972 Act. The plans and specifications contained in this Report generally describe the nature and extent of the improvements. More detailed information regarding the specific plans and specifications associated with the improvements in each District may be on file in the Public Works Department and by reference are made part of this Report.

## Part II

**Method of Apportionment:** This section includes a discussion of the general and special benefits associated with the improvements to be provided within the Districts (Benefit Analysis), which includes a discussion of the proportional costs of the special benefits and a separation of costs considered to be of general benefit (and therefore not assessed). This section of the Report also outlines the basis upon which the estimated costs to provide such improvements are apportioned to each parcel of land within the Districts in proportion to the special benefits to be received. (the method of calculating each property's proportional special benefit assessment). This method of apportionment is consistent with the previously approved and adopted method of apportionment for each District.

## Part III

**Estimate of Costs:** Identifies the estimated annual funding costs (budgets) required for the maintenance and operation of the improvements in each of the Districts, including, but not limited to, annual maintenance and service expenses, utility costs, related incidental expenses, and fund balances authorized by the 1972 Act and deemed appropriate to support the improvements, even though not all costs identified in these budgets are necessarily supported fully by the current assessment revenues. Those improvements and/or costs determined to be of general benefit shall be funded by a City contribution. In addition to the general benefit costs, the City may provide additional funding to support the maintenance and operation of the improvements considered to be of special benefit. Ultimately, City staff shall make the determination of which improvements, and the extent of the services and activities that shall be provided based on available revenues.

This section also identifies and outlines an Assessment Range Formula (inflationary adjust) that has been previously approved and adopted for specified Districts (most but not all Districts), which provides for an annual adjustment to the maximum assessment rates, which establishes limits on future assessments, but also provides for reasonable cost adjustments due to inflation.

## Part IV

**District/ Diagrams:** This section of the Report contains a diagram showing the general location and boundaries of the Districts for fiscal year 2022/2023 which incorporate the parcels determined to receive special benefits from the improvements in each District. The lines and dimensions of each lot, parcel, and subdivision of land contained in the diagram for each District is inclusive of the parcels listed in "Part V - Assessment Roll" of this Report and the corresponding County Assessor's parcel maps for said parcels as they existed at the time this Report was prepared and shall incorporate all subsequent subdivisions, lot-line adjustments, or parcel changes therein. Reference is hereby made to the Kings County Assessor's maps for a detailed description of the lines and dimensions of each lot and parcel of land within the Districts.

## Part V

**Assessment Roll:** The assessment amounts to be levied and collected in fiscal year 2022/2023 for each parcel is provided in the Assessment Roll, and these assessments are based on the parcel's calculated proportional special benefit as outlined in Part II - Method of Apportionment and the annual assessment rates established by the estimated budgets (refer to Part III Estimate of Costs).

If any section, subsection, sentence, clause, phrase, portion, zone, or subzone of this Engineer's Report is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Engineer's Report and each section, subsection, subdivision, sentence, clause, phrase, portion, zone, or subzone thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, portions, zones, or subzones might subsequently be declared invalid or unconstitutional.



## Part I - Plans and Specifications

The purpose of the Districts (collectively the LLMD) is to provide in part through annual assessments, funding for the ongoing installation, maintenance, operation, and servicing of local landscaping, neighborhood parks, and related appurtenant facilities and services in specified areas of the City as well as local street lighting within some Districts. The territory within each District consists of all lots or parcels of land that receive special benefits from the installation, maintenance, operation and servicing of the local public improvements and related amenities associated with the developments and Tracts within each of those Districts.

### Description of Improvements

As authorized by the 1972 Act, the improvements provided by the Districts and associated with each development incorporate various local improvements and/or street lighting and related amenities installed in connection with the development of those properties and are maintained and serviced for the benefit of real property within those developments. Improvements provided within the Districts may include but are not limited to:

- Landscaping and related facilities and amenities located within designated street medians, parkway and streetscape side-panels, and entryways within the public right of ways or easements adjacent to public right of ways; and within public places including greenbelt areas, open spaces, and neighborhood parks within each respective District. These improvements may include, but are not limited to:
  - various landscape materials such as trees, turf, shrubs, vines, ground cover, annual or perineal plantings;
  - irrigation and drainage systems including but not limited to pipes, fixtures, controllers, and water and electrical meters;
  - specified amenities such as monuments, ornamental lighting, block walls, retaining walls, or other fencing;
  - hardscape surfaces and areas including decomposed granite, mulch, asphalt, stamped concrete, pavers, and other trail and/or path surfaces; and
  - recreational amenities within the parks, parks/basins, trails, or greenbelts that may include benches, play structures, picnic or other recreational facilities, signage, and related appurtenances.

The maintenance of these improvements may include, but is not limited to the scheduled mowing, trimming, pruning, fertilization, pest control, weed and graffiti abatement; installation, replacement, and rehabilitation of the landscaping; repair or replacement of irrigation or drainage systems; and repair or replacement of hardscape improvements and recreational amenities.

- Street lighting improvements located in the public right of ways within and on the perimeter of the developments associated with specific Districts and the parcels and developments therein. Street lighting improvements include energy costs and maintenance of the lighting facilities including, but not limited to the removal, repair, replacement or relocation of light standards, poles, bulbs, fixtures, and related equipment and materials.

The work to be performed within each respective District may include but is not limited to (as applicable), the personnel, materials, equipment, electricity, water, contract services, repair and rehabilitation of the improvements, and incidental expenses. The City Public Works Department shall authorize and schedule such maintenance and servicing as need and based on available funding.

## Specific District Improvements and Services

As previously noted, there are forty-three (43) designated Districts within the City for which assessments are proposed to be levied and collected to maintain, operate and service the proposed improvements for fiscal year 2022/2023. The boundaries of each District are established on the basis of the location, extent and types of improvements being maintained and the proximity and direct benefit those specific improvement provide to the immediately surrounding developments, planned developments, and parcels, as well as the nexus and observation that the developments and/or planned development of the properties within the each District clearly required or otherwise facilitated the installation of the improvements to be maintained and that such improvements (both landscaping and lighting) would otherwise not be necessary if not for the development of those properties. Therefore, the benefits to the immediately surrounding properties and developments for which the improvements were constructed and installed and/or were facilitated by the development or potential development of properties within each respective District are clearly particular and distinct (special benefits).

## Landscape Service Levels

As part of the ongoing maintenance and servicing of the landscape improvements associated with each District, the City has established various maintenance frequency referred to as Service Levels. These Service Levels provide general guidelines for how often the landscape improvement areas are serviced based on overall maintenance needs and/or available assessment funding. For most Districts, the various landscape improvements or improvement areas within a District are maintained at the same level of service, but in some Districts two or more Service Levels may be applicable based on the nature and/or location of the improvements. At present, the City has established five Service Levels summarized as follows:

- **Service Level A** – Landscape improvements are serviced every week;
- **Service Level B** – Landscape improvements are serviced every week (March through October) and every two weeks (November through February);
- **Service Level C** – Landscape improvements are serviced every two weeks;
- **Service Level D** – Landscape improvements are serviced every two weeks (March through October) and every four weeks (November through February); and
- **Service Level E** – Landscape improvements are serviced once every month.

Currently all improvements in the District are maintained at Service Levels A, B, C or D.

## District Improvements

The following is a brief summary and description of the improvements to be maintained within each District for fiscal year 2022/2023.

### **District 90-01: Pinecastle Addition Units 1 through 4**

The parcels assessed in this District (totaling 352 lots) include, but are not limited to Tracts 606, 606-2, 606-3, and 606-4. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 67,750 square feet of designated landscape improvement area. These improvements are maintained at Service Level A, including the 11,532 square feet associated with the park/basin area.

### **District 90-02: Park Monterey Units 1 and 2**

The parcels assessed in this District (totaling 53 lots) include but are not limited to Tracts 610 and 657. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 8,625 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

### **District 90-03: Mansionette Units 7 and 8**

The parcels assessed in this District (totaling 84 lots) include but are not limited to Tracts 596 and 596-2. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 16,425 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

### **District 90-04: Hyde Park**

The parcels assessed in this District (totaling 14 lots) include but are not limited to Tract 619. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 1,425 square feet of designated landscape improvement area. These improvements are maintained at Service Level B.

### **District 91-01: Sierra Vista and New Dimensions Units 1 through 5**

The parcels assessed in this District (totaling 285 lots) include, but are not limited to Tracts 641, 703, 703-2, 713-3, 713-4, and 713-5. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 12,974 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

### **District 92-01: Portofino Unit Units 1 through 4**

The parcels assessed in this District (totaling 78 lots) include, but are not limited to Tracts 607, 607-2, 607-3, and 607-4. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 19,167 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

**District 92-02: Cielo En Tierra Units 1 through 5**

The parcels assessed in this District (totaling 98 lots) include, but are not limited to Tracts 652, 652-2, 652-3, 652-4, and 652-5. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 11,735 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

**District 93-01: Vintage Estates**

The parcels assessed in this District (totaling 29 lots) include but are not limited to Tract 634. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 10,346 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the six (6) street lights identified within the District boundaries.

**District 93-02: Walnut Forest Units 1 through 3**

The parcels assessed in this District (totaling 169 lots) include, but are not limited to Tracts 673, 673-2, and 673-3. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 15,637 square feet of designated landscape improvement area. These improvements are maintained at Service Level A, including the 3,537 square feet associated with slough frontage.

**District 94-01: Gateway Estates**

The parcels assessed in this District (totaling 114 lots) include but are not limited to Tract 712. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 8,185 square feet of designated landscape improvement area. These improvements are maintained at Service Level D, including the 5,460 square feet associated with the basin area.

**District 94-02: Stonecrest Units 1 through 9**

The parcels assessed in this District (totaling 654 lots) include, but are not limited to Tracts 708, 708-2, 727-3, 727-4, 727-5, 727-6, 727-7, 727-8, and 727-9. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 173,903 square feet of designated landscape improvement area. These improvements are maintained at Service Level D for the 51,578 square feet of railroad frontage, Service Level B for the 14,765 square feet of the landscape area, and Service Level A for the remaining 122,325 square feet of landscaping including the 54,450 square feet of basin area.

**District 94-03: Quail Run Estates Units 1 through 5**

The parcels assessed in this District (totaling 272 lots) include, but are not limited to Tracts 696, 696-2, 696-3, 696-4, and 696-5. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 111,188 square feet of designated landscape improvement area. These improvements are maintained at Service Level B.

**District 97-01: Rosewood Estates Units 1 and 2**

The parcels assessed in this District (totaling 44 lots) include but are not limited to Tracts 711 and 711-2. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 6,300 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

**District 97-02: Summer Field Addition #2**

The parcels assessed in this District (totaling 30 lots) include but are not limited to Tract 742. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 4,650 square feet of designated landscape improvement area. These improvements are maintained at Service Level D.

**District 97-03: Country Crossing Units 1 through 5**

The parcels assessed in this District (totaling 251 lots) include, but are not limited to Tracts 743, 743-2, 743-3, 772-4, and 772-5. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 46,415 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 98-01: Crystal Springs Units 1 through 3**

The parcels assessed in this District (totaling 126 lots) include, but are not limited to Tracts 747, 747-2, and 747-3. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 14,435 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 98-02: Mountain View Estates Units 1 through 6**

The parcels assessed in this District (totaling 162 lots) include, but are not limited to Tracts 759, 759-2, 759-3, 759-4, 759-5, and 759-6. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 30,991 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 01-01: Pacific Grove Units 1 through 3 and N. Pointe Units 1 through 4**

The parcels assessed in this District (totaling 148 lots) include, but are not limited to Tracts 680, 777-2, 778-3, and 778-4. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 12,152 square feet of designated landscape improvement area. These improvements are maintained at Service Level A including the 3,530 square feet associated with the basin area.

**District 01-02: Cambridge Homes Units 1 through 3**

The parcels assessed in this District (totaling 198 lots) include, but are not limited to Tracts 770, 770-2, and 770-3. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 35,222 square feet of designated landscape improvement area. These improvements are maintained at Service Level D for the 22,790 square feet of railroad frontage and Service Level A for the remaining 12,432 square feet of landscaping.

**District 01-03: Poppy Hills Units 1 and 2**

The parcels assessed in this District (totaling 86 lots) include but are not limited to Tracts 771 and 796-2. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 11,782 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 01-04: Silver Oaks Units 1 through 5**

The parcels assessed in this District (totaling 489 lots) include, but are not limited to Tracts 769, 769-2, 769-3, 769-4, and 769-5. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 95,556 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 02-01: Ashton Park Units 1 through 4**

The parcels assessed in this District (totaling 182 lots) include, but are not limited to Tracts 776, 776-2, 776-3, and 776-4. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 63,922 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 03-01: Le Parc Units 1 through 3**

The parcels assessed in this District (totaling 128 lots) include, but are not limited to Tracts 788, 788-2, and 788-3. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 30,628 square feet of designated landscape improvement area. These improvements are maintained at Service Level A including the 21,858 square feet associated with the railroad frontage.

**District 04-01: Sidonia Units 1 and 2 and Sidonia Estates II**

The parcels assessed in this District (totaling 233 lots) include but are not limited to Tracts 810 and 810-2. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 21,533 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.



**District 04-02: Cambridge Homes and Cambridge Homes/Majesty II, #2**

The parcels assessed in this District (totaling 75 lots) include but are not limited to Tracts 799 and 830. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 63,824 square feet of designated landscape improvement area. These improvements are maintained at Service Level A including the 8,440 square feet associated with the basin area. The assessments for this District also fund in whole or in part, the eleven (11) street lights identified within the District boundaries.

**District 04-03: Cambridge Homes, Cambridge Homes - Majesty II - #2, Cambridge Homes Units 1 through 6, Cambridge Homes - Vineyards Units 1 through 4**

The parcels assessed in this District (totaling 424 lots) include, but are not limited to Tracts 795, 795-2, 799, 825-3, 826-4, 826-5, and 830. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 167,767 square feet of designated landscape improvement area. These improvements are maintained at Service Level A including the 19,929 square feet associated with the railroad frontage and the 77,548 square feet associated with the park area. The assessments for this District also fund in whole or in part, the sixty-three (63) street lights identified within the District boundaries.

**District 04-04: Sierra Heights Units 1 & 2**

The parcels assessed in this District (totaling 16 lots) include but are not limited to Tracts 802 and 803. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 15,237 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 05-01: Mission Park**

The parcels assessed in this District (totaling 40 lots) include but are not limited to Tract 812. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 4,930 square feet of designated landscape improvement area. These improvements are maintained at Service Level A including the 2,537 square feet associated with the basin area.

**District 05-02: Copper Valley**

The parcels assessed in this District (totaling 150 lots) include but are not limited to Tract 835. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 44,126 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 06-01: Quail Park Subdivision #2**

The parcels assessed in this District (totaling 144 lots) include but are not limited to Tract 794. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 148,501 square feet of designated landscape improvement area. These improvements are maintained at Service Level B for the park area (95,551 square feet) and Service Level D for the 52,950 square feet of railroad frontage. The assessments for this District also fund in whole or in part the twenty-four (24) street lights identified within the District boundaries.

**District 07-02: South Gate Addition, Greenbrier Gardens, and Live Oak North**

The parcels assessed in this District (totaling 129 lots) include, but are not limited to Tracts 811, 876, and 902. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 29,440 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part, the thirteen (13) street lights identified within the District boundaries.

**District 09-01: Victory Estates**

The parcels assessed in this District (totaling 14 lots) include but are not limited to Tract 877. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 7,077 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the two (2) street lights identified within the District boundaries.

**District 09-02: Independence Units 1 and 2**

The parcels assessed in this District (totaling 121 lots) include but are not limited to Tract 843. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 56,252 square feet of designated landscape improvement area. These improvements are maintained at Service Level B including the 20,558 square feet of park area. The assessments for this District also fund in whole or in part the eighteen (18) street lights identified within the District boundaries.

**District 14-01: Independence Units 3 and 4**

The parcels assessed in this District (totaling 175 lots) include but are not limited to Tract 843. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 76,555 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the twenty-nine (29) street lights identified within the District boundaries.

**District 15-01: Silver Oaks Addition III Units 1 and 2, Lennar Homes Units 1 and 2, and Lennar Homes**

The parcels assessed in this District (totaling 468 lots) include, but are not limited to Tracts 887, 887-2, 922, and 927. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 412,396 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part, the ninety-four (94) street lights identified within the District boundaries.



**District 15-02: The Greens II**

The parcels assessed in this District (totaling 34 lots) include but are not limited to Tract 823. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 16,416 square feet of designated landscape improvement area. These improvements are maintained at Service Level B. The assessments for this District also fund in whole or in part the eight (8) street lights identified within the District boundaries.

**District 16-01: Woodside Homes**

The parcels assessed in this District (totaling 60 lots) include but are not limited to Tract 917. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 25,206 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the nineteen (19) street lights identified within the District boundaries.

**District 16-02: Mynderup Units 1 and 2**

The parcels assessed in this District (totaling 113 lots) include but are not limited to Tracts 914 and 914-2. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 31,363 square feet of designated landscape improvement area. These improvements are maintained at Service Level C. The assessments for this District also fund in whole or in part, the sixteen (16) street lights identified within the District boundaries.

**District 18-01: Bella Vista Units 1 through 4**

The parcels assessed in this District (totaling 267 lots) include but are not limited to Tracts 918 and 919. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 185,001 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part, the fifty-four (54) street lights identified within the District boundaries.

**District 19-01: Pacific Grove Addition II**

The parcels assessed in this District (totaling 22 lots) include but are not limited to Tract 916. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 13,128 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the eight (8) street lights identified within the District boundaries.

**District 19-02: The Enclave**

The parcels assessed in this District (totaling 26 lots) include but are not limited to Tract 915. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 16,466 square feet of designated landscape improvement area. These improvements are maintained at Service Level A.

**District 20-01: Woodside Homes**

The parcels assessed in this District (totaling 81 lots) include but are not limited to Tract 928. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 143,413 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the twenty-four (24) street lights identified within the District boundaries.

**District 21-01: San Joaquin Valley Homes**

The parcels assessed in this District (totaling 52 lots) include but are not limited to Tract 929. The properties within this District proportionately share and receive special benefit from the maintenance, servicing, and operation of an estimated 134,540 square feet of designated landscape improvement area. These improvements are maintained at Service Level A. The assessments for this District also fund in whole or in part the twenty-three (23) street lights identified within the District boundaries.

## Part II - Method of Apportionment

### Legislative Requirements for Assessments

The estimated costs to provide the proposed improvements for fiscal year 2022/2023 have been identified and allocated to properties within the Districts based on special benefit, consistent with the requirements of the 1972 Act and the assessment provisions of Proposition 218 (being contained in Article XIII D of the California Constitution). The improvements provided by these Districts and for which properties are assessed include local parks, basins, landscaping, and lighting improvements, as well as related amenities. The formulas used for calculating assessments within the designated Districts herein reflect the composition of parcels and the improvements and services to be provided and fairly apportion the cost of providing those improvements based on a determination of the proportional special benefits to each parcel.

### Provisions of the 1972 Act

The 1972 Act permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements, including the acquisition, construction, installation and servicing of landscape improvements and related facilities. The 1972 Act requires that the cost of these improvements be levied according to benefit rather than assessed value:

Section 22573 defines the net amount to be assessed as follows:

*"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements."*

### Provisions of the California Constitution

In addition to the provisions of the 1972 Act, the Article XIII D of the California Constitution outlines specific requirements regarding assessments including the following:

Article XIII D Section 2d defines District as follows:

*"District means an area determined by an agency to contain all parcels which will receive a special benefit from a proposed public improvement or property-related service";*

Article XIII D Section 2i defines Special Benefit as follows:

*"Special benefit" means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute "special benefit."*

Article XIII D Section 4a defines proportional special benefit assessments as follows:

*"An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel."*

## Benefit Analysis

### Special Benefits

#### Landscaping Special Benefit

The ongoing maintenance of landscaped areas within the various Districts addressed in this Report, provide aesthetic benefits to the properties and a more pleasant environment to walk, drive, live, and/or work. The primary function of these landscape improvements and related amenities is to serve as an aesthetically pleasing enhancement and green space for the benefit of the immediately surrounding properties and developments for which the improvements were constructed and installed and/or were facilitated by the development or potential development of properties within each respective District. These landscape improvements are an integral part of the physical environment associated with the parcels in each District and while some of the improvements may in part be visible to properties outside the District, collectively if the District improvements are not properly maintained, it is the parcels within the District that would be aesthetically burdened. Additionally, the many of the landscaped areas being maintained in these Districts serve as both a physical buffer as well as a sound reduction buffer between the roadways and/or railroad and the properties within the District and also serve as a pleasant aesthetic amenity that enhances the approach to the parcels. In some Districts, the landscaped areas may include green space areas (neighborhood parks, park/basins, greenbelts, open space and/or trails) that may provide a physical buffer between properties, overall open space within a development, and/or recreational areas that serve as an extension of the physical attributes of the parcels being assessed. Thus, the maintenance of these landscaped improvements and the related amenities provide particular and distinct benefits to the properties and developments associated with those improvements within each District.

#### Street Lighting Special Benefit

The street lighting (localized street lighting) is primarily useful for illuminating the sidewalks and parking lanes on the streets used specifically to access the properties and/or is adjacent to those properties that comprise each particular District. This lighting is distinct from lights that may be installed that serve in large part to enhance traffic safety, such as traffic signals and intersection safety lights or the more sporadic lighting found on major thoroughfares outside the more concentrated development areas. These localized street lights tend to be more closely spaced and of a lower intensity than street lights installed primarily for traffic safety. These low-level, lower-intensity street lights within a designated District provide three main special benefits: (i) property security benefit, (ii) pedestrian safety benefit, and (iii) parkway/roadway egress benefit. Because traffic to and from these parcels is largely limited to the residents and residents' guests, it is reasonable to assume that essentially all pedestrians and parking vehicles in the lit areas will, after dark, be directly associated with the properties in that District and that the vehicular traffic on those streets is primarily for accessing the properties within that area. Therefore, street lighting on such streets is entirely a special benefit to those properties.

In addition, the street lights for which properties within the Districts may be assessed, are consistent with the City's typical intensity and spacing standards for areas zoned for residential development and each parcel to be assessed is served directly by the system of street lights providing appropriate lighting within these respective development areas. Furthermore, the cost of maintaining and operating each light is substantially the same, regardless of its location within the District. Consequently, we conclude that each parcel to be assessed for street lighting receives substantially similar benefit from the street light improvements and the only notable distinctions in proportional special benefit to each parcel is related to the specific quantity of lights associated with each District.

## General Benefit

### Landscaping General Benefit

In reviewing the location and extent of the specific landscaped areas and improvements to be funded by each District's assessments and the proximity and relationship to properties to be assessed in each District, it is evident these improvements were primarily installed in connection with the development of properties therein or are improvements that would otherwise be shared by and required for development of properties in each respective District. It is also evident that the maintenance of these improvements and the level of maintenance provided has a direct and particular impact (special benefit) only on those properties in proximity to those improvements. Furthermore, such maintenance beyond that which is required to ensure the safety and protection of the general public and property in general, has no quantifiable benefit to the public at large or properties outside each respective District.

In the absence of a special funding District, the City would typically provide only limited (as needed) tree management, weed abatement, rodent control, and erosion control services for the landscape areas currently maintained within each District. This baseline level of service would typically provide for periodic servicing of the improvement areas on an as-needed basis, but typically not more than twice annually. This baseline level of service provides for public safety and essential property protection to avoid negative impacts on adjacent roadways and vehicles traveling on those roadways and potential property damage resulting from erosion or fire hazards but results in a far less visually pleasing environment than is created with the enhanced levels of services associated with the regular landscape maintenance provided in the various Districts. For most agencies, the cost to provide this baseline level of service for mostly flat or moderately-sloped street landscaped areas (landscaping within the street right-of way) is less than \$560 per acre (approximately \$0.01285 per square foot) including medians, parkway and streetscape side panels; less than \$448 per acre (approximately \$0.01028 per square foot) for non-street public areas such as parks, park/basins, greenbelts, and trail areas; and less than \$224 per acre (approximately \$0.00514 per square foot) for natural open space areas or other limited access areas such as enclosed basin areas. This baseline servicing, unlike the enhanced aesthetic services funded through the District assessments, would provide benefits to the general public and to the properties both within and outside of the specific Districts. The cost of providing this baseline service along with a five percent (5%) cost factor for City overhead and administration is treated as the cost of general benefit from landscape maintenance services. Therefore, for mostly flat or moderately-sloped street landscaped areas a rate of \$0.01349 per square foot (\$0.01285 +5%) is applied to calculate the general benefit costs for the assessed improvements; for non-street public areas a rate of \$0.01079 per square foot (\$0.01028 +5%) is applied to calculate the general benefit costs for the assessed improvements; and for non-street public areas a rate of \$0.00540 per square foot (\$0.00514 +5%) is applied to calculate the general benefit costs for the assessed improvements. Collectively these baseline general benefit costs are funded by the City and excluded from the potential assessment funding and are shown in the District budgets (Part III of this Report) as "General Benefit."

### Street Lighting General Benefit

For fiscal year 2022/2023, not all Districts are assessed for street light improvements. While potentially, some street lights associated with a given District, may be located at the entryway or on the perimeter of the development(s) within the District and may arguably provide some illumination that extends beyond the boundaries of the developments and parcels being assessed, and may indirectly enhance the safety of members of the public unassociated with the assessed parcels (illuminating traffic lanes and/or parking on those perimeter streets), such benefits are considered an indirect consequence of the special benefits to properties within the Districts. Furthermore, if the properties within the Districts were not developed, any street lights that may be located at the entryways or on the perimeter of the developments would not have been installed. Clearly these street lights exist solely because of the development of assessed parcels, and the primary purpose of these lights is to provide illumination to access the assessed parcels. Therefore we conclude that the cost of providing the street lights within the existing Districts are entirely a special benefit to the properties being assessed in each District and there is no quantifiable general benefit to properties outside the Districts or the public at large.

### Assessment Methodology

To assess benefits equitably it is necessary to calculate each property's proportionate special benefits conferred by the funded improvements and service. The Equivalent Benefit Unit (EBU) method of assessment apportionment is commonly utilized for assessment districts formed under the 1972 Act, as the benefit to each parcel from the improvements may be apportioned as a function of comparable property characteristics which utilizes a basic unit (base value) of benefit and then calculates the benefit derived by each assessed parcel either at that base unit or as a multiple (or a fraction) of that basic unit. In accordance with the provisions of the California Constitution and the 1972 Act, the proportionate special benefit derived by each identified parcel within the various Districts shall be determined in relationship to the entirety of the cost to maintain, operate and service the improvements within each District. Consistent with the method of apportionment established at the formation of each District, it has been determined that the developments and/or planned development of the properties within each District required or facilitated the installation of the improvements to be funded in whole or in part by the District assessments and that such improvements (both landscaping and lighting) would otherwise not be necessary and those improvements benefit each lot/parcel equally. Therefore, collectively the particular and distinct benefits to each lot/parcel within each respective District are equally shared and one hundred percent (100%) of the fiscal year 2022/2023 special benefit expenses is proportionately and equally allocated and shared by each development lot and each of these parcels/lots are assigned one (1.0) EBU, excluding parcels or lots that may be part of the improvement areas being maintained.



## Calculation of Assessments

An assessment amount per Lot or Equivalent Benefit Unit (EBU) in each District is calculated by:

Taking the "Total Annual Expenses" (Total budgeted costs) and subtracting the "General Benefit" (Expenses Funded by the City), to establish the "Special Benefit Expenses";

$$\text{Total Annual Expenses} - \text{General Benefit} = \text{Special Benefit Expenses}$$

To the resulting "Special Benefit Expenses", various "Funding Adjustments" may be applied that may include, but are not limited to:

- "Reserve Fund Collection or (Transfer)", represents an amount being collected and added to the Reserve Fund or available existing Reserve Funds being applied ("Transferred") to pay a portion of the Special Benefit Expenses for the fiscal year.
- "City Loan and/or Service Reductions", represents a further adjustment that addresses the funding gap between the amount budgeted to provide the improvements and services ("Special Benefit Expenses"); and the amount that will be collected through the assessments. This funding gap may be addressed by an additional City contribution, reductions in service and service expenses, or a combination of the two. If the City provides an additional City Contribution to support the operation and maintenance for a given fiscal year, that contribution is carried forward as a deficit applied to the Beginning Fund Balance in the next fiscal year.

These adjustments to the Special Benefit Expenses result in the net special benefit amount to be assessed "Balance to Levy";

$$\text{Special Benefit Expenses} \pm \text{Funding Adjustments} = \text{Balance to Levy}$$

The amount identified as the "Balance to Levy" is divided by the total number of Lots or EBUs for the parcels that receive special benefit to establish the "Assessment Rate" for the fiscal year. This Rate is then applied back to each parcel's individual EBU to calculate the parcel's proportionate special benefit and assessment for the improvements.

$$\text{Balance to Levy} / \text{Total Lots/EBUs} = \text{Assessment Rate (for the fiscal year)}$$

$$\text{Assessment Rate} \times \text{Parcel's EBU} = \text{Parcel Assessment Amount}$$

## Part III - Estimate of Costs

### Annual Inflationary Adjustment (Assessment Range Formula)

Pursuant to Article XIII D of the California Constitution (Proposition 218), any “new or increased assessments” require certain noticing and balloting requirements. However, Government Code Section 54954.6(a) provides that a “new or increased assessment” does not include “*an assessment which does not exceed an assessment formula or range of assessments...previously adopted by the agency or approved by the voters in the area where the assessment is imposed.*” This definition of a new or increased assessment is reaffirmed in the Proposition 218 Omnibus Implementation Act, Government Code Section 53753.5.

Currently, the maximum assessment rates identified in this Report for Districts 90-01, 90-02, 90-03, 90-04, 91-01, 92-01, 92-02, 93-01, 94-01, 94-02, 94-03, 97-01, 97-02, 97-03, 98-01, and 98-02 are fixed maximum assessment rates that do not include any inflationary adjustment.

However, either at the time of formation or in a subsequent proceeding the maximum assessments for Districts 93-02, 01-01, 01-02, 01-03, 01-04, 02-01, 03-01, 04-01, 04-02, 04-03, 04-04, 05-01, 05-02, 06-01, 07-02, 09-01, 09-02, 14-01, 15-01, 15-02, 16-01, 16-02, 18-01, 19-01, 19-02, 20-01, and 21-01 were balloted for a new or increased assessments that include an inflationary adjustment (assessment range formula).

As previously adopted and approved by the City Council for the Districts with an inflationary adjustment, each fiscal year the maximum assessment rate established for the improvements in the previous fiscal year for each District may be adjusted by the percentage increase in the Local Consumer Price Index (CPI). The Consumer Price Index used for the inflationary adjustment shall be for Urban Wage Earners and Clerical Workers, San Francisco-Oakland-San Jose Area, as developed by U.S. Bureau of Labor Statistics. The CPI used shall be as determined by the Bureau of Labor Statistics for a similar period of time.

January 1, of each calendar year (“Adjustment Date”), the City shall identify the percentage change in the CPI, using the difference over a 12-month period between the current year and of the previous year as of the Adjustment Date (typically December to December). This percentage difference shall then establish the range of increase to the maximum assessment rates allowed. If the percentage change in the CPI is negative, the maximum assessment rates shall not be adjusted from the previous fiscal year (unchanged). Should the Bureau of Labor Statistics revise such index or discontinue the preparation of such index, the Bureau of Labor Statistics will be the sole judge of the comparability of successive indexes, but if the Bureau of Labor Statistics fail to supply indexes it deems comparable or if no succeeding index is published, the City shall determine an appropriate published price index as approved by the City Council for determining fluctuations in the cost of living.

The annual change in CPI from December 2020 to December 2021 as reported by the U.S. Bureau of Labor Statistics was 5.5 percent. Therefore, the maximum assessment rates for fiscal year 2021/2022 will be increased by 5.5 percent for fiscal year 2022/2023 in those Districts with a previously approved inflationary adjustment including, Districts 93-02, 01-01, 01-02, 01-03, 01-04, 02-01, 03-01, 04-01, 04-02, 04-03, 04-04, 05-01, 05-02, 06-01, 07-02, 09-01, 09-02, 14-01, 15-01, 15-02, 16-01, 16-02, 18-01, 19-01, 19-02, 20-01, and 21-01.

This assessment range formula or inflationary adjustment provides for the District maximum assessment rate applicable for the prior fiscal year to be increased each subsequent fiscal year



which is consistent with the California Constitution and the above-referenced Government Code sections.

The adoption of the maximum assessment rates and the Assessment Range Formula does not mean that the annual assessments will necessarily increase each fiscal year, nor does it absolutely restrict the assessments to the annually adjusted maximum assessment rate. Although the maximum assessment rate that may be levied shall be increased by this assessment range formula for each applicable District each fiscal year, the actual amount to be assessed will be based on the Balance to Levy for that fiscal year. If the calculated assessment rate is less than the adjusted maximum assessment rate, then the calculated assessment rate may be approved by the City Council for collection. If the calculated assessment rate (based on the proposed budget) is greater than the adjusted maximum assessment rate for that fiscal year, then the assessment would be considered an increased assessment and would require property owner approval through a protest ballot proceeding before imposing such an increase. Otherwise, it would be necessary to reduce the budget or provide funding from other sources to the City to reduce the Balance to Levy to an amount that can be supported by an assessment rate less than or equal to the adjusted maximum assessment rate authorized for that fiscal year.

## Annual District Budgets

The following budget pages outline the estimated costs to maintain and service the various landscaping and lighting improvements described in this Report for fiscal year 2022/2023.

The budgeted expenses outlined in the following pages for each District reflect the estimated annual expenses required to support and maintain the improvements to be provided for fiscal year 2022/2023. The Total Annual Expenses, minus the general benefit expenses (expenses not assessed and identified as the City's financial obligation to support the improvements) plus any Reserve Fund Collection result in the amount of funding the property owners should reasonably be assessed to fully fund their proportional special benefit from those improvements. Negative Funding Adjustments (Reserve Fund Transfers or City Loan and/or Service Reductions) represent additional funding that is required from either the existing Reserve Funds or from the City to fully support the improvement maintenance and services.

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### Budgets for Fund Numbers 0240 through 0261 (Districts 90-01 through 02-01)

| Fund No. | District No. | Direct Maintenance Expenses | Incidental Expenses (Admin.) | Total Annual Expenses | General Benefit | Special Benefit Expenses | Reserve Fund Collection or (Transfer) | City Loan and/or Service Reductions | Balance to Levy | Lots (EBUs) | FY 22-23 Assessment Rate | Maximum Assessment Rate | Beginning Fund Balance | Fund Balance Additions or Deficits | Estimated Ending Fund Balance |
|----------|--------------|-----------------------------|------------------------------|-----------------------|-----------------|--------------------------|---------------------------------------|-------------------------------------|-----------------|-------------|--------------------------|-------------------------|------------------------|------------------------------------|-------------------------------|
| 0240     | 90-01        | \$ 33,984                   | \$ 5,565                     | \$ 39,549             | \$ (883)        | \$ 38,666                | \$ 10,437                             | \$ -                                | \$ 49,103       | 352         | \$139.50                 | \$139.50                | \$ 35,289              | \$ 10,437                          | \$ 45,726                     |
| 0241     | 90-02        | \$ 2,819                    | \$ 794                       | \$ 3,612              | \$ (116)        | \$ 3,496                 | \$ 850                                | \$ -                                | \$ 4,346        | 53          | \$82.00                  | \$82.00                 | \$ 2,975               | \$ 850                             | \$ 3,825                      |
| 0242     | 90-03        | \$ 3,676                    | \$ 1,382                     | \$ 5,058              | \$ (222)        | \$ 4,836                 | \$ -                                  | \$ (712)                            | \$ 4,124        | 84          | \$49.10                  | \$49.10                 | \$ (2,151)             | \$ (712)                           | \$ (2,863)                    |
| 0243     | 90-04        | \$ 1,045                    | \$ 160                       | \$ 1,205              | \$ (19)         | \$ 1,186                 | \$ (297)                              | \$ (16)                             | \$ 872          | 14          | \$62.30                  | \$62.30                 | \$ (1,254)             | \$ (313)                           | \$ (1,568)                    |
| 0244     | 91-01        | \$ 4,173                    | \$ 1,577                     | \$ 5,750              | \$ (142)        | \$ 5,608                 | \$ -                                  | \$ (393)                            | \$ 5,215        | 285         | \$18.30                  | \$18.30                 | \$ (731)               | \$ (393)                           | \$ (1,125)                    |
| 0245     | 92-01        | \$ 4,321                    | \$ 1,524                     | \$ 5,845              | \$ (259)        | \$ 5,586                 | \$ -                                  | \$ (1,624)                          | \$ 3,962        | 78          | \$50.80                  | \$50.80                 | \$ (5,178)             | \$ (1,624)                         | \$ (6,802)                    |
| 0246     | 92-02        | \$ 2,030                    | \$ 1,026                     | \$ 3,055              | \$ (158)        | \$ 2,897                 | \$ (84)                               | \$ -                                | \$ 2,813        | 98          | \$28.70                  | \$28.70                 | \$ 141                 | \$ (84)                            | \$ 57                         |
| 0247     | 93-01        | \$ 3,309                    | \$ 817                       | \$ 4,126              | \$ (140)        | \$ 3,986                 | \$ 474                                | \$ -                                | \$ 4,460        | 29          | \$153.80                 | \$153.80                | \$ 3,879               | \$ 474                             | \$ 4,353                      |
| 0248     | 93-02        | \$ 5,053                    | \$ 1,453                     | \$ 6,506              | \$ (201)        | \$ 6,305                 | \$ 1,303                              | \$ -                                | \$ 7,608        | 169         | \$45.02                  | \$45.03                 | \$ (6,920)             | \$ 1,303                           | \$ (5,617)                    |
| 0249     | 94-01        | \$ 4,142                    | \$ 835                       | \$ 4,978              | \$ (66)         | \$ 4,911                 | \$ -                                  | \$ (1,936)                          | \$ 2,976        | 114         | \$26.10                  | \$26.10                 | \$ (8,485)             | \$ (1,936)                         | \$ (10,421)                   |
| 0250     | 94-02        | \$ 43,759                   | \$ 10,520                    | \$ 54,278             | \$ (1,488)      | \$ 52,790                | \$ (6,806)                            | \$ -                                | \$ 45,984       | 541         | \$85.00                  | \$85.00                 | \$ (1,923)             | \$ (6,806)                         | \$ (8,728)                    |
| 0251     | 94-03        | \$ 20,335                   | \$ 1,958                     | \$ 22,293             | \$ (1,255)      | \$ 21,037                | \$ -                                  | \$ (4,988)                          | \$ 16,049       | 272         | \$59.00                  | \$59.00                 | \$ (20,565)            | \$ (4,988)                         | \$ (25,553)                   |
| 0252     | 97-01        | \$ 1,290                    | \$ 518                       | \$ 1,808              | \$ (85)         | \$ 1,723                 | \$ 535                                | \$ -                                | \$ 2,257        | 44          | \$51.30                  | \$51.30                 | \$ (1,686)             | \$ 535                             | \$ (1,152)                    |
| 0253     | 97-02        | \$ 1,322                    | \$ 419                       | \$ 1,740              | \$ (63)         | \$ 1,678                 | \$ -                                  | \$ (397)                            | \$ 1,281        | 30          | \$42.70                  | \$42.70                 | \$ (2,680)             | \$ (397)                           | \$ (3,077)                    |
| 0254     | 97-03        | \$ 12,226                   | \$ 3,819                     | \$ 16,046             | \$ (626)        | \$ 15,419                | \$ 255                                | \$ -                                | \$ 15,674       | 250         | \$62.70                  | \$62.70                 | \$ (10,905)            | \$ 255                             | \$ (10,650)                   |
| 0255     | 98-01        | \$ 5,454                    | \$ 1,265                     | \$ 6,719              | \$ (195)        | \$ 6,524                 | \$ (500)                              | \$ (1,236)                          | \$ 4,787        | 126         | \$38.00                  | \$38.00                 | \$ (3,472)             | \$ (1,736)                         | \$ (5,209)                    |
| 0256     | 98-02        | \$ 8,392                    | \$ 2,533                     | \$ 10,924             | \$ (418)        | \$ 10,506                | \$ 3,912                              | \$ -                                | \$ 14,419       | 162         | \$89.00                  | \$89.00                 | \$ 11,141              | \$ 3,912                           | \$ 15,053                     |
| 0257     | 01-01        | \$ 4,221                    | \$ 834                       | \$ 5,055              | \$ (135)        | \$ 4,919                 | \$ -                                  | \$ -                                | \$ 4,919        | 148         | \$33.24                  | \$45.85                 | \$ 15,315              | \$ -                               | \$ 15,315                     |
| 0258     | 01-02        | \$ 6,023                    | \$ 1,920                     | \$ 7,943              | \$ (291)        | \$ 7,652                 | \$ 1,379                              | \$ -                                | \$ 9,031        | 199         | \$45.38                  | \$45.38                 | \$ (307)               | \$ 1,379                           | \$ 1,072                      |
| 0259     | 01-03        | \$ 3,237                    | \$ 687                       | \$ 3,924              | \$ (159)        | \$ 3,765                 | \$ -                                  | \$ -                                | \$ 3,765        | 86          | \$43.78                  | \$64.24                 | \$ 16,742              | \$ -                               | \$ 16,742                     |
| 0260     | 01-04        | \$ 27,160                   | \$ 5,118                     | \$ 32,278             | \$ (1,289)      | \$ 30,989                | \$ 4,034                              | \$ -                                | \$ 35,024       | 489         | \$71.62                  | \$71.63                 | \$ 3,415               | \$ 4,034                           | \$ 7,450                      |
| 0261     | 02-01        | \$ 16,753                   | \$ 3,147                     | \$ 19,900             | \$ (862)        | \$ 19,038                | \$ 2,697                              | \$ -                                | \$ 21,735       | 182         | \$119.42                 | \$119.43                | \$ (412)               | \$ 2,697                           | \$ 2,285                      |

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### Budgets for Fund Numbers 0262 through 0282 (Districts 03-01 through 21-01)

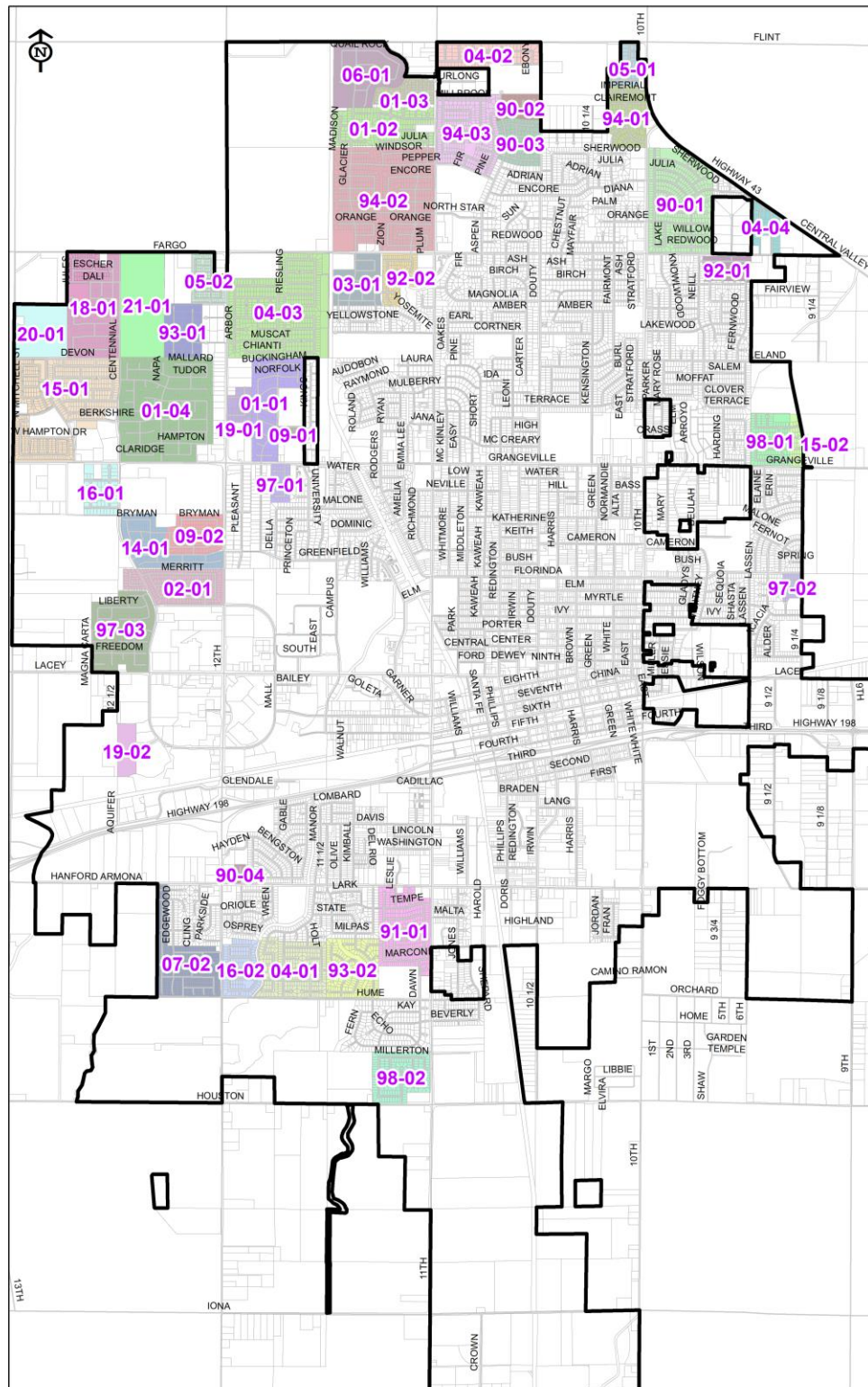
| Fund No. | District No. | Direct Maintenance Expenses | Incidental Expenses (Admin.) | Total Annual Expenses | General Benefit | Special Benefit Expenses | Reserve Fund Collection or (Transfer) | City Loan and/or Service Reductions | Balance to Levy | Lots (EBUs) | FY 22-23 Assessment Rate | Maximum Assessment Rate | Beginning Fund Balance | Fund Balance Additions or Deficits | Estimated Ending Fund Balance |
|----------|--------------|-----------------------------|------------------------------|-----------------------|-----------------|--------------------------|---------------------------------------|-------------------------------------|-----------------|-------------|--------------------------|-------------------------|------------------------|------------------------------------|-------------------------------|
| 0262     | 03-01        | \$ 7,301                    | \$ 1,567                     | \$ 8,868              | \$ (236)        | \$ 8,632                 | \$ -                                  | \$ -                                | \$ 8,632        | 128         | \$67.44                  | \$77.63                 | \$ 29,150              | \$ -                               | \$ 29,150                     |
| 0263     | 04-01        | \$ 7,183                    | \$ 1,330                     | \$ 8,513              | \$ (290)        | \$ 8,223                 | \$ 2                                  | \$ -                                | \$ 8,225        | 233         | \$35.30                  | \$44.29                 | \$ 49,786              | \$ 2                               | \$ 49,788                     |
| 0264     | 04-02        | \$ 17,980                   | \$ 3,113                     | \$ 21,093             | \$ (793)        | \$ 20,301                | \$ (1,492)                            | \$ -                                | \$ 18,809       | 75          | \$250.78                 | \$250.79                | \$ 35,365              | \$ (1,492)                         | \$ 33,873                     |
| 0265     | 04-03        | \$ 45,880                   | \$ 8,266                     | \$ 54,146             | \$ (1,893)      | \$ 52,253                | \$ 11,517                             | \$ -                                | \$ 63,770       | 445         | \$143.30                 | \$143.31                | \$ 11,729              | \$ 11,517                          | \$ 23,245                     |
| 0266     | 04-04        | \$ 7,149                    | \$ 816                       | \$ 7,965              | \$ (206)        | \$ 7,760                 | \$ 1,749                              | \$ -                                | \$ 9,508        | 20          | \$475.42                 | \$501.58                | \$ 19,957              | \$ 1,749                           | \$ 21,705                     |
| 0267     | 05-01        | \$ 2,638                    | \$ 372                       | \$ 3,010              | \$ (46)         | \$ 2,964                 | \$ (74)                               | \$ -                                | \$ 2,890        | 39          | \$74.10                  | \$133.33                | \$ 13,342              | \$ (74)                            | \$ 13,268                     |
| 0268     | 05-02        | \$ 10,708                   | \$ 2,236                     | \$ 12,944             | \$ (595)        | \$ 12,348                | \$ -                                  | \$ -                                | \$ 12,348       | 150         | \$82.32                  | \$113.44                | \$ 25,535              | \$ -                               | \$ 25,535                     |
| 0269     | 06-01        | \$ 27,792                   | \$ 2,614                     | \$ 30,406             | \$ (1,317)      | \$ 29,089                | \$ 1,073                              | \$ -                                | \$ 30,162       | 144         | \$209.46                 | \$209.47                | \$ (6,541)             | \$ 1,073                           | \$ (5,469)                    |
| 0272     | 07-02        | \$ 6,269                    | \$ 1,558                     | \$ 7,827              | \$ (397)        | \$ 7,429                 | \$ -                                  | \$ -                                | \$ 7,429        | 265         | \$28.04                  | \$143.31                | \$ 84,183              | \$ -                               | \$ 84,183                     |
| 0270     | 09-01        | \$ 2,089                    | \$ 367                       | \$ 2,455              | \$ (95)         | \$ 2,360                 | \$ 0                                  | \$ -                                | \$ 2,360        | 14          | \$168.58                 | \$268.71                | \$ 10,327              | \$ 0                               | \$ 10,327                     |
| 0271     | 09-02        | \$ 19,940                   | \$ 2,768                     | \$ 22,707             | \$ (703)        | \$ 22,004                | \$ 3,285                              | \$ -                                | \$ 25,289       | 121         | \$209.00                 | \$209.00                | \$ 26,922              | \$ 3,285                           | \$ 30,208                     |
| 0273     | 14-01        | \$ 30,510                   | \$ 3,693                     | \$ 34,203             | \$ (1,033)      | \$ 33,171                | \$ 2                                  | \$ -                                | \$ 33,172       | 175         | \$189.56                 | \$246.17                | \$ 54,148              | \$ 2                               | \$ 54,150                     |
| 0274     | 15-01        | \$ 152,558                  | \$ 15,294                    | \$ 167,852            | \$ (5,563)      | \$ 162,289               | \$ 56,091                             | \$ -                                | \$ 218,380      | 467         | \$467.62                 | \$467.62                | \$ 120,156             | \$ 56,091                          | \$ 176,248                    |
| 0275     | 15-02        | \$ 9,283                    | \$ 807                       | \$ 10,090             | \$ (221)        | \$ 9,869                 | \$ (1,859)                            | \$ -                                | \$ 8,010        | 34          | \$235.58                 | \$235.59                | \$ 5,575               | \$ (1,859)                         | \$ 3,716                      |
| 0276     | 16-01        | \$ 12,475                   | \$ 915                       | \$ 13,390             | \$ (340)        | \$ 13,050                | \$ (1,503)                            | \$ -                                | \$ 11,547       | 54          | \$213.84                 | \$213.85                | \$ 2,849               | \$ (1,503)                         | \$ 1,347                      |
| 0277     | 16-02        | \$ 9,713                    | \$ 1,584                     | \$ 11,297             | \$ (423)        | \$ 10,874                | \$ 7,360                              | \$ -                                | \$ 18,233       | 113         | \$161.36                 | \$161.36                | \$ 21,817              | \$ 7,360                           | \$ 29,176                     |
| 0278     | 18-01        | \$ 72,920                   | \$ 8,586                     | \$ 81,506             | \$ (2,496)      | \$ 79,010                | \$ 53,213                             | \$ -                                | \$132,223       | 267         | \$495.22                 | \$495.22                | \$ 94,577              | \$ 53,213                          | \$ 147,790                    |
| 0279     | 19-01        | \$ 10,638                   | \$ 610                       | \$ 11,248             | \$ (177)        | \$ 11,070                | \$ 829                                | \$ -                                | \$ 11,900       | 22          | \$540.90                 | \$540.90                | \$ 7,385               | \$ 829                             | \$ 8,214                      |
| 0280     | 19-02        | \$ 7,396                    | \$ 609                       | \$ 8,004              | \$ (222)        | \$ 7,782                 | \$ 3,862                              | \$ -                                | \$ 11,644       | 26          | \$447.84                 | \$447.85                | \$ (1,967)             | \$ 3,862                           | \$ 1,895                      |
| 0281     | 20-01        | \$ 42,399                   | \$ 4,454                     | \$ 46,852             | \$ (1,935)      | \$ 44,918                | \$ 7,786                              | \$ -                                | \$ 52,704       | 80          | \$658.80                 | \$658.81                | \$ 23,157              | \$ 7,786                           | \$ 30,944                     |
| 0282     | 21-01        | \$ 47,574                   | \$ 4,160                     | \$ 51,734             | \$ (1,815)      | \$ 49,919                | \$ 9,010                              | \$ -                                | \$ 58,929       | 56          | \$1,052.30               | \$1,052.31              | \$ 49,788              | \$ 9,010                           | \$ 58,798                     |

## Part IV - District Diagrams

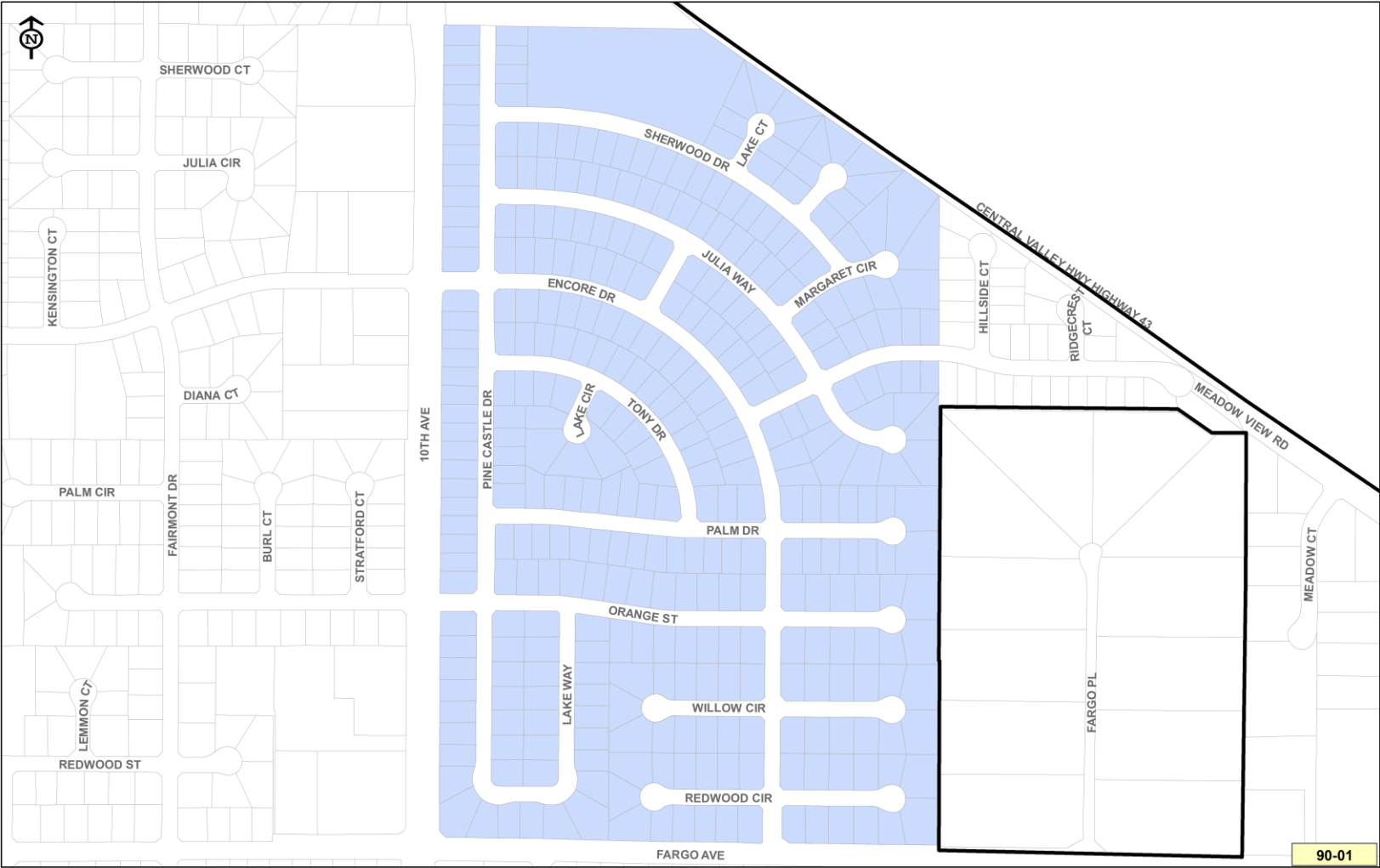
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The following pages contain an Overview LLMD Diagram showing the general location of the Districts within the City of Hanford for fiscal year 2022/2023 described within this Report as well as individual District Diagrams for each of the individual Districts, which incorporates the parcels determined to receive special benefits from the various District improvements. All parcels that will receive a special benefit from the improvements provided within each District consist of all lots, parcels and subdivisions of land within the boundaries of those Districts as depicted by these diagrams and the lines and dimensions of those lots, parcels and subdivisions of land shall be those lines and dimensions shown on the current Kings County Assessor's parcel maps and by reference the Kings County Assessor's parcel maps are incorporated herein and made part of this Report. This diagram along with the Assessment Roll incorporated in this Report constitute the District Assessment Diagram for each District for fiscal year 2022/2023.

## Overview LLMD Diagram



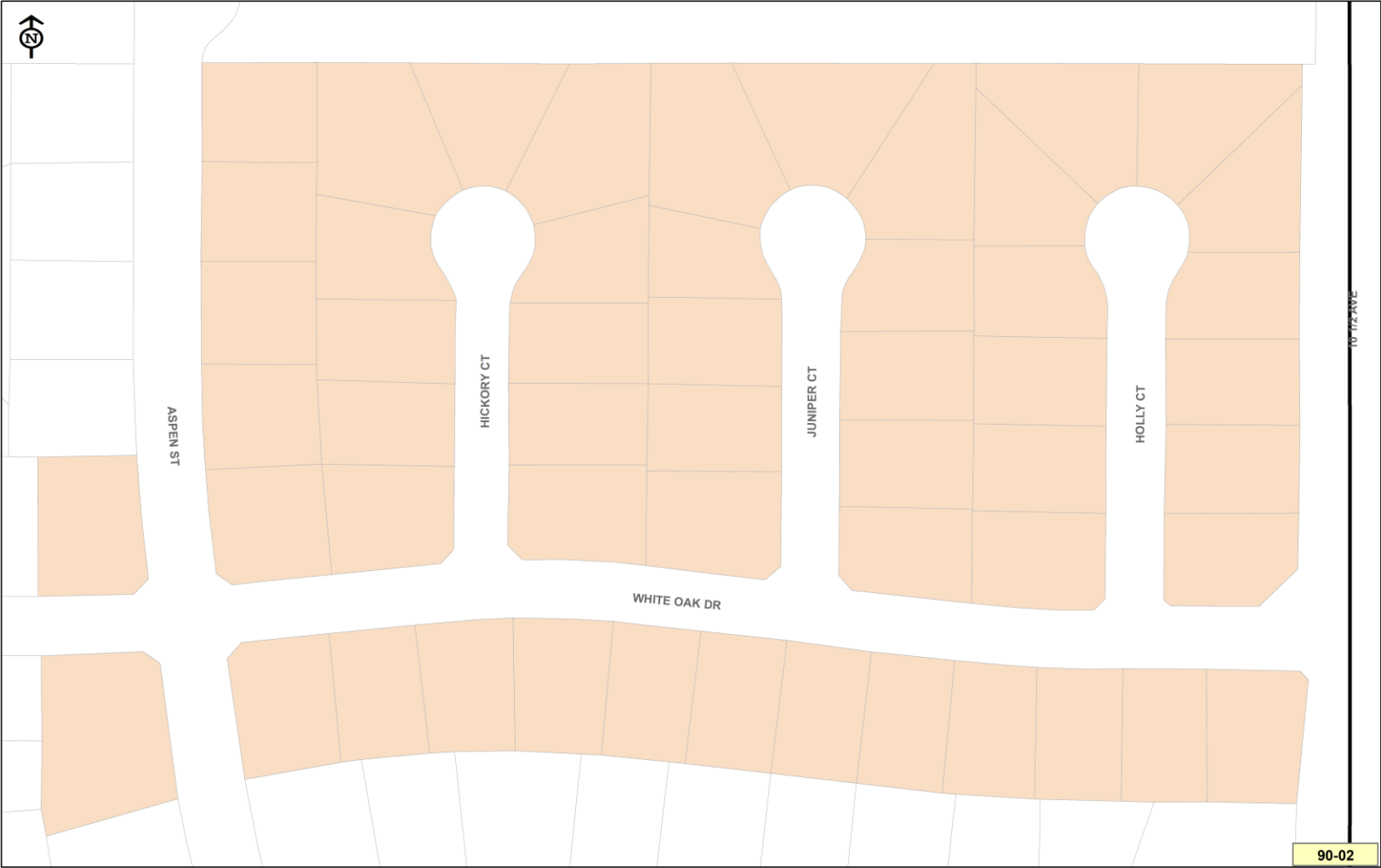
District 90-01 Pinecastle Addition Units 1 through 4



Date: 4/26/2022

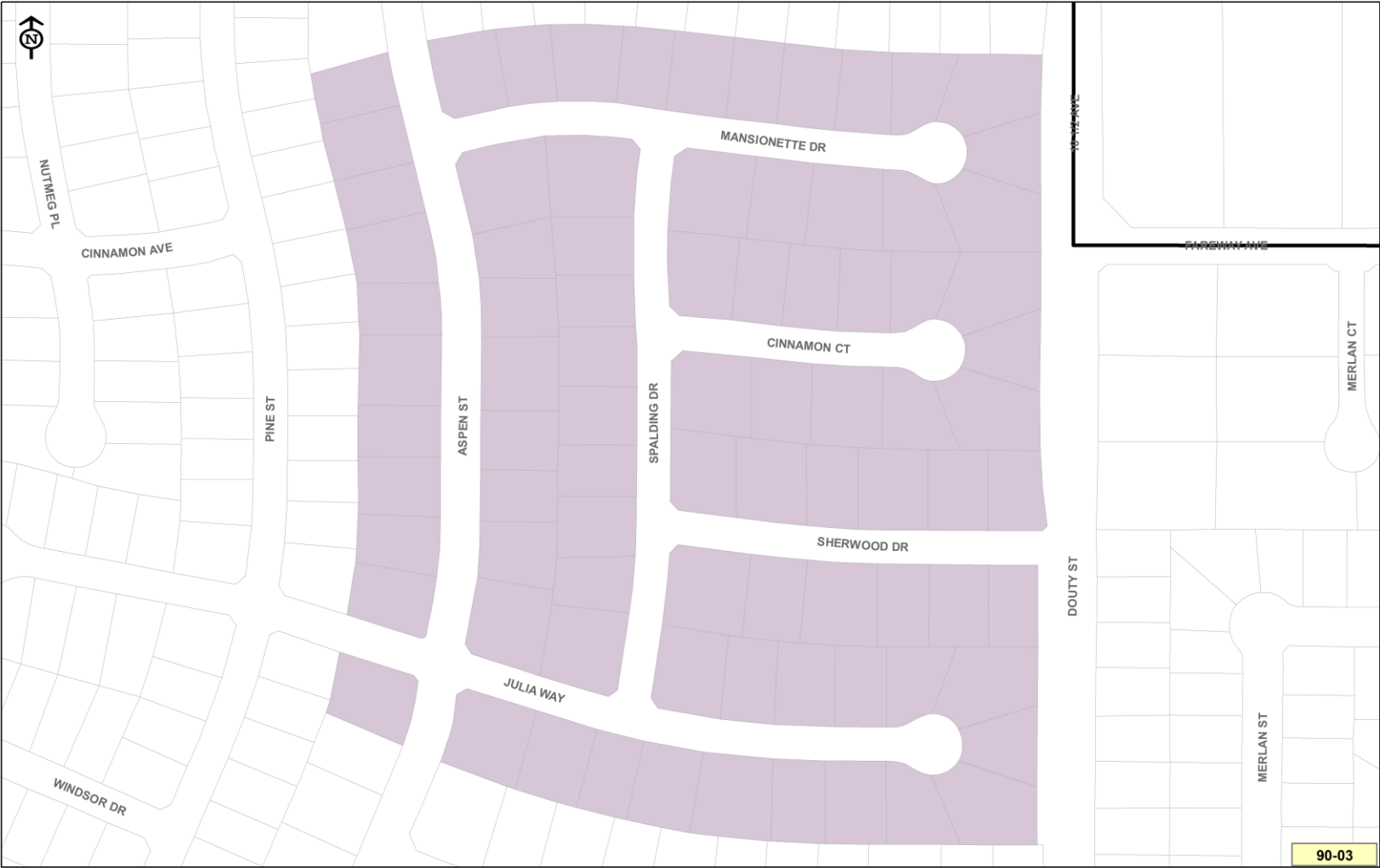


District 90-02    Park Monterey Units 1 & 2



Date: 4/26/2022

District 90-03    Mansionette Estates Units 7 & 8



Date: 4/26/2022



District 90-04    Hyde Park



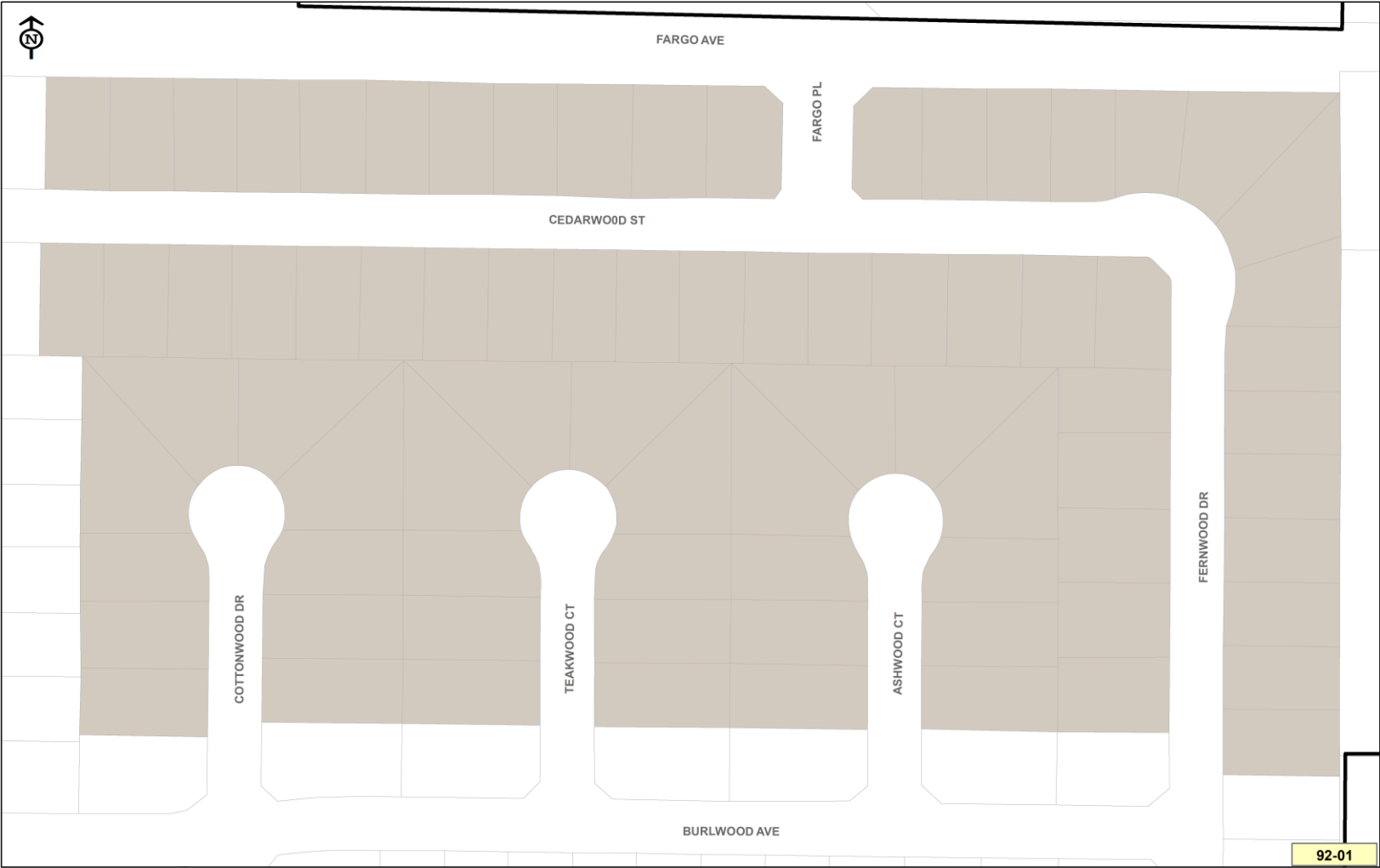
Date: 4/26/2022

District 91-01 Sierra Vista & New Dimensions Units 1 through 5



Date: 4/26/2022

District 92-01 Portofino Units 1 through 4



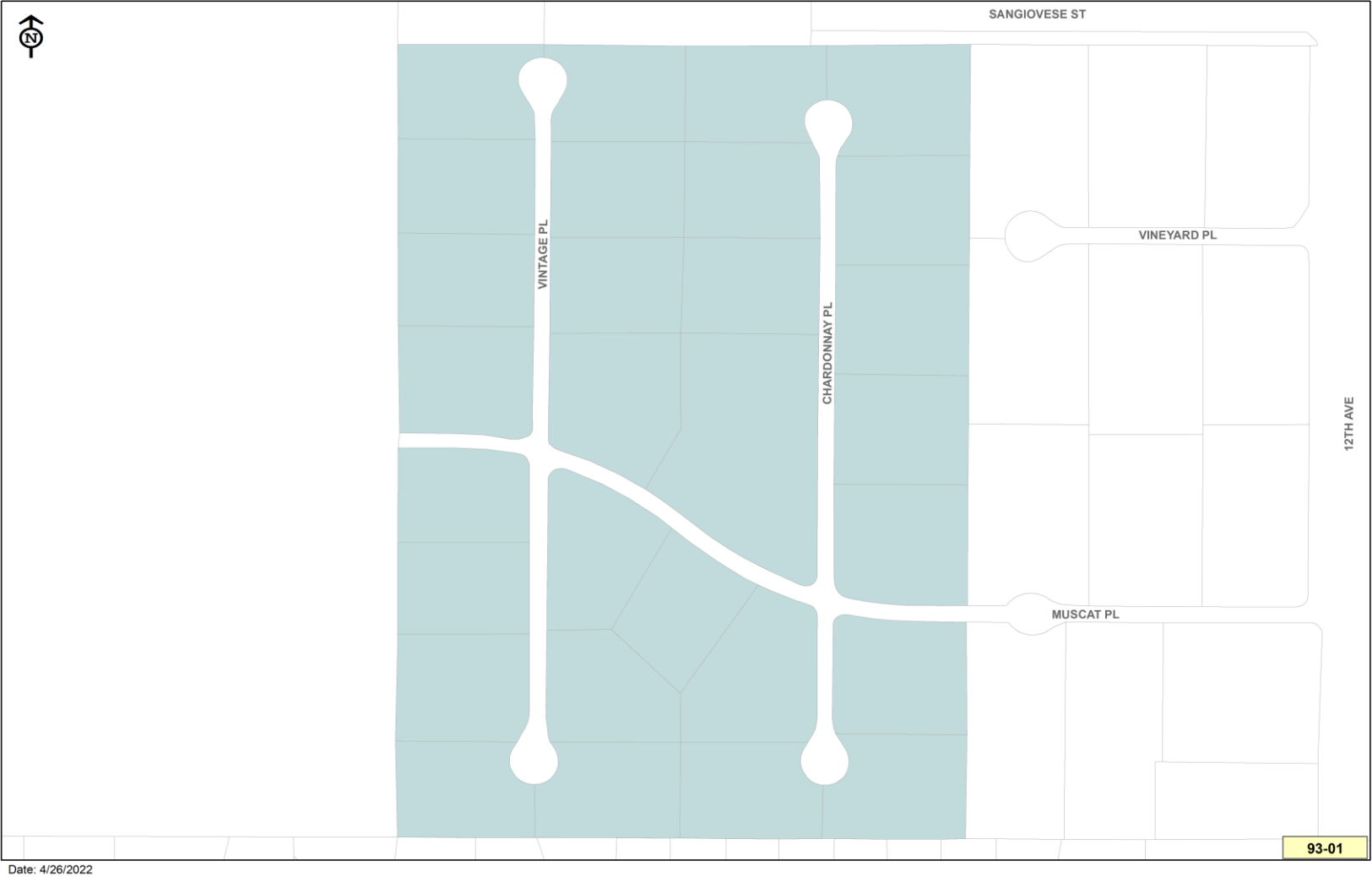
Date: 4/26/2022

District 92-02 Cielo En Tierra Units 1 through 5



Date: 4/26/2022

District 93-01    Vintage Estates



District 93-02 Walnut Forest Units 1 through 3



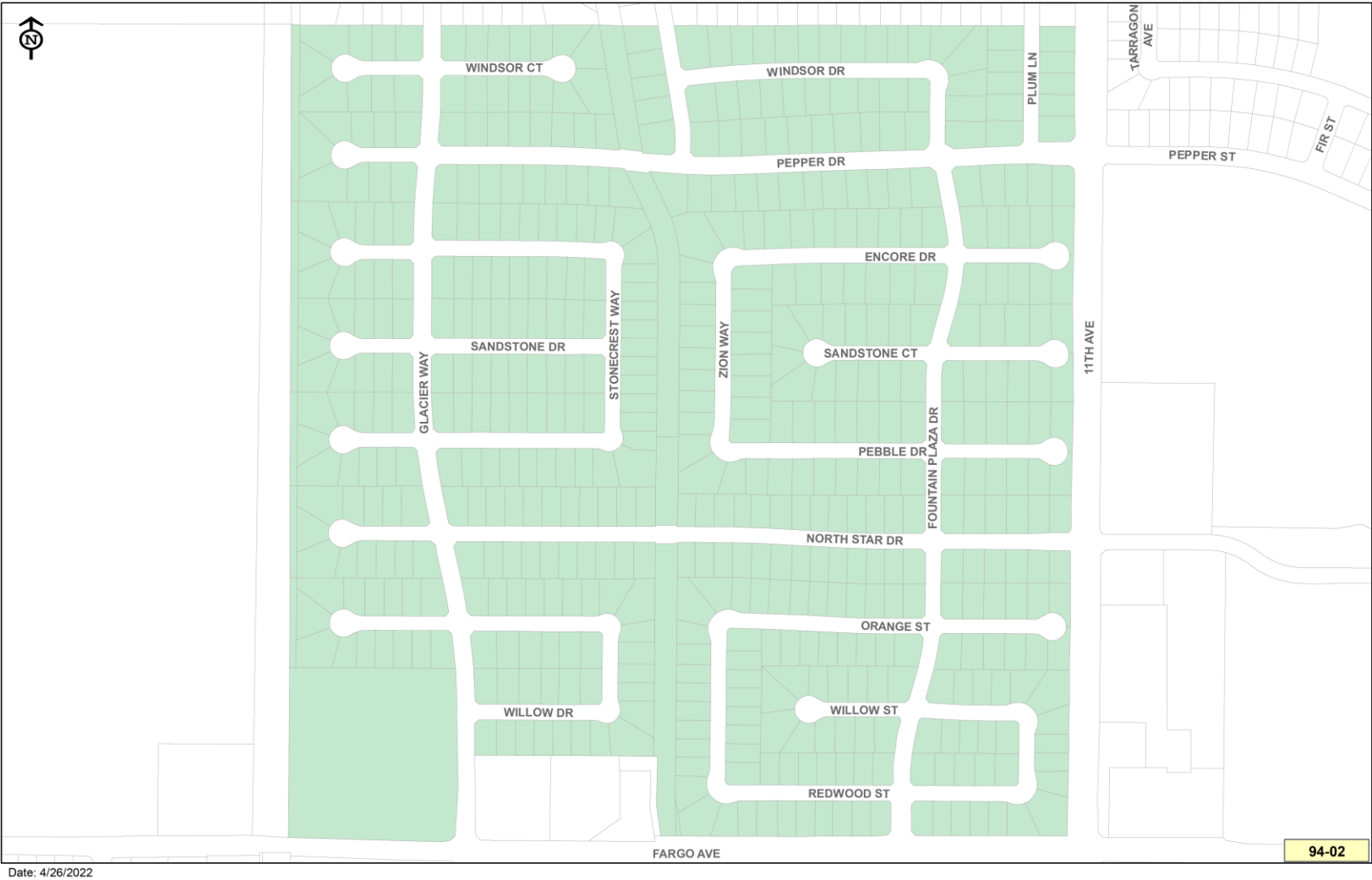
Date: 4/26/2022

District 94-01 Gateway Estates



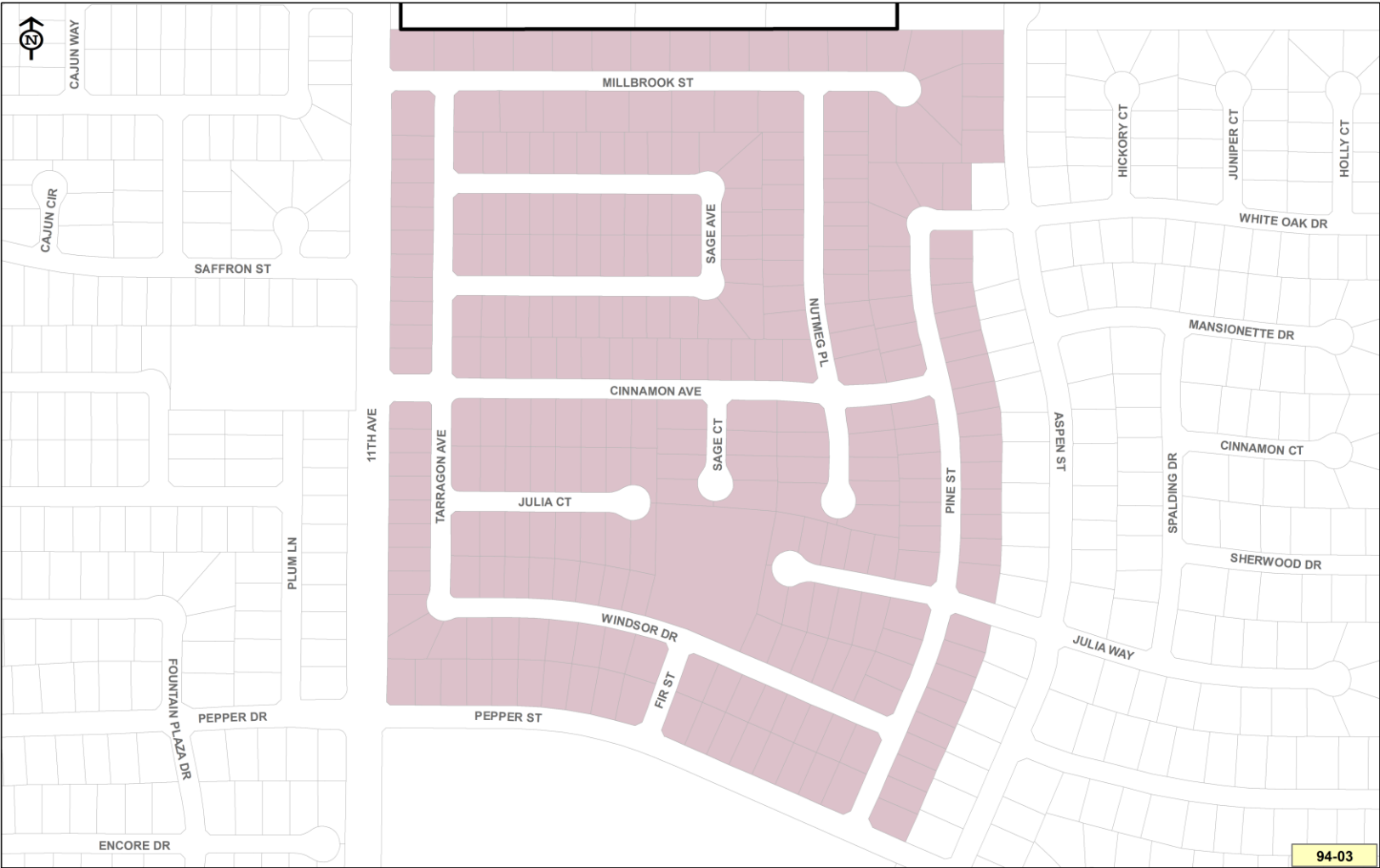
Date: 4/26/2022

District 94-02 Stonecrest Units 1 through 9



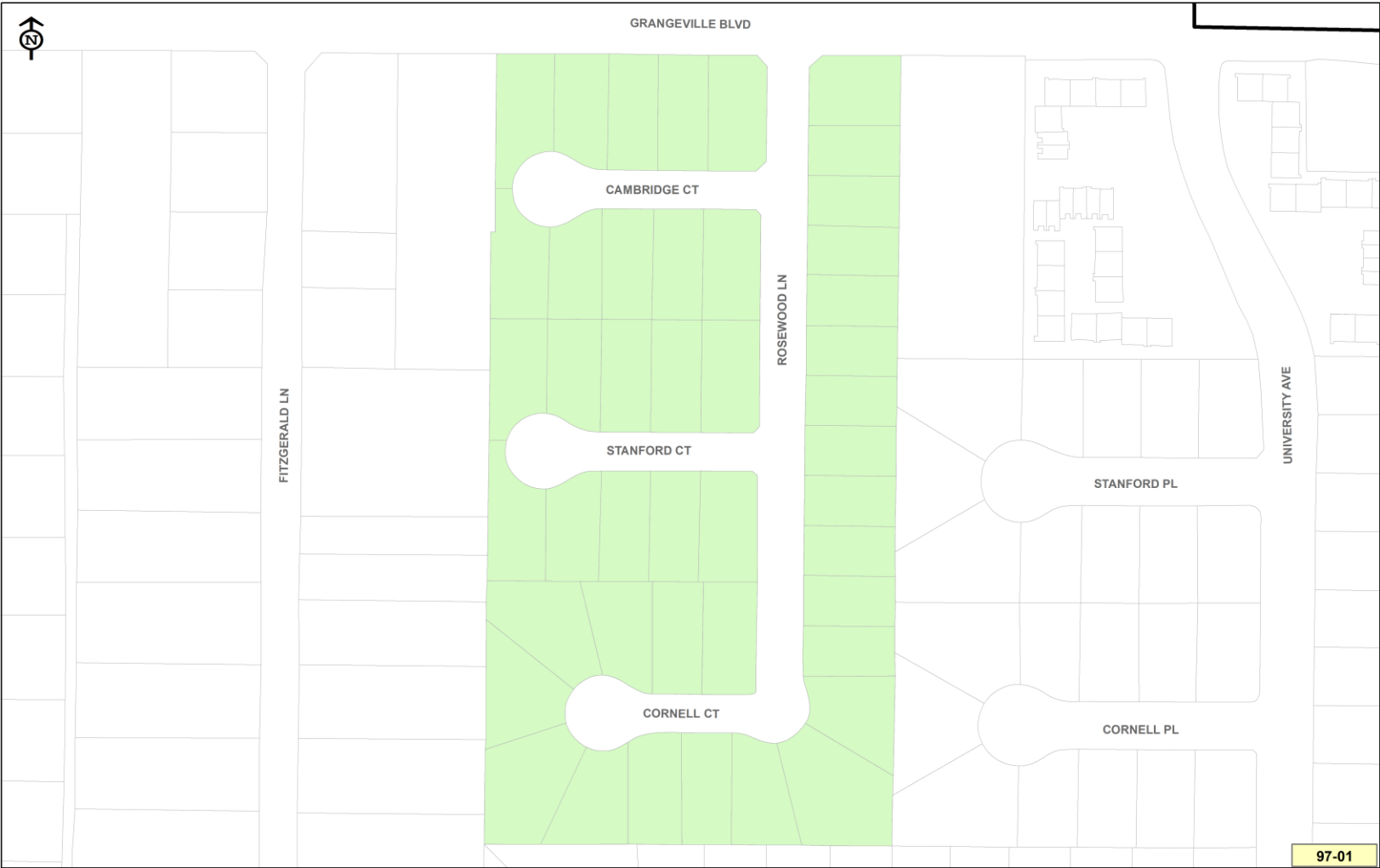


District 94-03 Quail Run Estates Units 1 through 5



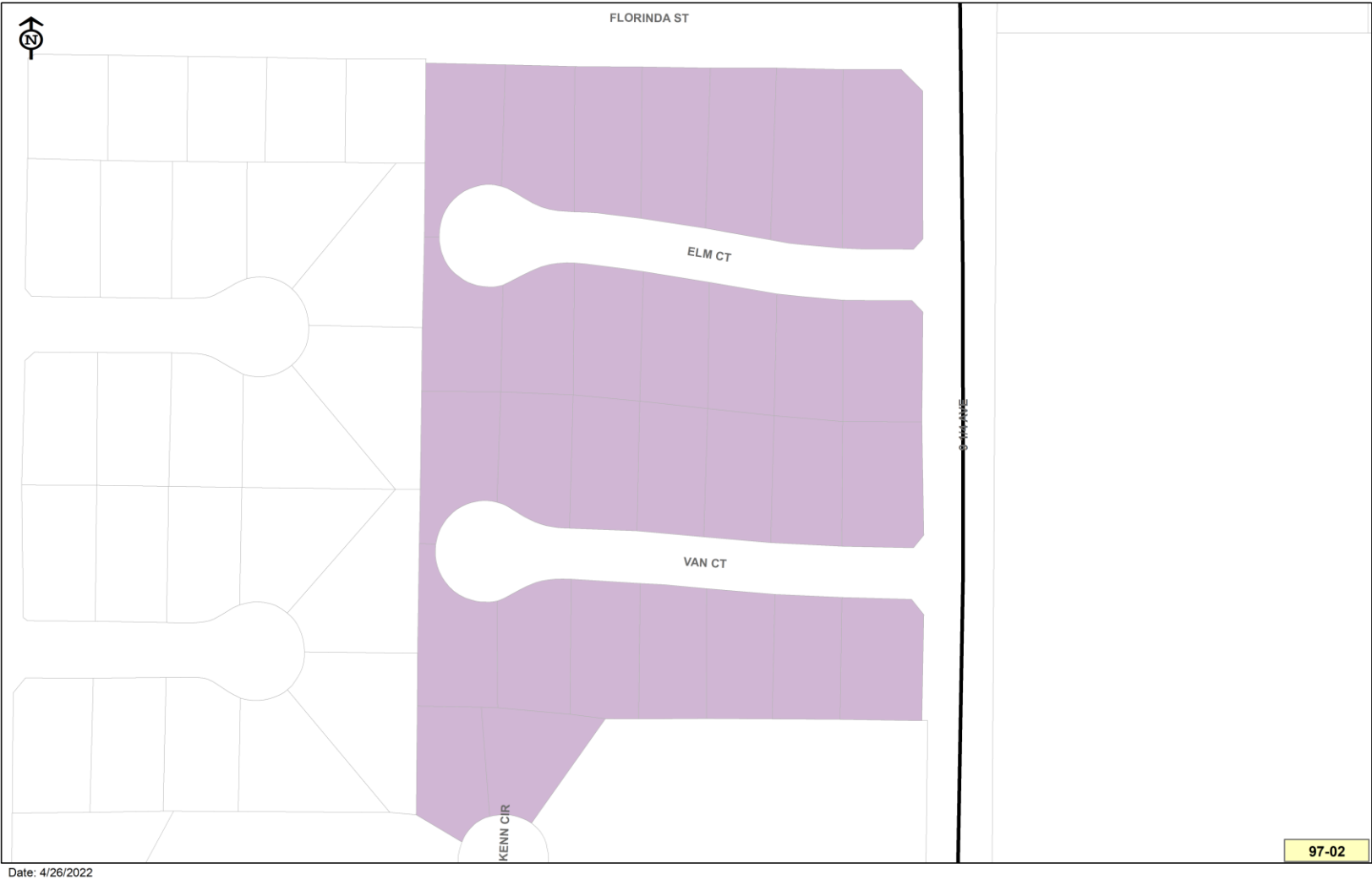
Date: 4/26/2022

District 97-01    Rosewood Estates Units 1 & 2



Date: 4/26/2022

District 97-02 Summer Field Addition #2



District 97-03 Country Crossing Units 1 through 5



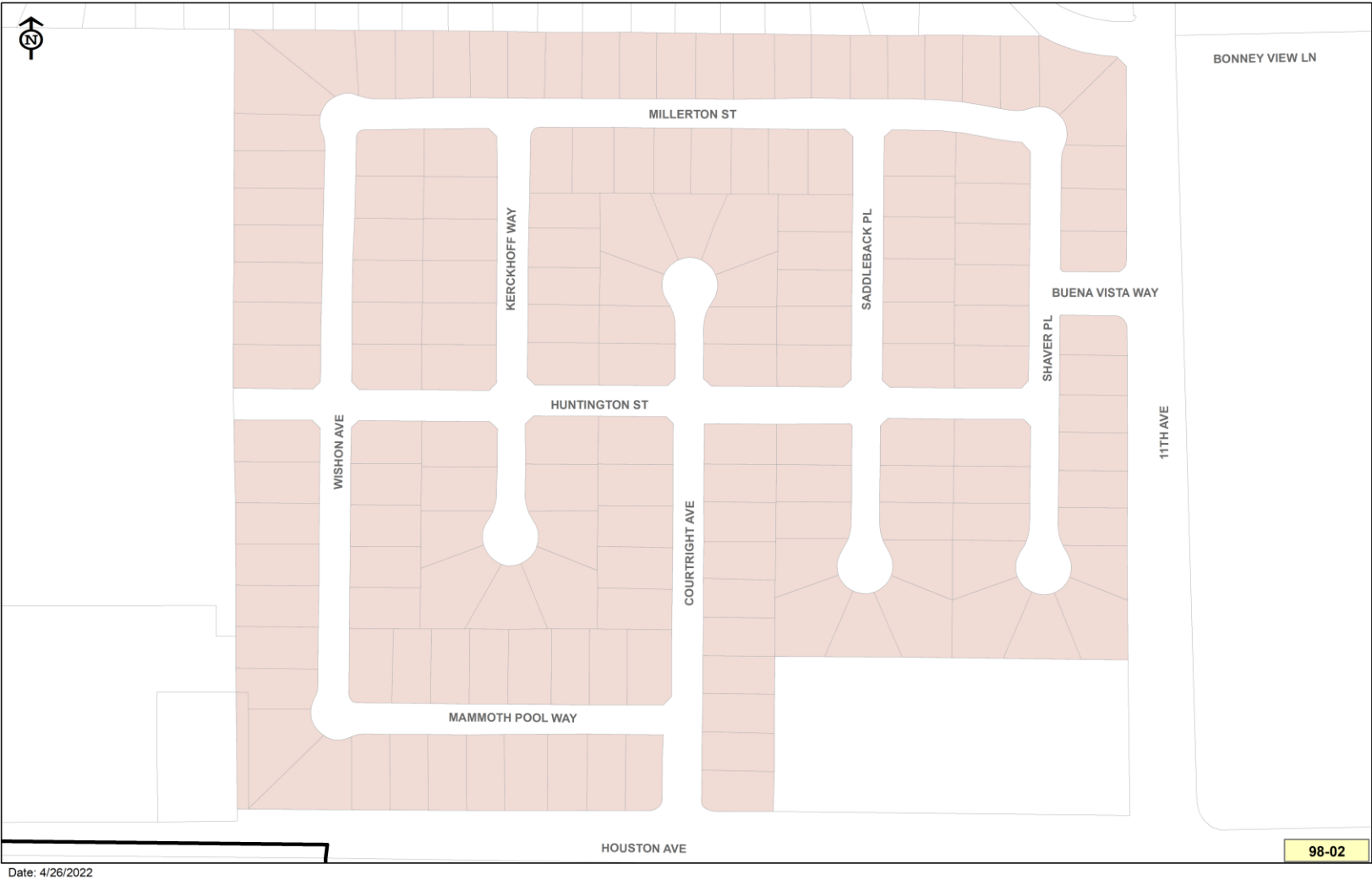
Date: 4/26/2022

District 98-01 Crystal Springs Units 1 through 3



Date: 4/26/2022

District 98-02 Mountain View Estates Units 1 through 6



District 01-01 Pacific Grove Units 1 through 3 and N. Pointe Units 1 through 4



Date: 4/26/2022

District 01-02 Cambridge Homes Units 1 through 3





District 01-03 Poppy Hills Units 1 & 2



Date: 4/26/2022

District 01-04 Silver Oaks Units 1 through 5



District 02-01 Ashton Park Units 1 through 4



Date: 4/26/2022

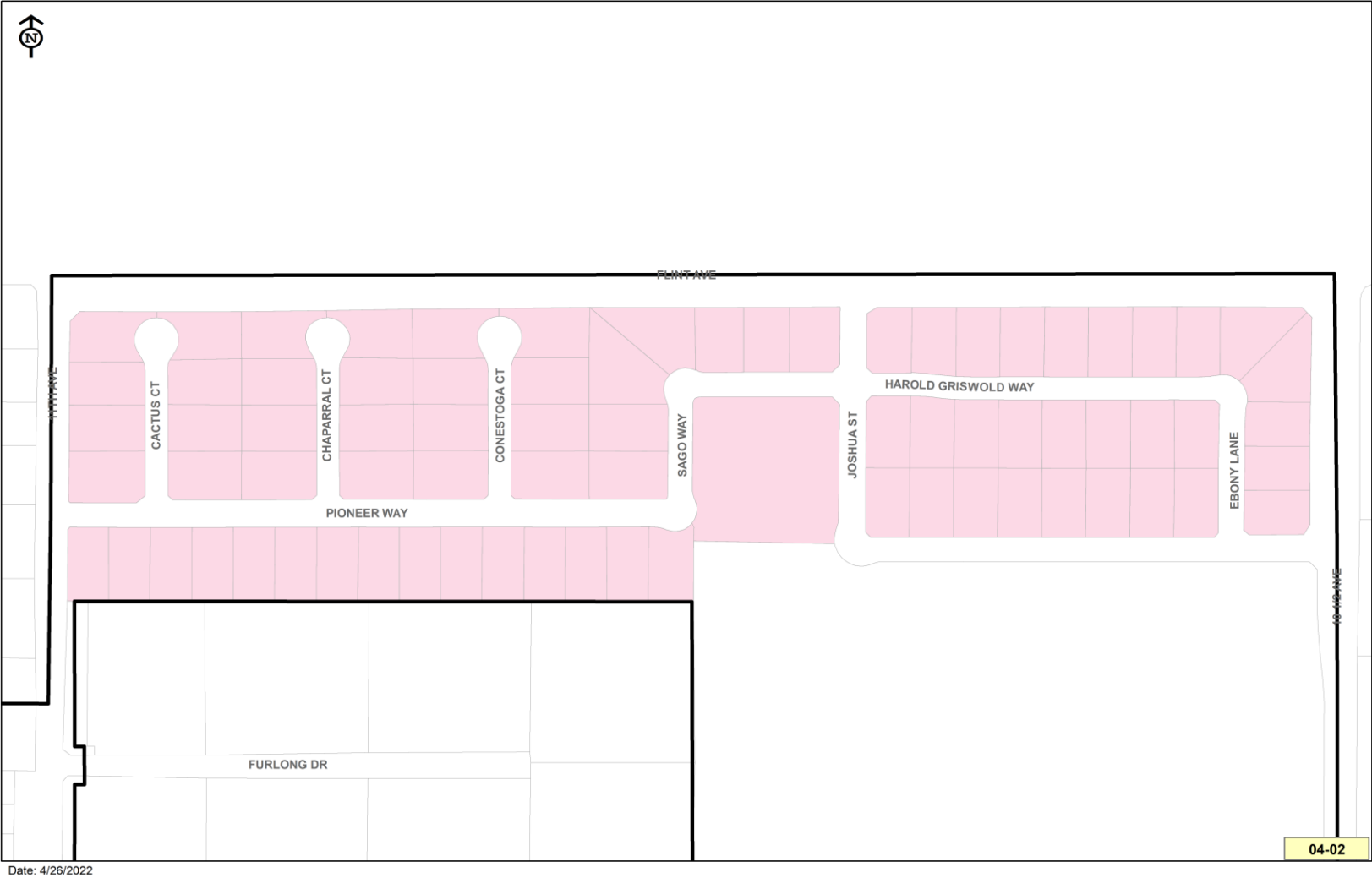
District 03-01 Le Parc Units 1 through 3



District 04-01 Sidonia Units 1 & 2 and Sidonia Estates II



District 04-02 Cambridge Homes - Majesty Pinnacle & Majesty II



District 04-03 Cambridge Homes - Majesty II #2, Cambridge Homes Units 1 through 6, Vineyards Units 1 through 4



Date: 4/26/2022

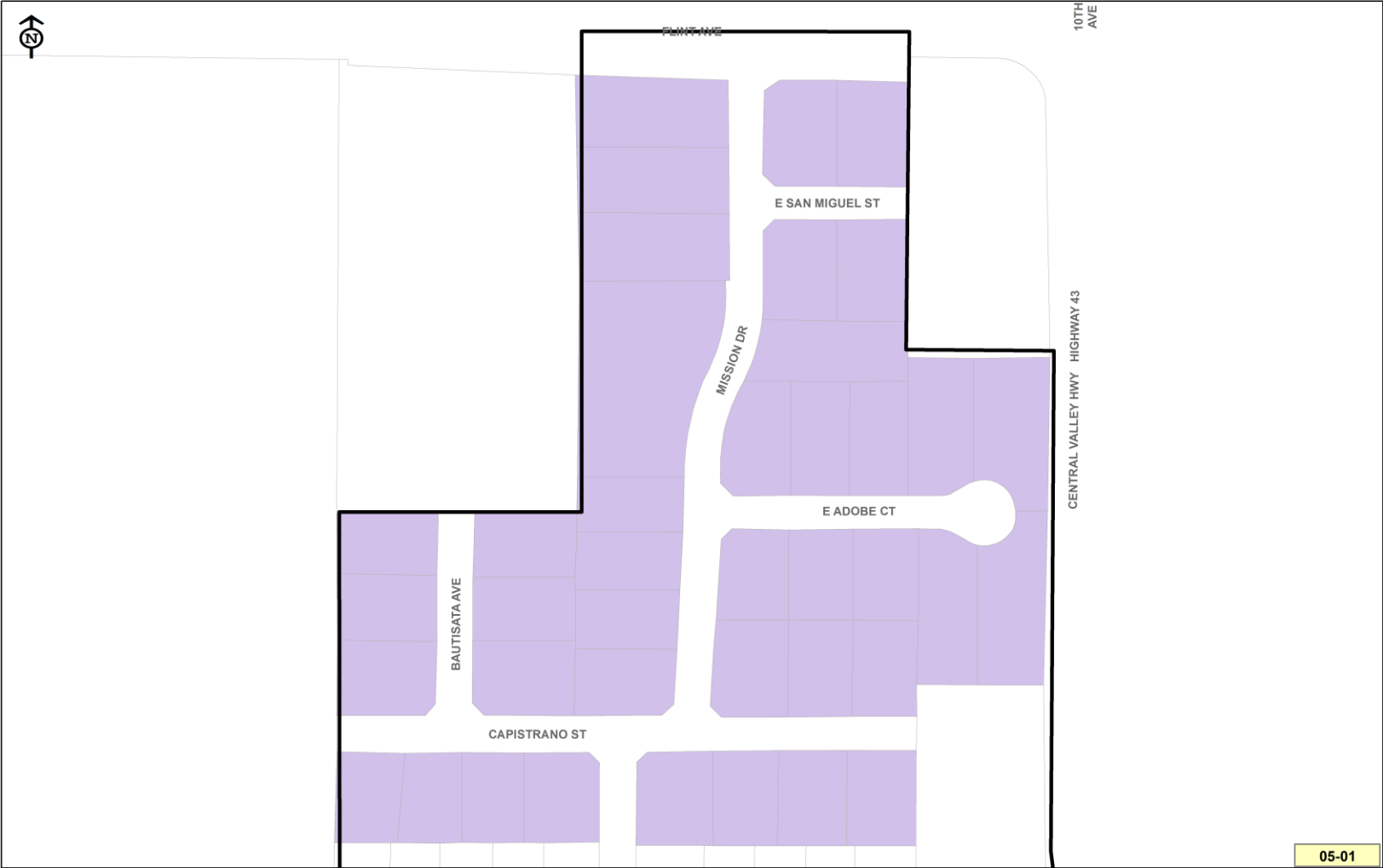
District 04-04 Sierra Heights Units 1 & 2



Date: 4/26/2022



District 05-01 Mission Park



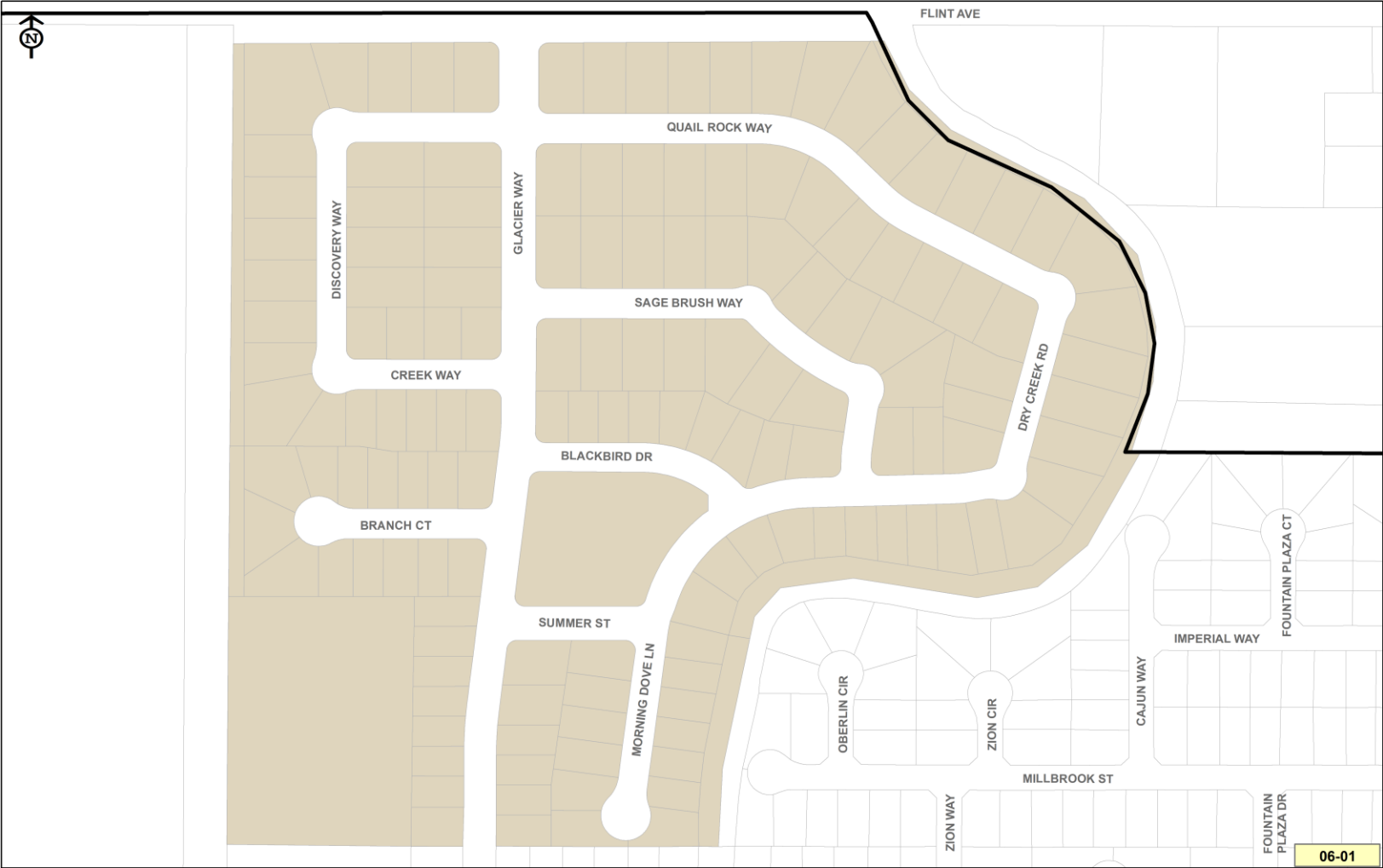
Date: 4/26/2022

District 05-02 Copper Valley



Date: 4/26/2022

District 06-01 Quail Park Units 1 & 2



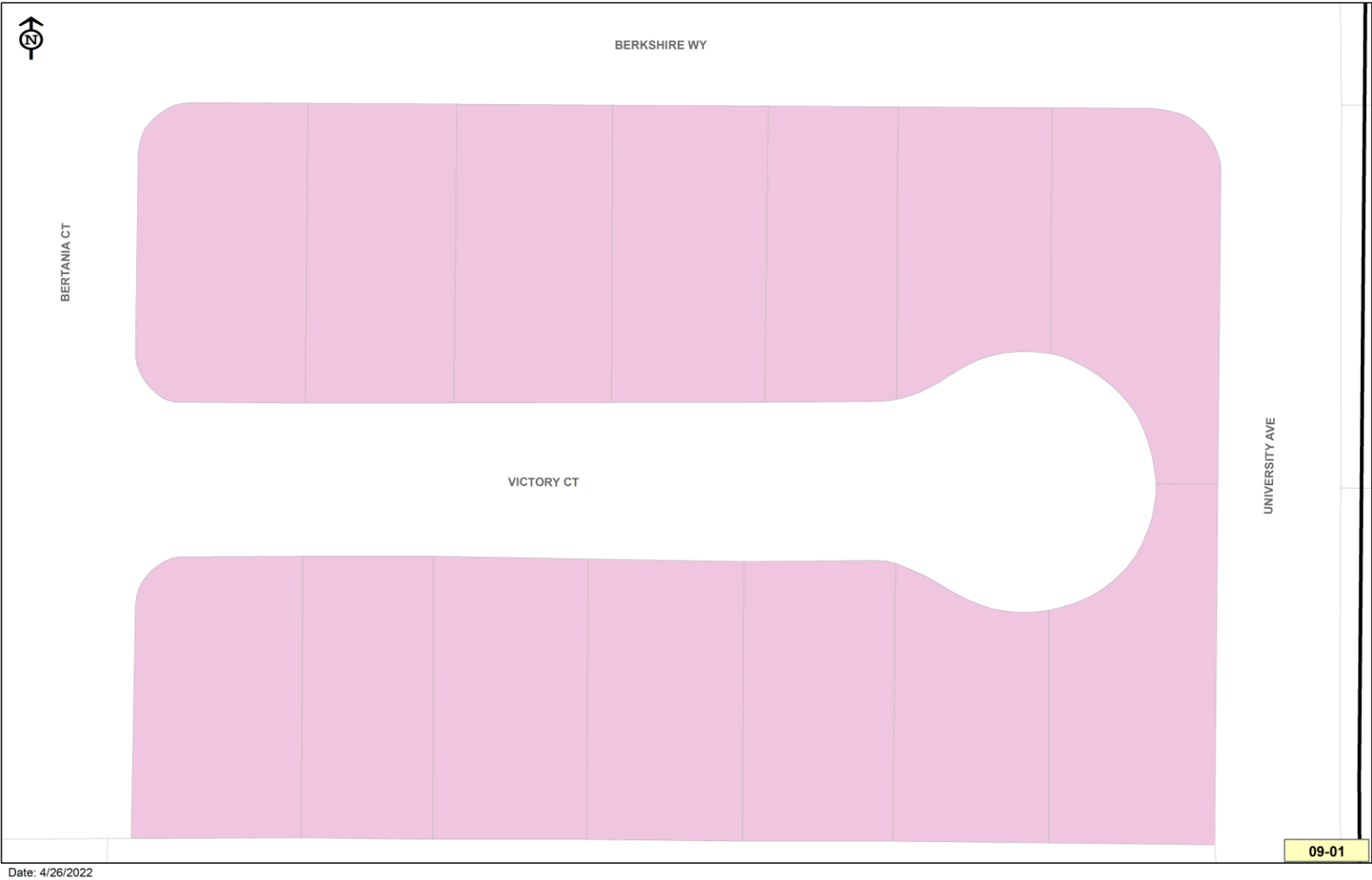
Date: 4/26/2022

**District 07-02 South Gate Addition, Greenbrier Gardens, & Live Oak North**

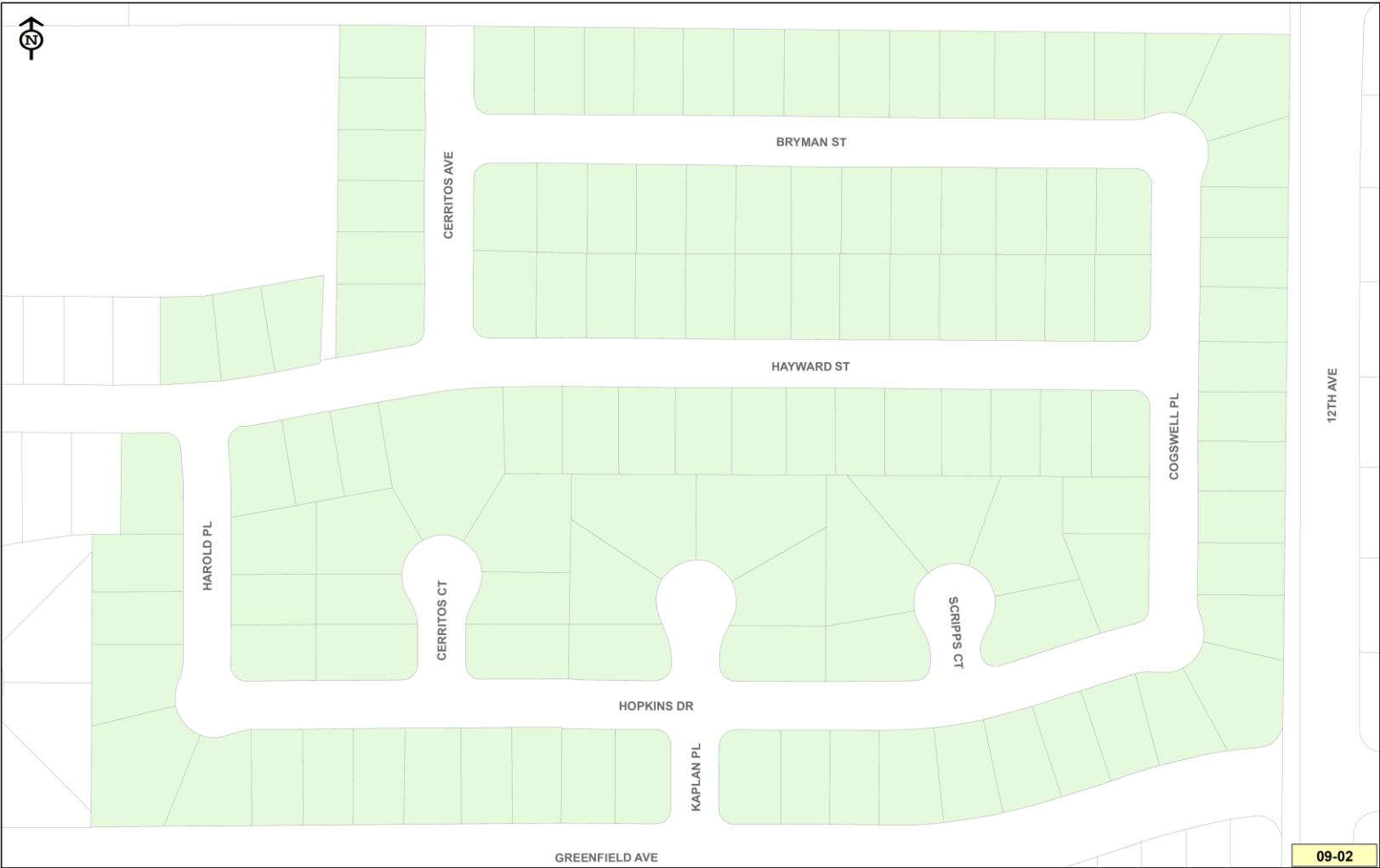


Date: 4/26/2022

District 09-01 Victory Estates



District 09-02 Independence Units 1 & 2

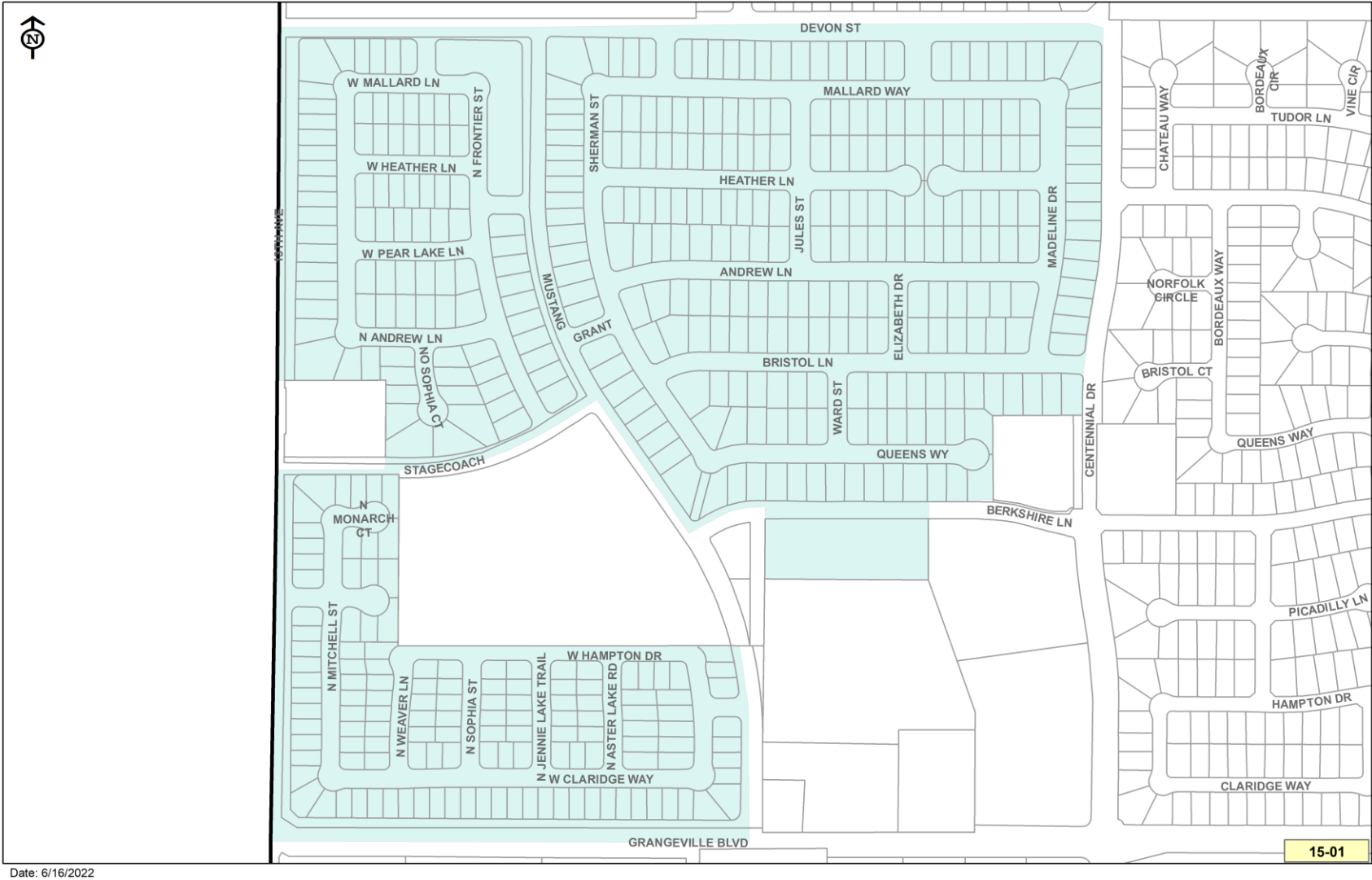


Date: 4/26/2022

District 14-01 Independence Units 3 & 4



District 15-01 Silver Oaks Addition III Units 1 through 3

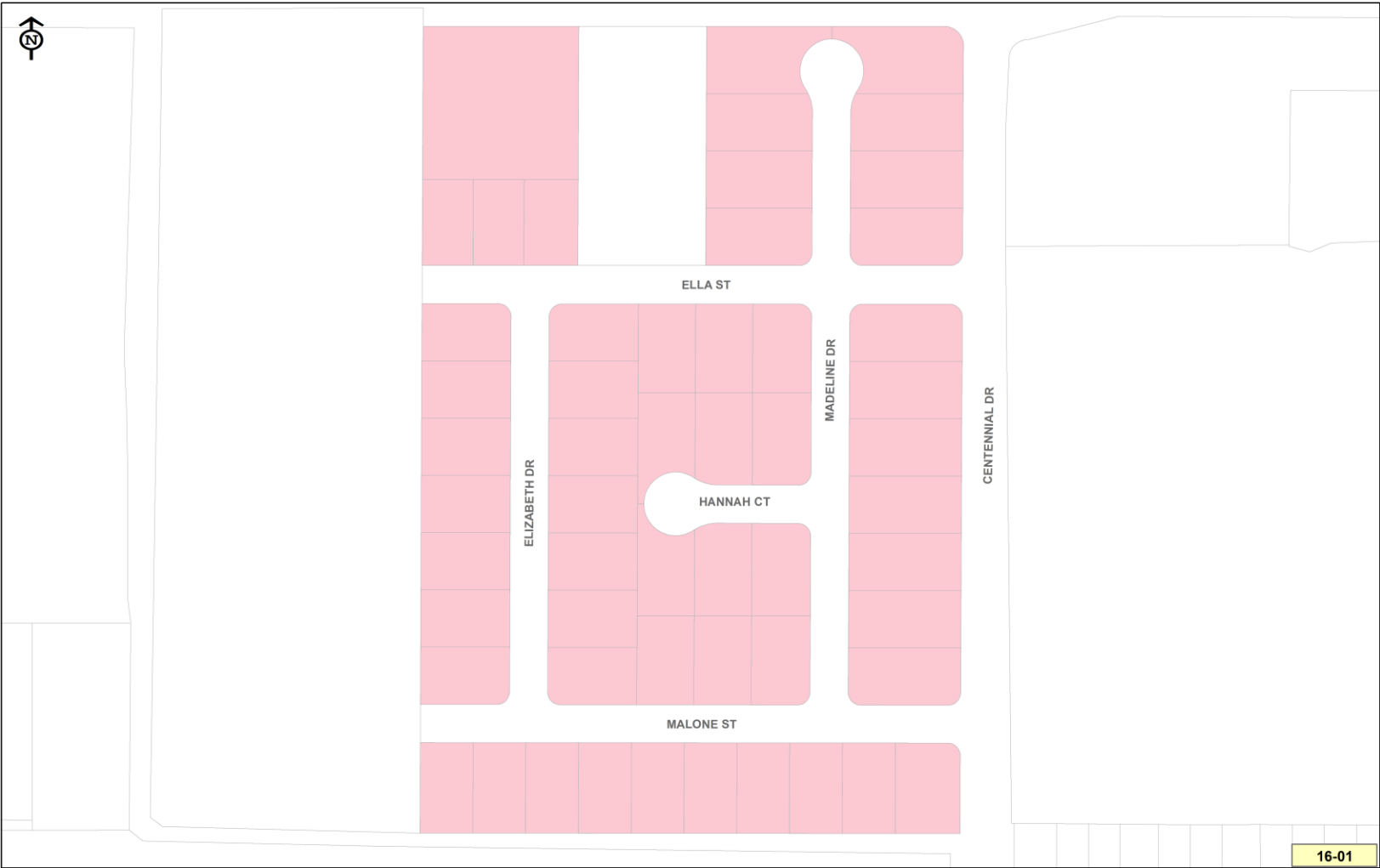




District 15-02 The Greens II



District 16-01 Woodside Homes



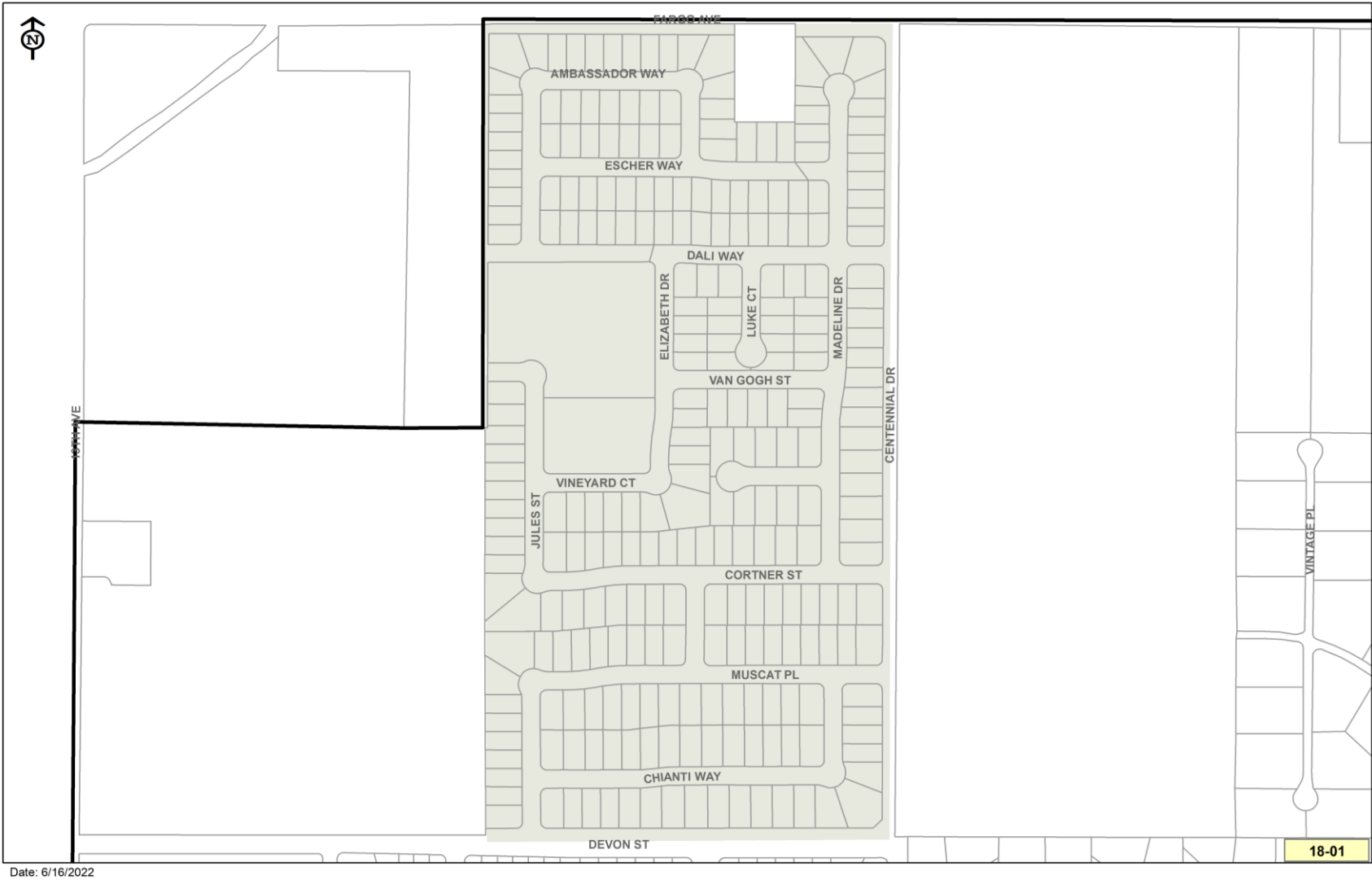
Date: 4/26/2022

District 16-02 Mynderup Units 1 & 2



Date: 4/26/2022

District 18-01 Bella Vista Units 1 through 4



District 19-01 Pacific Grove Addition II



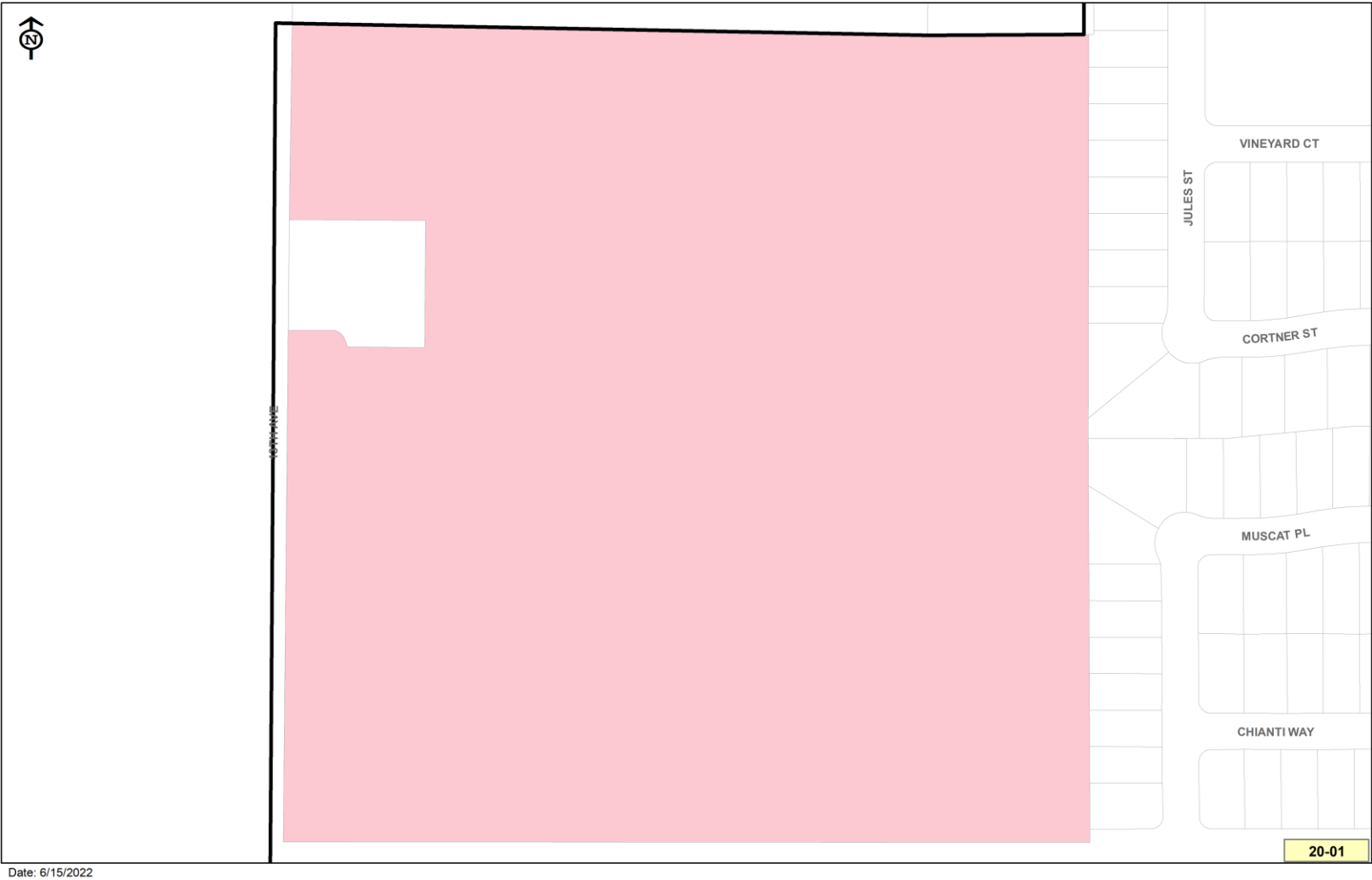
Date: 4/26/2022

District 19-02 The Enclave

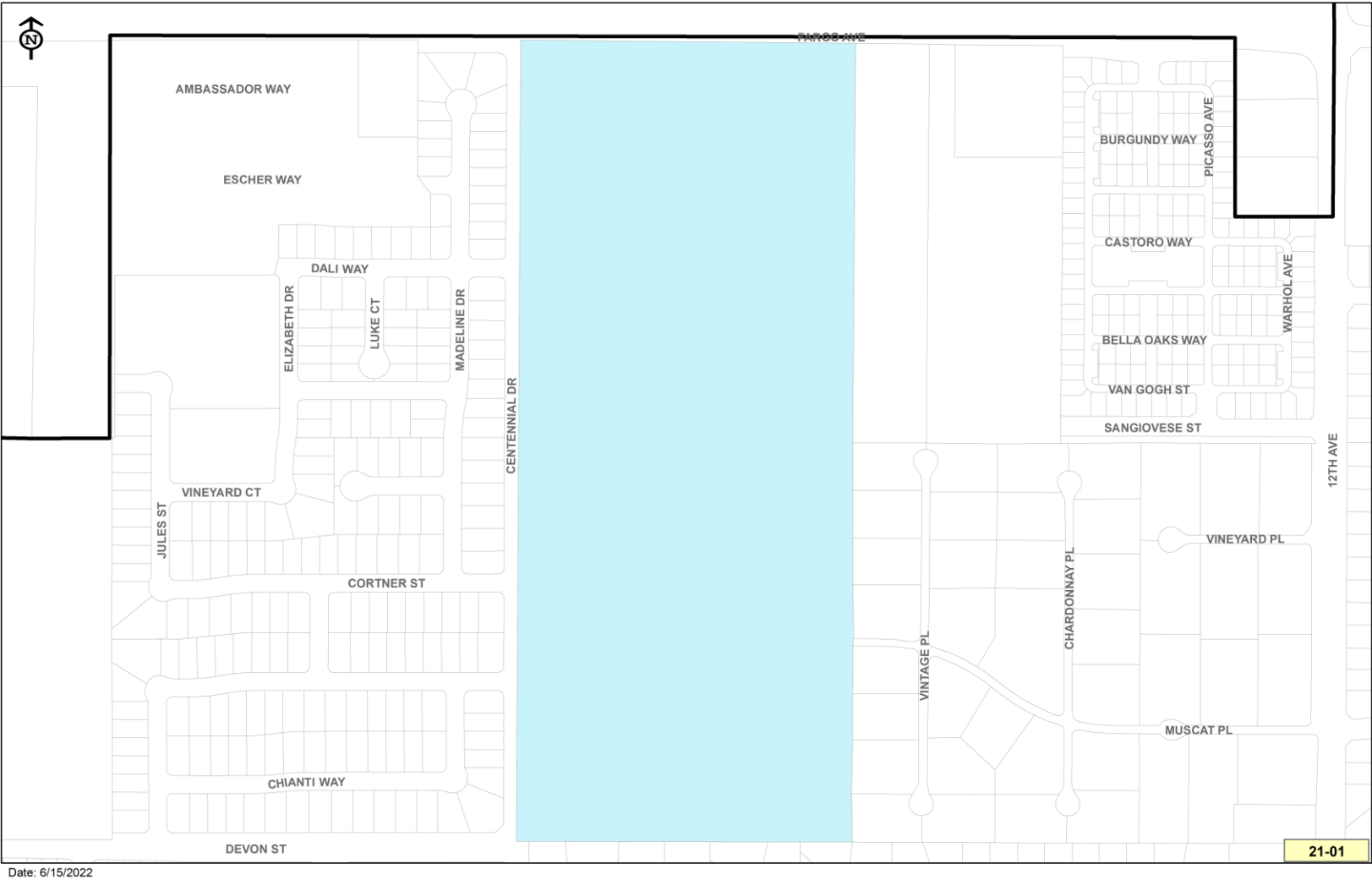


Date: 4/26/2022

District 20-01 Woodside Homes



District 21-01 San Joaquin Valley Homes





## Part V - Assessment Rolls

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Due to the number of parcels in the Districts, the Assessment Roll for fiscal year 2022/2023 has been filed with the City Clerk in an electronic format and is, by reference, made part of this Report.

The Assessment Roll identifies the parcels within each District that are assessed for special benefits and their corresponding assessment amount for fiscal year 2022/2023. Each parcel listed on the Assessment Roll is currently shown and illustrated on the County Assessor's Roll and the County Assessor's Parcel Number Maps (APN maps). These records are, by reference, made part of this Report and shall govern for all details concerning the description of the lots or parcels. All assessments presented on the assessment roll are subject to change as a result of parcel changes made by the County including parcel splits, parcel merges or development changes that occur prior to the County Assessor's Office securing the final roll and generating tax bills for fiscal year 2022/2023.

The proposed Assessment Roll shall be available for public inspection in the City Clerk's Office during normal office hours.

## RESOLUTION NO. 22-30-R

RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF HANFORD APPROVING  
ANNUAL ENGINEER'S REPORT AND DECLARING  
ITS INTENTION TO LEVY AND COLLECT  
ASSESSMENTS

At a regular meeting of the City Council of the City of Hanford duly called and held on July 19, 2022, at 7:00 p.m., it was moved by Council Member \_\_\_\_\_, seconded by Council Member \_\_\_\_\_, and duly carried that the following resolution be adopted:

WHEREAS, pursuant to the California Landscaping & Lighting Act of 1972 ("Act"), the City of Hanford has established the following landscape and lighting assessment districts within the City limits of the City of Hanford.

ASSESSMENT DISTRICTS

- 90-01 Pinecastle Addition, Unit No. 1, 2, 3 and 4 – (Located East of 10<sup>th</sup> Avenue and North of Fargo Avenue)
- 90-02 Park Monterey, Unit No. 1 and 2 – (Located West of Douty Street and North of Sherwood Drive)
- 90-03 Mansionette Estates, No. 7 and 8 – (Located West of Douty Street and North Encore Drive)
- 90-04 Hyde Park – (Located East of 12<sup>th</sup> Avenue and North of Hanford-Armona Road)
- 91-01 Sierra Vista (Tract 641)/New Dimensions (Tract 703/713), No. 1, 2, 3, 4, 5 and 6 – (Located West of 11th Avenue and South of Hanford-Armona Road)
- 92-01 Portofino, No. 1, 2, 3 and 4 – (Located East of Neill Way and South of Fargo Avenue)
- 92-02 Cielo En Tierra, No. 1, 2, 3, 4 and 5 – (Located West of 11th Avenue and South of Fargo Avenue)
- 93-01 Vintage Estates – (Located West of 12th Avenue and North of Grangeville Boulevard)
- 93-02 Walnut Forest, No. 1, 2 and 3 – (Located West of 11th Avenue and North of Hume Avenue)
- 94-01 Gateway Estates – (Located West of 10th Avenue and North of Encore Drive)
- 94-02 Stonecrest, No. 1, 2, 3, 4, 5, 6, 7, 8 and 9 – (Located West of 11th Avenue and North of Fargo Avenue)
- 94-03 Quail Run Estates, No. 1, 2, 3, 4 and 5 – (Located East of 11th Avenue and North of Pepper Drive)
- 97-01 Rosewood Estates, No. 1 and 2 – (Located East of 12th Avenue and South of Grangeville Boulevard)
- 97-02 Summer Field Addition, No. 2 – (Located West 91/4 Avenue and South of Florinda Street)
- 97-03 Country Crossing, No. 1, 2, 3, 4 and 5 – (Located West of Centennial Drive and North of Lacey Boulevard)
- 98-01 Crystal Springs, No. 1, 2 and 3 – (Located West of 91/4 Avenue and North of Grangeville Boulevard)

- 98-02 Mountain View Estates, No. 1, 2, 3, 4, 5 and 6 – (Located West of 11th Avenue and North of Houston Avenue)
- 01-01 Pacific Grove (Tract 680/777)/N. Pointe (Tract 778), No. 1, 2, 3 and 4 – (Located East of 12th Avenue and North of Grangeville Boulevard)
- 01-02 Cambridge Homes (Tract 770), No. 1, 2 and 3 – (Located West of 11th Avenue and North of Pepper Drive)
- 01-03 Poppy Hills, No. 1 and 2 – (Located West of 11th Avenue and North of Pepper Drive)
- 01-04 Silver Oaks, No. 1, 2, 3, 4 and 5 – (Located West of 12th Avenue and North of Grangeville Boulevard)
- 02-01 Ashton Park, No. 1, 2, 3 and 4 – (Located West of 12th Avenue and North of Lacey Boulevard)
- 03-01 La Parc, No. 1, 2 and 3 – (Located West of 11th Avenue and South of Fargo Avenue)
- 04-01 Sidonia Estates, No. 1 and 2 (Tract 810)/Sidonia Estates II (Tract 814) – (Located East of 12th Avenue and North of Hume Avenue)
- 04-02 Cambridge Homes (Tract 799)/Majesty II (Tract 830) – (Located East of 11th Avenue and South of Flint Avenue)
- 04-03 Cambridge Homes (Tract 795/826)/Vineyards (Tract 825), No. 1, 2, 3, 4, 5 and 6 – (Located East of 12th Avenue and South of Fargo Avenue)
- 04-04 Sierra Heights (Tract 802/803), No. 1 and 2 – (Located West of 9th Avenue and North of Fargo Avenue)
- 05-01 Mission Park – (Located West of Highway 43 and South of Flint Avenue)
- 05-02 Copper Valley – (Located West of 12th Avenue and South of Fargo Avenue)
- 06-01 Quail Park Subdivision – (Tract 794), No. 1 and 2, Located West of 11th Avenue and South of Flint Avenue)
- 07-02 South Gate Addition – (Tract 811)/Greenbrier Gardens (876)/ Live Oak North (902) - (Located West of 12th Avenue and South of Hanford-Armona Road)
- 09-01 Victory Estates – (Located West of University Avenue and North of Grangeville Boulevard)
- 09-02 Independence (Tract 843), No. 1 and 2 - (Located West of 12th Avenue and North of Greenfield Avenue)
- 14-01 Independence (Tract 843), No. 3 and 4 - (Located West of 12th Avenue and North of Merritt Street)
- 15-01 Silver Oaks Addition III (Tract 887/922), No. 1, 2, and 3 - (Located West of Centennial Drive and North of West Berkshire Lane)
- 15-02 The Greens II (Tract 823) - (Located West of 9 ¼ Avenue and North of Grangeville Boulevard)
- 16-01 Woodside Homes (Tract 917) – (Located West of Centennial Drive and South of Grangeville Blvd)
- 16-02 Myderup (Tract 914), No. 1 and 2 – (Located East of 12th Avenue and North of Hume Avenue)
- 18-01 Bella Vista (Tract 918/919), No. 1, 2, and 3 – (Located West of Centennial Drive and South of Fargo Avenue)
- 19-01 Pacific Grove Addition No. 2 (Tract 916) – (Located East of 12th Avenue and North of Bristol Lane)
- 19-02 Enclave (Track 915) – (Located South of Lacey Blvd. and West Centennial Ave.)
- 20-01 Woodside Homes (Track 928) – (Located North of Centennial Ave and South of 12th Ave.)
- 21-01 San Joaquin Valley Homes (Track 929) – (Located North of 13th Ave and West of Devon St.)

(collectively "Districts").

WHEREAS, pursuant to the Act, it is necessary that the City Council review an annual report prepared by the City Engineer for the City of Hanford ("Engineer's Report"), which sets forth a full and detailed description of the improvements and boundaries of each District and any zones therein and the proposed annual assessments to be levied upon assessable lots and parcels of land within each District;

WHEREAS, the City Engineer for the City of Hanford has prepared and filed with the City Clerk, an Engineer's Report which includes: (1) a full and detailed description of the improvements and boundaries of each District and any zones therein; (2) identifies the proposed annual assessments upon assessable lots and parcels of land within each District; (3) identifies all parcels of real property which will have a special benefit conferred upon them and upon which the assessment will be imposed; (4) determines the proportionate special benefit derived by each parcel of real property in relationship to the entirety of the cost of maintenance of the public improvements; (5) identifies the special benefit conferred on each parcel of real property; and (6) establishes that the assessment imposed on each parcel of real property does not exceed the reasonable cost of the proportionate special benefit conferred on that parcel of real property.

WHEREAS, the Engineer's Report identifies an increase in the annual assessment from the previous year and the reasons for the increase, including the imposition of 5.5% Annual CPI Increase (December 2022) in accordance with California Government Code section 53739(b)(1) for the following Districts:

1. 93-02 Walnut Forest, No. 1, 2 and 3
2. 01-02 Cambridge Homes (Tract 770), No. 1, 2 and 3
3. 01-04 Silver Oaks, No. 1, 2, 3, 4 and 5
4. 02-01 Ashton Park, No. 1, 2, 3 and 4
5. 04-02 Cambridge Homes (Tract 799)/Majesty II (Tract 830)
6. 04-03 Cambridge Homes (T 795/826)/Vineyards (T 825),
7. 06-01 Quail Park Subdivision (Tract 794), No. 1 and 2
8. 09-02 Independence (Tract 843), No. 1 and 2
9. 15-01 Silver Oaks Addition III (Tract 887/922)
10. 15-02 The Greens II (Tract 823)
11. 16-01 Woodside Homes
12. 16-02 Mynderup, No. 1 and 2 (Tract 914)
13. 18-01 Bella Vista, No. 1, 2 and 3 (Tract 918/919)
14. 19-01 Pacific Grove Addition II (Tract 916)
15. 19-02 Pacific Grove Addition II (Tract 916)
16. 20-01 Enclave (Track 915)
17. 20-02 Woodside Homes (Track 928)

WHEREAS, the Report identifies a decrease or no change in the annual assessments from the previous fiscal year for the following Districts:

1. 90-01 Pinecastle Addition, Unit 1, 2, 3 and 4
2. 90-02 Park Monterey, Unit No. 1 and 2
3. 90-03 Mansionette Estates, No. 7 and 8
4. 90-04 Hyde Park
5. 91-01 Sierra Vista
6. 92-01 Portofino Estates
7. 92-02 Cielo En Tierra, No. 1, 2, 3, 4 and 5
8. 93-01 Vintage Estates
9. 94-01 Gateway Estates
10. 94-02 Stonecrest, No. 1, 2, 3, 4, 5, 6, 7, 8 and 9
10. 94-03 Quail Run
11. 97-01 Rosewood Estates
12. 97-02 Summer Field
13. 97-03 Country Crossing, No. 1, 2, 3, 4 and 5
14. 98-01 Crystal Springs
15. 98-02 Mountain View Estates, No. 1, 2, 3, 4, 5 and 6
16. 01-01 Pacific Grove/N. Pointe, No. 1, 2, 3 and 4
17. 01-03 Poppy Hills, No. 1 and 2
18. 03-01 Le Parc, No. 1, 2 and 3
19. 04-01 Sidonia Estates, (Tract 810), No. 1 and 2/ (Tract 814)
20. 04-04 Sierra Heights, No. 1 and 2
21. 05-01 Mission Park
22. 05-02 Copper Valley
23. 07-02 South Gate Addition (Tract 811), Greenbrier Gardens
24. 09-01 Victory Estates
25. 14-01 Independence (Tract 843), Unit No. 3

WHEREAS, the existing improvements within each District include decorative block fencing, landscaping and irrigation systems;

WHEREAS, interested parties should refer to the Engineer's Report, a copy of which is on file with the City Clerk for the City of Hanford, for a full and detailed description of the improvements, the boundaries of the assessment district and any zones therein, and the proposed assessments upon assessable lots and parcels of land within the district;

WHEREAS, there are no substantial changes proposed to the existing improvements in any District; and

WHEREAS, Streets and Highways Code Section 22624(e) requires the City Council of the City of Hanford to give notice of the time and place for hearing by the City's legislative body on the levy of the proposed assessments.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hanford approves the Engineer's Report as submitted for each District;

RESOLVED FURTHER, that the City Council of the City of Hanford declares its intention to levy and collect the assessments for each respective District and each lot thereof, as set forth in the Engineer's Report for the fiscal year 2022-2023.

RESOLVED FURTHER, that the City Council of the City of Hanford shall hold a public hearing on the levy of the proposed assessments set forth in the Engineer's Report, which public hearing shall occur on July 19, 2022, at the hour of 7:00 p.m., in the City Council Chambers of the Civic Auditorium in Hanford, California. At such public hearing, affected property owners will be afforded an opportunity to give oral testimony and submit written comments regarding the proposed assessments.

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Hanford at a meeting thereof held on July 19, 2022, by the following vote:

COUNCIL MEMBERS: RAMIREZ, SHARP, MORROW, BRIENO, SULTRAY

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_

ABSENT: \_\_\_\_\_

\_\_\_\_\_  
KALISH MORROW  
MAYOR of the City of Hanford

Attest:

\_\_\_\_\_  
NATALIE CORRAL  
CITY CLERK



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> A |
|--------------------------------|--------------------------|

**SUBJECT:**

Public Works: Approval of the addition of the Grangeville Blvd. Grade Separation Project to the FY 22/23 Capital Improvement Project list and Appropriation of \$50,000 from Accumulated Capital Outlay Reserves to fund the project.

---

**RECOMMENDATION:**

That the City Council by motion:

1. Approve the addition of the Grangeville Grade Separation Preliminary Engineering and Grant Application to the FY 22/23 Capital Improvement Program.
2. Appropriate \$50,000 for from the Accumulated Capital Outlay Reserves to fund the project.

**BACKGROUND:**

In 2019, the City commissioned a Feasibility Study for the Grangeville Boulevard at Burlington Northern & Santa Fe (BNSF) railroad crossing. The city also applied to be on the Annual State Grade Separation listing and achieved number 14 on the state list. This project ranking list must be re-applied for each year.

At their April 21, 2020 meeting, the City Council was presented the final feasibility study. Council reviewed the costs and aesthetics. The council directed staff to get proposals for both over and underpass options.

To keep the project moving, and to pursue additional grant opportunities, the city will utilize consultants to:

1. Update the existing cost estimates for both the overpass and underpass options.
2. Prepare a grant application for railroad grade separation.

An initial project budget of \$50,000 is needed to initiate these services.

**FISCAL IMPACT:**

An initial \$50,000 from the Accumulated Capital Outlay fund would be needed to fund the preliminary engineering phase and grant application service. The additional request would not encumber any existing programmed projects.

**ATTACHMENTS:**

Hanford Grangeville Feasibility Study\_Combined November 2019



# Feasibility Report

November 2019

## Grangeville Boulevard at BNSF Grade Separation

### Prepared For:

City of Hanford  
900 South 10<sup>th</sup> Avenue  
Hanford, California 93230

### Prepared By:

TRC  
575 E Locust Avenue, Suite 105  
Fresno, California 93720

---

*Prepared by:* Mark Imbriani, Vice President  
TRC Engineers, Inc.

---

*Approved by:* Lou Camara, Public Works Director  
City of Hanford



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## 1. Executive Summary

The purpose of this report is to present the results of a feasibility study conducted for the grade separation of Grangeville Boulevard and the Burlington Northern and Santa Fe (BNSF) Railway Company tracks. Underpass and overpass alignment alternatives were developed in consultation with the City of Hanford Public Works Department and BNSF. The preliminary designs adhere to the Union Pacific Railroad - BNSF Railway Guidelines for Railroad Grade Separation Projects, as well as AASHTO's Policy on Geometric Design of Highways and Streets 2011 Green Book. A detailed description of the alternatives considered, as well as their impacts and estimated costs are provided herein. A summary of some of the important design elements of each alternative are provided below.

### Underpass Alternative:

- Design Speed = 45 mph
- Approach grades = 4%
- Pedestrian profile grade follows roadway profile grade.
- Minimum vertical clearance underneath structure = 17'-9"
- Roadway cross section consists of a 28 ft. wide traveled way each direction with a 14 ft. wide raised center median. The traveled way consists of 12 ft. wide inside lanes and 11 ft. wide outside lanes with 5 ft. wide outside shoulders/bike lanes (includes 2 ft. wide gutter pan). There are 5 ft. wide sidewalks on each side. There is no barrier separation between pedestrians and vehicular traffic.
- Two-span bridge, 99'-10" long and 66'-0" wide (accommodates two existing tracks and future 3<sup>rd</sup> track).
- Tall, Secant-type abutments and retaining walls along the length of the project.
- Profile conforms to existing grade approximately 500 ft. east of University Avenue and 150 ft. east of Rodgers Road.
- Project length = 1,800 ft.
- New access to businesses at northwest corner of Grangeville/BNSF intersection via Claridge Lane extension.
- New 12 ft. wide railroad access roads parallel to Grangeville Blvd. west of the tracks.
- Mildred Street access closed to Grangeville Blvd.
- New access to Tara Mobile Estates via Malone Street.
- Minor lowering of Rodgers Road intersection.
- Requires significant railroad work (i.e. shoofly, relocation of control point, shoring)
- Construction duration = 18 months
- Construction Cost = \$35 M current year cost, \$39 M escalated cost.
- Total Project Cost = \$41 M current year cost, \$45 M escalated cost.

Overpass Alternative:

- Design Speed = 40 mph
- Approach grades = 8% and 7.75%
- Pedestrian traffic is separated from roadway traffic by a vehicular barrier. Vehicular barrier retains grade difference between pedestrian profile and roadway profile.
- Pedestrian profile includes level landings at every 2.5 ft. max rise in profile grade.
- Minimum vertical clearance over railroad right-of-way = 23'-6"
- Roadway cross section consists of a 28 ft. wide traveled way each direction with a 12 ft. wide raised center median. The traveled way consists of 12 ft. wide inside lanes and 11 ft. wide outside lanes with 5 ft. wide outside shoulders/bike lanes. There are 5 ft. wide sidewalks on each side, separated from the roadway by a Caltrans standard vehicular barrier.
- Single-span bridge, 149'-6" long and 83'-6" wide.
- Bridge spans railroad right-of-way. No railroad track work.
- Tall, MSE-type abutments and retaining walls along the length of the project.
- Profile conforms to existing grade 50 ft. east of University Avenue and 150 ft. east of Rodgers Road.
- Project length = 2,100 ft.
- New access to businesses at northwest corner of Grangeville/BNSF intersection via Claridge Lane extension.
- New 12 ft. wide railroad access roads parallel to Grangeville Blvd. west of the tracks.
- Mildred Street access closed to Grangeville Blvd.
- New access to Tara Mobile Estates via Malone Street.
- Minor raising of Rodgers Road intersection.
- Construction duration = 12 months
- Construction Cost = \$24 M current year cost, \$28 M escalated cost.
- Total Project Cost = \$28 M current year cost, \$32 M escalated cost.

The above alternatives were developed using existing documentation, as-built plans, information obtained through field surveys, and the results of coordination meetings held with City staff and BNSF personnel. Right-of-way and utility impacts as well as project costs were considered in the development of the geometric drawings and bridge planning studies.

Underpass and overpass alignment alternatives are both feasible. Advantages of the underpass alternative include less visual impact and shallower approach grades which may be more comfortable for drivers and pedestrians using the facility. Advantages to the overpass alternative include a significantly lower cost and quicker design and construction schedule. TRC has prepared this feasibility report so that the City may weigh the pros and cons of each alternative and decide which alternative to carry forward into design.



## 2. Introduction & Background

The City of Hanford (City) approved the preparation of a feasibility study for the preliminary layout of the future grade separated railroad crossing at Grangeville Boulevard and the BNSF tracks. The results of the feasibility study are presented in this report, the purpose of which is to provide the City with information to make a decision as to which type of grade crossing would best suit their needs, either underpass or overpass, and to assist them in securing funding in the future.

The City of Hanford is bifurcated by the BNSF Railway Company tracks, as illustrated in Figure 1, below. In fact, there are 15 existing at-grade crossings that are blocked by the approximately 42 freight and passenger (Amtrak) trains that pass through the center of the City on a daily basis. There are no grade separated crossings of BNSF tracks within the City limits other than the State Highway 198 grade separation. This results in frequent delays to traffic and prevents cross-City access.



**Figure 1: BNSF tracks crossing through Hanford**

Most of the current City residential, commercial, and industrial areas are located east of the railroad tracks, along SR43 and SR198. Normal development pressure is occurring in the City, and much of that growth will, by necessity, be located west of the railroad tracks with an increase in traffic volumes, notably on Grangeville Boulevard as it is a principal arterial. The resultant traffic will require access across the track to SR43. Thus, the existing at-grade railroad crossings will experience much greater traffic volumes in upcoming years; significantly increasing total delay times in the near future.

Several locations were considered for the grade separated crossing including Flint Avenue, Fargo Avenue, Grangeville Boulevard, 11<sup>th</sup> Avenue, and Lacey Boulevard. Grangeville Boulevard was selected due to its central location and proximity to emergency services. Although its construction will cause more traffic disruptions than a more remote location like Flint Avenue, this location is still preferred due to the future benefits of the grade separated crossing being at a more centralized, highly trafficked area.

### 3. Purpose & Need

This grade separation project is needed because the cross-town traffic on east-west roadways in the City is significantly delayed at grade crossings with the BNSF tracks. In fact, with the exception of State Highway 198, there are 18 miles between grade separations in the City and Kings County. This problem will be exacerbated by the significant future projected growth. The significant delays due to at grade crossings have a detrimental impact on public safety and economic development in the community.

With the current distribution of residents and the planned growth, it will be important to maintain emergency access to the City's hospital which is located south of Grangeville Boulevard, along Mall Drive. The Grangeville Boulevard grade separated crossing will accomplish this important civic need, saving lives in the process. Additionally, response time by police and fire vehicles across the BNSF track will be improved, saving lives and property. Perhaps most importantly, automobiles have been struck by trains at the crossing. With the projected increase in traffic, safety can be expected to be further jeopardized at this crossing without a grade separation.

The primary purpose of the project is to provide a grade separated east-west arterial roadway in the City, eliminating delay and providing safer crossing of the BNSF track and access to State Highways 43 and 198. This project will greatly improve mobility in the central part of the City of Hanford. Without this project, significant traffic delays and congestion are anticipated on all east-west arterial streets in the City. This grade separation will relieve congestion, improve emergency response times, and increase safety on other arterial streets due to the expected shift in traffic to Grangeville Blvd. because of the grade separation.

Construction of the project will also facilitate development of property located west of the railroad tracks. This land has been identified by the City in their adopted General Plan as a future growth area to provide residential, commercial, and economic development in the north and west portions of the City (see Figure 2).

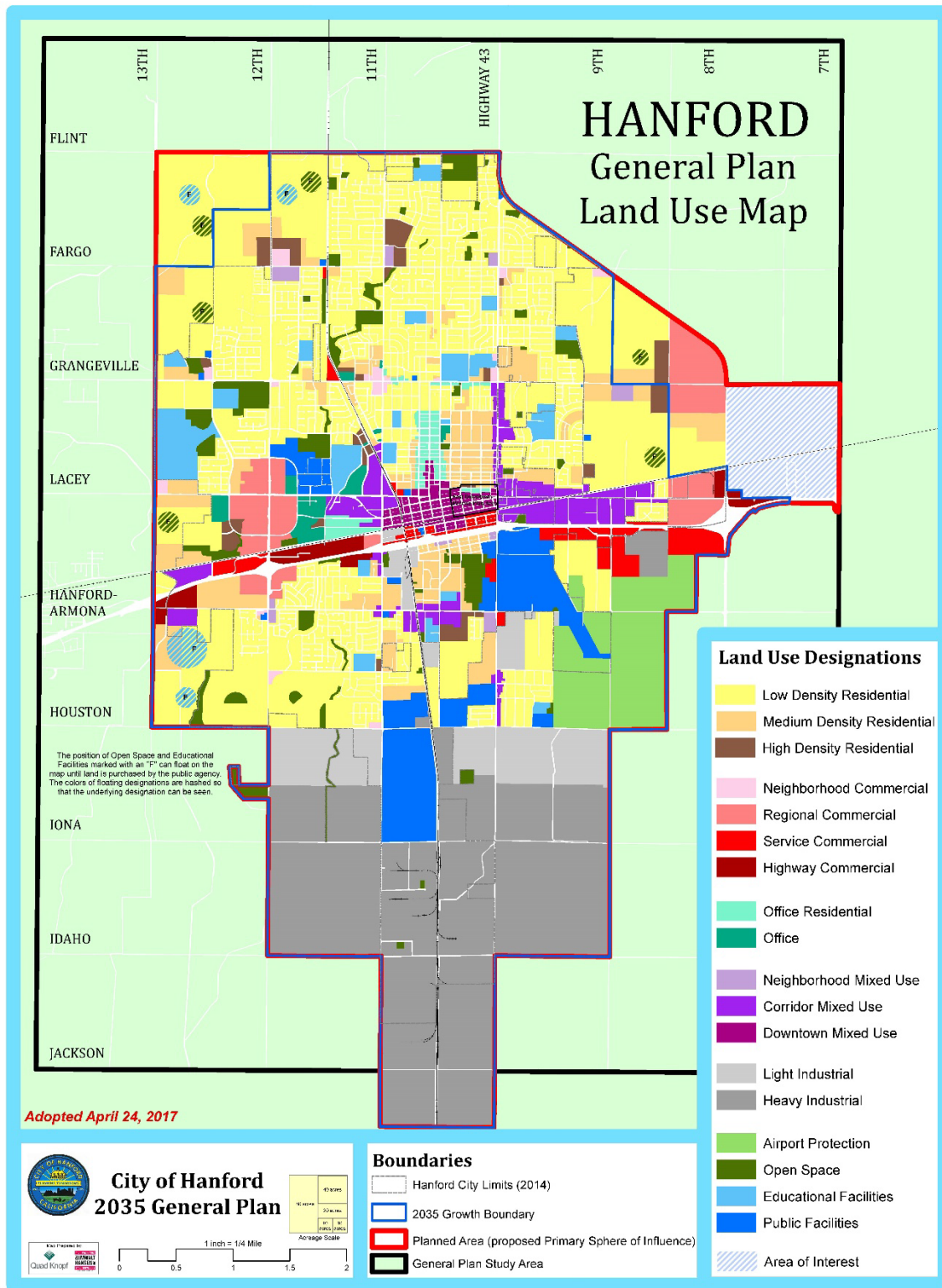


Figure 2: City of Hanford 2035 General Plan



## 4. Project Scope

To alleviate the above concerns, the City has decided to plan for the Grangeville Boulevard grade separation. The goals for this grade separation are:

1. Reduce accident potential and liability at this at-grade crossing
2. Improve emergency response times by providing this grade separation near the City center
3. Reduce traffic delays on this major east-west route through the City
4. Provide for efficient cross-town traffic
5. Provide infrastructure for the planned growth in traffic volumes
6. Eliminate traffic delays caused by train operations
7. Improved air quality by eliminating vehicle idling at train crossings

Although not a primary reason for constructing the grade separation, a great benefit it provides to residents and businesses nearby is a reduction in train noise. Because the train will no longer pass at-grade, the engineer will not need to sound the horn through the crossing. The elimination of the train horn noise will presumably have a positive impact on quality of life and property values in the area.

The grade separation will include the following features, as illustrated on the attached preliminary plan and profile sheets and bridge planning studies (see Appendix A):

1. Grade separation of BNSF track
2. Conveyance of rail traffic through the construction zone
3. Elimination of a grade crossing
4. Elimination of the T-intersection at Mildred Street
5. Extension of Claridge Lane to provide access to businesses
6. New access to Tara Bella Estates via Malone Street.
7. Addition of railroad access roads parallel to Grangeville Blvd. west of the tracks
8. Safer vehicular, pedestrian and bicycle lanes
9. Raised median along the length of the project
10. ADA compliant sidewalks
11. Profile touchdown to existing grade between University Avenue and Rodgers Road.

Two alignment alternatives were evaluated for the crossing. The alternatives studied were an underpass and overpass structure to separate the roadway grade from the railroad tracks. An overpass structure carries vehicular traffic over the railroad; whereas an underpass structure allows vehicular traffic to go under the railroad as the train uses the structure. Due to the proximity of residences and business to Grangeville Boulevard, retaining walls will be required along the length of the project for both alternatives in order to retain the excavation or fill. See Figures 3 and 4 for examples of underpass and overpass structures.



**Figure 3: Underpass Structure; with retaining walls (above), with cut slope (below)**





**Figure 4: Overpass Structure; with retaining walls (above), with embankment fill (below)**

In order to study the feasibility of each alternative, the preparation of plan and profile views of both an underpass and overpass were prepared. The City wished to study both an underpass and overpass alternative to determine the advantages and disadvantages of each and establish costs for future funding acquisition. The underpass alternative is significantly more expensive than the overpass alternative; however, it may be the more favorable option should sufficient funding become available.

Listed below are the comparative advantages and disadvantages of the underpass and overpass alternatives.

#### Underpass Alternative:

| Advantages                                                                                                                                                                                                                                          | Disadvantages                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Shorter project length</li> <li>• Flatter approach grades</li> <li>• No level landings required to make sidewalks ADA compliant</li> <li>• Design speed of 45 mph</li> <li>• Less visual impact</li> </ul> | <ul style="list-style-type: none"> <li>• More expensive</li> <li>• Requires significant railroad track work, including shoofly of two tracks and relocation of control point</li> <li>• Requires pump station for drainage</li> <li>• Complex construction including shoring of the railroad shoofly</li> <li>• Potential to expose hazardous materials</li> <li>• More expensive utility relocation</li> </ul> |

#### Overpass Alternative:

| Advantages                                                                                                                                                                                                                                                                                                  | Disadvantages                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Significantly less expensive</li> <li>• No railroad track work</li> <li>• Easier railroad approval</li> <li>• Easier railroad access (bridge spans over RR ROW)</li> <li>• No pump station required</li> <li>• Quicker design and construction schedule</li> </ul> | <ul style="list-style-type: none"> <li>• Longer project length (approx. 300 ft.)</li> <li>• Steep approach grades</li> <li>• Steep sidewalk grades, requires separate profile with introduction of level landings to meet ADA requirements</li> <li>• Design speed of 40 mph compared to Underpass Alt. design speed of 45 mph</li> <li>• Greater impact to Rodgers Road intersection.</li> <li>• Large walls behind homes and in front of businesses (visual impact) – bridge elevated 30 ft. above ground</li> </ul> |



## 5. Existing Condition

Grangeville Boulevard is currently a 4-lane arterial with a center two-way left turn lane within the project limits (see Figure 5 for Project Vicinity Map). The BNSF track intersects Grangeville Blvd. at an approximate 26 degree skew. Major intersections to Grangeville Blvd. occur at University Ave and Rodgers Road approximately 1,300 ft. west and 650 ft. east of the crossing, respectively. Mildred Street intersects Grangeville Blvd. only from the south approximately 500 ft. west of the crossing, and an entrance to Tara Mobile Estates intersects Grangeville Blvd. only from the south just west of Mildred Street.

The 2035 General Plan Land Use for property surrounding the crossing is as follows: Northwest corner to be service commercial, northeast corner to be offices, southeast corner to be medium density residential and southwest corner to be low density residential. The four corners at University Avenue are to be residential, and three of the four corners at Rodgers Road are to be residential, with the northwest corner being offices. The property south of Grangeville Blvd within the project limits has already been developed and is all residential. Immediately adjacent to the crossing, between Rodgers Road and Mildred Street, the homes back up to Grangeville Blvd. Some of the property north of Grangeville Blvd. within the project limits has been developed. There is a large self-storage facility with private offices in front facing Grangeville Blvd. located northwest of the crossing. There is a vacant lot between the storage facility and the tracks. East of the tracks on the north side is a former YMCA facility that was recently purchased.



**Figure 5: Project Vicinity Map**

## 6. Underpass Study

### Roadway

The proposed underpass roadway will maintain the existing horizontal alignment. The proposed vertical profile incorporates vertical curves and grades that meet AASHTO Greenbook standards for a 45 mph design speed. The vertical profile was set using 4% grades on the east and west approaches. The minimum vertical clearance criteria of 17'-6" at the railroad right-of-way to the bottom of the structure was used to create the vertical profile. The sidewalk will follow the roadway profile and will satisfy ADA requirements. The roadway design features four travel lanes, a 14 ft. wide raised median, 5 ft. wide outside shoulders/bike lanes (includes 2 ft. wide gutter pan), and 5 ft. wide sidewalks. For the underpass roadway layout, see Appendix A, Sheet L-1.

Mildred Street, which currently intersects Grangeville Blvd. only from the south, will be terminated with a cul-de-sac just south of Grangeville Blvd. An entrance to Tara Mobile Estates currently intersects Grangeville Blvd. only from the south, just west of Mildred Street. This access will be reconstructed to a right in, right out only driveway, with alternative access being created on Malone Street, located parallel to and south of Grangeville Blvd. This realignment will improve the traffic flow in this area by eliminating two T-intersections. Rodgers Road, which currently intersects Grangeville Blvd. east of the tracks will remain as is but be slightly lowered in elevation to accommodate the profile grade. See Appendix A, Sheet L-2 for existing and proposed grades at Rodgers Road and proposed driveway conforms. Finally, a new access road will be provided to parcels in the northwest quadrant of the project, including the Santa Fe Mini Storage facility, by extending and paving Claridge Lane from University Ave, thus eliminating the existing driveway access point near the grade crossing.

### Right of Way

To reduce right of way impacts to nearby properties, retaining walls will be constructed parallel to the roadway along the length of the project. These walls will be constructed in a top-down fashion so that large temporary excavations to place retaining wall footings are not required. Utility easements will be required behind the retaining walls parallel to Grangeville Blvd. for railroad access roads and reconstructed utilities. Where possible, utilities running in Grangeville Blvd. will be relocated behind the retaining walls for ease of access, and to maintain gravity flow as is applicable. A pump station will be required to accommodate storm drainage. The proposed location for the pump station is in the vacant lot at the northwest corner of the crossing (APN 008-410-001-000). The City should consider taking steps to purchase this property now before commercial development of the lot occurs.

Temporary construction easements will be required at the northeast and southeast corners of the crossing to construct the railroad shoofly. Both tracks will need to be temporarily shifted about 50 ft. to the east so that train traffic can be maintained while the new underpass structure is being constructed. The limits of the temporary proposed right of way are shown on the underpass roadway layout sheet.

## Traffic Control/Stage Construction

Railroad operations and local traffic can be significantly impacted by the construction of an underpass. Two general options are technically possible for handling traffic during construction. By far the quickest, most cost effective and safest way to construct the project is to close the road and build the entire project in one stage. Detours via Fargo Avenue to the north or Lacey Boulevard to the south are 4.0 miles in length. A detour via Elm Street is 2.2 miles in length. Peters Engineering performed a traffic study to determine the effects of closing the road during construction (see Appendix E for Traffic Study). The analysis assumed that 50 percent of the existing trips on Grangeville Blvd. will redistribute to Fargo Avenue, 25 percent will use Elm Street, and 25 percent will use Lacey Blvd. The traffic study determined that the nearest available detour routes are likely to experience severe congestion and delays during construction and recommended a public information campaign to alert motorists of the project, the alternate routes, and the potential for congestion. Alternate routes further from the project site, such as State Route 198 and Flint Avenue should be suggested.

The alternative option is to maintain two lanes of traffic through the construction site using complex traffic handling and stage construction plans. To do this, the following sequence, or some variant, would be required, assuming the railroad would approve it:

- 1. Construct temporary railroad shoofly tracks, grade crossing, shoring, and temporary railroad trestle.**

The road will need to be closed to traffic during this time. Construct a temporary grade crossing in the westbound lanes at the shoofly track location. Construct a sheet pile shoring wall parallel to and just north of the Grangeville Blvd. centerline. Construct a temporary railroad trestle across the eastbound lanes at the shoofly track location. Construct shoofly trackage for two mainlines. Install a temporary crossing protection system for the two-lane detour at the shoofly.

- 2. Construct temporary two-lane detour.**

Construct temporary two-lane traffic detour on the westbound lanes of Grangeville Blvd. Divert traffic to the temporary lanes.

- 3. Divert trains to the shoofly.**

- 4. Construct the southwest quadrant of the underpass structure.**

- 5. Construct southern retaining walls and excavate and pave eastbound lanes.**

- 6. Switch traffic to the eastbound lanes.**

Divert traffic to the eastbound lanes. Vehicles will be down in the excavation, passing underneath the newly constructed southwest quadrant of the underpass structure and the temporary railroad trestle.

- 7. Construct the northwest quadrant of the underpass structure.**

- 8. Swing mainline railroad traffic to new underpass structure.**

Construct mainline track segment on underpass. Swing mainline tracks back to original alignment. Remove shoofly trackage and temporary railroad trestle.

- 9. Construct northern retaining walls, excavate westbound lanes and remove shoring.**

- 10. Construct remaining portion of underpass structure.**

Widen the bridge to the east to accommodate a future third track.



## Underpass Structure and Retaining Wall Construction

We have chosen to show a precast, prestressed concrete wide flange girder superstructure on the underpass planning study sheet as we believe it to be the best choice for this situation (see Appendix A, Sheet B-1 Underpass Planning Study). This structure type has a lower depth-to-span ratio than other precast concrete structure types, meaning it has a shallower superstructure and requires less excavation to meet vertical clearance requirements. A concrete structure is recommended rather than steel construction due to reduced construction costs, better aesthetics, and reduced long-term maintenance costs. A cast-in-place superstructure was not considered because the railroad rarely allows cast-in-place concrete superstructures for underpass structures. In addition, cast-in-place construction has a longer duration than precast construction, and the shortest construction schedule is desired to minimize the disruption to traffic.

Secant pile abutments and retaining walls are proposed for this project. This type of wall can be constructed with minimal disruption to nearby properties since large temporary excavations are not required to place foundations. A secant wall consists of cast-in-drilled-hole (CIDH) piles overlapping each other in a single line. A line of concrete piles known as secant piles are constructed first by drilling holes and filling them with lean concrete. Then structural CIDH piles with rebar cages and structural concrete are constructed between the secant piles. See Figure 6 below for a plan view. After the piles are constructed, the contractor can then excavate down in front of the wall and place a cast-in-place concrete fascia for appearance (see Figure 7).



**Figure 6: Secant Pile Wall Plan View**



**Figure 7: Example Secant Pile Wall without Fascia**



## Drainage

The underpass structure will require surface water drainage (and sometimes groundwater) to be pumped from the roadway sag up to the local storm water conveyance system. The estimated cost for this alternative includes the cost of providing a typical pump station within the project limits to store and facilitate the passage of stormwater to the local system. The proposed location for the pump station is in the vacant lot at the northwest corner of the crossing. Important information to obtain to size, price, and design the pump station includes: area draining to the low point, rainfall intensity, return period of the design storm, and limits (if any) of outflow rate into the local drainage system. The drainage may be pumped into the storm drain line located west of the crossing (at about station 19+00) which leads north to a storm drain basin.

## Aesthetics

This underpass structure will be a landmark in the community and must be designed to be compatible with the surroundings. The underpass alternative will have minimal visual impact to the adjacent properties; however, approximately 15,000 travelers on Grangeville Blvd will pass through daily. Decorative form liners may be selected for the faces of retaining walls and center pier. Decorative steel railing may be placed on top of the retaining walls and across the underpass structure. See Figure 3 above for an example of these types of aesthetic treatments.

## Environmental Clearance

The grade separation itself has a statutory exemption under CEQA, but additional environmental research may be required depending upon the other associated work and the level of controversy. The City may consider preparing an environmental document to address the concerns of the community. This report would review the effects on surrounding properties, businesses in particular, to facilitate discussions with property owners. Its purpose would be to reveal community concerns and mitigate them to the property owner(s) and community's satisfaction. This would maintain the CEQA exemption. If resolution cannot be reached, then a more extensive environmental process and document would be required. The most significant issues are expected to be visibility of and access to businesses, traffic detours due to road closure, and potential subsurface discoveries. Although noise will be greater during construction, the grade separation will eliminate use of the train horn at the crossing, which is a significant benefit to the surrounding community.

## Railroad Construction and Coordination

BNSF will require that the railroad remain in service during construction of the underpass structure. This will require the construction of a shoofly to route the railroad traffic around the construction area. The shoofly for both tracks will have to be constructed prior to any excavation for the underpass. There is a railroad control point located approximately 150 ft. south of the crossing which the railroad uses to switch trains between tracks. This control point is 1,200 ft. in length and will fall within the shoofly track limits. It will need to be temporarily relocated with the shoofly, and then placed back in its current position. According to BNSF, relocation of the control point could cost more than \$5 million. Construction of the shoofly and relocation of the control point will require extensive coordination with BNSF. Appropriate approvals will need to be obtained from the railroad and the Public Utilities Commission (PUC). The total estimated cost of

railroad work for the underpass alternative is \$8 million. This poses a significant challenge for this alternative.

## Utilities

The construction of an underpass structure will require the relocation of underground and overhead utilities. The underground utilities that will have to be relocated or deepened to pass underneath the roadway are:

1. Southern California Gas Company gas line
2. City Sewer, Water and Storm Drain

Portions of the overhead utilities running on the south side of the project may need to be relocated prior to construction. These utilities are:

1. Southern California Edison electric lines
2. Comcast Cable TV
3. AT&T telephone lines

The utilities within the BNSF right of way are unknown at this time, although grade crossing alteration plans from 2001 indicate a buried communication line running parallel to the tracks. All of the utilities located within the limits of construction for this project will require review and approval by the relevant agencies prior to construction of the underpass. Where possible, utility relocation should be implemented prior to construction of the underpass. Utility and railroad relocation construction would require significant coordination to ensure that the underpass excavation is not delayed due to waiting for utility relocation. During construction of the underpass it will be required to have representatives of all utilities present during any construction located close to their respective facilities.

The City sewer is proposed to be relocated on the north side of Grangeville Blvd, behind the retaining wall. The SoCal gas line is proposed to be relocated on the south side of Grangeville Blvd, behind the retaining wall. Parallel gas facilities may be required on the north and south side to make lateral connections. The storm drain will be lowered with the roadway, and a storm drain pump station will be constructed. See discussion under "Drainage" above. There may not be sufficient room behind the retaining wall at the southeast quadrant to relocate the City water due to the proximity of homes to Grangeville Blvd, therefore the City water may need to be lowered with the roadway and placed in the outside travel lane. The best option for each utility facility will have to be studied during the design phase of the project.

## Funding/Estimate

The City submitted an application for nomination to the Grade Separation Fund Priority List maintained by the California Public Utilities Commission (CPUC) in 2017 and ranked 13<sup>th</sup> on the state-wide list. It is necessary to reapply every two years to remain on this list, and the City recently reapplied in October 2019. Being on this list means that the project could receive \$5 to \$15 million dollars in funding towards construction of the underpass. The estimated escalated cost for this project built in one stage is:

|                                |                     |
|--------------------------------|---------------------|
| Right of Way                   | \$2,640,000         |
| Engineering/Administration     | \$5,840,000         |
| Total Construction             | <u>\$36,470,000</u> |
| Total Probable Estimated Cost* | \$44,950,000        |

\*See Appendix B for the Total Probable Estimated Cost Breakdown. Values shown here have been rounded to the nearest ten thousand.

The funding for this project will likely come from three sources; City, BNSF, and CPUC Grade Separation Fund administered by Caltrans. The proposed contribution breakdown is as follows:

|                             |              |
|-----------------------------|--------------|
| City of Hanford             | \$35,455,000 |
| Railroad Contribution (10%) | \$4,475,000  |
| Grade Separation Fund       | \$5,000,000  |

The City may wish to implement a regional transportation sales tax in order to reserve funds for this project.

## 7. Overpass Study

### Roadway

The proposed overpass roadway will maintain the existing horizontal alignment. The proposed vertical profile incorporates vertical curves and grades that meet AASHTO Greenbook standards for a 40 mph design speed. A somewhat reduced design speed of 40 mph is required as opposed to 45 mph in order to reduce impacts to the Rodgers Road intersection. The vertical profile was set using a 7.75% grade on the east approach and an 8% grade on the west approach. The minimum vertical clearance criteria of 23'-6" at the railroad right-of-way to the bottom of the structure was used to create the vertical profile. For the overpass roadway layout, see Appendix A, Sheet L-3. A separate sidewalk profile was developed for the project to satisfy ADA requirements (see Appendix A, Sheet L-4 to L-6). The sidewalk incorporates 5 ft. wide level landings at every 2.5 ft. max rise in profile grade. The difference in grade between the roadway and sidewalk is retained by a vehicle barrier at the edge of traveled way. The roadway design features four travel lanes, a 12 ft. wide raised median, 5 ft. wide outside shoulders/bike lanes, and 5 ft. wide sidewalks. A vehicle barrier separates pedestrians from traffic and a pedestrian handrailing is included at each edge of deck of the overpass structure.

Mildred Street, which currently intersects Grangeville Blvd. only from the south, will be terminated. A gate and access will be provided at the Mildred St. terminus. An entrance to Tara Mobile Estates currently intersects Grangeville Blvd. only from the south, just west of Mildred Street. This access will be reconstructed to a right in, right out only driveway, with alternative access being created on Malone Street, located parallel to and south of Grangeville Blvd. This realignment will improve the traffic flow in this area by eliminating two T-intersections. Rodgers Road, which currently intersects Grangeville Blvd. east of the tracks will remain as is but be slightly raised in elevation to accommodate the profile grade. See Appendix A, Sheet L-7 for existing and proposed grades at Rodgers Road and proposed driveway conforms. Finally, a new access road will be provided to parcels in the northwest quadrant of the project, including the Santa Fe Mini Storage facility, by extending and paving Claridge Lane from University Ave, thus eliminating the existing driveway access point near the grade crossing.

### Right of Way

To reduce right of way impacts to nearby properties, retaining walls will be constructed parallel to the roadway along the length of the project. Mechanically stabilized embankment (MSE) walls will be utilized so that large temporary excavations or expensive shoring is not required to place cantilever-type retaining wall footings. Utility easements will be required in front of the retaining walls parallel to Grangeville Blvd. for railroad access roads and reconstructed utilities. Where possible, utilities running in Grangeville Blvd. will be relocated in front of the retaining walls for ease of access, and to maintain gravity flow as is applicable.

### Traffic Control/Stage Construction

For an overpass structure, railroad operations remain largely unaffected, but vehicular traffic is impacted. Two general options are technically possible for handling traffic during construction. By far the quickest, most cost effective and safest way to construct the project is to close the road and build the entire project in one stage. For detour routes and impacts to traffic as a result of

closing Grangeville Boulevard during construction, see discussion under “Underpass Study” above.

The alternative option is to maintain two lanes of traffic through the construction site using complex traffic handling and stage construction plans. To do this, the following sequence would be required, assuming the railroad would approve it:

- 1. Construct temporary two-lane detour.**

Construct temporary two-lane traffic detour on the westbound lanes of Grangeville Blvd. Divert traffic to the temporary lanes.

- 2. Construct temporary shoring wall adjacent to two-lane detour.**

Construct sheet pile or soldier pile shoring wall parallel to and just north of the Grangeville Blvd. centerline.

- 3. Construct southern portion of overpass.**

Construct southern retaining walls, southern half of embankment, southern half of structure, and southern roadway approaches.

- 4. Switch traffic to the eastbound lanes and construct remaining portion of overpass.**

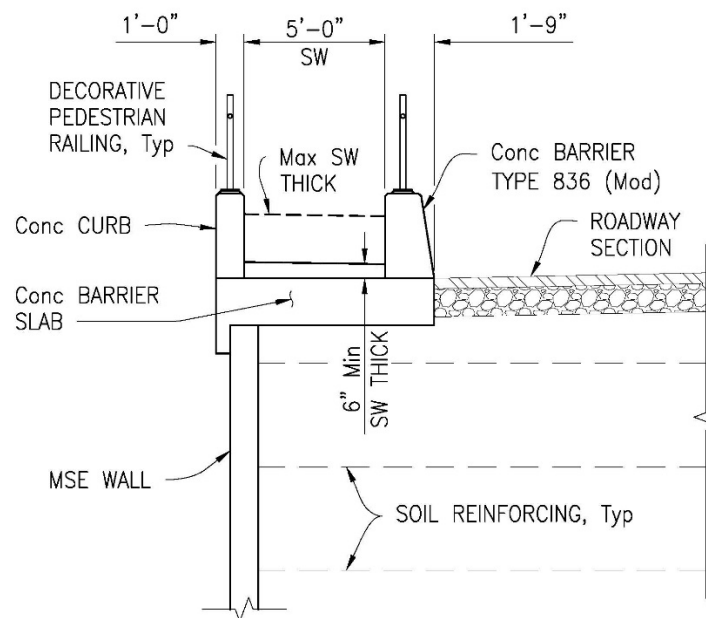
Divert traffic to the eastbound lanes and newly constructed southern half of the overpass structure. Construct remaining portion of structure. Place northern retaining walls and embankment for northern half of structure, remove shoring wall, and construct remaining portion of roadway approaches.

## Overpass Structure and Retaining Wall Construction

We have chosen to show a precast, prestressed concrete wide flange girder superstructure on the overpass planning study sheet as we believe it to be the best choice for this situation (see Appendix A, Sheet B-2 Overpass Planning Study). This structure type can span long distances and has a relatively low depth-to-span ratio. A concrete structure is recommended rather than steel construction due to reduced construction costs, better aesthetics, and reduced long-term maintenance costs. TRC prepared a Structure Type Selection Memorandum for the overpass alternative which evaluated cast-in-place and precast superstructure types and configurations, as well as abutment and retaining wall types (see Appendix C). Precast was selected as the preferred structure type because it has a shorter construction duration than cast-in-place and does not require the use of falsework within the railroad right-of-way. A shorter, single-span bridge with tall abutments placed close to the railroad right of way is preferred over a longer, multi-span bridge with short abutments for cost reasons, and to limit the amount of vacant space underneath the structure that may allow homeless people to congregate.

The overpass structure will be approximately 149 ft. long and will accommodate the roadway cross section on Grangeville Boulevard consisting of four travel lanes, a 12 ft. median, 5 ft. outside shoulders, and 5 ft. sidewalks. A vehicle barrier will be placed between the travel way and the sidewalk to provide protection for pedestrians and to retain the grade difference between the sidewalk and roadway off the bridge. An 8 ft-3 in tall protective fence meeting railroad requirements will be placed at each edge of deck. Off the bridge, a decorative pedestrian railing is proposed.

MSE abutments and retaining walls are proposed for this project. MSE walls must be set back a minimum of 50 ft. from the railroad track centerline per the BNSF guidelines, or one must get approval to place them closer and incorporate abutment protections. This type of wall can be constructed with minimal disruption to nearby properties since only a small leveling pad is required and not a large foundation requiring large temporary excavations to construct. An MSE wall consists of precast concrete panels with soil reinforcing strips extending back into the embankment at even intervals along the length and height of the wall. See Figure 8 below for a cross section of the wall. A reinforced concrete barrier slab sits on top of the wall and allows for attachment of the vehicle barrier and pedestrian railing.



**Figure 8: MSE Wall Cross Section**

## Drainage

An overpass alternative has little effect on the current drainage of the site compared to an underpass alternative where the road is placed in a cut section. Rain falling on the bridge deck will flow along the barrier curbs and be collected in a series of deck drains discharging into a storm drain system along Grangeville Boulevard.

## Aesthetics

This overpass structure will be a landmark in the community and must be designed to be compatible with the surroundings. The overpass alternative will have a significant visual impact to the adjacent properties since it will be elevated approximately 30 ft. above existing ground at the highest point. See Appendix D for exhibit showing visual impact to properties at the southeast quadrant of the crossing, on Water Street. These homes back up to the overpass. Additionally, approximately 15,000 travelers on Grangeville Blvd will pass over the bridge daily. Architectural textured surfaces and/or vegetation may be selected for the faces of retaining walls. Decorative steel railing may be placed on top of the retaining walls and across the overpass structure.



## Environmental Clearance

The grade separation itself has a statutory exemption under CEQA, but additional environmental research may be required depending upon the other associated work and the level of controversy. The City may consider preparing an environmental document to address the concerns of the community. This report would review the effects on surrounding properties, businesses in particular, to facilitate discussions with property owners. Its purpose would be to reveal community concerns and mitigate them to the property owner(s) and community's satisfaction. This would maintain the CEQA exemption. If resolution cannot be reached, then a more extensive environmental process and document would be required. The most significant issues are expected to be visibility of and access to businesses, visual impact, and traffic detours due to road closure. Although noise will be greater during construction, the grade separation will eliminate use of the train horn at the crossing, which is a significant benefit to the surrounding community.

## Railroad Construction and Coordination

Construction of an overpass will not require significant modification of railroad facilities or impact rail operations. The bridge abutments will be constructed outside of the railroad right-of-way, and the bridge superstructure will span over the right-of-way. The existing crossing protection system will be removed prior to construction of the overpass but not until after the closure of the road and through traffic along Grangeville Boulevard is diverted to another route(s). Appropriate approvals will need to be obtained from the railroad and PUC.

## Utilities

The construction of an overpass structure will require the relocation of underground and overhead utilities. The underground utilities that will have to be relocated or raised to facilitate access are:

3. Southern California Gas Company gas line
4. City Sewer, Water and Storm Drain

Portions of the overhead utilities running on the south side of the project and service poles on the north side of the project will need to be relocated prior to construction. These utilities are:

4. Southern California Edison electric lines
5. Comcast Cable TV
6. AT&T telephone lines

Utilities running within BNSF right of way will not be affected by the overpass construction; however, undergrounding of utilities crossing the railroad could affect the railroad utilities. It is recommended to pothole all the utilities in the design phase so that all conflicts can be resolved prior to construction. All of the utilities located within the limits of construction for this project will require review and approval by the relevant agencies prior to construction of the overpass. Where possible, utility relocation should be implemented prior to construction of the overpass.

The City sewer and storm drain are proposed to be relocated on the north side of Grangeville Blvd, in front of the retaining wall. The City water and SoCal gas line are proposed to be relocated on the south side of Grangeville Blvd, in front of the retaining wall. Parallel gas facilities may be required on the north and south side to make lateral connections. There may not be sufficient room in front of the retaining wall at the southeast quadrant to relocate the City water due to the proximity of homes to Grangeville Blvd, therefore the City waterline may need to be raised with the roadway and carried over the bridge. Utilities that are to be raised within the roadway will have to be reconstructed near the center of the roadway so that they are not in conflict with the MSE wall soil reinforcing. The best option for each utility facility will have to be studied during the design phase of the project.

## Funding/Estimate

The City submitted an application for nomination to the Grade Separation Fund Priority List maintained by the California Public Utilities Commission (CPUC) in 2017 and ranked 13<sup>th</sup> on the state-wide list. It is necessary to reapply every two years to remain on this list, and the City recently reapplied in October 2019. Being on this list means that the project could receive \$5 to \$15 million dollars in funding towards construction of the overpass. The estimated escalated cost for this project built in one stage is:

|                                |                     |
|--------------------------------|---------------------|
| Right of Way                   | \$1,400,000         |
| Engineering/Administration     | \$4,020,000         |
| Total Construction             | <u>\$26,180,000</u> |
| Total Probable Estimated Cost* | <u>\$31,600,000</u> |

\*See Appendix B for the Total Probable Estimated Cost Breakdown. Values shown here have been rounded to the nearest ten thousand.

The funding for this project will likely come from three sources; City, BNSF, and CPUC Grade Separation Fund administered by Caltrans. The proposed contribution breakdown is as follows:

|                             |              |
|-----------------------------|--------------|
| City of Hanford             | \$23,440,000 |
| Railroad Contribution (10%) | \$3,160,000  |
| Grade Separation Fund       | \$5,000,000  |

The City may wish to implement a regional transportation sales tax in order to reserve funds for this project.

## 8. Conclusions

A railroad grade separation is needed in the City of Hanford to improve public safety, alleviate traffic congestion due to train blockages, and spur economic growth. Grangeville Boulevard is the ideal location for this grade separation due to its central location and proximity to emergency services. Underpass and overpass alignment alternatives were studied and are both feasible. Advantages of the underpass alternative include less visual impact and shallower approach grades which may be more comfortable for drivers and pedestrians using the facility. Advantages to the overpass alternative include a significantly lower cost and quicker design and construction schedule. TRC has prepared this feasibility report so that the City may weigh the pros and cons of each alternative and decide which alternative to carry forward into design.



## 9. References

Union Pacific Railroad – BNSF Railway. 2016. Guideline for Railroad Grade Separation Projects.

AASHTO. 2011. A Policy on Geometric Design of Highways and Streets.

## Appendix A: Grade Separation Layouts

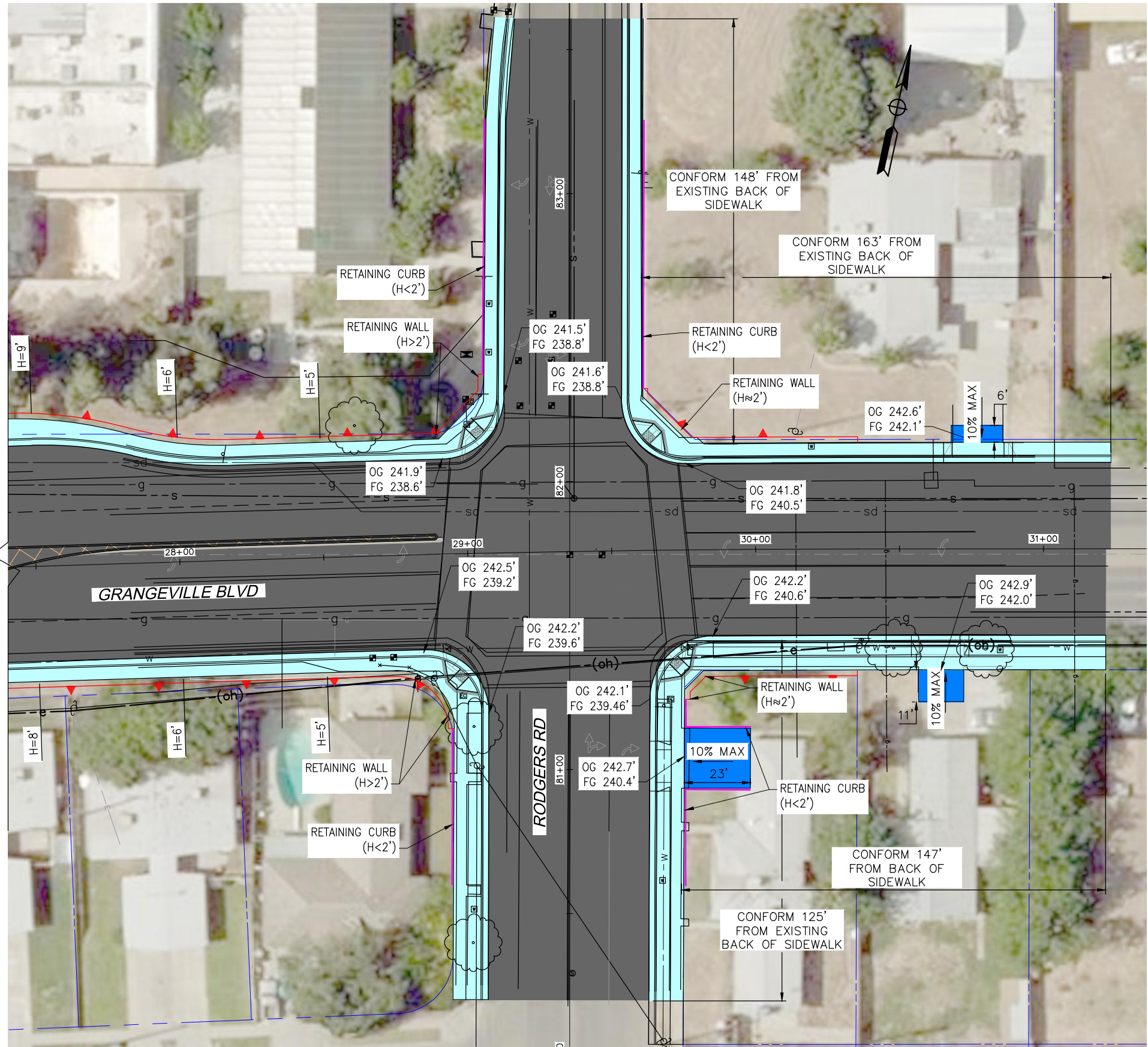
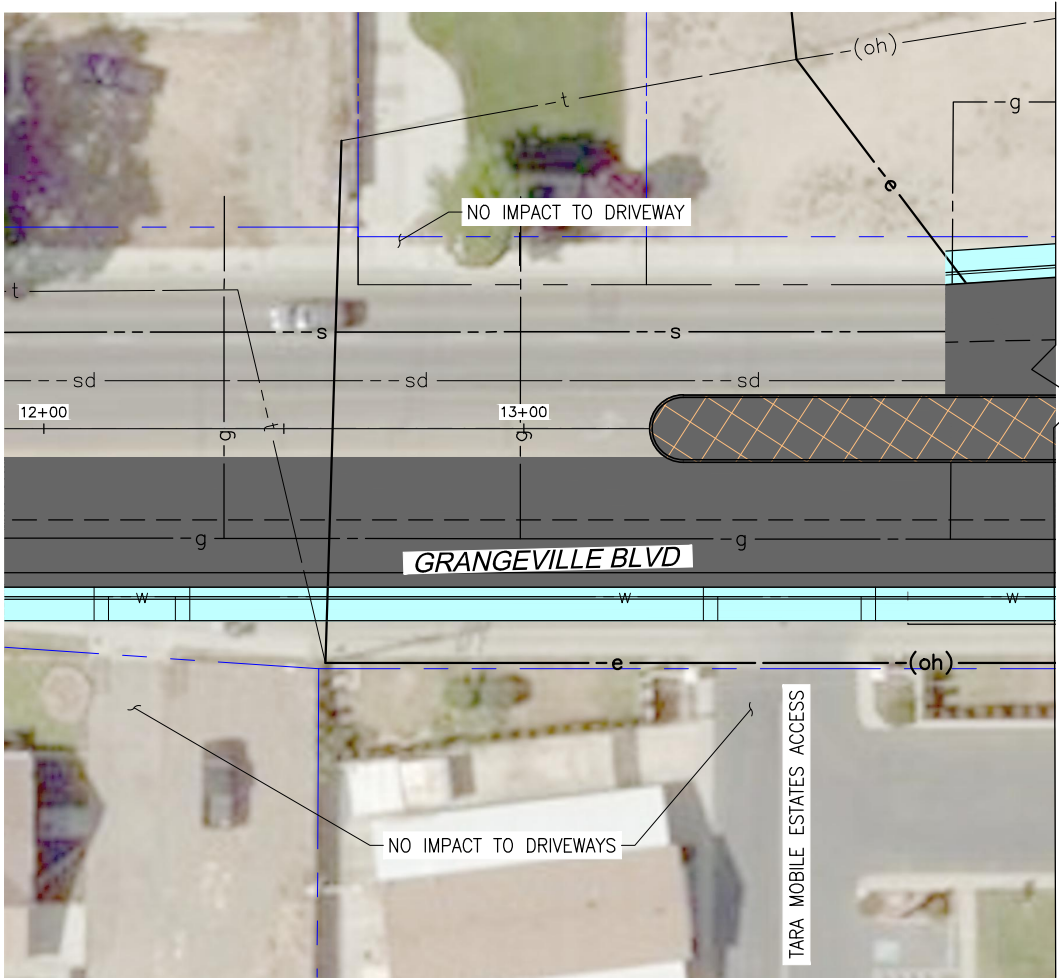






**LEGEND:**

-  RETAINING WALL
-  Exist R/W
-  Exist PROPERTY LINE
-  PROPOSED PAVEMENT
-  PROPOSED RAISED MEDIAN
-  PROPOSED CURB, GUTTER, AND SIDEWALK
-  PROPOSED DRIVEWAY CONFORM
-  RETAINING WALL HEIGHT BELOW OG
-  RETAINING CURB



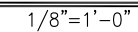
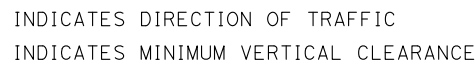
DR. BY: DSL  
CH. BY: JLC  
DATE: 11/13/2019  
SCALE: 1" = 20'

**UNDERPASS DRIVEWAY EXHIBIT**  
GRANGEVILLE GRADE SEPARATION

CITY PROJECT NO.:  
TRC PROJ NO.: 251911-1  
EXHIBIT NO.:

**SHEET**

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- |   |                                |   |                                   |
|---|--------------------------------|---|-----------------------------------|
| ① | RELOCATE Exist WATER LINE      | ⑦ | PC/PS CONCRETE WIDE-FLANGE GIRDER |
| ② | Exist OVERHEAD ELECTRICAL LINE | ⑧ | WALKWAY                           |
| ③ | RELOCATE Exist GAS LINE        | ⑨ | BALLAST                           |
| ④ | RELOCATE Exist SEWER LINE      | ⑩ | TEMPORARY K RAIL                  |
| ⑤ | CHAIN LINK RAILING TYPE 7      | ⑪ | TEMPORARY SHORING                 |
| ⑥ | PC/PS BOX BEAM                 | ⑫ | APPROACH SLAB                     |

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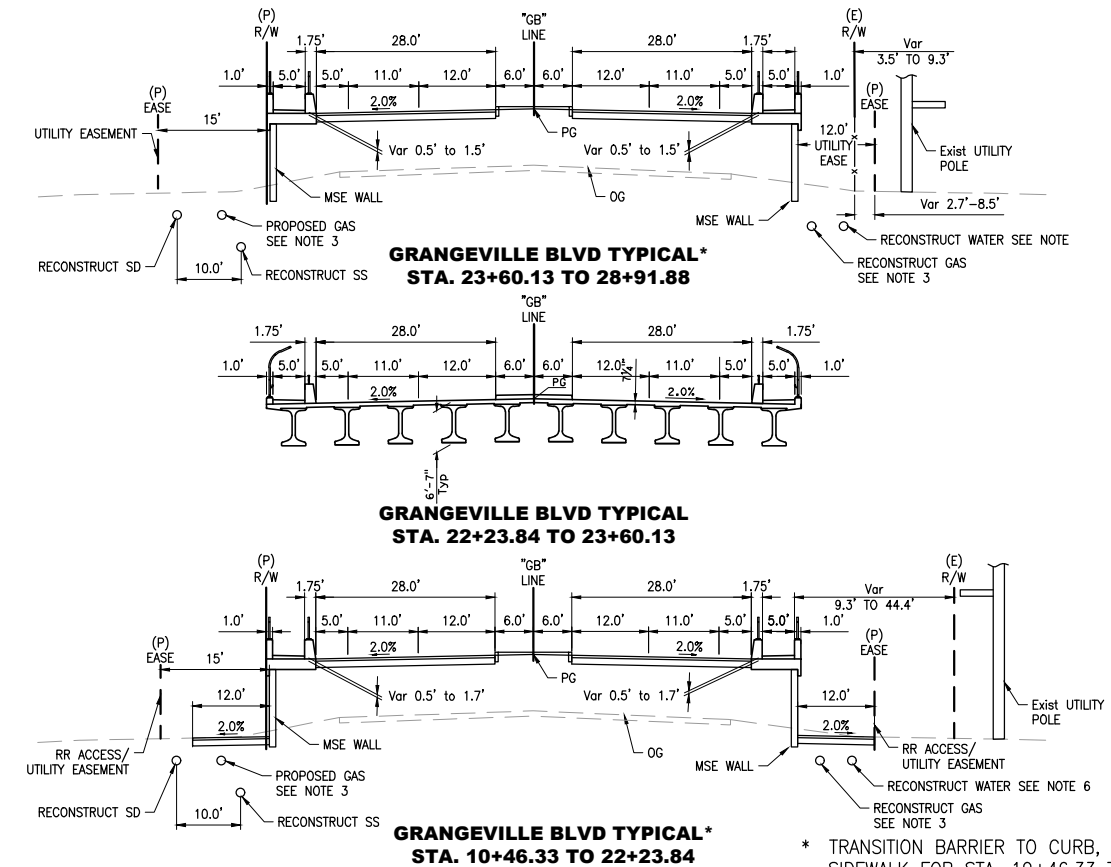
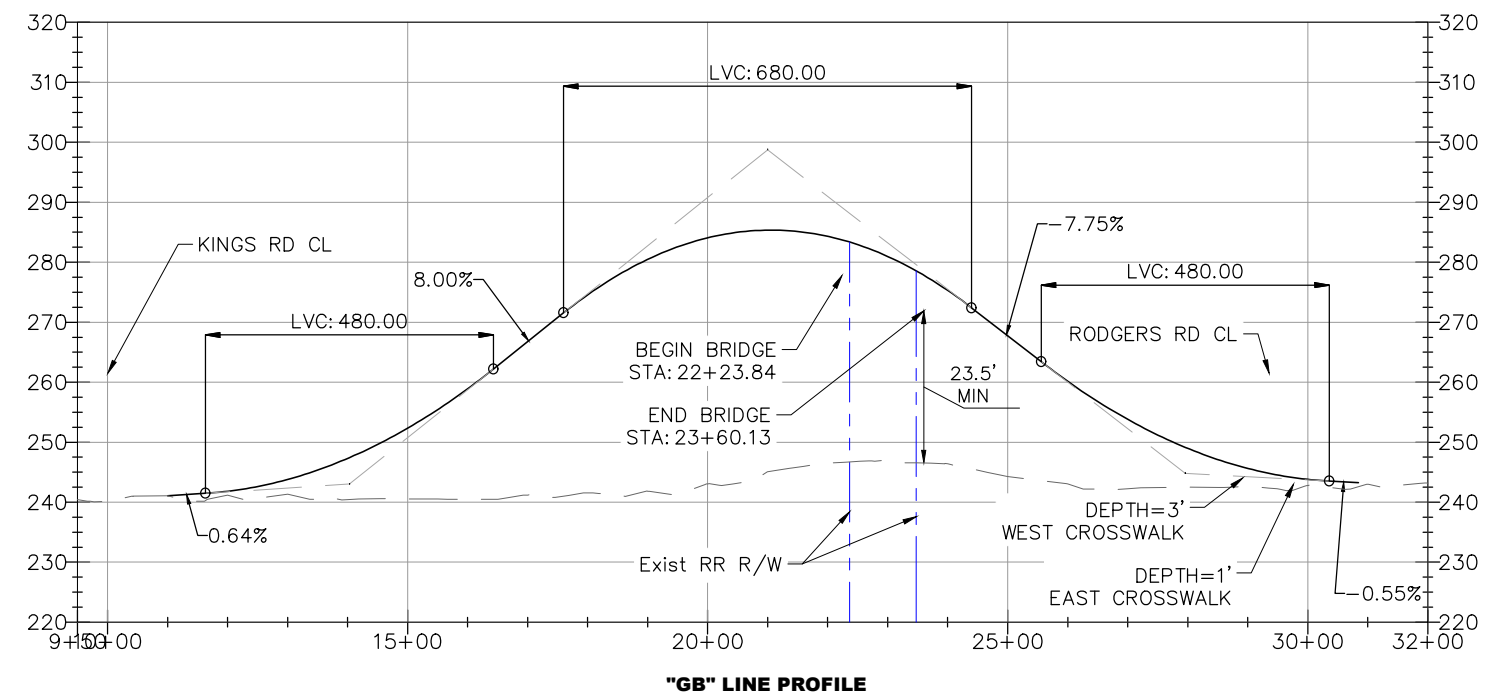


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T=247.37'  
L=494.56'

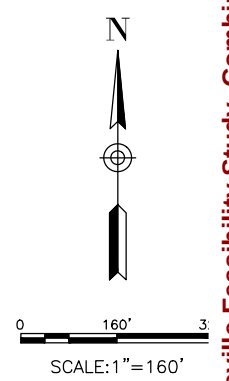
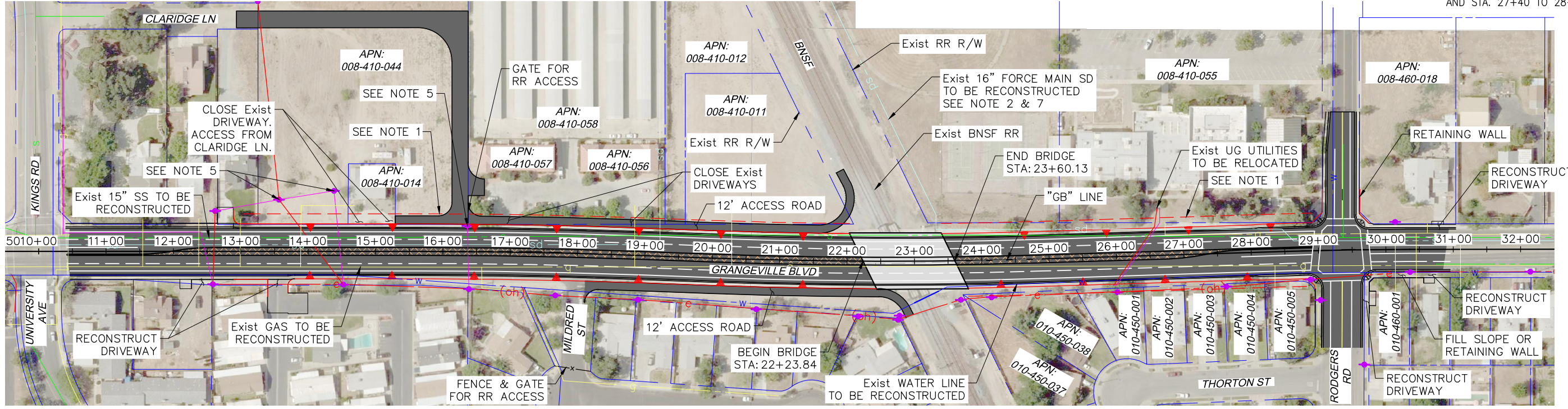
Drawing name: H:\251911-1 Grangeville Grade Separation Nomination\Structures\APS-GP\_Underpass.dwg      Layout Tab: Layout1      Nov 06,2019      - 12:34pm      KNegoro

**Attachment: Hanford Grangeville Feasibility Study\_Combined November 2019 (PW: FY 22/23 Capital Improvement Project - Grangevill Grade**





\* TRANSITION BARRIER TO CURB, GUTTER, AND SIDEWALK FOR STA. 10+46.33 TO 12+99.08 AND STA. 27+40 TO 28+91.88



**LEGEND:**

- ▲— RETAINING WALL
- - - Exist R/W
- — — Exist PROPERTY LINE
- - - PROPOSED EASEMENT
- EXISTING UTILITY POLE
- PROPOSED OVERPASS STRUCTURE
- PROPOSED PAVEMENT
- PROPOSED RAISED MEDIAN

**UTILITY NOTES:**

1. UTILITIES ON NORTH SIDE WILL BE RECONSTRUCTED IN ACCESS ROAD AND WILL CONTINUE THROUGH A 15' PUE ACROSS PROPERTIES UNTIL END OF WALL.
2. NEED 10' SEPARATION BETWEEN STORM DRAIN AND SEWER.
3. HIGH PRESSURE GAS MAIN TO BE RELOCATED IN FRONT OF MSE WALL. MAY REQUIRE PARALLEL GAS FACILITIES ON BOTH NORTH AND SOUTH FOR LATERAL CONNECTIONS.
4. RECONSTRUCT SEWER (GRAVITY) ON NORTH SIDE OF GRANGEVILLE BLVD.
5. RELOCATION REQUIRED FOR OVERHEAD UTILITIES.

**DESIGN DESIGNATION**

GRANGEVILLE BLVD DESIGN SPEED = 40 MPH

6. WATER LINE INFORMATION UNKNOWN. WATER MAIN ASSUMED TO BE ADJACENT TO EXISTING GRANGEVILLE BOULEVARD. RELOCATE OUTSIDE OF WALL ON EITHER NORTH OR SOUTH SIDE TO AVOID CONFLICTS WITH MSE WALL.
7. RECONSTRUCT 30" GRAVITY AND 16" FORCE MAIN STORM DRAIN ON NORTH SIDE. TIE IN PROPOSED ROAD DRAINAGE SYSTEM.



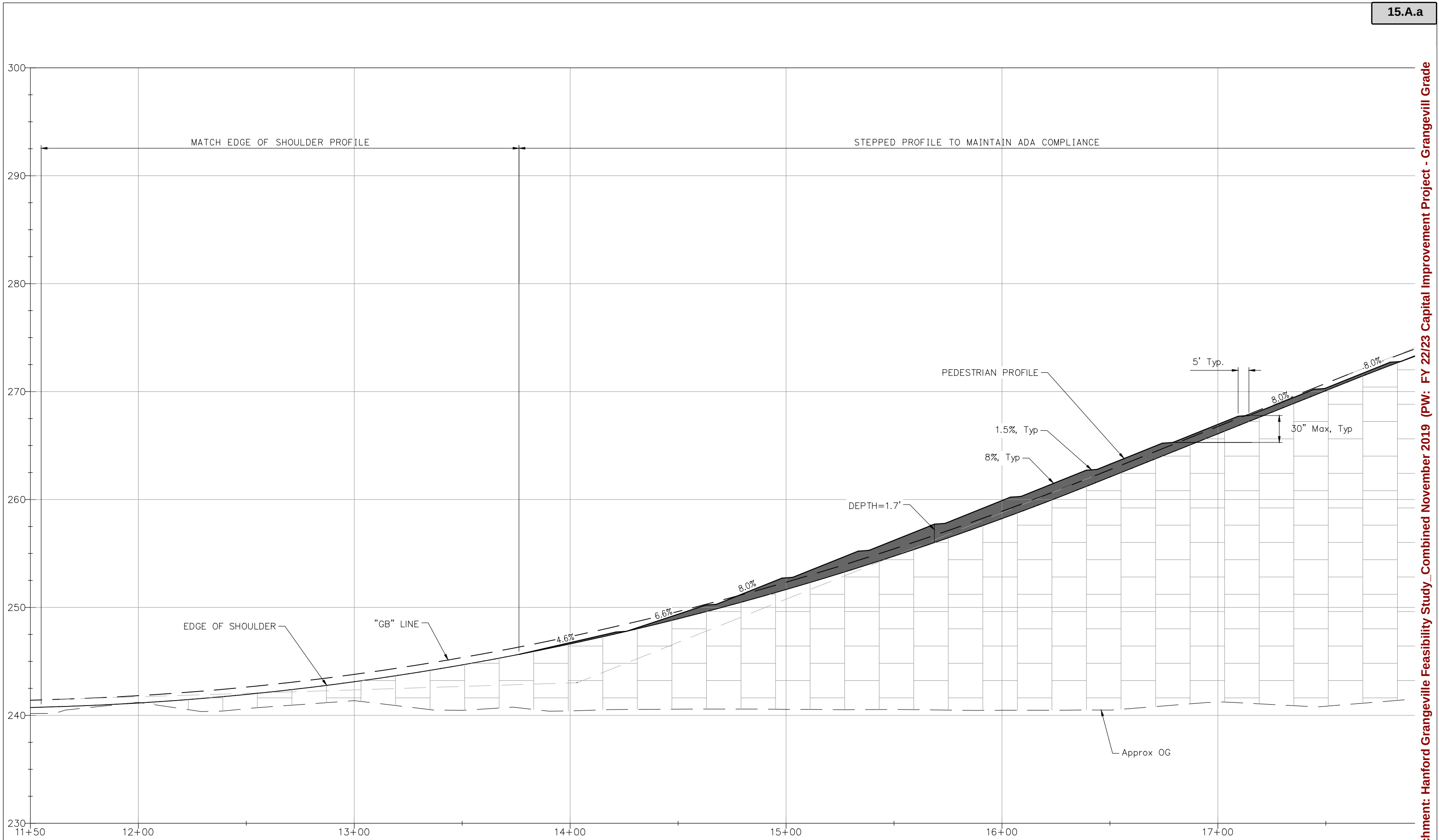
DR. BY: NAH  
CH. BY: JLC  
DATE: 11/13/19  
SCALE: 1" = 160'

**OVERPASS ROADWAY LAYOUT**  
GRANGEVILLE GRADE SEPARATION

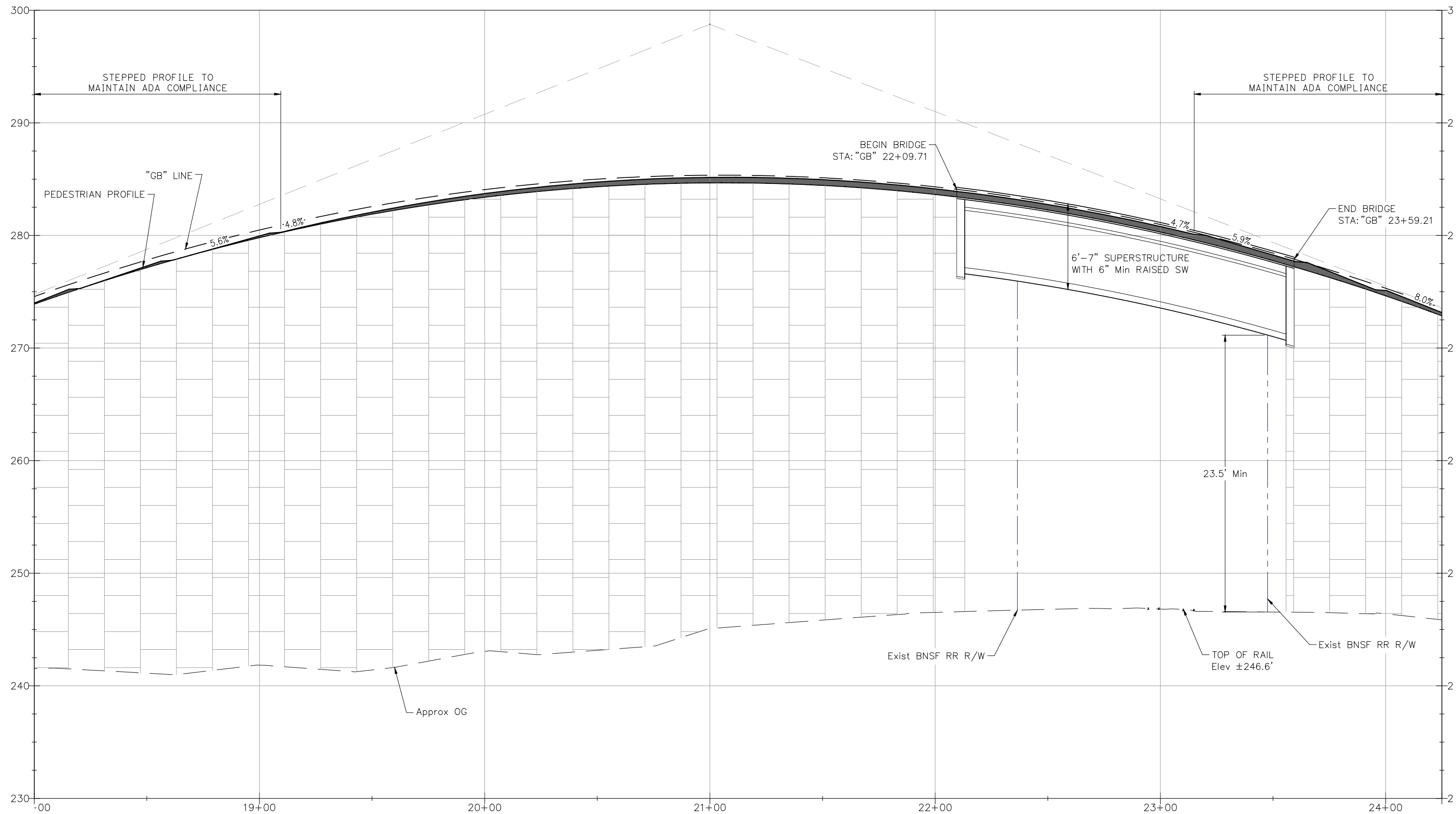
CITY PROJECT NO.:  
TRC PROJ NO.: 251911-1  
EXHIBIT NO.:

**SHEET**

Packet Pg. 290



Attachment: Hanford Grangeville Feasibility Study\_Combined November 2019 (PW: FY 22/23 Capital Improvement Project - Grangevill Grade



Attachment: Hanford Grangeville Feasibility Study\_Combined November 2019 (PW: FY 22/23 Capital Improvement Project - Grangeville Grade



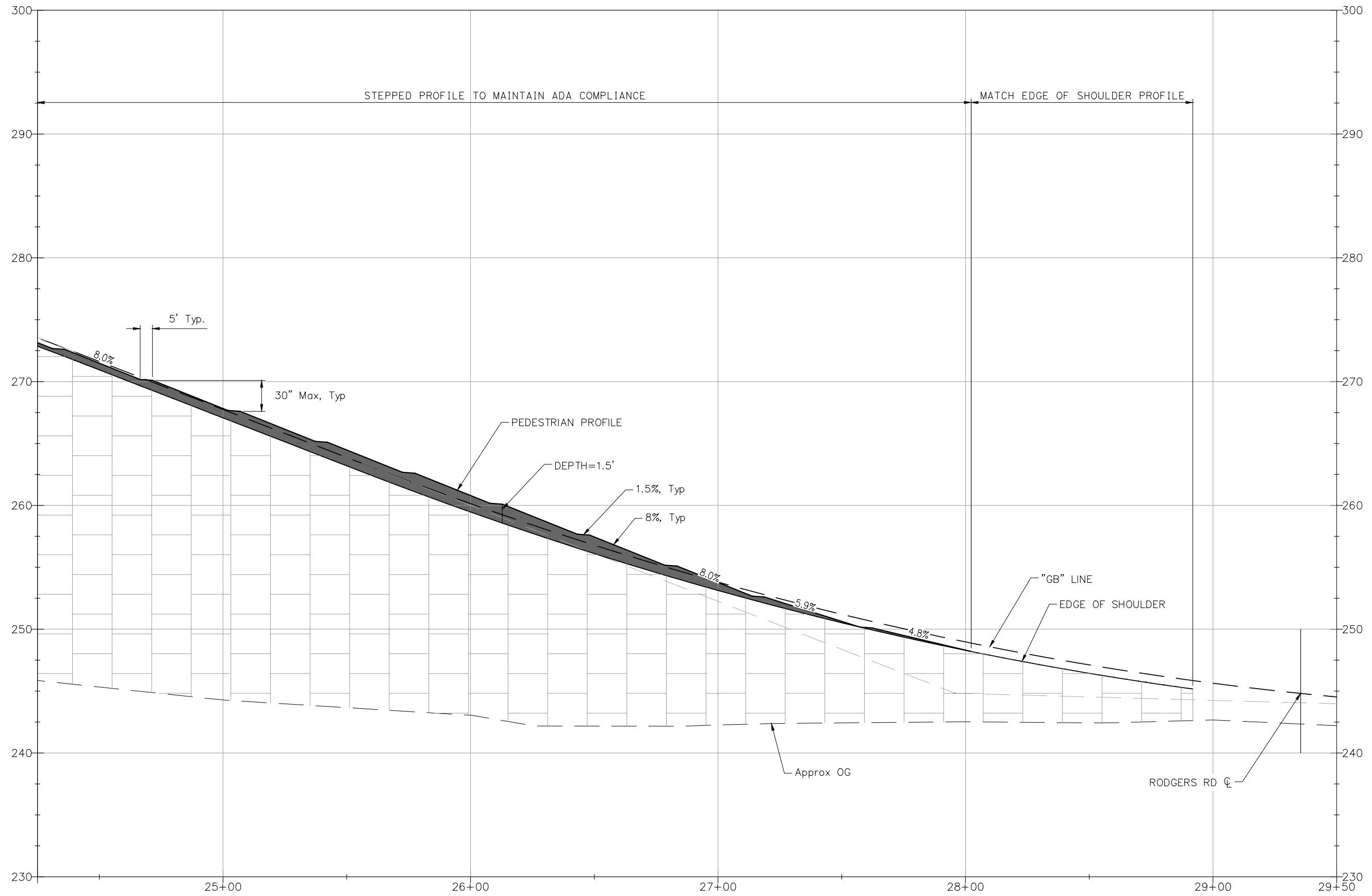
DR. BY: NAH  
CH. BY: JLC  
DATE: 11/13/19  
SCALE: 1" = 20'

**OVERPASS PEDESTRIAN PROFILE**  
GRANGEVILLE GRADE SEPARATION

CITY PROJECT NO.:  
TRC PROJ NO.: 251911-1  
EXHIBIT NO.:

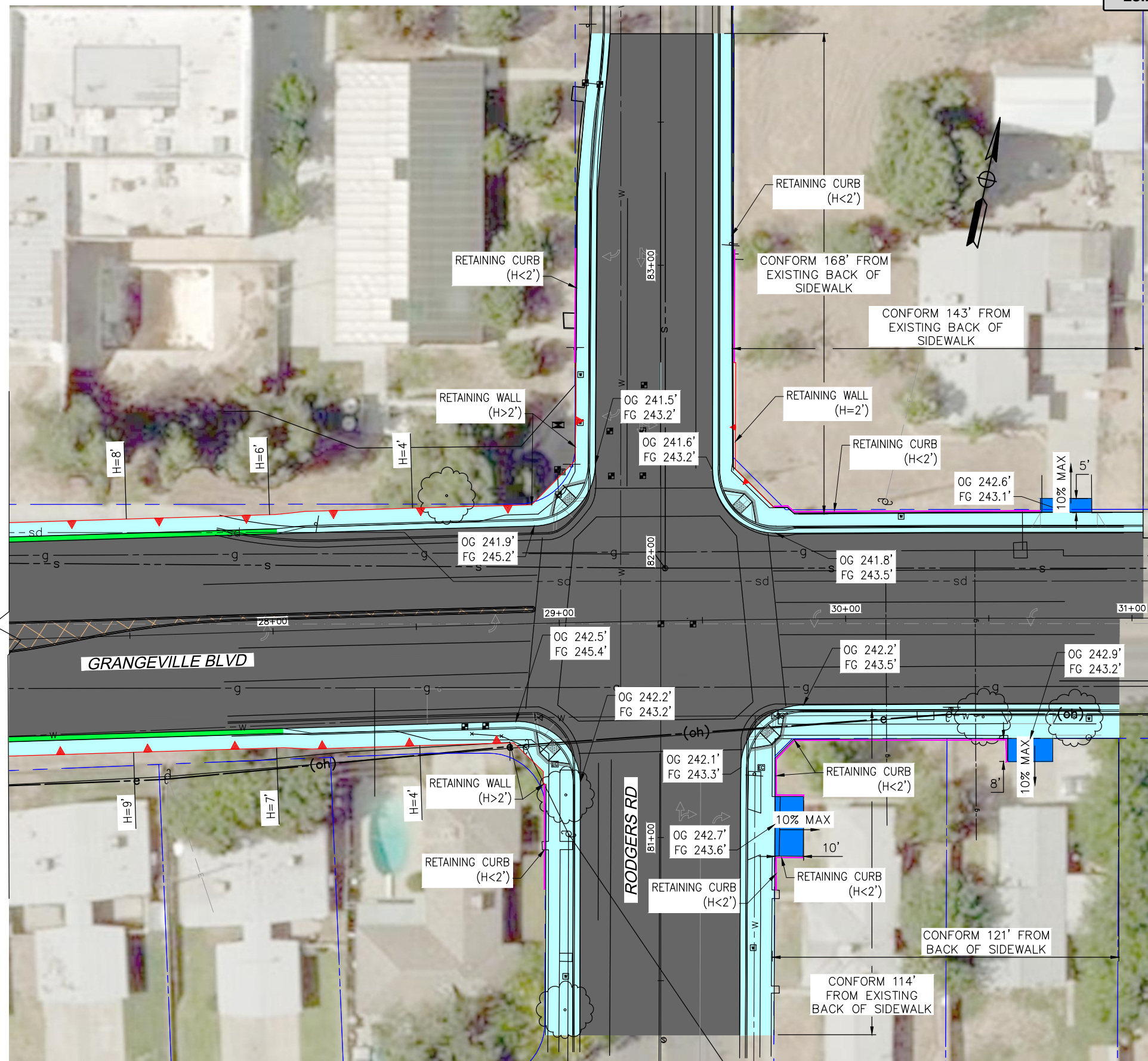
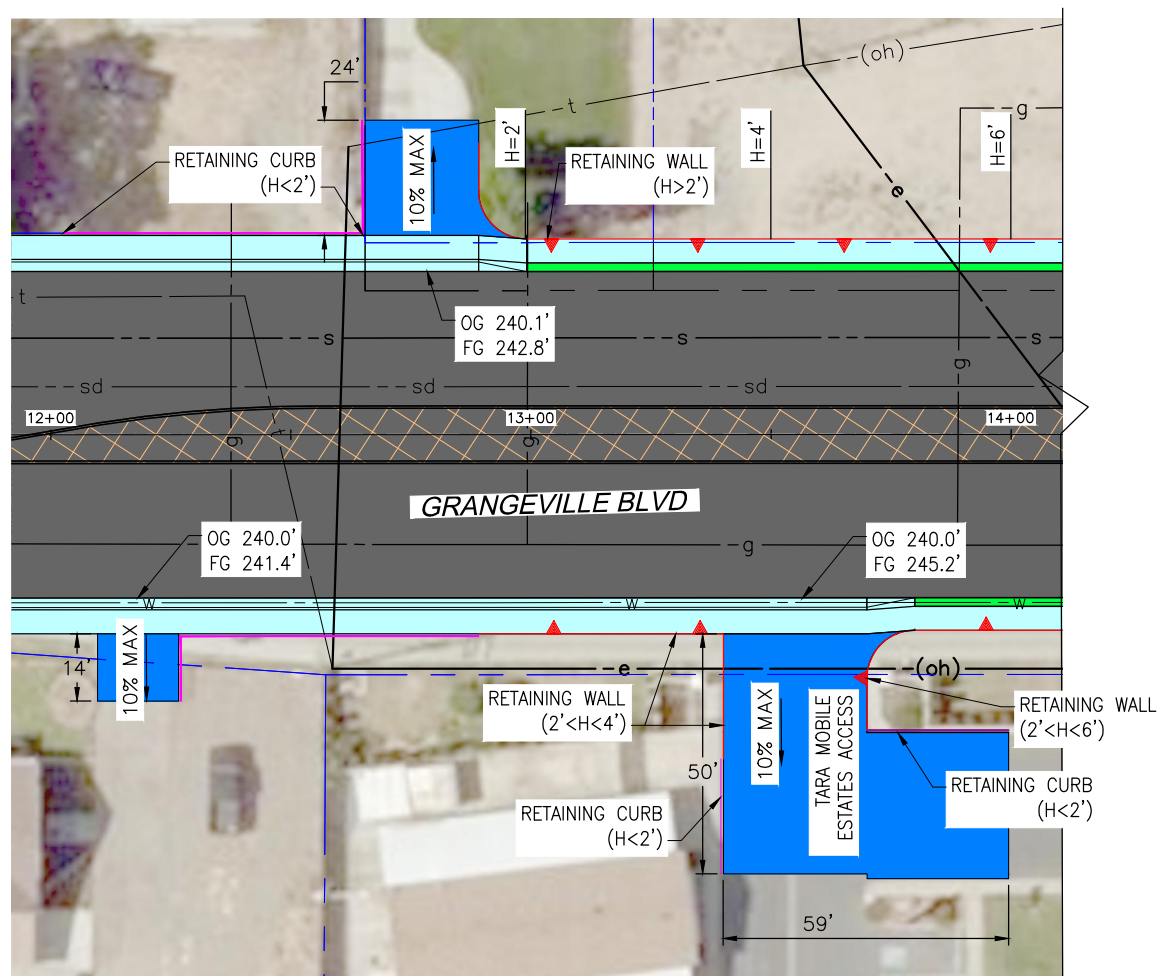
**SHEET**  
Packet Pg. 292





**LEGEND:**

-  RETAINING WALL
-  Exist R/W
-  Exist PROPERTY LINE
-  PROPOSED PAVEMENT
-  PROPOSED RAISED MEDIAN
-  PROPOSED CURB, GUTTER, AND SIDEWALK
-  PROPOSED BARRIER
-  PROPOSED DRIVEWAY CONFORM
-  RETAINING WALL HEIGHT ABOVE OG
-  RETAINING CURB



DR. BY: DSL  
CH. BY: JLC  
DATE: 11/13/2019  
SCALE: 1" = 20'

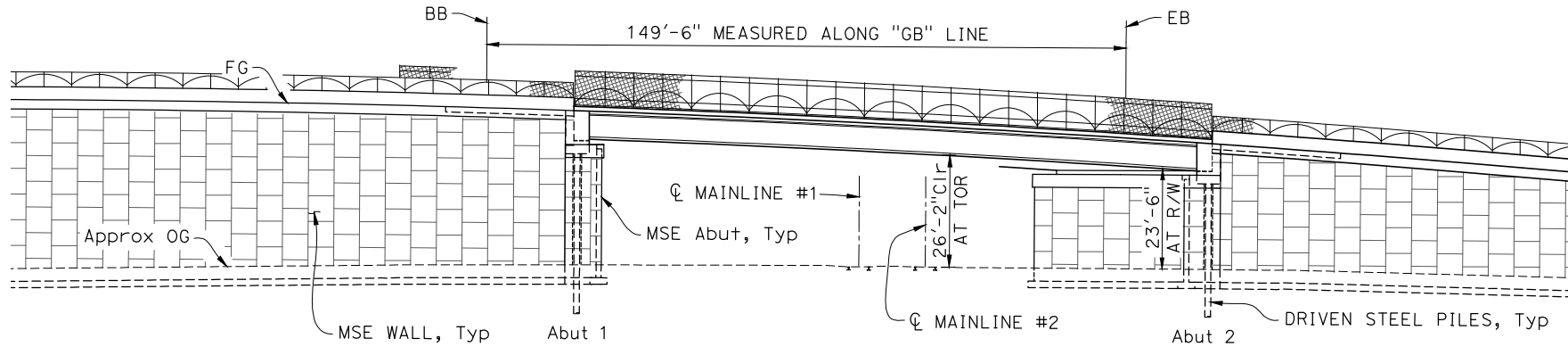
**OVERPASS DRIVEWAY EXHIBIT**  
GRANGEVILLE GRADE SEPARATION

CITY PROJECT NO.:  
TRC PROJ NO.: 251911-1  
EXHIBIT NO.:

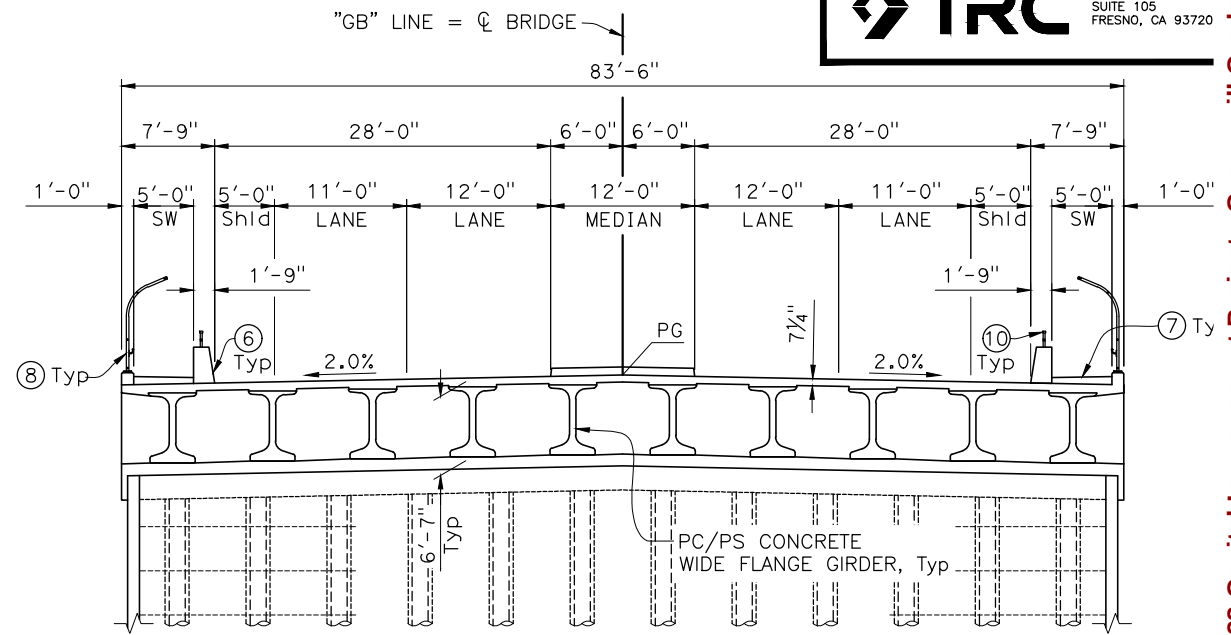
**SHEET**

Packet Pg. 294

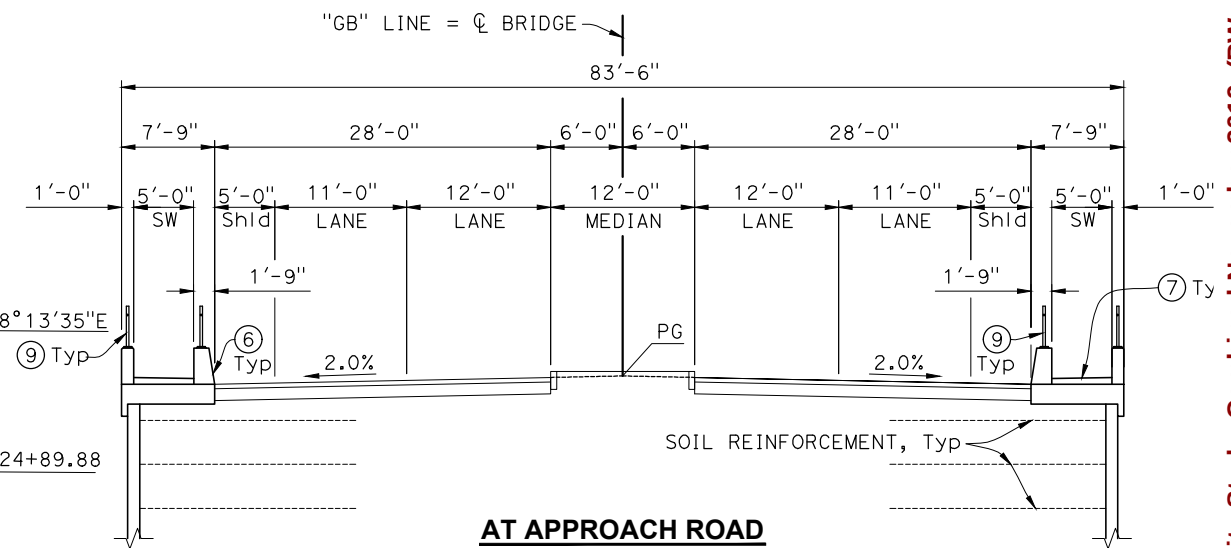




ELEVATION  
1"=20'



AT ABUTMENTS

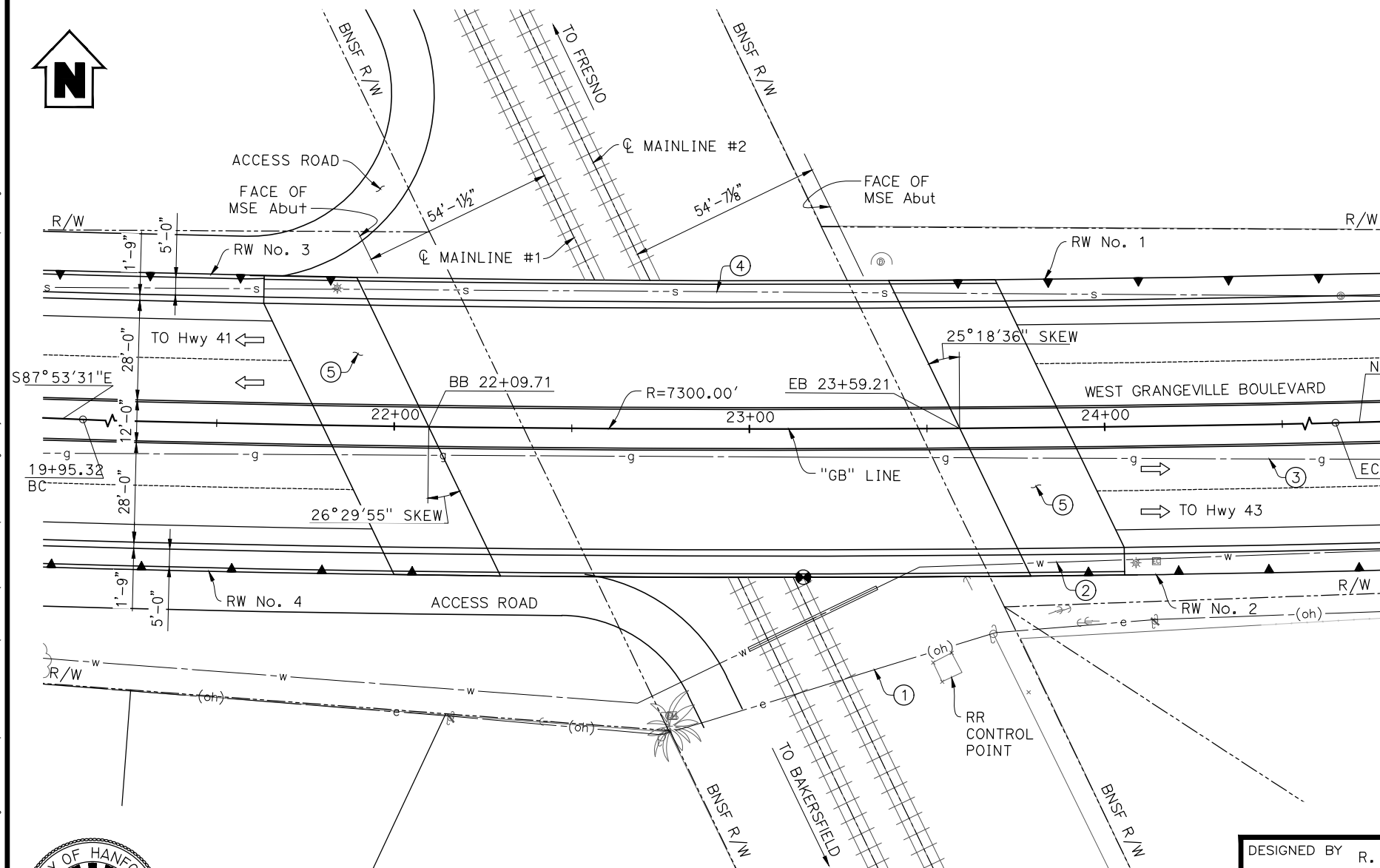


AT APPROACH ROAD

TYPICAL SECTIONS  
1/8"=1'-0"

NOTES:

- |   |                                 |   |                                 |
|---|---------------------------------|---|---------------------------------|
| ① | EXIST OVERHEAD ELECTRICAL LINE  | ⑥ | CONCRETE BARRIER TYPE 836 (MOD) |
| ② | RECONSTRUCT WATER LINE          | ⑦ | RAISED SIDEWALK                 |
| ③ | RECONSTRUCT GAS LINE            | ⑧ | CHAIN LINK RAILING TYPE 3       |
| ④ | RECONSTRUCT SEWER LINE          | ⑨ | CHAIN LINK RAILING TYPE 7 (MOD) |
| ⑤ | STRUCTURE APPROACH TYPE N (30S) | ⑩ | TUBULAR HANDRAILING             |



PLAN  
1"=20'

LEGEND:

- ← INDICATES DIRECTION OF TRAFFIC
- INDICATES MINIMUM VERTICAL CLEARANCE OVER RAILROAD TRACKS

CURVE DATA  
R=7300.00'  
Δ=3° 52' 54"  
T=247.37'  
L=494.56'



|             |             |      |          |
|-------------|-------------|------|----------|
| DESIGNED BY | R. YATES    | DATE | 11/04/19 |
| DRAWN BY    | K. NEGORO   | DATE | 11/04/19 |
| CHECKED BY  | M. IMBRIANI | DATE | 11/04/19 |
| APPROVED BY |             | DATE |          |

M. IMBRIANI  
PROJECT ENGINEER

| OVERPASS PLANNING STUDY      |                 |
|------------------------------|-----------------|
| GRANGEVILLE GRADE SEPARATION |                 |
| BRIDGE NO. TBD               | CU RR MP 969.10 |
| SCALE: AS SHOWN              | EA              |

## Appendix B: Opinion of Probable Cost

## PLANNING COST ESTIMATE

TRC Project No. 251911-1

District-County-Route: 06-KIN-0-HAN

RR PM: 969.10

Type of Estimate : Advance Planning Estimate

Project Limits : Grangeville Boulevard between University Avenue and Rodgers Road

Project Description: Grangeville Boulevard Grade Separation at BNSF Railway

Alternative : Underpass

## SUMMARY OF PROJECT COST ESTIMATE

|                                   | Current Year Cost    | Escalated Cost       |
|-----------------------------------|----------------------|----------------------|
| TOTAL ROADWAY COST                | \$ 8,300,900         | \$ 9,496,485         |
| TOTAL STRUCTURES COST             | \$ 15,972,805        | \$ 18,273,381        |
| TOTAL RAILROAD WORK COST          | \$ 8,448,015         | \$ 8,693,007         |
| SUBTOTAL CONSTRUCTION COST        | \$ 32,721,720        | \$ 36,462,874        |
| TOTAL RIGHT OF WAY COST           | \$ 2,639,333         | \$ 2,639,333         |
| <b>TOTAL CAPITAL OUTLAY COSTS</b> | <b>\$ 35,362,000</b> | <b>\$ 39,103,000</b> |
| PRELIMINARY ENGINEERING           | \$ 3,182,580         | \$ 3,182,580         |
| CONSTRUCTION ENGINEERING          | \$ 2,652,150         | \$ 2,652,150         |
| <b>TOTAL ENGINEERING COST</b>     | <b>\$ 5,834,730</b>  | <b>\$ 5,834,730</b>  |

|                           |                      |                      |
|---------------------------|----------------------|----------------------|
| <b>TOTAL PROJECT COST</b> | <b>\$ 41,200,000</b> | <b>\$ 44,950,000</b> |
|---------------------------|----------------------|----------------------|

|                                  |              |
|----------------------------------|--------------|
| Allocated Share from State Fund: | \$ 5,000,000 |
|----------------------------------|--------------|

## Contributions

|                 |               |
|-----------------|---------------|
| City            | \$ 35,455,000 |
| County          | -             |
| Railroad        | \$ 4,495,000  |
| Other (specify) | -             |

|                                                  |                            |
|--------------------------------------------------|----------------------------|
|                                                  | <u>Month</u> / <u>Year</u> |
| Date of Estimate (Month/Year)                    | 11 / 2019                  |
| Estimated Construction Start (Month/Year)        | 1 / 2025                   |
| Number of Working Days =                         | 375                        |
| Estimated Mid-Point of Construction (Month/Year) | 10 / 2025                  |
| Estimated Construction End (Month/Year)          | 6 / 2026                   |
| Number of Plant Establishment Days               | 261                        |

## I. ROADWAY ITEMS SUMMARY

|                                                        | Section                     | Cost                |
|--------------------------------------------------------|-----------------------------|---------------------|
| Grangeville Boulevard Grade Separation at BNSF Railway |                             |                     |
| 1                                                      | Earthwork                   | \$ 1,316,400        |
| 2                                                      | Pavement Structural Section | \$ 1,175,800        |
| 3                                                      | Drainage                    | \$ 1,299,600        |
| 4                                                      | Specialty Items             | \$ 274,900          |
| 5                                                      | Environmental               | \$ 95,600           |
| 6                                                      | Traffic Items               | \$ 900,000          |
| 7                                                      | Detours                     | \$ 50,000           |
| 8                                                      | Minor Items                 | \$ 511,300          |
| 9                                                      | Roadway Mobilization        | \$ 562,400          |
| 10                                                     | Supplemental Work           | \$ 231,000          |
| 11                                                     | State Furnished             | \$ 225,000          |
| 12                                                     | Time-Related Overhead       | \$ 606,300          |
| 13                                                     | Roadway Contingency         | \$ 1,052,600        |
| <b>TOTAL ROADWAY ITEMS</b>                             |                             | <b>\$ 8,300,900</b> |

Estimate Prepared By : Daniel Lockett 11/7/2019  
 Name and Title Date

Estimate Reviewed By : Justina Conklin 11/12/2019  
 Name and Title Date

**SECTION 1: EARTHWORK**

| Item code |                                 | Unit                   | Quantity |   | Unit Price (\$) |      | Cost      |
|-----------|---------------------------------|------------------------|----------|---|-----------------|------|-----------|
| 190101    | Roadway Excavation              | CY                     | 62,068   | x | 20.00           | = \$ | 1,241,360 |
| 19010X    | Roadway Excavation (Type X) ADL | CY                     |          | x |                 | = \$ | -         |
| 194001    | Ditch Excavation                | CY                     |          | x |                 | = \$ | -         |
| 198010    | Imported Borrow                 | Grade Separation at BN |          | x |                 | = \$ | -         |
| 16010X    | Clearing & Grubbing             | LS                     | 1        | x | 25,000.00       | = \$ | 25,000    |
| 170101    | Develop Water Supply            | LS                     | 1        | x | 50,000.00       | = \$ | 50,000    |
| 210130    | Duff                            | ACRE                   |          | x |                 | = \$ | -         |
| XXXXXX    | Some Item                       | Unit                   |          |   |                 |      |           |

|                                      |                     |
|--------------------------------------|---------------------|
| <b>TOTAL EARTHWORK SECTION ITEMS</b> | <b>\$ 1,316,400</b> |
|--------------------------------------|---------------------|

**SECTION 2: PAVEMENT STRUCTURAL SECTION**

| Item code |                                                | Unit     | Quantity |   | Unit Price (\$) |      | Cost    |
|-----------|------------------------------------------------|----------|----------|---|-----------------|------|---------|
| 401050    | Jointed Plain Concrete Pavement                | CY       |          | x |                 | = \$ | -       |
| 400050    | Continuously Reinforced Concrete Pavement      | CY       |          | x |                 | = \$ | -       |
| 404092    | Seal Pavement Joint                            | LF       |          | x |                 | = \$ | -       |
| 404093    | Seal Isolation Joint                           | LF       |          | x |                 | = \$ | -       |
| 413117    | Seal Concrete Pavement Joint (Silicone)        | LF       |          | x |                 | = \$ | -       |
| 413118    | Seal Pavement Joint (Asphalt Rubber)           | LF       |          | x |                 | = \$ | -       |
| 280010    | Rapid Strength Concrete Base                   | CY       |          | x |                 | = \$ | -       |
| 410095    | Dowel Bar (Drill and Bond)                     | EA       |          | x |                 | = \$ | -       |
| XXXXXX    | Hot Mix Asphalt (Type B)                       | TON      | 6,127    | x | 100.00          | = \$ | 612,700 |
| 390137    | Rubberized Hot Mix Asphalt (Gap Graded)        | TON      |          | x |                 | = \$ | -       |
| 39300X    | Geosynthetic Pavement Interlayer (Type X)      | SQYD     |          | x |                 | = \$ | -       |
| 260203    | Class 2 Aggregate Base                         | CY       | 7,038    | x | 80.00           | = \$ | 563,040 |
| 290201    | Asphalt Treated Permeable Base                 | CY       |          | x |                 | = \$ | -       |
| 250401    | Class 4 Aggregate Subbase                      | CY       |          | x |                 | = \$ | -       |
| 374002    | Asphaltic Emulsion (Fog Seal Coat)             | TON      |          | x |                 | = \$ | -       |
| 397005    | Tack Coat                                      | TON      |          | x |                 | = \$ | -       |
| 377501    | Slurry Seal                                    | TON      |          | x |                 | = \$ | -       |
| 3750XX    | Screenings (Type XX)                           | TON      |          | x |                 | = \$ | -       |
| 374492    | Asphaltic Emulsion (Polymer Modified)          | TON      |          | x |                 | = \$ | -       |
| 370001    | Sand Cover (Seal)                              | TON      |          | x |                 | = \$ | -       |
| 731530    | Minor Concrete (Textured Paving)               | CY       |          | x |                 | = \$ | -       |
| 731502    | Minor Concrete (Miscellaneous Construction)    | CY       |          | x |                 | = \$ | -       |
| 39407X    | Place Hot Mix Asphalt Dike (Type X)            | LF       |          | x |                 | = \$ | -       |
| 150771    | Remove Asphalt Concrete Dike                   | LF       |          | x |                 | = \$ | -       |
| 420201    | Grind Existing Concrete Pavement               | SQYD     |          | x |                 | = \$ | -       |
| 150860    | Remove Base and Surfacing                      | CY       |          | x |                 | = \$ | -       |
| 390095    | Replace Asphalt Concrete Surfacing             | CY       |          | x |                 | = \$ | -       |
| 15312X    | Remove Concrete                                | LF/CY/LS |          | x |                 | = \$ | -       |
| 394090    | Place Hot Mix Asphalt (Miscellaneous Area)     | SQYD     |          | x |                 | = \$ | -       |
| 153103    | Cold Plane Asphalt Concrete Pavement           | SQYD     |          | x |                 | = \$ | -       |
| 39405X    | Shoulder Rumble Strip (HMA, X-In Indentations) | STA      |          | x |                 | = \$ | -       |
| 413113    | Repair Spalled Joints, Polyester Grout         | SQYD     |          | x |                 | = \$ | -       |
| 420102    | Groove Existing Concrete Pavement              | SQYD     |          | x |                 | = \$ | -       |
| 390136    | Minor Hot Mix Asphalt                          | TON      |          | x |                 | = \$ | -       |
| 394095    | Roadside Paving (Miscellaneous Areas)          | SQYD     |          | x |                 | = \$ | -       |
| XXXXXX    | Some Item                                      | Unit     |          | x |                 | = \$ | -       |

|                                                |                     |
|------------------------------------------------|---------------------|
| <b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b> | <b>\$ 1,175,800</b> |
|------------------------------------------------|---------------------|

**SECTION 3: DRAINAGE**

| Item code |                                                   | Unit                   | Quantity | Unit Price (\$)   | Cost    |
|-----------|---------------------------------------------------|------------------------|----------|-------------------|---------|
| 15080X    | Remove Culvert                                    | EA/LF                  | x        | = \$              | -       |
| 150820    | Modify Inlet                                      | EA                     | x        | = \$              | -       |
| 155232    | Sand Backfill                                     | CY                     | x        | = \$              | -       |
| 15020X    | Abandon Culvert                                   | Grade Separation at BN | x        | = \$              | -       |
| 152430    | Adjust Inlet                                      | LF                     | x        | = \$              | -       |
| 155003    | Cap Inlet                                         | EA                     | x        | = \$              | -       |
| 731510    | Minor Concrete (Curb, Gutter, Sidewalk and Drive) | CY                     | 598      | x 600.00 = \$     | 358,800 |
| 731623    | Minor Concrete (Curb Ramp)                        | EA                     | 4        | x 3,000.00 = \$   | 12,000  |
| 731511    | Minor Concrete (Island Paving)                    | CY                     | 228      | x 600.00 = \$     | 136,800 |
| 620XXX    | XX" Alternative Pipe Culvert (Type X)             | LF                     | x        | = \$              | -       |
| 6411XX    | XX" Plastic Pipe                                  | LF                     | x        | = \$              | -       |
| 65XXXX    | XX" Reinforced Concrete Pipe (Type X)             | LF                     | x        | = \$              | -       |
| 6650XX    | XX" Corrugated Steel Pipe (0.XXX" Thick)          | LF                     | x        | = \$              | -       |
| 68XXXX    | XX" Plastic Pipe (Edge Drain)                     | LF                     | x        | = \$              | -       |
| 69011X    | XX" Corrugated Steel Pipe Downdrain (0.XXX" Th    | LF                     | x        | = \$              | -       |
| 70321X    | XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)    | LF                     | x        | = \$              | -       |
| 70XXXX    | XX" Corrugated Steel Pipe Riser (0.XXX" Thick)    | LF                     | x        | = \$              | -       |
| 7050XX    | XX" Steel Flared End Section                      | EA                     | x        | = \$              | -       |
| 703233    | Grated Line Drain                                 | LF                     | x        | = \$              | -       |
| 72XXXX    | Rock Slope Protection (Type and Method)           | CY/TON                 | x        | = \$              | -       |
| 72901X    | Rock Slope Protection Fabric (Class X)            | SQYD                   | x        | = \$              | -       |
| 721420    | Concrete (Ditch Lining)                           | CY                     | x        | = \$              | -       |
| 721430    | Concrete (Channel Lining)                         | CY                     | x        | = \$              | -       |
| XXXXXX    | Storm Drain Pump Plant & Appurtenances            | LS                     | 1        | x 642,000.00 = \$ | 642,000 |
| XXXXXX    | Additional Drainage                               | LS                     | 1        | x 150,000.00 = \$ | 150,000 |

|                             |                     |
|-----------------------------|---------------------|
| <b>TOTAL DRAINAGE ITEMS</b> | <b>\$ 1,299,600</b> |
|-----------------------------|---------------------|

**SECTION 4: SPECIALTY ITEMS**

| Item code |                                          | Unit  | Quantity | Unit Price (\$)   | Cost    |
|-----------|------------------------------------------|-------|----------|-------------------|---------|
| 080050    | Progress Schedule (Critical Path Method) | LS    | 1        | x 10,000.00 = \$  | 10,000  |
| 582001    | Sound Wall (Masonry Block)               | SQFT  | x        | = \$              | -       |
| 510530    | Retaining Walls                          | LS    | x        | = \$              | -       |
| 15325X    | Remove Sound Wall                        | LF/LS | x        | = \$              | -       |
| 070030    | Lead Compliance Plan                     | LS    | 1        | x 5,000.00 = \$   | 5,000   |
| 141120    | Treated Wood Waste                       | LB    | x        | = \$              | -       |
| 153221    | Remove Concrete Barrier                  | LF    | x        | = \$              | -       |
| 150662    | Remove Metal Beam Guard Railing          | LF    | x        | = \$              | -       |
| 150668    | Remove Flared End Section                | EA    | x        | = \$              | -       |
| 8000XX    | Chain Link Fence (Type XX)               | LF    | x        | = \$              | -       |
| 80XXXX    | 12' Chain Link Gate (Type CL-6)          | EA    | 3        | x 2,500.00 = \$   | 7,500   |
| 832001    | Metal Beam Guard Railing                 | LF    | x        | = \$              | -       |
| 839301    | Single Thrie Beam Barrier                | LF    | x        | = \$              | -       |
| xxxxxx    | Modify Traffic Signal                    | LF    | 1        | x 250,000.00 = \$ | 250,000 |
| 839521    | Cable Railing                            | LF    | x        | = \$              | -       |
| 730070    | Detectable Warning Surface               | SQFT  | 48       | x 50.00 = \$      | 2,400   |
| 839585    | Alternative Flared Terminal System       | EA    | x        | = \$              | -       |
| 839584    | Alternative In-line Terminal System      | EA    | x        | = \$              | -       |
| 4906XX    | CIDH Concrete Piling (Insert Diameter)   | LF    | x        | = \$              | -       |
| 839591    | Crash Cushion, Sand Filled               | EA    | x        | = \$              | -       |
| 520103    | Bar Reinforced Steel (Retaining Wall)    | LB    | x        | = \$              | -       |
| 510060    | Structural Concrete, Retaining Wall      | CY    | x        | = \$              | -       |
| 513553    | Retaining Wall (Masonry Wall)            | SQFT  | x        | = \$              | -       |
| XXXXXX    | Some Item                                | Unit  | x        | = \$              | -       |

|                              |                   |
|------------------------------|-------------------|
| <b>TOTAL SPECIALTY ITEMS</b> | <b>\$ 274,900</b> |
|------------------------------|-------------------|



**SECTION 5: ENVIRONMENTAL****5A - ENVIRONMENTAL MITIGATION**

| Item code                                | Unit                   | Quantity | Unit Price (\$) | Cost        |
|------------------------------------------|------------------------|----------|-----------------|-------------|
| Biological Mitigation                    | LS                     | x        | = \$            | -           |
| 130670 Temporary Reinforced Silt Fence   | LF                     | x        | = \$            | -           |
| 141000 Temporary Fence (Type ESA)        | Grade Separation at BN | x        | = \$            | -           |
| <b>Subtotal Environmental Mitigation</b> |                        |          |                 | <b>\$ -</b> |

**5B - LANDSCAPE AND IRRIGATION**

| Item code                                                          | Unit      | Quantity | Unit Price (\$) | Cost             |
|--------------------------------------------------------------------|-----------|----------|-----------------|------------------|
| 20XXXX Highway Planting                                            | LS        | 1 x      | 20,000.00 = \$  | 20,000           |
| 20XXXX Irrigation System                                           | LS        | x        | = \$            | -                |
| 204099 Plant Establishment Work                                    | LS        | x        | = \$            | -                |
| 204101 Extend Plant Establishment Work                             | LS        | x        | = \$            | -                |
| 20XXXX Follow-up Landscape Project                                 | LS        | x        | = \$            | -                |
| 150685 Remove Irrigation Facility                                  | LS        | x        | = \$            | -                |
| 20XXXX Maintain Existing (Irrigation or Planted Areas)             | LS        | x        | = \$            | -                |
| 206400 Check and Test Existing Irrigation Facilities               | LS        | x        | = \$            | -                |
| 21011X Imported Topsoil (X)                                        | CY/TON    | x        | = \$            | -                |
| 20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch                  | SQFT/SQYD | x        | = \$            | -                |
| 200122 Weed Germination                                            | SQYD      | x        | = \$            | -                |
| 208304 Water Meter                                                 | EA        | x        | = \$            | -                |
| 2087XX XX" Conduit (Use for Irrigation x-overs)                    | LF        | x        | = \$            | -                |
| 20890X Extend X" Conduit (Use for Extension of Irrigation x-overs) | LF        | x        | = \$            | -                |
| <b>Subtotal Landscape and Irrigation</b>                           |           |          |                 | <b>\$ 20,000</b> |

**5C - EROSION CONTROL**

| Item code                                 | Unit      | Quantity | Unit Price (\$) | Cost        |
|-------------------------------------------|-----------|----------|-----------------|-------------|
| 210010 Move In/Move Out (Erosion Control) | EA        | x        | = \$            | -           |
| 210350 Fiber Rolls                        | LF        | x        | = \$            | -           |
| 210360 Compost Sock                       | LF        | x        | = \$            | -           |
| 2102XX Rolled Erosion Control Product (X) | SQFT      | x        | = \$            | -           |
| 21025X Bonded Fiber Matrix                | SQFT/ACRE | x        | = \$            | -           |
| 210300 Hydromulch                         | SQFT      | x        | = \$            | -           |
| 210420 Straw                              | SQFT      | x        | = \$            | -           |
| 210430 Hydroseed                          | SQFT      | x        | = \$            | -           |
| 210600 Compost                            | SQFT      | x        | = \$            | -           |
| 210630 Incorporate Materials              | SQFT      | x        | = \$            | -           |
| <b>Subtotal Erosion Control</b>           |           |          |                 | <b>\$ -</b> |

**5D - NPDES**

| Item code                                           | Unit | Quantity | Unit Price (\$) | Cost             |
|-----------------------------------------------------|------|----------|-----------------|------------------|
| 130300 Prepare SWPPP                                | LS   | 1 x      | 10,000.00 = \$  | 10,000           |
| 130200 Prepare WPCP                                 | LS   | x        | = \$            | -                |
| 130100 Job Site Management                          | LS   | 1 x      | 50,000.00 = \$  | 50,000           |
| 130330 Storm Water Annual Report                    | EA   | 1 x      | 2,000.00 = \$   | 2,000            |
| 130310 Rain Event Action Plan (REAP)                | EA   | x        | = \$            | -                |
| 130320 Storm Water Sampling and Analysis Day        | EA   | x        | = \$            | -                |
| 130520 Temporary Hydraulic Mulch                    | SQYD | x        | = \$            | -                |
| 130550 Temporary Hydroseed                          | SQYD | x        | = \$            | -                |
| 130505 Move-In/Move-Out (Temporary Erosion Control) | EA   | x        | = \$            | -                |
| 130640 Temporary Fiber Roll                         | LF   | x        | = \$            | -                |
| 130900 Temporary Concrete Washout                   | LS   | 2 x      | 3,000.00 = \$   | 6,000            |
| 130710 Temporary Construction Entrance              | EA   | 2 x      | 2,500.00 = \$   | 5,000            |
| 130610 Temporary Check Dam                          | LF   | x        | = \$            | -                |
| 130620 Temporary Drainage Inlet Protection          | EA   | 4 x      | 650.00 = \$     | 2,600            |
| 130730 Street Sweeping                              | LS   | x        | = \$            | -                |
| <b>Subtotal NPDES</b>                               |      |          |                 | <b>\$ 75,600</b> |

**Supplemental Work for NPDES**

| Item code                                           | Unit | Quantity | Unit Price (\$) | Cost            |
|-----------------------------------------------------|------|----------|-----------------|-----------------|
| 066595 Water Pollution Control Maintenance Sharing* | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| 066596 Additional Water Pollution Control**         | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| 066597 Storm Water Sampling and Analysis***         | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| XXXXXX Some Item                                    | LS   | x        | = \$            | -               |
| <b>Subtotal Supplemental Work for NDPS</b>          |      |          |                 | <b>\$ 6,000</b> |

\*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

\*\*Applies to both SWPPPs and WPCP projects.

\*\*\* Applies only to project with SWPPPs.

**TOTAL ENVIRONMENTAL \$ 95,600**

**SECTION 6: TRAFFIC ITEMS****6A - Traffic Electrical**

| Item code                                                                       | Unit                   | Quantity | Unit Price (\$) | Cost         |
|---------------------------------------------------------------------------------|------------------------|----------|-----------------|--------------|
| 860460 Lighting and Sign Illumination                                           | LS                     | 1        | x 50,000.00     | = \$ 50,000  |
| 860201 Signal and Lighting                                                      | LS                     | 1        | x 300,000.00    | = \$ 300,000 |
| 860990 Closed Circuit Television System                                         | Grade Separation at BN | x        | = \$            | -            |
| 86110X Ramp Metering System (Location X)                                        | LS                     | x        | = \$            | -            |
| 86070X Interconnection Conduit and Cable                                        | LF/LS                  | x        | = \$            | -            |
| 5602XX Furnish Sign Structure (Type X)                                          | LB                     | x        | = \$            | -            |
| 5602XX Install Sign Structure (Type X)                                          | LB                     | x        | = \$            | -            |
| 498040 XX" CIDHC Pile (Sign Foundation)                                         | LF                     | x        | = \$            | -            |
| 86080X Inductive Loop Detectors                                                 | EA/LS                  | x        | = \$            | -            |
| 8609XX Traffic Monitoring Station (Type X)                                      | LS                     | x        | = \$            | -            |
| 15075X Remove Sign Structure                                                    | EA/LS                  | x        | = \$            | -            |
| 151581 Reconstruct Sign Structure                                               | EA                     | x        | = \$            | -            |
| 152641 Modify Sign Structure                                                    | EA                     | x        | = \$            | -            |
| 860090 Maintain Existing Traffic Management System Elements During Construction | LS                     | x        | = \$            | -            |
| 86XXXX Fiber Optic Conduit System                                               | LS                     | x        | = \$            | -            |
| XXXXX Some Item                                                                 | LS                     | x        | = \$            | -            |
| Subtotal Traffic Electrical                                                     |                        |          |                 | \$ 350,000   |

**6B - Traffic Signing and Striping**

| Item code                                                                           | Unit | Quantity | Unit Price (\$) | Cost        |
|-------------------------------------------------------------------------------------|------|----------|-----------------|-------------|
| 566011 Roadside Sign - One Post                                                     | EA   | x        | = \$            | -           |
| 566012 Roadside Sign - Two Post                                                     | EA   | x        | = \$            | -           |
| 5602XX Furnish Sign                                                                 | SQFT | x        | = \$            | -           |
| 568016 Install Sign Panel on Existing Frame                                         | SQFT | x        | = \$            | -           |
| 150711 Remove Painted Traffic Stripe                                                | LF   | x        | = \$            | -           |
| 141101 Remove Yellow Painted Traffic Stripe (Hazardous Waste)                       | LF   | x        | = \$            | -           |
| 150712 Remove Painted Pavement Marking                                              | SQFT | x        | = \$            | -           |
| 150742 Remove Roadside Sign                                                         | EA   | x        | = \$            | -           |
| 152320 Reset Roadside Sign                                                          | EA   | x        | = \$            | -           |
| 152390 Relocate Roadside Sign                                                       | EA   | x        | = \$            | -           |
| 84XXXX Signing and Striping                                                         | LS   | 1        | x 10,000.00     | = \$ 10,000 |
| 840502 Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)                 | LF   | x        | = \$            | -           |
| 846012 Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility) | SQFT | x        | = \$            | -           |
| 120090 Construction Area Signs                                                      | LS   | 1        | x 40,000.00     | = \$ 40,000 |
| 84XXXX Permanent Pavement Delineation                                               | LS   | x        | = \$            | -           |
| Subtotal Traffic Signing and Striping                                               |      |          |                 | \$ 50,000   |

**6C - Traffic Management Plan**

| Item code                                | Unit  | Quantity | Unit Price (\$) | Cost |
|------------------------------------------|-------|----------|-----------------|------|
| 12865X Portable Changeable Message Signs | EA/LS | x        | = \$            | -    |
| Subtotal Traffic Management Plan         |       |          |                 | \$ - |

**6C - Stage Construction and Traffic Handling**

| Item code                                        | Unit | Quantity | Unit Price (\$) | Cost         |
|--------------------------------------------------|------|----------|-----------------|--------------|
| 120199 Traffic Plastic Drum                      | EA   | x        | = \$            | -            |
| 12016X Channelizer (Type X)                      | EA   | x        | = \$            | -            |
| 120120 Type III Barricade                        | EA   | x        | = \$            | -            |
| 129100 Temporary Crash Cushion Module            | EA   | x        | = \$            | -            |
| 120100 Traffic Control System                    | LS   | 1        | x 500,000.00    | = \$ 500,000 |
| 129110 Temporary Crash Cushion                   | EA   | x        | = \$            | -            |
| 129000 Temporary Railing (Type K)                | LF   | x        | = \$            | -            |
| 120149 Temporary Pavement Marking (Paint)        | SQFT | x        | = \$            | -            |
| 82010X Delineator (Class X)                      | EA   | x        | = \$            | -            |
| XXXXXX Stage Construction                        | LS   | x        | = \$            | -            |
| Subtotal Stage Construction and Traffic Handling |      |          |                 | \$ 500,000   |

|                            |                   |
|----------------------------|-------------------|
| <b>TOTAL TRAFFIC ITEMS</b> | <b>\$ 900,000</b> |
|----------------------------|-------------------|

**SECTION 7: DETOURS**

Includes constructing, maintaining, and removal

| Item code                                  | Unit                       | Quantity | Unit Price (\$)  | Cost   |
|--------------------------------------------|----------------------------|----------|------------------|--------|
| 190101 Roadway Excavation                  | CY                         | x        | = \$             | -      |
| 19801X Imported Borrow                     | CY/TON                     | x        | = \$             | -      |
| 390132 Hot Mix Asphalt (Type A)            | Grade Separation at BNSF R | x        | = \$             | -      |
| 26020X Class 2 Aggregate Base              | TON/CY                     | x        | = \$             | -      |
| 250401 Class 4 Aggregate Subbase           | CY                         | x        | = \$             | -      |
| 130620 Temporary Drainage Inlet Protection | EA                         | x        | = \$             | -      |
| 129000 Temporary Railing (Type K)          | LF                         | x        | = \$             | -      |
| 128601 Temporary Signal System             | LS                         | x        | = \$             | -      |
| 120149 Temporary Pavement Marking (Paint)  | SQFT                       | x        | = \$             | -      |
| 80010X Temporary Fence (Type X)            | LF                         | x        | = \$             | -      |
| XXXXXX Road Repair (Detour)                | LS                         | 1        | x 50,000.00 = \$ | 50,000 |

|                      |                  |
|----------------------|------------------|
| <b>TOTAL DETOURS</b> | <b>\$ 50,000</b> |
|----------------------|------------------|

|                                      |                     |
|--------------------------------------|---------------------|
| <b>SUBTOTAL SECTIONS 1 through 7</b> | <b>\$ 5,112,300</b> |
|--------------------------------------|---------------------|

**SECTION 8: MINOR ITEMS****8A - Americans with Disabilities Act Items**

|           |      |           |
|-----------|------|-----------|
| ADA Items | 1.0% | \$ 51,123 |
|-----------|------|-----------|

**8B - Bike Path Items**

|                 |      |           |
|-----------------|------|-----------|
| Bike Path Items | 1.0% | \$ 51,123 |
|-----------------|------|-----------|

**8C - Other Minor Items**

|                   |      |            |
|-------------------|------|------------|
| Other Minor Items | 8.0% | \$ 408,984 |
|-------------------|------|------------|

|                      |              |         |              |
|----------------------|--------------|---------|--------------|
| Total of Section 1-7 | \$ 5,112,300 | x 10.0% | = \$ 511,230 |
|----------------------|--------------|---------|--------------|

|                          |                   |
|--------------------------|-------------------|
| <b>TOTAL MINOR ITEMS</b> | <b>\$ 511,300</b> |
|--------------------------|-------------------|

**SECTIONS 9: MOBILIZATION**

|           |                   |              |       |              |
|-----------|-------------------|--------------|-------|--------------|
| Item code |                   |              |       |              |
| 999990    | Total Section 1-8 | \$ 5,623,600 | x 10% | = \$ 562,360 |

|                           |                   |
|---------------------------|-------------------|
| <b>TOTAL MOBILIZATION</b> | <b>\$ 562,400</b> |
|---------------------------|-------------------|

**SECTION 10: SUPPLEMENTAL WORK**

| Item code                                               | Unit | Quantity | Unit Price (\$) | Cost |
|---------------------------------------------------------|------|----------|-----------------|------|
| 066670 Payment Adjustments For Price Index Fluctuations | LS   | x        | = \$            | -    |
| 066094 Value Analysis                                   | LS   | x        | = \$            | -    |
| 066070 Maintain Traffic                                 | LS   | x        | = \$            | -    |
| 066919 Dispute Resolution Board                         | LS   | x        | = \$            | -    |
| 066921 Dispute Resolution Advisor                       | LS   | x        | = \$            | -    |
| 066015 Federal Trainee Program                          | LS   | x        | = \$            | -    |
| 066610 Partnering                                       | LS   | x        | = \$            | -    |
| 066204 Remove Rock and Debris                           | LS   | x        | = \$            | -    |
| 066222 Locate Existing Crossover                        | LS   | x        | = \$            | -    |
| XXXXXX Some Item                                        | Unit | x        | = \$            | -    |

|                                                         |            |
|---------------------------------------------------------|------------|
| Cost of NPDES Supplemental Work specified in Section 5D | = \$ 6,000 |
|---------------------------------------------------------|------------|

|                   |              |    |              |
|-------------------|--------------|----|--------------|
| Total Section 1-8 | \$ 5,623,600 | 4% | = \$ 224,944 |
|-------------------|--------------|----|--------------|

|                                |                   |
|--------------------------------|-------------------|
| <b>TOTAL SUPPLEMENTAL WORK</b> | <b>\$ 231,000</b> |
|--------------------------------|-------------------|

**SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES**

| Item code         |                                              | Unit                        | Quantity  | Unit Price (\$) |      | Cost    |
|-------------------|----------------------------------------------|-----------------------------|-----------|-----------------|------|---------|
| 066105            | Resident Engineers Office                    | LS                          | x         | =               |      | \$0     |
| 066063            | Traffic Management Plan - Public Information | Grade Separation at BNSF Ra | x         | =               |      | \$0     |
| 066901            | Water Expenses                               | LS                          | x         | =               |      | \$0     |
| 8609XX            | Traffic Monitoring Station (X)               | LS                          | x         | =               |      | \$0     |
| 066841            | Traffic Controller Assembly                  | LS                          | x         | =               |      | \$0     |
| 066840            | Traffic Signal Controller Assembly           | LS                          | x         | =               |      | \$0     |
| 066062            | COZEEP Contract                              | LS                          | x         | =               |      | \$0     |
| 066838            | Reflective Numbers and Edge Sealer           | LS                          | x         | =               |      | \$0     |
| 066065            | Tow Truck Service Patrol                     | LS                          | x         | =               |      | \$0     |
| 066916            | Annual Construction General Permit Fee       | LS                          | x         | =               |      | \$0     |
| XXXXXX            | Some Item                                    | Unit                        | x         | =               |      | \$0     |
| Total Section 1-8 |                                              | \$                          | 5,623,600 | 4%              | = \$ | 224,944 |

|                              |                  |
|------------------------------|------------------|
| <b>TOTAL STATE FURNISHED</b> | <b>\$225,000</b> |
|------------------------------|------------------|

**SECTION 12: TIME-RELATED OVERHEAD**

|                                                                       |                                                                                           |
|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Total of Roadway and Structures Contract Items excluding Mobilization | \$20,207,465 (used to calculate TRO)                                                      |
| Total Construction Cost (excluding TRO and Contingency)               | \$22,614,805 (used to check if project is greater than \$5 million excluding contingency) |

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **3%**

| Item code |                       | Unit | Quantity | Unit Price (\$) |   | Cost      |
|-----------|-----------------------|------|----------|-----------------|---|-----------|
| 070018    | Time-Related Overhead | WD   | 375      | X \$1,617       | = | \$606,300 |

|                                    |                  |
|------------------------------------|------------------|
| <b>TOTAL TIME-RELATED OVERHEAD</b> | <b>\$606,300</b> |
|------------------------------------|------------------|

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

**SECTION 13: ROADWAY CONTINGENCY**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

|                    |    |           |   |     |   |             |
|--------------------|----|-----------|---|-----|---|-------------|
| Total Section 1-11 | \$ | 7,017,300 | x | 15% | = | \$1,052,595 |
|--------------------|----|-----------|---|-----|---|-------------|

|                          |                    |
|--------------------------|--------------------|
| <b>TOTAL CONTINGENCY</b> | <b>\$1,052,600</b> |
|--------------------------|--------------------|

## II. STRUCTURE ITEMS

Grangeville Boulevard Grade Separation at BNSF Railway

|                               | <u>Bridge</u>                          | <u>Retaining Walls</u>            |                      |
|-------------------------------|----------------------------------------|-----------------------------------|----------------------|
| DATE OF ESTIMATE              | 11/13/19                               | 11/13/19                          | 00/00/00             |
| Bridge Name                   | Underpass Structure                    | xxxxxxxxxxxxxxxxxxxx              | xxxxxxxxxxxxxxxxxxxx |
| Bridge Number                 | 45C-XXX                                | 45C-XXX                           | 45C-XXX              |
| Structure Type                | Precast/Prestressed Wide Flange Girder | Secant and Type 1 Retaining Walls | xxxxxxxxxxxxxxxxxxxx |
| Width (Feet) [out to out]     | 66.00 LF                               | 0 LF                              | 0 LF                 |
| Total Bridge Length (Feet)    | 99.83 LF                               | 0 LF                              | 0 LF                 |
| Total Area (Square Feet)      | 6,589 SQFT                             | 30,552 SQFT                       | 0 SQFT               |
| Structure Depth (Feet)        | 4.92 LF                                | 0 LF                              | 0 LF                 |
| Footing Type (pile or spread) | Pile                                   | Pile/Spread                       | xxxxxxxxxxxxxxxxxxxx |
| Cost Per Square Foot          | \$823                                  | \$232                             | \$0                  |
| <b>COST OF EACH STRUCTURE</b> | <b>\$5,423,256</b>                     | <b>\$7,077,200</b>                | <b>\$0</b>           |

|                               |                      |                      |                      |
|-------------------------------|----------------------|----------------------|----------------------|
| DATE OF ESTIMATE              | 00/00/00             | 00/00/00             | 00/00/00             |
| Name                          | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Bridge Number                 | 45C-XXX              | 45C-XXX              | 45C-XXX              |
| Structure Type                | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Width (Feet) [out to out]     | 0 LF                 | 0 LF                 | 0 LF                 |
| Total Length (Feet)           | 0 LF                 | 0 LF                 | 0 LF                 |
| Total Area (Square Feet)      | 0 SQFT               | 0 SQFT               | 0 SQFT               |
| Structure Depth (Feet)        | 0 LF                 | 0 LF                 | 0 LF                 |
| Footing Type (pile or spread) | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Cost Per Square Foot          | \$100                | \$0                  | \$0                  |
| <b>COST OF EACH STRUCTURE</b> | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           |

Note: See attached itemized structure costs

|                              |                    |
|------------------------------|--------------------|
| <b>TOTAL COST OF BRIDGES</b> | <b>\$5,423,256</b> |
|------------------------------|--------------------|

|                                      |                    |
|--------------------------------------|--------------------|
| <b>TOTAL COST OF RETAINING WALLS</b> | <b>\$7,077,200</b> |
|--------------------------------------|--------------------|

|                                    |     |                    |
|------------------------------------|-----|--------------------|
| Structures Mobilization Percentage | 10% | <b>\$1,388,940</b> |
|------------------------------------|-----|--------------------|

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&amp;E 5%)

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| Structures Contingency Percentage | 15% | <b>\$2,083,409</b> |
|-----------------------------------|-----|--------------------|

|                                 |                     |
|---------------------------------|---------------------|
| <b>TOTAL COST OF STRUCTURES</b> | <b>\$15,972,805</b> |
|---------------------------------|---------------------|

Estimate Prepared By: Robin Yates

11/13/2019

Date

## III. RAILROAD ITEMS

| Item code |                                | Unit       | Quantity |   | Unit Price (\$) |   | Cost         |
|-----------|--------------------------------|------------|----------|---|-----------------|---|--------------|
| XXXXXX    | Removal of Existing Crossing   | LS         | 1        | x | 14,200.00       | = | \$ 14,200    |
| XXXXXX    | Subballast - Class 2 Agg Base* | CY         | 3,444    | x | 38.00           | = | \$ 130,872   |
| XXXXXX    | Ballast**                      | CY         | 5,167    | x | 43.00           | = | \$ 222,181   |
| XXXXXX    | Shoofly Tracks Work            | Grade Sepa | 9,000    | x | 65.00           | = | \$ 585,000   |
| XXXXXX    | Shoofly Tracks Cutover         | LS         | 1        | x | 375,000.00      | = | \$ 375,000   |
| XXXXXX    | Remove/Reconstruct Track Work  | LF         | 250      | x | 75.00           | = | \$ 18,750    |
| XXXXXX    | Relocate Control Point         | LS         | 1        | x | 6,000,000.00    | = | \$ 6,000,000 |

|                             |                     |
|-----------------------------|---------------------|
| <b>TOTAL RAILROAD ITEMS</b> | <b>\$ 7,346,100</b> |
|-----------------------------|---------------------|

|                                      |     |                    |
|--------------------------------------|-----|--------------------|
| Railroad Work Contingency Percentage | 15% | <b>\$1,101,915</b> |
|--------------------------------------|-----|--------------------|

|                                    |                    |
|------------------------------------|--------------------|
| <b>TOTAL COST OF RAILROAD WORK</b> | <b>\$8,448,015</b> |
|------------------------------------|--------------------|

**IV. RIGHT OF WAY**

Fill in all of the available information from the Right of Way data sheet.

|    |     |                                                                        |    |           |
|----|-----|------------------------------------------------------------------------|----|-----------|
| A) | A1) | Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees | \$ | 585,000   |
|    | A2) | SB-1210                                                                | \$ | 0         |
| B) |     | Acquisition Grangeville Boulevard Grade Separation at BNSF Railway     | \$ | 0         |
| C) | C1) | Utility Relocation (State Share)                                       | \$ | 0         |
|    | C2) | Potholing (Design Phase)                                               |    | 0         |
| D) |     | Railroad Acquisition                                                   | \$ | 0         |
| E) |     | Clearance / Demolition                                                 | \$ | 0         |
| F) |     | Relocation Assistance (RAP and/or Last Resort Housing Costs)           | \$ | 0         |
| G) |     | Title and Escrow                                                       | \$ | 91,000    |
| H) |     | Environmental Review                                                   | \$ | 0         |
| I) |     | Condemnation Settlements <u>0%</u>                                     | \$ | 0         |
| J) |     | Design Appreciation Factor <u>0%</u>                                   | \$ | 0         |
| K) |     | Utility Relocation (Construction Cost)                                 | \$ | 1,963,333 |

L)

**TOTAL RIGHT OF WAY ESTIMATE****\$2,639,333**



575 East Locust Avenue, Suite 105  
Fresno, CA 93720  
Phone (559) 439-2576

Chk. By \_\_\_\_\_

Date for mid-point of construction period

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

|         |          |          |             |
|---------|----------|----------|-------------|
| DEPTH:  | LENGTH:  | WIDTH:   | AREA:       |
| 4.92 ft | 99.83 ft | 66.00 ft | 6,589 sq ft |

| ITEM NO. | CONTRACT ITEMS |                                             | UNIT                                 | QUANTITY | UNIT COST    | ADJ  | PRICE        | AMOUNT                 |
|----------|----------------|---------------------------------------------|--------------------------------------|----------|--------------|------|--------------|------------------------|
| 1        | 19XXXX         | Temporary Shoring                           | LS                                   | 1        | \$750,000.00 | 1.00 | \$750,000.00 | \$750,000              |
| 2        | 192003         | Structure Excavation (Bridge)               | CY                                   | 790      | \$85.00      | 1.25 | \$106.25     | \$83,938               |
| 3        | 193003         | Structure Backfill (Bridge)                 | CY                                   | 265      | \$175.00     | 1.25 | \$218.75     | \$57,969               |
| 4        | 490603         | 24" Cast-In-Drilled-Hole Concrete Piling    | LF                                   | 1,500    | \$225.00     | 1.25 | \$281.25     | \$421,875              |
| 5        | 490609         | 60" Cast-In-Drilled-Hole Concrete Piling    | LF                                   | 1,800    | \$750.00     | 1.25 | \$937.50     | \$1,687,500            |
| 6        | 49XXXX         | 18" Lean Concrete Secant Pile               | LF                                   | 400      | \$170.00     | 1.25 | \$212.50     | \$85,000               |
| 7        | 510051         | Structural Concrete, Bridge Footing         | CY                                   | 220      | \$650.00     | 1.25 | \$812.50     | \$178,750              |
| 8        | 510053         | Structural Concrete, Bridge                 | CY                                   | 560      | \$1,500.00   | 1.25 | \$1,875.00   | \$1,050,000            |
| 9        | 510080         | Structural Concrete, Approach Slab          | CY                                   | 20       | \$850.00     | 1.25 | \$1,062.50   | \$21,250               |
| 10       | 512203         | Furnish PC/PS Concrete Girder (40'-50')     | EA                                   | 22       | \$26,800.00  | 1.00 | \$26,800.00  | \$589,600              |
| 11       | 512221         | Furnish PC/PS Concrete Box Girder (40'-50') | EA                                   | 4        | \$32,100.00  | 1.00 | \$32,100.00  | \$128,400              |
| 12       | 512500         | Erect PC/PS Concrete Girder                 | EA                                   | 22       | \$3,750.00   | 1.25 | \$4,687.50   | \$103,125              |
| 13       | 512502         | Erect PC/PS Concrete Box Girder             | EA                                   | 4        | \$6,420.00   | 1.25 | \$8,025.00   | \$32,100               |
| 14       | 520102         | Bar Reinforcing Steel (Bridge)              | LB                                   | 100,000  | \$1.70       | 1.25 | \$2.13       | \$212,500              |
| 15       | 833032         | Chain Link Railing (Type 7)                 | LF                                   | 200      | \$85.00      | 1.25 | \$106.25     | \$21,250               |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             |                                      |          |              |      |              |                        |
|          |                |                                             | SUBTOTAL                             |          |              |      |              | \$5,423,256            |
|          |                |                                             | MOBILIZATION (@ 10%)                 |          |              |      |              | \$602,584              |
|          |                |                                             | SUBTOTAL BRIDGE ITEMS                |          |              |      |              | \$6,025,840            |
|          |                |                                             | CONTINGENCIES (@ 15%)                |          |              |      |              | \$903,876              |
|          |                |                                             | TOTAL BRIDGE COST                    |          |              |      |              | \$6,929,716            |
|          |                |                                             | COST PER SQ. FT. (w/o contingencies) |          |              |      |              | \$915                  |
|          |                |                                             | FOR PRESENT DAY COST - USE           |          |              |      |              | 11/25/2019 \$6,930,000 |

NOTES:

1. Some unit costs have been increased by 25% to account for staged construction.

## RETAINING WALL ESTIMATE - UNDERPASS ALT



575 East Locust Avenue, Suite 105  
Fresno, CA 93720  
Phone (559) 439-2576

## Advance Planning Estimate

---

x    General Plan Estimate

---

Marginal Estimate

PROJECT NO.

251911-1

Est. By RY 11/25/2019

Chk. By \_\_\_\_\_

3.0% Forecasted Annual Cost Inflation Rate

Date for mid-point of construction period

BRIDGE: Grangeville Ave Grade Separation

TYPE: Secant & Type 1 Retaining Walls

CALTRANS BR NO.:

COUNTY BR NO.:

DISTRICT: 06

COUNTY: KIN

ROUTE: Grangeville Ave

PM:

CU: \_\_\_\_\_

EA: \_\_\_\_\_

AVG HT:            LENGTH:

|          |            |
|----------|------------|
| 12.00 ft | 2546.00 ft |
|----------|------------|

AREA:

30,552 sq ft

[illegible]

NOTES:

## PLANNING COST ESTIMATE

TRC Project No. 251911-1

District-County-Route: 06-KIN-0-HAN

RR PM: 969.10

Type of Estimate : Advance Planning Estimate

Project Limits : Grangeville Boulevard between University Avenue and Rodgers Road

Project Description: Grangeville Boulevard Grade Separation at BNSF Railway

Alternative : Overpass

## SUMMARY OF PROJECT COST ESTIMATE

|                                   | Current Year Cost    | Escalated Cost       |
|-----------------------------------|----------------------|----------------------|
| TOTAL ROADWAY COST                | \$ 9,341,700         | \$ 10,687,193        |
| TOTAL STRUCTURES COST             | \$ 13,510,226        | \$ 15,456,114        |
| TOTAL RAILROAD WORK COST          | \$ 16,330            | \$ 18,682            |
| SUBTOTAL CONSTRUCTION COST        | \$ 22,868,256        | \$ 26,161,989        |
| TOTAL RIGHT OF WAY COST           | \$ 1,388,333         | \$ 1,388,333         |
| <b>TOTAL CAPITAL OUTLAY COSTS</b> | <b>\$ 24,257,000</b> | <b>\$ 27,551,000</b> |
| PRELIMINARY ENGINEERING           | \$ 2,183,130         | \$ 2,183,130         |
| CONSTRUCTION ENGINEERING          | \$ 1,819,275         | \$ 1,819,275         |
| <b>TOTAL ENGINEERING COST</b>     | <b>\$ 4,002,405</b>  | <b>\$ 4,002,405</b>  |

|                           |                      |                      |
|---------------------------|----------------------|----------------------|
| <b>TOTAL PROJECT COST</b> | <b>\$ 28,300,000</b> | <b>\$ 31,600,000</b> |
|---------------------------|----------------------|----------------------|

|                                  |              |
|----------------------------------|--------------|
| Allocated Share from State Fund: | \$ 5,000,000 |
|----------------------------------|--------------|

## Contributions

|                 |               |
|-----------------|---------------|
| City            | \$ 23,440,000 |
| County          | \$ -          |
| Railroad        | \$ 3,160,000  |
| Other (specify) | \$ -          |

|                                                  |                            |
|--------------------------------------------------|----------------------------|
|                                                  | <u>Month</u> / <u>Year</u> |
| Date of Estimate (Month/Year)                    | 11 / 2019                  |
| Estimated Construction Start (Month/Year)        | 1 / 2025                   |
| Number of Working Days =                         | 250                        |
| Estimated Mid-Point of Construction (Month/Year) | 7 / 2025                   |
| Estimated Construction End (Month/Year)          | 1 / 2026                   |
| Number of Plant Establishment Days               | 261                        |

**I. ROADWAY ITEMS SUMMARY**

|                            | <b>Section</b>              | <b>Cost</b>         |
|----------------------------|-----------------------------|---------------------|
| 1                          | Earthwork                   | \$ 2,519,800        |
| 2                          | Pavement Structural Section | \$ 1,322,700        |
| 3                          | Drainage                    | \$ 742,200          |
| 4                          | Specialty Items             | \$ 286,900          |
| 5                          | Environmental               | \$ 95,600           |
| 6                          | Traffic Items               | \$ 900,000          |
| 7                          | Detours                     | \$ 50,000           |
| 8                          | Minor Items                 | \$ 591,800          |
| 9                          | Roadway Mobilization        | \$ 650,900          |
| 10                         | Supplemental Work           | \$ 266,400          |
| 11                         | State Furnished             | \$ 260,400          |
| 12                         | Time-Related Overhead       | \$ 471,200          |
| 13                         | Roadway Contingency         | \$ 1,183,800        |
| <b>TOTAL ROADWAY ITEMS</b> |                             | <b>\$ 9,341,700</b> |

Estimate Prepared By : Nestor Hernandez 9/11/2019  
 Name and Title Date

Estimate Reviewed By : Justina Conklin 9/11/2019  
 Name and Title Date

**SECTION 1: EARTHWORK**

| Item code |                                             | Unit | Quantity |   | Unit Price (\$) |      | Cost      |
|-----------|---------------------------------------------|------|----------|---|-----------------|------|-----------|
| 190101    | Roadway Excavation                          | CY   | 2,874    | x | 100.00          | = \$ | 287,400   |
| 19010X    | Roadway Excavation (Type X) ADL             | CY   |          | x |                 | = \$ | -         |
| 194001    | Ditch Excavation                            | CY   |          | x |                 | = \$ | -         |
| 198010    | Imported Borrow                             | CY   | 107,870  | x | 20.00           | = \$ | 2,157,400 |
| 192037    | Structure Excavation (Retaining Wall)       | CY   |          | x |                 | = \$ | -         |
| 193013    | Structure Backfill (Retaining Wall)         | CY   |          | x |                 | = \$ | -         |
| 193031    | Pervious Backfill Material (Retaining Wall) | CY   |          | x |                 | = \$ | -         |
| 16010X    | Clearing & Grubbing                         | LS   | 1        | x | 25,000.00       | = \$ | 25,000    |
| 170101    | Develop Water Supply                        | LS   | 1        | x | 50,000.00       | = \$ | 50,000    |
| 210130    | Duff                                        | ACRE |          | x |                 | = \$ | -         |
| XXXXXX    | Some Item                                   | Unit |          |   |                 |      |           |

|                                      |                     |
|--------------------------------------|---------------------|
| <b>TOTAL EARTHWORK SECTION ITEMS</b> | <b>\$ 2,519,800</b> |
|--------------------------------------|---------------------|

**SECTION 2: PAVEMENT STRUCTURAL SECTION**

| Item code |                                                | Unit     | Quantity |   | Unit Price (\$) |      | Cost    |
|-----------|------------------------------------------------|----------|----------|---|-----------------|------|---------|
| 401050    | Jointed Plain Concrete Pavement                | CY       |          | x |                 | = \$ | -       |
| 400050    | Continuously Reinforced Concrete Pavement      | CY       |          | x |                 | = \$ | -       |
| 404092    | Seal Pavement Joint                            | LF       |          | x |                 | = \$ | -       |
| 404093    | Seal Isolation Joint                           | LF       |          | x |                 | = \$ | -       |
| 413117    | Seal Concrete Pavement Joint (Silicone)        | LF       |          | x |                 | = \$ | -       |
| 413118    | Seal Pavement Joint (Asphalt Rubber)           | LF       |          | x |                 | = \$ | -       |
| 280010    | Rapid Strength Concrete Base                   | CY       |          | x |                 | = \$ | -       |
| 410095    | Dowel Bar (Drill and Bond)                     | EA       |          | x |                 | = \$ | -       |
| XXXXXX    | Hot Mix Asphalt (Type B)                       | TON      | 6,464    | x | 100.00          | = \$ | 646,400 |
| 390137    | Rubberized Hot Mix Asphalt (Gap Graded)        | TON      |          | x |                 | = \$ | -       |
| 39300X    | Geosynthetic Pavement Interlayer (Type X)      | SQYD     |          | x |                 | = \$ | -       |
| 260203    | Class 2 Aggregate Base                         | CY       | 8,453    | x | 80.00           | = \$ | 676,240 |
| 290201    | Asphalt Treated Permeable Base                 | CY       |          | x |                 | = \$ | -       |
| 250401    | Class 4 Aggregate Subbase                      | CY       |          | x |                 | = \$ | -       |
| 374002    | Asphaltic Emulsion (Fog Seal Coat)             | TON      |          | x |                 | = \$ | -       |
| 397005    | Tack Coat                                      | TON      |          | x |                 | = \$ | -       |
| 377501    | Slurry Seal                                    | TON      |          | x |                 | = \$ | -       |
| 3750XX    | Screenings (Type XX)                           | TON      |          | x |                 | = \$ | -       |
| 374492    | Asphaltic Emulsion (Polymer Modified)          | TON      |          | x |                 | = \$ | -       |
| 370001    | Sand Cover (Seal)                              | TON      |          | x |                 | = \$ | -       |
| 731530    | Minor Concrete (Textured Paving)               | CY       |          | x |                 | = \$ | -       |
| 731502    | Minor Concrete (Miscellaneous Construction)    | CY       |          | x |                 | = \$ | -       |
| 39407X    | Place Hot Mix Asphalt Dike (Type X)            | LF       |          | x |                 | = \$ | -       |
| 150771    | Remove Asphalt Concrete Dike                   | LF       |          | x |                 | = \$ | -       |
| 420201    | Grind Existing Concrete Pavement               | SQYD     |          | x |                 | = \$ | -       |
| 150860    | Remove Base and Surfacing                      | CY       |          | x |                 | = \$ | -       |
| 390095    | Replace Asphalt Concrete Surfacing             | CY       |          | x |                 | = \$ | -       |
| 15312X    | Remove Concrete                                | LF/CY/LS |          | x |                 | = \$ | -       |
| 394090    | Place Hot Mix Asphalt (Miscellaneous Area)     | SQYD     |          | x |                 | = \$ | -       |
| 153103    | Cold Plane Asphalt Concrete Pavement           | SQYD     |          | x |                 | = \$ | -       |
| 39405X    | Shoulder Rumble Strip (HMA, X-In Indentations) | STA      |          | x |                 | = \$ | -       |
| 413113    | Repair Spalled Joints, Polyester Grout         | SQYD     |          | x |                 | = \$ | -       |
| 420102    | Groove Existing Concrete Pavement              | SQYD     |          | x |                 | = \$ | -       |
| 390136    | Minor Hot Mix Asphalt                          | TON      |          | x |                 | = \$ | -       |
| 394095    | Roadside Paving (Miscellaneous Areas)          | SQYD     |          | x |                 | = \$ | -       |
| XXXXXX    | Some Item                                      | Unit     |          | x |                 | = \$ | -       |

|                                                |                     |
|------------------------------------------------|---------------------|
| <b>TOTAL PAVEMENT STRUCTURAL SECTION ITEMS</b> | <b>\$ 1,322,700</b> |
|------------------------------------------------|---------------------|

**SECTION 3: DRAINAGE**

| Item code                                                   | Unit   | Quantity | Unit Price (\$)   | Cost    |
|-------------------------------------------------------------|--------|----------|-------------------|---------|
| 15080X Remove Culvert                                       | EA/LF  | x        | = \$              | -       |
| 150820 Modify Inlet                                         | EA     | x        | = \$              | -       |
| 155232 Sand Backfill                                        | CY     | x        | = \$              | -       |
| 15020X Abandon Culvert                                      | EA/LF  | x        | = \$              | -       |
| 152430 Adjust Inlet                                         | LF     | x        | = \$              | -       |
| 155003 Cap Inlet                                            | EA     | x        | = \$              | -       |
| 731510 Minor Concrete (Curb, Gutter, Sidewalk and Driveway) | CY     | 505      | x 600.00 = \$     | 303,000 |
| 731623 Minor Concrete (Curb Ramp)                           | EA     | 4        | x 3,000.00 = \$   | 12,000  |
| 731511 Minor Concrete (Island Paving)                       | CY     | 212      | x 600.00 = \$     | 127,200 |
| 620XXX XX" Alternative Pipe Culvert (Type X)                | LF     | x        | = \$              | -       |
| 6411XX XX" Plastic Pipe                                     | LF     | x        | = \$              | -       |
| 65XXXX XX" Reinforced Concrete Pipe (Type X)                | LF     | x        | = \$              | -       |
| 6650XX XX" Corrugated Steel Pipe (0.XXX" Thick)             | LF     | x        | = \$              | -       |
| 68XXXX XX" Plastic Pipe (Edge Drain)                        | LF     | x        | = \$              | -       |
| 69011X XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)   | LF     | x        | = \$              | -       |
| 70321X XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)       | LF     | x        | = \$              | -       |
| 70XXXX XX" Corrugated Steel Pipe Riser (0.XXX" Thick)       | LF     | x        | = \$              | -       |
| 7050XX XX" Steel Flared End Section                         | EA     | x        | = \$              | -       |
| 703233 Grated Line Drain                                    | LF     | x        | = \$              | -       |
| 72XXXX Rock Slope Protection (Type and Method)              | CY/TON | x        | = \$              | -       |
| 72901X Rock Slope Protection Fabric (Class X)               | SQYD   | x        | = \$              | -       |
| 721420 Concrete (Ditch Lining)                              | CY     | x        | = \$              | -       |
| 721430 Concrete (Channel Lining)                            | CY     | x        | = \$              | -       |
| 750001 Miscellaneous Iron and Steel                         | LB     | x        | = \$              | -       |
| XXXXXX Additional Drainage                                  | LS     | 1        | x 300,000.00 = \$ | 300,000 |

|                             |                   |
|-----------------------------|-------------------|
| <b>TOTAL DRAINAGE ITEMS</b> | <b>\$ 742,200</b> |
|-----------------------------|-------------------|

**SECTION 4: SPECIALTY ITEMS**

| Item code                                       | Unit  | Quantity | Unit Price (\$)   | Cost    |
|-------------------------------------------------|-------|----------|-------------------|---------|
| 080050 Progress Schedule (Critical Path Method) | LS    | 1        | x 10,000.00 = \$  | 10,000  |
| 582001 Sound Wall (Masonry Block)               | SQFT  | x        | = \$              | -       |
| 510530 Minor Concrete (Wall)                    | CY    | x        | = \$              | -       |
| 15325X Remove Sound Wall                        | LF/LS | x        | = \$              | -       |
| 070030 Lead Compliance Plan                     | LS    | 1        | x 5,000.00 = \$   | 5,000   |
| 141120 Treated Wood Waste                       | LB    | x        | = \$              | -       |
| 153221 Remove Concrete Barrier                  | LF    | x        | = \$              | -       |
| 150662 Remove Metal Beam Guard Railing          | LF    | x        | = \$              | -       |
| 150668 Remove Flared End Section                | EA    | x        | = \$              | -       |
| 8000XX Chain Link Fence (Type XX)               | LF    | x        | = \$              | -       |
| 80XXXX 12' Chain Link Gate (Type CL-6)          | EA    | 3        | x 2,500.00 = \$   | 7,500   |
| 832001 Metal Beam Guard Railing                 | LF    | x        | = \$              | -       |
| 839301 Single Thrie Beam Barrier                | LF    | x        | = \$              | -       |
| 839310 Double Thrie Beam Barrier                | LF    | x        | = \$              | -       |
| xxxxxx Modify Traffic Signal                    | LF    | 1        | x 250,000.00 = \$ | 250,000 |
| 730070 Detectable Warning Surface               | SQFT  | 48       | x 50.00 = \$      | 2,400   |
| 839521 Cable Railing                            | LF    | x        | = \$              | -       |
| 8395XX Terminal System (Type CAT)               | EA    | x        | = \$              | -       |
| 839585 Alternative Flared Terminal System       | EA    | x        | = \$              | -       |
| 839584 Alternative In-line Terminal System      | EA    | x        | = \$              | -       |
| 4906XX CIDH Concrete Piling (Insert Diameter)   | LF    | x        | = \$              | -       |
| 839591 Crash Cushion, Sand Filled               | EA    | 2        | x 6,000.00 = \$   | 12,000  |
| 83XXXX Concrete Barrier (Insert Type)           | LF    | x        | = \$              | -       |
| 520103 Bar Reinforced Steel (Retaining Wall)    | LB    | x        | = \$              | -       |
| 510060 Structural Concrete, Retaining Wall      | CY    | x        | = \$              | -       |
| 513553 Retaining Wall (Masonry Wall)            | SQFT  | x        | = \$              | -       |
| 511035 Architectural Treatment                  | SQFT  | x        | = \$              | -       |
| 598001 Anti-Graffiti Coating                    | SQFT  | x        | = \$              | -       |
| 203070 Rock Stain                               | SQFT  | x        | = \$              | -       |
| 5136XX Reinforced Concrete Crib Wall (Type X)   | SQFT  | x        | = \$              | -       |
| 83954X Transition Railing (Type X)              | EA    | x        | = \$              | -       |
| 597601 Prepare and Stain Concrete               | SQFT  | x        | = \$              | -       |
| 839561 Rail Tensioning Assembly                 | EA    | x        | = \$              | -       |
| 83958X End Anchor Assembly (Type X)             | EA    | x        | = \$              | -       |
| XXXXXX Some Item                                | Unit  | x        | = \$              | -       |

|                              |                   |
|------------------------------|-------------------|
| <b>TOTAL SPECIALTY ITEMS</b> | <b>\$ 286,900</b> |
|------------------------------|-------------------|

**SECTION 5: ENVIRONMENTAL****5A - ENVIRONMENTAL MITIGATION**

| Item code                                | Unit | Quantity | Unit Price (\$) | Cost        |
|------------------------------------------|------|----------|-----------------|-------------|
| Biological Mitigation                    | LS   | x        | = \$            | -           |
| 130670 Temporary Reinforced Silt Fence   | LF   | x        | = \$            | -           |
| 141000 Temporary Fence (Type ESA)        | LF   | x        | = \$            | -           |
| <b>Subtotal Environmental Mitigation</b> |      |          |                 | <b>\$ -</b> |

**5B - LANDSCAPE AND IRRIGATION**

| Item code                                                          | Unit      | Quantity | Unit Price (\$) | Cost             |
|--------------------------------------------------------------------|-----------|----------|-----------------|------------------|
| 20XXXX Highway Planting                                            | LS        | 1 x      | 20,000.00 = \$  | 20,000           |
| 20XXXX Irrigation System                                           | LS        | x        | = \$            | -                |
| 204099 Plant Establishment Work                                    | LS        | x        | = \$            | -                |
| 204101 Extend Plant Establishment Work                             | LS        | x        | = \$            | -                |
| 20XXXX Follow-up Landscape Project                                 | LS        | x        | = \$            | -                |
| 150685 Remove Irrigation Facility                                  | LS        | x        | = \$            | -                |
| 20XXXX Maintain Existing (Irrigation or Planted Areas)             | LS        | x        | = \$            | -                |
| 206400 Check and Test Existing Irrigation Facilities               | LS        | x        | = \$            | -                |
| 21011X Imported Topsoil (X)                                        | CY/TON    | x        | = \$            | -                |
| 20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch                  | SQFT/SQYD | x        | = \$            | -                |
| 200122 Weed Germination                                            | SQYD      | x        | = \$            | -                |
| 208304 Water Meter                                                 | EA        | x        | = \$            | -                |
| 2087XX XX" Conduit (Use for Irrigation x-overs)                    | LF        | x        | = \$            | -                |
| 20890X Extend X" Conduit (Use for Extension of Irrigation x-overs) | LF        | x        | = \$            | -                |
| <b>Subtotal Landscape and Irrigation</b>                           |           |          |                 | <b>\$ 20,000</b> |

**5C - EROSION CONTROL**

| Item code                                 | Unit      | Quantity | Unit Price (\$) | Cost        |
|-------------------------------------------|-----------|----------|-----------------|-------------|
| 210010 Move In/Move Out (Erosion Control) | EA        | x        | = \$            | -           |
| 210350 Fiber Rolls                        | LF        | x        | = \$            | -           |
| 210360 Compost Sock                       | LF        | x        | = \$            | -           |
| 2102XX Rolled Erosion Control Product (X) | SQFT      | x        | = \$            | -           |
| 21025X Bonded Fiber Matrix                | SQFT/ACRE | x        | = \$            | -           |
| 210300 Hydromulch                         | SQFT      | x        | = \$            | -           |
| 210420 Straw                              | SQFT      | x        | = \$            | -           |
| 210430 Hydroseed                          | SQFT      | x        | = \$            | -           |
| 210600 Compost                            | SQFT      | x        | = \$            | -           |
| 210630 Incorporate Materials              | SQFT      | x        | = \$            | -           |
| <b>Subtotal Erosion Control</b>           |           |          |                 | <b>\$ -</b> |

**5D - NPDES**

| Item code                                           | Unit | Quantity | Unit Price (\$) | Cost             |
|-----------------------------------------------------|------|----------|-----------------|------------------|
| 130300 Prepare SWPPP                                | LS   | 1 x      | 10,000.00 = \$  | 10,000           |
| 130200 Prepare WPCP                                 | LS   | x        | = \$            | -                |
| 130100 Job Site Management                          | LS   | 1 x      | 50,000.00 = \$  | 50,000           |
| 130330 Storm Water Annual Report                    | EA   | 1 x      | 2,000.00 = \$   | 2,000            |
| 130310 Rain Event Action Plan (REAP)                | EA   | x        | = \$            | -                |
| 130320 Storm Water Sampling and Analysis Day        | EA   | x        | = \$            | -                |
| 130520 Temporary Hydraulic Mulch                    | SQYD | x        | = \$            | -                |
| 130550 Temporary Hydroseed                          | SQYD | x        | = \$            | -                |
| 130505 Move-In/Move-Out (Temporary Erosion Control) | EA   | x        | = \$            | -                |
| 130640 Temporary Fiber Roll                         | LF   | x        | = \$            | -                |
| 130900 Temporary Concrete Washout                   | LS   | 2 x      | 3,000.00 = \$   | 6,000            |
| 130710 Temporary Construction Entrance              | EA   | 2 x      | 2,500.00 = \$   | 5,000            |
| 130610 Temporary Check Dam                          | LF   | x        | = \$            | -                |
| 130620 Temporary Drainage Inlet Protection          | EA   | 4 x      | 650.00 = \$     | 2,600            |
| 130730 Street Sweeping                              | LS   | x        | = \$            | -                |
| <b>Subtotal NPDES</b>                               |      |          |                 | <b>\$ 75,600</b> |

**Supplemental Work for NPDES**

| Item code                                           | Unit | Quantity | Unit Price (\$) | Cost            |
|-----------------------------------------------------|------|----------|-----------------|-----------------|
| 066595 Water Pollution Control Maintenance Sharing* | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| 066596 Additional Water Pollution Control**         | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| 066597 Storm Water Sampling and Analysis***         | LS   | 1 x      | 2,000.00 = \$   | 2,000           |
| XXXXXX Some Item                                    | LS   | x        | = \$            | -               |
| <b>Subtotal Supplemental Work for NDPS</b>          |      |          |                 | <b>\$ 6,000</b> |

\*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

\*\*Applies to both SWPPPs and WPCP projects.

\*\*\* Applies only to project with SWPPPs.

**TOTAL ENVIRONMENTAL \$ 95,600**



**SECTION 6: TRAFFIC ITEMS****6A - Traffic Electrical**

| Item code                                                                       | Unit  | Quantity | Unit Price (\$) | Cost              |
|---------------------------------------------------------------------------------|-------|----------|-----------------|-------------------|
| 860460 Lighting and Sign Illumination                                           | LS    | 1 x      | 50,000.00 = \$  | 50,000            |
| 860201 Signal and Lighting                                                      | LS    | 1 x      | 300,000.00 = \$ | 300,000           |
| 860990 Closed Circuit Television System                                         | LS    | x        | = \$            | -                 |
| 86110X Ramp Metering System (Location X)                                        | LS    | x        | = \$            | -                 |
| 86070X Interconnection Conduit and Cable                                        | LF/LS | x        | = \$            | -                 |
| 5602XX Furnish Sign Structure (Type X)                                          | LB    | x        | = \$            | -                 |
| 5602XX Install Sign Structure (Type X)                                          | LB    | x        | = \$            | -                 |
| 498040 XX" CIDHC Pile (Sign Foundation)                                         | LF    | x        | = \$            | -                 |
| 86080X Inductive Loop Detectors                                                 | EA/LS | x        | = \$            | -                 |
| 8609XX Traffic Monitoring Station (Type X)                                      | LS    | x        | = \$            | -                 |
| 15075X Remove Sign Structure                                                    | EA/LS | x        | = \$            | -                 |
| 151581 Reconstruct Sign Structure                                               | EA    | x        | = \$            | -                 |
| 152641 Modify Sign Structure                                                    | EA    | x        | = \$            | -                 |
| 860090 Maintain Existing Traffic Management System Elements During Construction | LS    | x        | = \$            | -                 |
| 86XXXX Fiber Optic Conduit System                                               | LS    | x        | = \$            | -                 |
| XXXXX Some Item                                                                 | LS    | x        | = \$            | -                 |
| <b>Subtotal Traffic Electrical</b>                                              |       |          |                 | <b>\$ 350,000</b> |

**6B - Traffic Signing and Striping**

| Item code                                                                           | Unit | Quantity | Unit Price (\$) | Cost             |
|-------------------------------------------------------------------------------------|------|----------|-----------------|------------------|
| 566011 Roadside Sign - One Post                                                     | EA   | x        | = \$            | -                |
| 566012 Roadside Sign - Two Post                                                     | EA   | x        | = \$            | -                |
| 5602XX Furnish Sign                                                                 | SQFT | x        | = \$            | -                |
| 568016 Install Sign Panel on Existing Frame                                         | SQFT | x        | = \$            | -                |
| 150711 Remove Painted Traffic Stripe                                                | LF   | x        | = \$            | -                |
| 141101 Remove Yellow Painted Traffic Stripe (Hazardous Waste)                       | LF   | x        | = \$            | -                |
| 150712 Remove Painted Pavement Marking                                              | SQFT | x        | = \$            | -                |
| 150742 Remove Roadside Sign                                                         | EA   | x        | = \$            | -                |
| 152320 Reset Roadside Sign                                                          | EA   | x        | = \$            | -                |
| 152390 Relocate Roadside Sign                                                       | EA   | x        | = \$            | -                |
| 84XXXX Signing and Striping                                                         | LS   | 1 x      | 10,000.00 = \$  | 10,000           |
| 840502 Thermoplastic Traffic Stripe (Enhanced Wet Night Visibility)                 | LF   | x        | = \$            | -                |
| 846012 Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility) | SQFT | x        | = \$            | -                |
| 120090 Construction Area Signs                                                      | LS   | 1 x      | 40,000.00 = \$  | 40,000           |
| 84XXXX Permanent Pavement Delineation                                               | LS   | x        | = \$            | -                |
| <b>Subtotal Traffic Signing and Striping</b>                                        |      |          |                 | <b>\$ 50,000</b> |

**6C - Traffic Management Plan**

| Item code                                | Unit  | Quantity | Unit Price (\$) | Cost        |
|------------------------------------------|-------|----------|-----------------|-------------|
| 12865X Portable Changeable Message Signs | EA/LS | x        | = \$            | -           |
| <b>Subtotal Traffic Management Plan</b>  |       |          |                 | <b>\$ -</b> |

**6C - Stage Construction and Traffic Handling**

| Item code                                               | Unit | Quantity | Unit Price (\$) | Cost              |
|---------------------------------------------------------|------|----------|-----------------|-------------------|
| 120199 Traffic Plastic Drum                             | EA   | x        | = \$            | -                 |
| 12016X Channelizer (Type X)                             | EA   | x        | = \$            | -                 |
| 120120 Type III Barricade                               | EA   | x        | = \$            | -                 |
| 129100 Temporary Crash Cushion Module                   | EA   | x        | = \$            | -                 |
| 120100 Traffic Control System                           | LS   | 1 x      | 500,000.00 = \$ | 500,000           |
| 129110 Temporary Crash Cushion                          | EA   | x        | = \$            | -                 |
| 129000 Temporary Railing (Type K)                       | LF   | x        | = \$            | -                 |
| 120149 Temporary Pavement Marking (Paint)               | SQFT | x        | = \$            | -                 |
| 82010X Delineator (Class X)                             | EA   | x        | = \$            | -                 |
| XXXXXX Stage Construction                               | LS   | x        | = \$            | -                 |
| <b>Subtotal Stage Construction and Traffic Handling</b> |      |          |                 | <b>\$ 500,000</b> |

**TOTAL TRAFFIC ITEMS \$ 900,000**

**SECTION 7: DETOURS**

Includes constructing, maintaining, and removal

| Item code                                  | Unit   | Quantity | Unit Price (\$)  | Cost   |
|--------------------------------------------|--------|----------|------------------|--------|
| 190101 Roadway Excavation                  | CY     | x        | = \$             | -      |
| 19801X Imported Borrow                     | CY/TON | x        | = \$             | -      |
| 390132 Hot Mix Asphalt (Type A)            | TON    | x        | = \$             | -      |
| 26020X Class 2 Aggregate Base              | TON/CY | x        | = \$             | -      |
| 250401 Class 4 Aggregate Subbase           | CY     | x        | = \$             | -      |
| 130620 Temporary Drainage Inlet Protection | EA     | x        | = \$             | -      |
| 129000 Temporary Railing (Type K)          | LF     | x        | = \$             | -      |
| 128601 Temporary Signal System             | LS     | x        | = \$             | -      |
| 120149 Temporary Pavement Marking (Paint)  | SQFT   | x        | = \$             | -      |
| 80010X Temporary Fence (Type X)            | LF     | x        | = \$             | -      |
| XXXXXX Road Repair (Detour)                | LS     | 1        | x 50,000.00 = \$ | 50,000 |

|                      |                  |
|----------------------|------------------|
| <b>TOTAL DETOURS</b> | <b>\$ 50,000</b> |
|----------------------|------------------|

|                                      |                     |
|--------------------------------------|---------------------|
| <b>SUBTOTAL SECTIONS 1 through 7</b> | <b>\$ 5,917,200</b> |
|--------------------------------------|---------------------|

**SECTION 8: MINOR ITEMS****8A - Americans with Disabilities Act Items**

|           |      |           |
|-----------|------|-----------|
| ADA Items | 1.0% | \$ 59,172 |
|-----------|------|-----------|

**8B - Bike Path Items**

|                 |      |           |
|-----------------|------|-----------|
| Bike Path Items | 1.0% | \$ 59,172 |
|-----------------|------|-----------|

**8C - Other Minor Items**

|                   |      |            |
|-------------------|------|------------|
| Other Minor Items | 8.0% | \$ 473,376 |
|-------------------|------|------------|

|                      |              |         |              |
|----------------------|--------------|---------|--------------|
| Total of Section 1-7 | \$ 5,917,200 | x 10.0% | = \$ 591,720 |
|----------------------|--------------|---------|--------------|

|                          |                   |
|--------------------------|-------------------|
| <b>TOTAL MINOR ITEMS</b> | <b>\$ 591,800</b> |
|--------------------------|-------------------|

**SECTIONS 9: MOBILIZATION**

|           |                   |              |       |              |
|-----------|-------------------|--------------|-------|--------------|
| Item code |                   |              |       |              |
| 999990    | Total Section 1-8 | \$ 6,509,000 | x 10% | = \$ 650,900 |

|                           |                   |
|---------------------------|-------------------|
| <b>TOTAL MOBILIZATION</b> | <b>\$ 650,900</b> |
|---------------------------|-------------------|

**SECTION 10: SUPPLEMENTAL WORK**

| Item code                                               | Unit | Quantity | Unit Price (\$) | Cost |
|---------------------------------------------------------|------|----------|-----------------|------|
| 066670 Payment Adjustments For Price Index Fluctuations | LS   | x        | = \$            | -    |
| 066094 Value Analysis                                   | LS   | x        | = \$            | -    |
| 066070 Maintain Traffic                                 | LS   | x        | = \$            | -    |
| 066919 Dispute Resolution Board                         | LS   | x        | = \$            | -    |
| 066921 Dispute Resolution Advisor                       | LS   | x        | = \$            | -    |
| 066015 Federal Trainee Program                          | LS   | x        | = \$            | -    |
| 066610 Partnering                                       | LS   | x        | = \$            | -    |
| 066204 Remove Rock and Debris                           | LS   | x        | = \$            | -    |
| 066222 Locate Existing Crossover                        | LS   | x        | = \$            | -    |
| XXXXXX Some Item                                        | Unit | x        | = \$            | -    |

|                                                         |            |
|---------------------------------------------------------|------------|
| Cost of NPDES Supplemental Work specified in Section 5D | = \$ 6,000 |
|---------------------------------------------------------|------------|

|                   |              |    |              |
|-------------------|--------------|----|--------------|
| Total Section 1-8 | \$ 6,509,000 | 4% | = \$ 260,360 |
|-------------------|--------------|----|--------------|

|                                |                   |
|--------------------------------|-------------------|
| <b>TOTAL SUPPLEMENTAL WORK</b> | <b>\$ 266,400</b> |
|--------------------------------|-------------------|

**SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES**

| Item code         |                                              | Unit | Quantity  | Unit Price (\$) |      | Cost    |
|-------------------|----------------------------------------------|------|-----------|-----------------|------|---------|
| 066105            | Resident Engineers Office                    | LS   | x         | =               |      | \$0     |
| 066063            | Traffic Management Plan - Public Information | LS   | x         | =               |      | \$0     |
| 066901            | Water Expenses                               | LS   | x         | =               |      | \$0     |
| 8609XX            | Traffic Monitoring Station (X)               | LS   | x         | =               |      | \$0     |
| 066841            | Traffic Controller Assembly                  | LS   | x         | =               |      | \$0     |
| 066840            | Traffic Signal Controller Assembly           | LS   | x         | =               |      | \$0     |
| 066062            | COZEEP Contract                              | LS   | x         | =               |      | \$0     |
| 066838            | Reflective Numbers and Edge Sealer           | LS   | x         | =               |      | \$0     |
| 066065            | Tow Truck Service Patrol                     | LS   | x         | =               |      | \$0     |
| 066916            | Annual Construction General Permit Fee       | LS   | x         | =               |      | \$0     |
| XXXXXX            | Some Item                                    | Unit | x         | =               |      | \$0     |
| Total Section 1-8 |                                              | \$   | 6,509,000 | 4%              | = \$ | 260,360 |

|                              |                  |
|------------------------------|------------------|
| <b>TOTAL STATE FURNISHED</b> | <b>\$260,400</b> |
|------------------------------|------------------|

**SECTION 12: TIME-RELATED OVERHEAD**

|                                                                       |                                                                                           |
|-----------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Total of Roadway and Structures Contract Items excluding Mobilization | \$18,844,423 (used to calculate TRO)                                                      |
| Total Construction Cost (excluding TRO and Contingency)               | \$21,196,926 (used to check if project is greater than \$5 million excluding contingency) |

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **3%**

| Item code |                       | Unit | Quantity | Unit Price (\$) |           | Cost      |
|-----------|-----------------------|------|----------|-----------------|-----------|-----------|
| 070018    | Time-Related Overhead | WD   | 250      | X               | \$1,885 = | \$471,200 |

|                                    |                  |
|------------------------------------|------------------|
| <b>TOTAL TIME-RELATED OVERHEAD</b> | <b>\$471,200</b> |
|------------------------------------|------------------|

Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

**SECTION 13: ROADWAY CONTINGENCY**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

|                    |    |           |   |     |   |             |
|--------------------|----|-----------|---|-----|---|-------------|
| Total Section 1-11 | \$ | 7,891,500 | x | 15% | = | \$1,183,725 |
|--------------------|----|-----------|---|-----|---|-------------|

|                          |                    |
|--------------------------|--------------------|
| <b>TOTAL CONTINGENCY</b> | <b>\$1,183,800</b> |
|--------------------------|--------------------|

## II. STRUCTURE ITEMS

|                               | <u>Bridge</u>                          | <u>Retaining Wall</u> | <u>Bridge (Alt 2)</u>      |
|-------------------------------|----------------------------------------|-----------------------|----------------------------|
| DATE OF ESTIMATE              | 11/13/19                               | 11/13/19              | 11/13/19                   |
| Bridge Name                   | Overpass Structure                     | xxxxxxxxxxxxxxxxxxxx  | Overpass Structure (Alt 2) |
| Bridge Number                 | 45C-XXX                                | 45C-XXX               | 45C-XXX                    |
| Structure Type                | Precast/Prestressed Wide Flange Girder | MSE Retaining Walls   | CIP Box Girder             |
| Width (Feet) [out to out]     | 83.50 LF                               | 0 LF                  | 83.50 LF                   |
| Total Bridge Length (Feet)    | 149.50 LF                              | 0 LF                  | 149.50 LF                  |
| Total Area (Square Feet)      | 12483 SQFT                             | 82100 SQFT            | 12483 SQFT                 |
| Structure Depth (Feet)        | 6.58 LF                                | 0 LF                  | 6.58 LF                    |
| Footing Type (pile or spread) | Pile                                   | xxxxxxxxxxxxxxxxxxxx  | Pile                       |
| Cost Per Square Foot          | \$254                                  | \$90                  | \$241                      |
|                               |                                        |                       | <b>\$3,012,820</b>         |
| <b>COST OF EACH STRUCTURE</b> | <b>\$3,165,360</b>                     | <b>\$7,407,860</b>    | <b>\$0</b>                 |

|                               |                      |                      |                      |
|-------------------------------|----------------------|----------------------|----------------------|
| DATE OF ESTIMATE              | 00/00/00             | 00/00/00             | 00/00/00             |
| Name                          | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Bridge Number                 | 45C-XXX              | 45C-XXX              | 45C-XXX              |
| Structure Type                | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Width (Feet) [out to out]     | 0 LF                 | 0 LF                 | 0 LF                 |
| Total Length (Feet)           | 0 LF                 | 0 LF                 | 0 LF                 |
| Total Area (Square Feet)      | 0 SQFT               | 0 SQFT               | 0 SQFT               |
| Structure Depth (Feet)        | 0 LF                 | 0 LF                 | 0 LF                 |
| Footing Type (pile or spread) | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx | xxxxxxxxxxxxxxxxxxxx |
| Cost Per Square Foot          | \$100                | \$0                  | \$0                  |
| <b>COST OF EACH STRUCTURE</b> | <b>\$0</b>           | <b>\$0</b>           | <b>\$0</b>           |

For Estimate - See 251911-Structure Costs Overpass

|                              |                    |
|------------------------------|--------------------|
| <b>TOTAL COST OF BRIDGES</b> | <b>\$3,165,360</b> |
|------------------------------|--------------------|

|                                |                    |
|--------------------------------|--------------------|
| <b>TOTAL COST OF BUILDINGS</b> | <b>\$7,407,860</b> |
|--------------------------------|--------------------|

|                                    |     |                    |
|------------------------------------|-----|--------------------|
| Structures Mobilization Percentage | 10% | <b>\$1,174,802</b> |
|------------------------------------|-----|--------------------|

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&amp;E 5%)

|                                   |     |                    |
|-----------------------------------|-----|--------------------|
| Structures Contingency Percentage | 15% | <b>\$1,762,203</b> |
|-----------------------------------|-----|--------------------|

|                                 |                     |
|---------------------------------|---------------------|
| <b>TOTAL COST OF STRUCTURES</b> | <b>\$13,510,226</b> |
|---------------------------------|---------------------|

Estimate Prepared By: Kiana Negoro11/13/2019

Date

III. RAILROAD ITEMS

| Item code                            |                              | Unit | Quantity |   | Unit Price (\$) |   | Cost        |
|--------------------------------------|------------------------------|------|----------|---|-----------------|---|-------------|
| XXXXXX                               | Removal of Existing Crossing | LS   | 1        | x | 14,200.00       | = | \$ 14,200   |
| TOTAL RAILROAD ITEMS                 |                              |      |          |   |                 |   | \$ 14,200   |
| Railroad Work Contingency Percentage |                              |      |          |   |                 |   | 15% \$2,130 |
| TOTAL COST OF RAILROAD WORK          |                              |      |          |   |                 |   | \$16,330    |

**IV. RIGHT OF WAY**

Fill in all of the available information from the Right of Way data sheet.

|    |     |                                                                        |    |         |
|----|-----|------------------------------------------------------------------------|----|---------|
| A) | A1) | Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees | \$ | 404,000 |
|    | A2) | SB-1210                                                                | \$ | 0       |
| B) |     | Acquisition of Offsite Mitigation                                      | \$ | 0       |
| C) | C1) | Utility Relocation (State Share)                                       | \$ | 0       |
|    | C2) | Potholing (Design Phase)                                               | \$ | 0       |
| D) |     | Railroad Acquisition                                                   | \$ | 0       |
| E) |     | Clearance / Demolition                                                 | \$ | 0       |
| F) |     | Relocation Assistance (RAP and/or Last Resort Housing Costs)           | \$ | 0       |
| G) |     | Title and Escrow                                                       | \$ | 91,000  |
| H) |     | Environmental Review                                                   | \$ | 0       |
| I) |     | Condemnation Settlements <u>0%</u>                                     | \$ | 0       |
| J) |     | Design Appreciation Factor <u>0%</u>                                   | \$ | 0       |
| K) |     | Utility Relocation (Construction Cost)                                 | \$ | 893,333 |

L)

**TOTAL RIGHT OF WAY ESTIMATE****\$1,388,333**

## PRECAST BRIDGE ESTIMATE - OVERPASS ALT



PROJECT NO.

251911-1

## Advance Planning Estimate

x General Plan Estimate

Est. By      KN      11/25/2019

### Marginal Estimate

Chk. By \_\_\_\_\_

|      |                                       |
|------|---------------------------------------|
| 3.0% | Forecasted Annual Cost Inflation Rate |
|------|---------------------------------------|

Date for mid-point of construction period \_\_\_\_\_

|         |                                                |
|---------|------------------------------------------------|
| BRIDGE: | <u>Grangeville Ave Grade Separation</u>        |
| TYPE:   | <u>Precast, Prestressed Wide Flange Girder</u> |

CALTRANS BR NO.: \_\_\_\_\_  
COUNTY BR NO.: \_\_\_\_\_

DISTRICT: 06  
COUNTY: KIN

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

CU: \_\_\_\_\_  
EA: \_\_\_\_\_

|         |           |          |              |
|---------|-----------|----------|--------------|
| DEPTH:  | LENGTH:   | WIDTH:   | AREA:        |
| 6.58 ft | 149.50 ft | 83.50 ft | 12,483 sq ft |

[illegible]

NOTES:



## RETAINING WALL ESTIMATE - OVERPASS ALT



PROJECT NO.

251911-1

## Advance Planning Estimate

x General Plan Estimate

Est. By      KN      11/25/2019

### Marginal Estimate

Chk. By \_\_\_\_\_

3.0%      Forecasted Annual Cost Inflation Rate

Date for mid-point of construction period \_\_\_\_\_

|         |                                  |
|---------|----------------------------------|
| BRIDGE: | Grangeville Ave Grade Separation |
| TYPE:   | MSE Retaining Walls              |

CALTRANS BR NO.: \_\_\_\_\_  
COUNTY BR NO.: \_\_\_\_\_

DISTRICT: 06  
COUNTY: KIN

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

CU: \_\_\_\_\_  
EA: \_\_\_\_\_

DEPTH:            LENGTH:            WIDTH:            AREA:

\_\_\_\_\_ = 82,100 sq ft

| ITEM NO. |         | CONTRACT ITEMS                       | UNIT                                 | QUANTITY | UNIT COST  | ADJ  | PRICE    | AMOUNT                           |
|----------|---------|--------------------------------------|--------------------------------------|----------|------------|------|----------|----------------------------------|
| 1        | 477020  | Mechanically Stabilized Embankment   | SQFT                                 | 82,100   | \$90.00    | 0.50 | \$45.00  | \$3,694,500                      |
| 2        | 510053  | Structural Concrete, Bridge          | CY                                   | 2,970    | \$1,200.00 | 0.50 | \$600.00 | \$1,782,000                      |
| 3        | 520102  | Bar Reinforcing Steel (Bridge)       | LB                                   | 425,800  | \$1.70     | 1.00 | \$1.70   | \$723,860                        |
| 4        | 833033  | Chain Link Railing (Type 7 Modified) | LF                                   | 7,000    | \$85.00    | 1.00 | \$85.00  | \$595,000                        |
| 5        | 839727A | Concrete Barrier (Type 836 Modified) | LF                                   | 3,500    | \$175.00   | 1.00 | \$175.00 | \$612,500                        |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      |                                      |          |            |      |          |                                  |
|          |         |                                      | SUBTOTAL                             |          |            |      |          | \$7,407,860                      |
|          |         |                                      | MOBILIZATION (@ 10%)                 |          |            |      |          | \$823,096                        |
|          |         |                                      | SUBTOTAL RW ITEMS                    |          |            |      |          | \$8,230,956                      |
|          |         |                                      | CONTINGENCIES (@ 15%)                |          |            |      |          | \$1,234,643                      |
|          |         |                                      | TOTAL RW COST                        |          |            |      |          | \$9,465,599                      |
|          |         |                                      | COST PER SQ. FT. (w/o contingencies) |          |            |      |          | \$100                            |
|          |         |                                      | <b>FOR PRESENT DAY COST - USE</b>    |          |            |      |          | 11/25/2019<br><b>\$9,470,000</b> |

**NOTES:**

NOTES:

## Appendix C: Overpass Structure Type Selection Memorandum

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            |                                      |                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------------------|----------------|----------------------------|--------------------------------------|-------------------------------|
| <b>STATE OF CALIFORNIA    DEPARTMENT OF TRANSPORTATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |                                |                |                            |                                      |                               |
| <b>STRUCTURE TYPE SELECTION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            |                                      |                               |
| <b>PROJECT IDENTIFICATION</b><br>Grangeville Boulevard Grade Separation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    |                                |                | <b>LATITUDE</b><br>36.3426 |                                      | <b>LONGITUDE</b><br>-119.6617 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            |                                      | <b>DATE</b><br>11/25/2019     |
| <b>DIST</b><br>06                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>CO</b><br>Kings | <b>RTE</b><br>Grangeville Blvd | <b>PM</b><br>- | <b>CD</b><br>-             | <b>EA</b><br>-                       | <b>DESIGN GROUP</b><br>TRC    |
| <b>STRUCTURE NAME(S)</b><br>Grangeville Boulevard Overpass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |                                |                |                            | <b>PRESENT DAY CONSTRUCTION COST</b> |                               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            | Bridge                               | \$4,050,000                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            | Wall                                 | \$9,470,000                   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |                                |                |                            | Total                                | \$13,520,000                  |
| <b>TYPES CONSIDERED:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                    |                                |                |                            |                                      |                               |
| <ul style="list-style-type: none"> <li>• Alternative 1: Precast Prestressed Wide Flange Girder Bridge</li> <li>• Alternative 2: Cast-in-Place Prestressed Box Girder Bridge</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                    |                                |                |                            |                                      |                               |
| <b>BRIEF PROJECT DESCRIPTION:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                    |                                |                |                            |                                      |                               |
| <p>Grangeville Boulevard will be grade separated from the BNSF railroad tracks to reduce accident potential and liability, improve emergency response times, reduce traffic delays, provide for efficient cross-town traffic, provide infrastructure for the planned growth in traffic volumes, and improve air quality by eliminating vehicle idling at the train crossing. This document compares two alternatives for overpass superstructure types to span over the existing railroad tracks. Due to the proximity of residences and businesses to the roadway, retaining walls will be required at each corner of the bridge, running parallel with Grangeville Blvd along the length of the project to retain the embankment fill. Further discussion is included under "Span Configurations". The bridge span and depth and retaining wall lengths are the same for both alternatives.</p> <p><b><i>Span Configurations</i></b></p> <p>Due to the large raise in profile to meet railroad clearances, two span configurations were considered: a single span bridge with tall abutments (39 ft. tall) or a 10-span bridge with shorter abutments (14 ft. tall). Although the longer bridge will provide less visual obstruction than the shorter bridge, it is more expensive to construct a longer bridge than it is to construct retaining walls and embankment fill. Additionally, the longer bridge provides a large vacant space underneath it that will act as a sheltered area for homeless people to congregate. The abutment types are discussed further below.</p> <p><b><i>Alternative 1: Precast Prestressed Wide Flange Girder Bridge</i></b></p> <p>A precast prestressed wide flange girder superstructure has many advantages including falsework not being required over the railroad, quicker construction, shorter traffic impact, and less risk to contractor and public safety due to shorter project duration. Disadvantages for this superstructure type include somewhat higher costs.</p> <p><b><i>Alternative 2: Cast-in-Place Prestressed Box Girder Bridge</i></b></p> <p>A cast-in-place prestressed box girder superstructure has a somewhat lower construction cost; however, it requires the construction of falsework over the railroad tracks and has a longer construction time with increased impact to traffic and more risk to contractor and public safety due to a longer project duration. Cast-in-place construction typically requires a higher roadway profile in order to meet falsework clearances over the tracks, and therefore could result in longer roadway approaches. The BNSF guidelines discourages the use of cast-in-place superstructures; however, they are not prohibited.</p> <p><b><i>Falsework</i></b></p> <p>For the cast-in-place option, falsework will be required to construct the superstructure over the railroad. According to the UPRR BNSF Grade Separation Guidelines, the minimum construction clearance envelope is 15 feet horizontally from the centerline of each track and 21.5 feet above the top of rail. To satisfy the construction clearance envelope for this project, the falsework will need to span a minimum of 44 feet, requiring a falsework depth of 3.25 feet per Caltrans Bridge Design Aids Table 10-2. The minimum clearance at the edge of the construction clearance envelope is 25.45 feet, which will accommodate the 21.5 feet minimum clearance with the 3.25 feet of falsework. Thus, the same vertical profile can be used for both the cast-in-place and precast options. The vertical profile for the project was set to meet the permanent vertical clearance criteria of 23.5 ft. over the entire railroad right of way. However, the guidelines state that the extent of the permanent vertical clearance shall be a minimum of 9 ft. to the field side of the outer most existing or future tracks. Depending on BNSF's future track needs, the proposed profile may be able to be lowered for the precast alternative.</p> |                    |                                |                |                            |                                      |                               |

***Abutment Types***

The maximum retained soil height behind the abutment for the single span option is approximately 39 ft., which is very tall. Two abutment types were considered for the single span option: MSE abutments and tall cantilever abutments. Tall cantilever abutments consist of a cast-in-place reinforced concrete stem wall with a seat at the top to support the bridge and a large footing with four or more rows of piles. Due to the large retained height, soil nail anchors may be required near the top of the stem wall to help prevent overturning. MSE abutments are preferred over tall cantilever abutments for cost reasons. MSE abutments are like MSE walls, consisting of precast concrete panels with soil reinforcing extending back into the embankment. A short, pile-supported seat-type abutment is constructed directly behind the MSE abutment. The piles allow the vertical loads from the bridge to transfer down below the wall so that there is no surcharge on the wall. The BNSF guidelines say that if MSE walls are used to retain abutment fill the abutment must be supported by deep foundations. Additionally, the MSE walls must be at least 50 ft. from the centerline of existing or future tracks. MSE walls placed within 50 ft. must be approved by the railroad and abutment protection consisting of a thickened wall for a minimum of 12 ft. above the top of rail must be incorporated. We have set the abutments so that they are 50 ft. from the centerline of existing track. If a future track is needed, railroad approval and abutment protection will be required to use this abutment type.

***Retaining Wall Types***

Similar to the abutment types considered, the two retaining wall types considered were MSE walls and tall cantilever walls. MSE retaining walls were chosen because they are expected to be less expensive than tall cantilever walls, and they do not require large excavations or expensive temporary shoring to construct the foundations. MSE walls are constructed on a small concrete leveling pad, which is ideal for constructing close to residences and businesses.

***Approximate Construction Costs***

Advance planning bridge estimates were created for both superstructure alternatives, and a separate estimate was created for the retaining walls. Both bridge alternatives utilize the MSE abutment type. Approximate costs provided herein will be in present day dollars and include 15% contingencies. Alternative 1: Precast Prestressed Wide Flange Girder Bridge will cost approximately \$4,050,000. Alternative 2: Cast-in-Place Prestressed Box Girder Bridge will cost approximately \$3,850,000. The retaining walls will cost approximately \$9,470,000.

***Recommendation***

Based on the above information, we recommend Alternative 1: Precast Prestressed Wide Flange Girder Bridge with MSE abutments and MSE retaining walls.

|                         |                               |                   |
|-------------------------|-------------------------------|-------------------|
| (1) DESIGN ENGR _____   | PROJECT MANAGER               | PROJECT ENGINEER  |
| (2) BR DES SUPV _____   | Mark A. Imbriani, P.E.        | Robin Yates, P.E. |
| (3) SR BR ARCHIT _____  | PROJECT AESTHETICS CONSULTANT |                   |
| (4) CHIEF STR DES _____ |                               |                   |
| (5) PROJECT ENGR _____  |                               |                   |

Copy to File

Attachments: Advanced Planning Estimates

## PRECAST BRIDGE ESTIMATE - OVERPASS ALT



PROJECT NO.

251911-1

## Advance Planning Estimate

x General Plan Estimate

Est. By      KN      11/25/2019

### Marginal Estimate

Chk. By

|      |                                       |
|------|---------------------------------------|
| 3.0% | Forecasted Annual Cost Inflation Rate |
|------|---------------------------------------|

Date for mid-point of construction period \_\_\_\_\_

|         |                                                |
|---------|------------------------------------------------|
| BRIDGE: | <u>Grangeville Ave Grade Separation</u>        |
| TYPE:   | <u>Precast, Prestressed Wide Flange Girder</u> |

CALTRANS BR NO.: \_\_\_\_\_  
COUNTY BR NO.: \_\_\_\_\_

DISTRICT: 06  
COUNTY: KIN

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

CU: \_\_\_\_\_  
EA: \_\_\_\_\_

|         |           |          |              |
|---------|-----------|----------|--------------|
| DEPTH:  | LENGTH:   | WIDTH:   | AREA:        |
| 6.58 ft | 149.50 ft | 83.50 ft | 12,483 sq ft |

| ITEM NO. | CONTRACT ITEMS                                                  | UNIT | QUANTITY | UNIT COST   | ADJ  | PRICE       | AMOUNT    |
|----------|-----------------------------------------------------------------|------|----------|-------------|------|-------------|-----------|
| 1        | 477020 Mechanically Stabilized Embankment                       | SQFT | 6,700    | \$90.00     | 1.00 | \$90.00     | \$603,000 |
| 2        | 490782 Furnish Piling (Class 200) (Alternative W)               | LF   | 1,170    | \$61.00     | 1.00 | \$61.00     | \$71,370  |
| 3        | 490783 Drive Pile (Class 200) (Alternative W)                   | EA   | 24       | \$3,000.00  | 1.00 | \$3,000.00  | \$72,000  |
| 4        | 510053 Structural Concrete, Bridge                              | CY   | 570      | \$1,500.00  | 1.00 | \$1,500.00  | \$855,000 |
| 5        | 510086 Structural Concrete, Approach Slab (Type N)              | CY   | 240      | \$850.00    | 1.00 | \$850.00    | \$204,000 |
| 6        | 512200A Furnish Precast Prestressed Concrete Girder (140'-150') | EA   | 10       | \$70,000.00 | 1.00 | \$70,000.00 | \$700,000 |
| 7        | 512500 Erect PC/PS Concrete Girder                              | EA   | 10       | \$20,000.00 | 1.00 | \$20,000.00 | \$200,000 |
| 8        | 519100 Joint Seal (MR 2")                                       | LF   | 190      | \$120.00    | 1.00 | \$120.00    | \$22,800  |
| 9        | 520102 Bar Reinforcing Steel (Bridge)                           | LB   | 111,700  | \$1.70      | 1.00 | \$1.70      | \$189,890 |
| 10       | 665023 24" Corrugated Steel Pipe (.079" Thick)                  | LF   | 560      | \$140.00    | 1.00 | \$140.00    | \$78,400  |
| 11       | 833033 Chain Link Railing (Type 7 Modified)                     | LF   | 120      | \$85.00     | 1.00 | \$85.00     | \$10,200  |
| 12       | 833023A Chain Link Railing (Type 3)                             | LF   | 300      | \$130.00    | 1.00 | \$130.00    | \$39,000  |
| 13       | 833088 Tubular Handrailing                                      | LF   | 420      | \$110.00    | 1.00 | \$110.00    | \$46,200  |
| 14       | 839727A Concrete Barrier (Type 836 Modified)                    | LF   | 420      | \$175.00    | 1.00 | \$175.00    | \$73,500  |
|          |                                                                 |      |          |             |      |             |           |
|          |                                                                 |      |          |             |      |             |           |

NOTES:

|                                      |            |                    |
|--------------------------------------|------------|--------------------|
| SUBTOTAL                             |            | \$3,165,360        |
| MOBILIZATION (@ 10%)                 |            | \$351,707          |
| SUBTOTAL BRIDGE ITEMS                |            | \$3,517,067        |
| CONTINGENCIES (@ 15%)                |            | \$527,560          |
| TOTAL BRIDGE COST                    |            | \$4,044,627        |
| COST PER SQ. FT. (w/o contingencies) |            | \$282              |
| <b>FOR PRESENT DAY COST - USE</b>    | 11/25/2019 | <b>\$4,050,000</b> |

## RETAINING WALL ESTIMATE - OVERPASS ALT



PROJECT NO.

251911-1

## Advance Planning Estimate

x General Plan Estimate

Est. By      KN      11/25/2019

### Marginal Estimate

Chk. By \_\_\_\_\_

|      |                                       |
|------|---------------------------------------|
| 3.0% | Forecasted Annual Cost Inflation Rate |
|------|---------------------------------------|

Date for mid-point of construction period \_\_\_\_\_

|         |                                         |
|---------|-----------------------------------------|
| BRIDGE: | <u>Grangeville Ave Grade Separation</u> |
| TYPE:   | <u>MSE Retaining Walls</u>              |

CALTRANS BR NO.: \_\_\_\_\_  
COUNTY BR NO.: \_\_\_\_\_

DISTRICT: 06  
COUNTY: KIN

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

CU: \_\_\_\_\_

|        |         |        |              |
|--------|---------|--------|--------------|
| DEPTH: | LENGTH: | WIDTH: | AREA:        |
|        |         |        | 82,100 sq ft |

EA: \_\_\_\_\_

| ITEM NO. |         | CONTRACT ITEMS                       | UNIT                                        | QUANTITY | UNIT COST  | ADJ  | PRICE    | AMOUNT             |
|----------|---------|--------------------------------------|---------------------------------------------|----------|------------|------|----------|--------------------|
| 1        | 477020  | Mechanically Stabilized Embankment   | SQFT                                        | 82,100   | \$90.00    | 0.50 | \$45.00  | \$3,694,500        |
| 2        | 510053  | Structural Concrete, Bridge          | CY                                          | 2,970    | \$1,200.00 | 0.50 | \$600.00 | \$1,782,000        |
| 3        | 520102  | Bar Reinforcing Steel (Bridge)       | LB                                          | 425,800  | \$1.70     | 1.00 | \$1.70   | \$723,860          |
| 4        | 833033  | Chain Link Railing (Type 7 Modified) | LF                                          | 7,000    | \$85.00    | 1.00 | \$85.00  | \$595,000          |
| 5        | 839727A | Concrete Barrier (Type 836 Modified) | LF                                          | 3,500    | \$175.00   | 1.00 | \$175.00 | \$612,500          |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      |                                             |          |            |      |          |                    |
|          |         |                                      | <b>SUBTOTAL</b>                             |          |            |      |          | \$7,407,860        |
|          |         |                                      | <b>MOBILIZATION (@ 10%)</b>                 |          |            |      |          | \$823,096          |
|          |         |                                      | <b>SUBTOTAL RW ITEMS</b>                    |          |            |      |          | \$8,230,956        |
|          |         |                                      | <b>CONTINGENCIES (@ 15%)</b>                |          |            |      |          | \$1,234,643        |
|          |         |                                      | <b>TOTAL RW COST</b>                        |          |            |      |          | \$9,465,599        |
|          |         |                                      | <b>COST PER SQ. FT. (w/o contingencies)</b> |          |            |      |          | \$100              |
|          |         |                                      | <b>FOR PRESENT DAY COST - USE</b>           |          |            |      |          | <b>\$9,470,000</b> |
|          |         |                                      |                                             |          |            |      |          |                    |

**NOTES:**

- The unit price for Mobilization shall include all costs associated with mobilizing the contractor's equipment and personnel to the project site, including travel, lodging, meals, and other expenses.
- The unit price for Chain Link Railing shall include all materials and labor required for installation, including post-and-rail system, chain link fencing, and concrete base.
- The unit price for Concrete Barrier shall include all materials and labor required for installation, including barrier panels, posts, and end treatments.
- The unit price for Bar Reinforcing Steel shall include all materials and labor required for fabrication and installation, including steel bars, ties, and formwork.
- The unit price for Structural Concrete shall include all materials and labor required for casting and curing, including concrete mix, forms, and reinforcement.
- The unit price for Mechanically Stabilized Embankment shall include all materials and labor required for construction, including geotextile fabric, filter fabric, and compacted embankment material.

NOTES:

## CIP BRIDGE ESTIMATE - OVERPASS ALT



### Advance Planning Estimate

x General Plan Estimate

Marginal Estimate

PROJECT NO.

251911-1

Est. By      KN      11/25/2019

Chk. By \_\_\_\_\_

3.0%      Forecasted Annual Cost Inflation Rate

Date for mid-point of construction period \_\_\_\_\_

|         |                                             |
|---------|---------------------------------------------|
| BRIDGE: | <u>Grangeville Ave Grade Separation</u>     |
| TYPE:   | <u>Cast-in-Place Prestressed Box Girder</u> |

CALTRANS BR NO.: \_\_\_\_\_  
COUNTY BR NO.: \_\_\_\_\_

DISTRICT: 06  
COUNTY: KIN

ROUTE: Grangeville Ave  
PM: \_\_\_\_\_

CU: \_\_\_\_\_

|         |           |          |              |
|---------|-----------|----------|--------------|
| DEPTH:  | LENGTH:   | WIDTH:   | AREA:        |
| 6.58 ft | 149.50 ft | 83.50 ft | 12,483 sq ft |

EA: \_\_\_\_\_

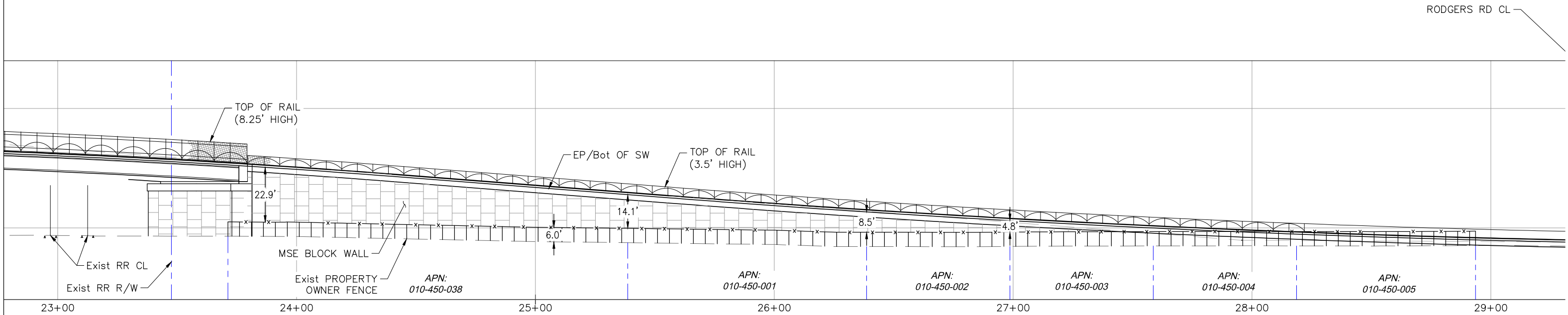
[illegible]

NOTES:

|                                      |                   |                    |
|--------------------------------------|-------------------|--------------------|
| SUBTOTAL                             |                   | \$3,012,820        |
| MOBILIZATION (@ 10%)                 |                   | \$334,758          |
| SUBTOTAL BRIDGE ITEMS                |                   | \$3,347,578        |
| CONTINGENCIES (@ 15%)                |                   | \$502,137          |
| TOTAL BRIDGE COST                    |                   | \$3,849,714        |
| COST PER SQ. FT. (w/o contingencies) |                   | \$268              |
| <b>FOR PRESENT DAY COST - USE</b>    | <b>11/25/2019</b> | <b>\$3,850,000</b> |

## Appendix D: Overpass Visual Impact Exhibit





"GB" LINE  
40 MPH PROFILE

## Appendix E: Traffic Study

# **Traffic Analysis**

## ***Proposed Grangeville Avenue / BNSF Railroad Grade Separation***

***Hanford, California***

***Prepared For:***

TRC Companies, Inc.  
10680 White Rock Road, Suite 100  
Rancho Cordova, California 95670

***Date:***

April 30, 2019

***Job No.:***

18-066.01



**PETERS ENGINEERING GROUP**

A CALIFORNIA CORPORATION



Mr. Mark Imbriani  
 TRC Companies, Inc.  
 10680 White Rock Road, Suite 100  
 Rancho Cordova, California 95670

April 30, 2019

Subject: Traffic Analysis  
 Proposed Grangeville Avenue / BNSF Railroad Grade Separation  
 Hanford, California

Dear Mr. Imbriani:

### **INTRODUCTION**

This report presents the results of traffic counts and analyses related to construction of the Grangeville Avenue / BNSF Railroad grade separation in Hanford, California. This limited analysis focuses on the traffic volumes that will be diverted by the project and the anticipated conditions after completion of the project.

### **PROJECT DESCRIPTION**

The proposed Grangeville Avenue / BNSF Railroad Grade Separation will be an underpass below the railroad tracks that will likely affect at least 850 feet in each direction along Grangeville Avenue.

Grangeville Boulevard is an arterial street that will be closed during construction, likely between University Avenue and Rodgers Road. It is anticipated that the intersection of Rodgers Road and Grangeville Boulevard will require full closure during at least a portion of the construction schedule. The following locations will be closed during construction and the connections will likely be permanently eliminated:

- Mildred Street at Grangeville Boulevard;
- Santa Fe Mini Storage Driveway;
- Tara Mobile Estates Driveway.

The project may include improvements on Claridge Lane to provide access to the existing mini storage facility and a new driveway on Malone Street to provide access to the mobile estates.

A vicinity map is presented in the attached Figure 1, Site Vicinity Map.

### **EXISTING TRAFFIC VOLUMES**

Intersection turning movement traffic counts were performed on a weekday between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. at the following intersections:

- University Avenue / Grangeville Avenue

- Tara Mobile Homes / Grangeville Avenue
- Mildred Street / Santa Fe Central & Mini Storage / Grangeville Avenue
- Rodgers Road / Grangeville Avenue

The intersection counts included bicycles, pedestrians, and heavy vehicles. The traffic count data sheets are attached and include the dates the counts were performed. The existing peak-hour turning movement volumes are presented in Figure 2, Existing Peak Hour Traffic Volumes.

A 24-hour vehicle classification count was performed on Grangeville Avenue near the BNSF crossing on Tuesday, December 18, 2018. The count revealed a total 24-hour traffic volume (eastbound and westbound combined) of 14,166 vehicles with a peak-hour volume of 1,336 vehicles between 4:30 and 5:30 p.m. Approximately five percent of the vehicles are trucks (heavy vehicles) of two or more axles.

### **LANE CONFIGURATIONS AND INTERSECTION CONTROL**

The existing lane configurations and intersection control at the study intersections are illustrated in Figure 3, Existing Lane Configurations.

### **TRAFFIC VOLUMES AT ALTERNATE CROSSINGS**

The nearest alternate locations to cross the BNSF railroad exist on Fargo Avenue to the north and Elm Street to the south. 11<sup>th</sup> Avenue also provides an alternative north-south crossing south of Elm Street, and Lacey Boulevard is the next major east-west street to the south. It is assumed that the detour established for the closure will include 12<sup>th</sup> Avenue, Fargo Avenue, and 11<sup>th</sup> Avenue. Traffic is also likely to redistribute to Greenfield Avenue and Elm Street to cross the tracks, or to 11<sup>th</sup> Avenue south of Elm Street. The following is a description of the alternate crossings:

Fargo Avenue at the BNSF Railroad is a two-lane at-grade crossing (one lane in each direction) with active traffic control devices, post-mounted and cantilevered flashing lights, signage, pavement markings, raised medians, and two automatic gates on each approach. The crossing is approximately one mile north of Grangeville Avenue. Fargo Avenue is designated as an arterial street in the City of Hanford General Plan with a current traffic volume on the order of 10,500 vehicles per day (both directions combined) based on traffic count data provided by the City of Hanford.

Elm Street at the BNSF Railroad is a four-lane at-grade crossing (two lanes in each direction) with active traffic control devices, post-mounted and cantilevered flashing lights, signage, pavement markings, and one automatic gate on each approach. There are no raised medians at the crossing. The crossing is approximately 0.7 mile south of Grangeville Avenue. Elm Street is a local road with an existing traffic volume on the order of 6,800 vehicles per day (both directions combined) based on traffic count data provided by the City of Hanford. The stop-controlled intersection of Elm Street and Greenfield Avenue is located approximately 350 feet west of the at-grade crossing. The signalized intersection of Elm Street and 11<sup>th</sup> Avenue is located less than 300 feet east of the at-grade crossing.

Lacey Boulevard at the BNSF Railroad is a four-lane at-grade crossing (two lanes in each direction) with active traffic control devices, post-mounted flashing lights, signage, pavement markings, raised medians, and two automatic gates on each approach. The crossing is approximately one mile south and half a mile east of the Grangeville Avenue crossing. Lacey Boulevard is designated as a collector street east of 11<sup>th</sup> Avenue in the City of Hanford General Plan with a current traffic volume on the order of 11,400 vehicles per day (both directions combined) based on traffic count data provided by the City of Hanford.

### **ROAD SEGMENT ANALYSES**

The Transportation Research Board *Highway Capacity Manual*, 2000, (HCM) defines level of service (LOS) as a qualitative measure describing operational characteristics within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level-of-service characteristics for road segments are presented in Table 1.

**Table 1**  
**Level of Service Characteristics for Roadways**

| <b>Level of Service</b> | <b>Description</b>                                                            |
|-------------------------|-------------------------------------------------------------------------------|
| A                       | Primarily free flow operations                                                |
| B                       | Reasonably unimpeded operations, ability to maneuver only slightly restricted |
| C                       | Stable operations, ability to maneuver and select operating speed affected    |
| D                       | Unstable flow, speeds and ability to maneuver restricted                      |
| E                       | Significant delays, flow quite unstable                                       |
| F                       | Extremely slow speeds                                                         |

Reference: 1998 *Highway Capacity Manual*, Transportation Research Board

For general planning purposes, road segment levels of service were determined based on procedures outlined in the HCM2010 utilizing the 2012 Florida Department of Transportation (FDOT) Quality/Level of Service Handbook Tables (Florida tables). The Florida tables present generalized correlations between traffic volumes and LOS based on the nationally-utilized and accepted HCM2010; the Florida tables are frequently utilized throughout California for road segment analyses. The Florida tables present LOS criteria based on the type of roadway being analyzed and the regional setting (i.e., urban areas or transitioning areas). The applicable Florida table is attached.

It should be noted that the actual operations of the roadways will likely be governed by the operations at intersections near the crossings. The analyses presented herein should be utilized only for the discussion of the order of magnitude of the effects of the Grangeville Avenue closure.

Table 2 presents the specific volume thresholds used in the analyses. It should be noted that reference to “signalized” roadways in the Florida tables includes stop-controlled intersections.

**Table 2**  
**Volume Thresholds for Non-State Signalized Roadway Levels of Service**

| Lanes | Configuration                         | A | B | C       | D               | E/F     |
|-------|---------------------------------------|---|---|---------|-----------------|---------|
| 2     | Divided, ≥40 MPH<br>(Fargo Avenue)    | * | * | ≤15,876 | 15,877 – 16,726 | >16,726 |
| 4     | Undivided, ≤35 MPH<br>(Elm Street)    | * | * | ≤9,787  | 9,788 – 21,870  | >21,870 |
| 4     | Divided, ≤35 MPH<br>(Lacey Boulevard) | * | * | ≤13,050 | 13,050 – 30,420 | >30,420 |

Reference: Florida Department of Transportation Table 1, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (utilizing Non-State Signalized Roadway Adjustments) dated December 18, 2012

Table 3 presents the results of the road segment analyses. The analyses are based on an assumption that 50 percent of the existing trips on Grangeville Avenue will redistribute to Fargo Avenue, 25 percent will use Elm Street, and 25 percent will use Lacey Boulevard.

**Table 3**  
**Summary of Estimated LOS**

| Road Segment    | Existing Volume | Existing LOS | Detour Volume | Detour LOS |
|-----------------|-----------------|--------------|---------------|------------|
| Fargo Avenue    | 10,500          | C or better  | 17,583        | E/F        |
| Elm Street      | 6,800           | C or better  | 10,342        | D          |
| Lacey Boulevard | 11,400          | C or better  | 14,942        | D          |

## **DISCUSSION OF ANALYSES**

The results of the road segment analyses suggest that congestion and delays are likely on Fargo Avenue and on Elm Street during construction. The conditions on Elm Street are expected to be worse than suggested by the road segment analyses because of the short length of the road segment and the proximity of intersections to the crossing. Congested conditions at intersections along the detour route should be anticipated.

A public information campaign is recommended to alert motorists of the project, the alternate routes, and the potential for congestion. It is recommended that alternate routes farther from the project site, such as State Route 198 and Flint Avenue, be suggested as alternate routes.

## **CONCLUSIONS**

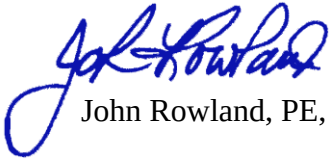
Standard traffic engineering principles and methods were employed to study the existing conditions and to estimate conditions that may occur during construction.

The conclusion of this study is that the nearest potential detour routes available during construction of the Grangeville Avenue / BNSF grade separation are likely to experience severe congestion and delays during construction.

A public information campaign is recommended to alert motorists of the project, the alternate routes, and the potential for congestion. It is recommended that alternate routes farther from the project site, such as State Route 198 and Flint Avenue, be suggested as alternate routes.

Thank you for the opportunity to perform this traffic analysis. Please feel free to call our office if you have any questions.

**PETERS ENGINEERING GROUP**



John Rowland, PE, TE

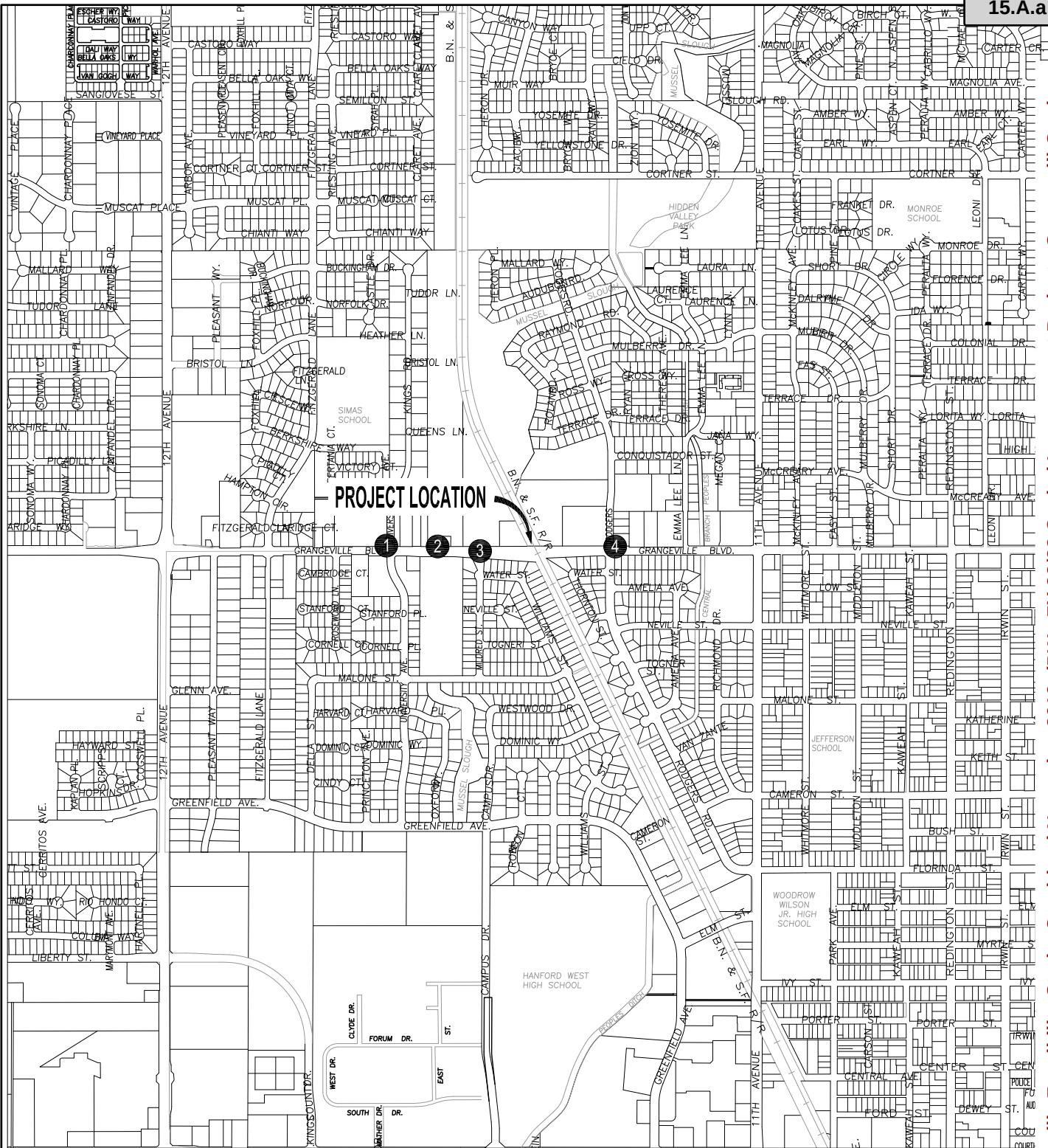


Attachments: Figures 1 through 3  
Traffic Count Data Sheets  
Florida Table



## FIGURES

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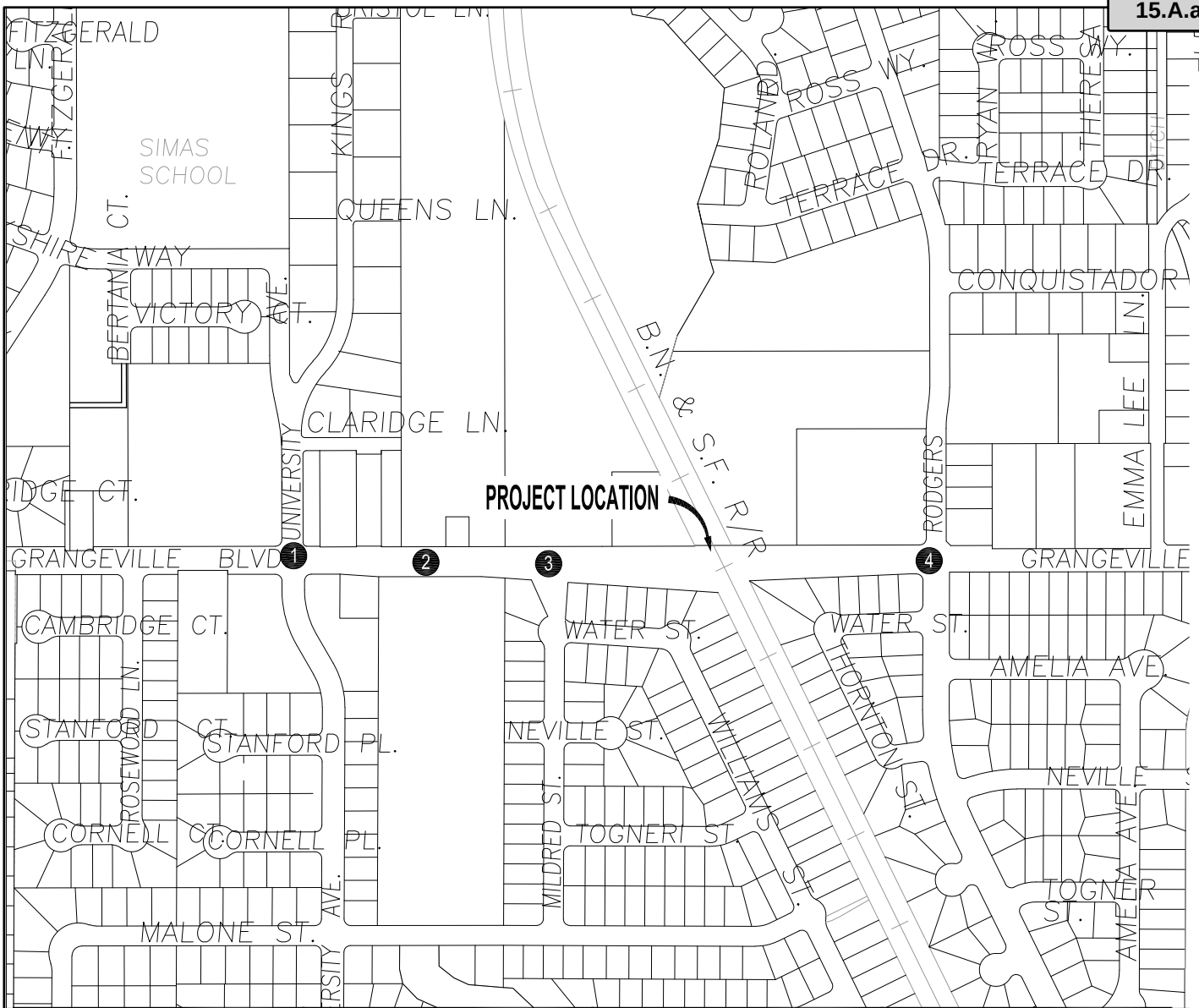
Proposed Grangeville Avenue / BNSF Railroad Grade Separation  
Hanford, California

LEGEND

- STUDY AREA INTERSECTIONS
- PROJECT SITE

SITE VICINITY MAP





|                                                                                                                                                                   |                                                                                                                 |                                                                                                                                           |                                                                                                                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>3(5) ← 46(70) 126(63)</p> <p>96(63) ← 377(437) 55(76)</p> <p>26(4) → 352(524) 20(24)</p> <p>17(8) → 76(64) 42(62)</p> <p><b>1</b> GRANGEVILLE / UNIVERSITY</p> | <p>525(578) ← 2(7)</p> <p>519(643) → 5(4)</p> <p>4(2) → 5(6)</p> <p><b>2</b> GRANGEVILLE / TARA MOBILE HOME</p> | <p>3(3) ← 2(4)</p> <p>6(2) ← 523(585) 106(58)</p> <p>1(0) → 523(620) 8(12)</p> <p>8(8) → 62(62)</p> <p><b>3</b> GRANGEVILLE / MILDRED</p> | <p>57(57) ← 35(39) 35(39)</p> <p>16(43) ← 504(515) 16(23)</p> <p>18(61) → 456(578) 100(55)</p> <p>58(70) → 17(42) 22(21)</p> <p><b>4</b> GRANGEVILLE / RODGERS</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

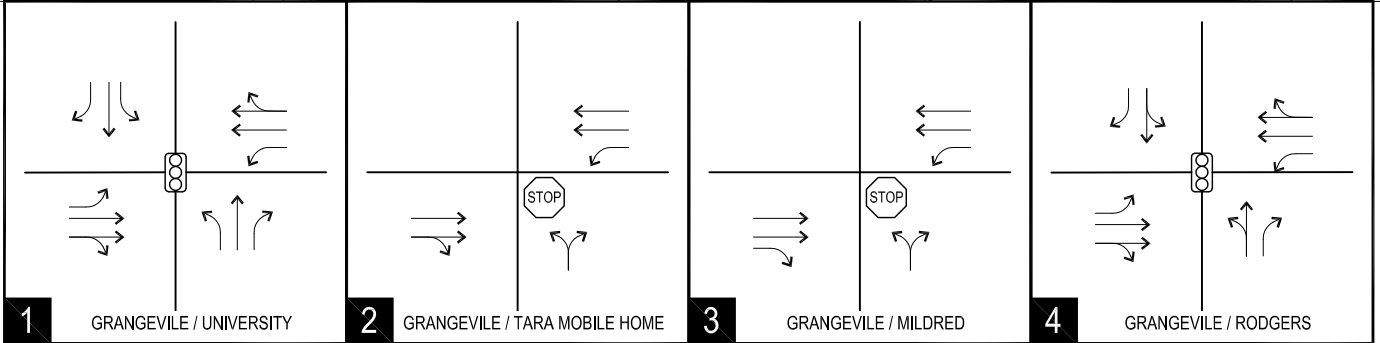
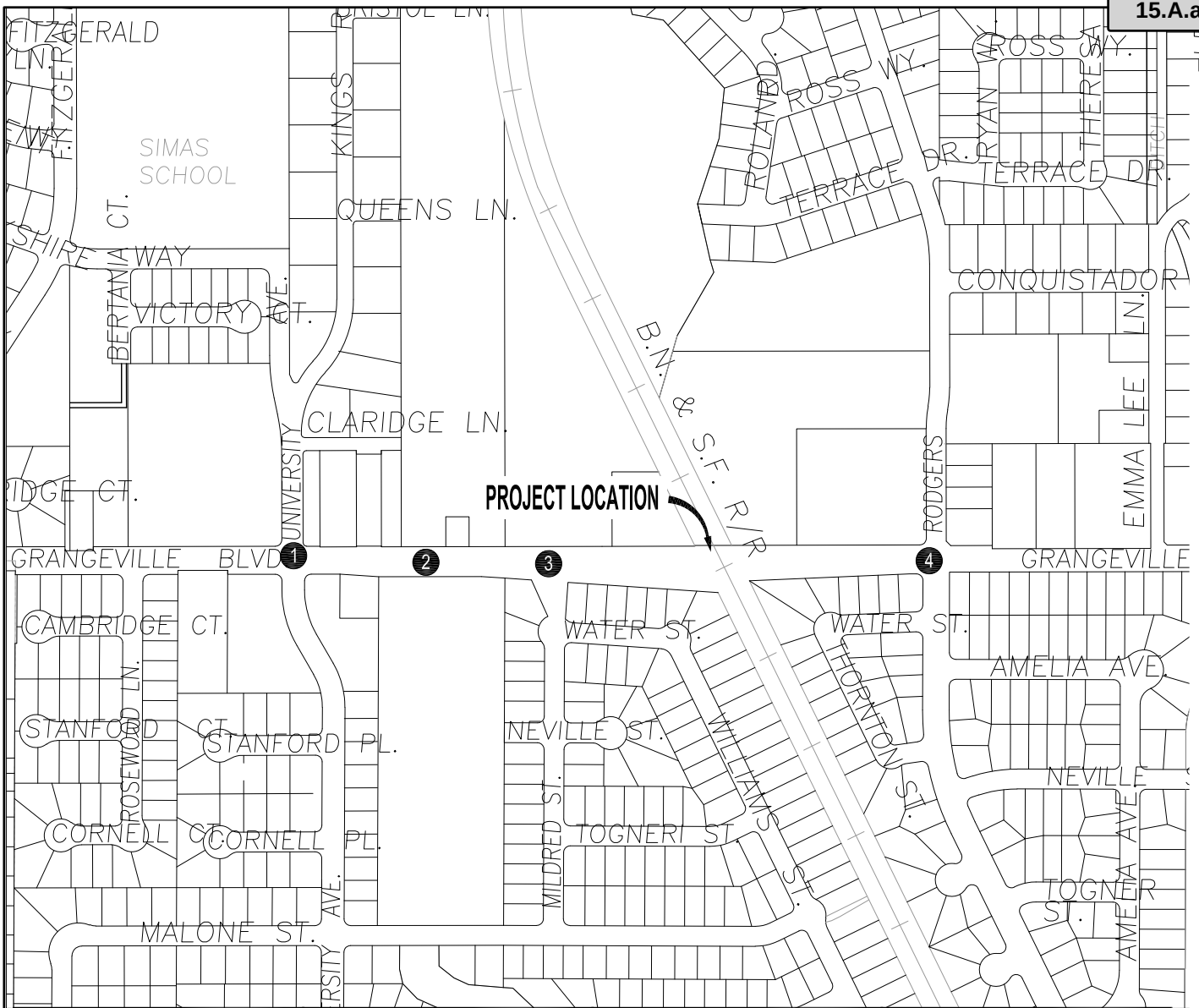
Proposed Grangeville Avenue / BNSF Railroad Grade Separation  
Hanford, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) PEAK HOUR VOLUMES
- ▨ PROJECT SITE

EXISTING PEAK HOUR TRAFFIC VOLUMES



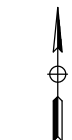


Proposed Grangeville Avenue / BNSF Railroad Grade Separation  
Hanford, California

LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

EXISTING LANE CONFIGURATIONS AND STOP CONTROL



## TRAFFIC COUNT DATA SHEETS

---



**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
 www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Grangeville Blvd @ University Ave  
**COUNTY** Kings  
**COLLECTION DATE** Tuesday, December 18, 2018

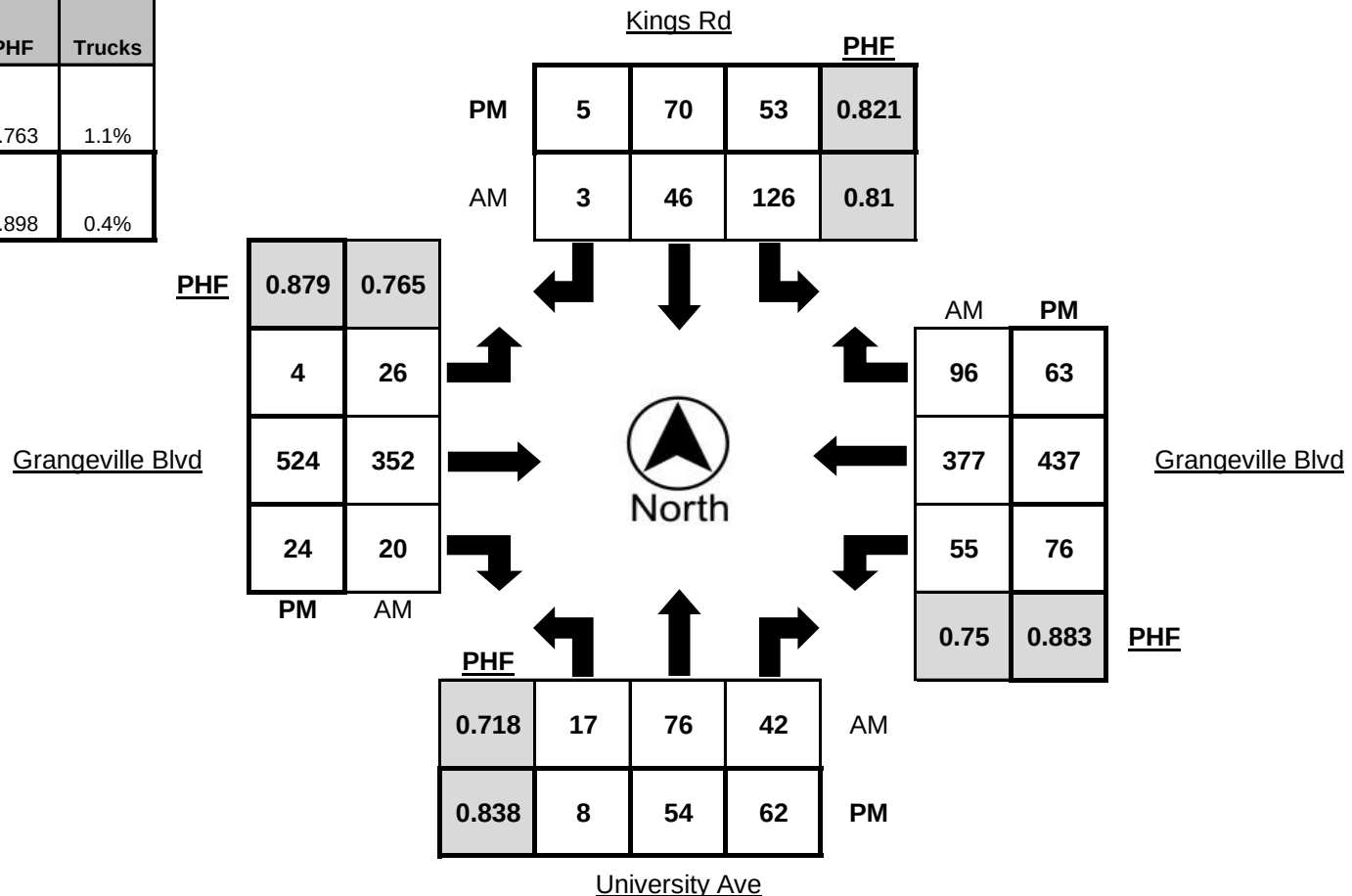
**LATITUDE** 36.3426  
**LONGITUDE** -119.6661  
**WEATHER** AM Fog / PM Clear

|                   | Northbound |           |           |          | Southbound |            |          |          | Eastbound |            |           |          | Westbound |            |            |           |
|-------------------|------------|-----------|-----------|----------|------------|------------|----------|----------|-----------|------------|-----------|----------|-----------|------------|------------|-----------|
| Time              | Left       | Thru      | Right     | Trucks   | Left       | Thru       | Right    | Trucks   | Left      | Thru       | Right     | Trucks   | Left      | Thru       | Right      | Trucks    |
| 7:00 AM - 7:15 AM | 0          | 7         | 3         | 1        | 10         | 12         | 0        | 1        | 1         | 34         | 2         | 0        | 4         | 50         | 6          | 4         |
| 7:15 AM - 7:30 AM | 3          | 11        | 9         | 0        | 25         | 6          | 0        | 1        | 4         | 59         | 4         | 0        | 10        | 63         | 11         | 4         |
| 7:30 AM - 7:45 AM | 7          | 26        | 14        | 0        | 38         | 13         | 2        | 1        | 11        | 100        | 5         | 0        | 12        | 88         | 27         | 0         |
| 7:45 AM - 8:00 AM | 3          | 32        | 10        | 1        | 42         | 11         | 1        | 0        | 10        | 113        | 7         | 1        | 18        | 110        | 48         | 0         |
| 8:00 AM - 8:15 AM | 4          | 7         | 9         | 0        | 21         | 16         | 0        | 0        | 1         | 80         | 4         | 1        | 15        | 116        | 10         | 4         |
| 8:15 AM - 8:30 AM | 1          | 2         | 6         | 1        | 13         | 14         | 2        | 0        | 1         | 78         | 5         | 0        | 3         | 57         | 11         | 2         |
| 8:30 AM - 8:45 AM | 2          | 3         | 3         | 0        | 7          | 17         | 1        | 0        | 0         | 67         | 3         | 1        | 11        | 55         | 7          | 1         |
| 8:45 AM - 9:00 AM | 3          | 5         | 3         | 0        | 9          | 11         | 0        | 0        | 0         | 64         | 2         | 2        | 10        | 73         | 6          | 4         |
| <b>TOTAL</b>      | <b>23</b>  | <b>93</b> | <b>57</b> | <b>3</b> | <b>165</b> | <b>100</b> | <b>6</b> | <b>3</b> | <b>28</b> | <b>595</b> | <b>32</b> | <b>5</b> | <b>83</b> | <b>612</b> | <b>126</b> | <b>19</b> |

|                   | Northbound |            |           |          | Southbound |            |           |          | Eastbound |            |           |          | Westbound  |            |            |          |
|-------------------|------------|------------|-----------|----------|------------|------------|-----------|----------|-----------|------------|-----------|----------|------------|------------|------------|----------|
| Time              | Left       | Thru       | Right     | Trucks   | Left       | Thru       | Right     | Trucks   | Left      | Thru       | Right     | Trucks   | Left       | Thru       | Right      | Trucks   |
| 4:00 PM - 4:15 PM | 3          | 12         | 8         | 0        | 12         | 13         | 2         | 0        | 1         | 105        | 1         | 0        | 11         | 110        | 5          | 2        |
| 4:15 PM - 4:30 PM | 3          | 6          | 6         | 0        | 18         | 10         | 1         | 0        | 0         | 125        | 7         | 1        | 8          | 104        | 12         | 1        |
| 4:30 PM - 4:45 PM | 2          | 13         | 22        | 0        | 13         | 17         | 1         | 0        | 1         | 119        | 4         | 2        | 14         | 103        | 9          | 0        |
| 4:45 PM - 5:00 PM | 2          | 11         | 12        | 0        | 14         | 12         | 2         | 0        | 3         | 105        | 8         | 0        | 18         | 93         | 15         | 1        |
| 5:00 PM - 5:15 PM | 1          | 16         | 19        | 0        | 12         | 17         | 1         | 0        | 0         | 148        | 7         | 0        | 27         | 114        | 22         | 0        |
| 5:15 PM - 5:30 PM | 3          | 14         | 9         | 0        | 14         | 24         | 1         | 0        | 0         | 152        | 5         | 0        | 17         | 127        | 17         | 2        |
| 5:30 PM - 5:45 PM | 1          | 17         | 10        | 0        | 7          | 8          | 2         | 0        | 2         | 107        | 5         | 0        | 12         | 110        | 12         | 0        |
| 5:45 PM - 6:00 PM | 1          | 11         | 8         | 0        | 14         | 7          | 1         | 0        | 0         | 111        | 3         | 0        | 4          | 84         | 17         | 0        |
| <b>TOTAL</b>      | <b>16</b>  | <b>100</b> | <b>94</b> | <b>0</b> | <b>104</b> | <b>108</b> | <b>11</b> | <b>0</b> | <b>7</b>  | <b>972</b> | <b>40</b> | <b>3</b> | <b>111</b> | <b>845</b> | <b>109</b> | <b>6</b> |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| PEAK HOUR         | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 17         | 76   | 42    | 1      | 126        | 46   | 3     | 2      | 26        | 352  | 20    | 2      | 55        | 377  | 96    | 8      |
| 4:30 PM - 5:30 PM | 8          | 54   | 62    | 0      | 53         | 70   | 5     | 0      | 4         | 524  | 24    | 2      | 76        | 437  | 63    | 3      |

|    | PHF   | Trucks |
|----|-------|--------|
| AM | 0.763 | 1.1%   |
| PM | 0.898 | 0.4%   |



# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
952 Pollasky Avenue  
Clovis, CA 93612

**LOCATION** Grangeville Blvd @ Tara Mobile Estates Driveway

**COUNTY** Kings

**COLLECTION DATE** Tuesday, December 18, 2018

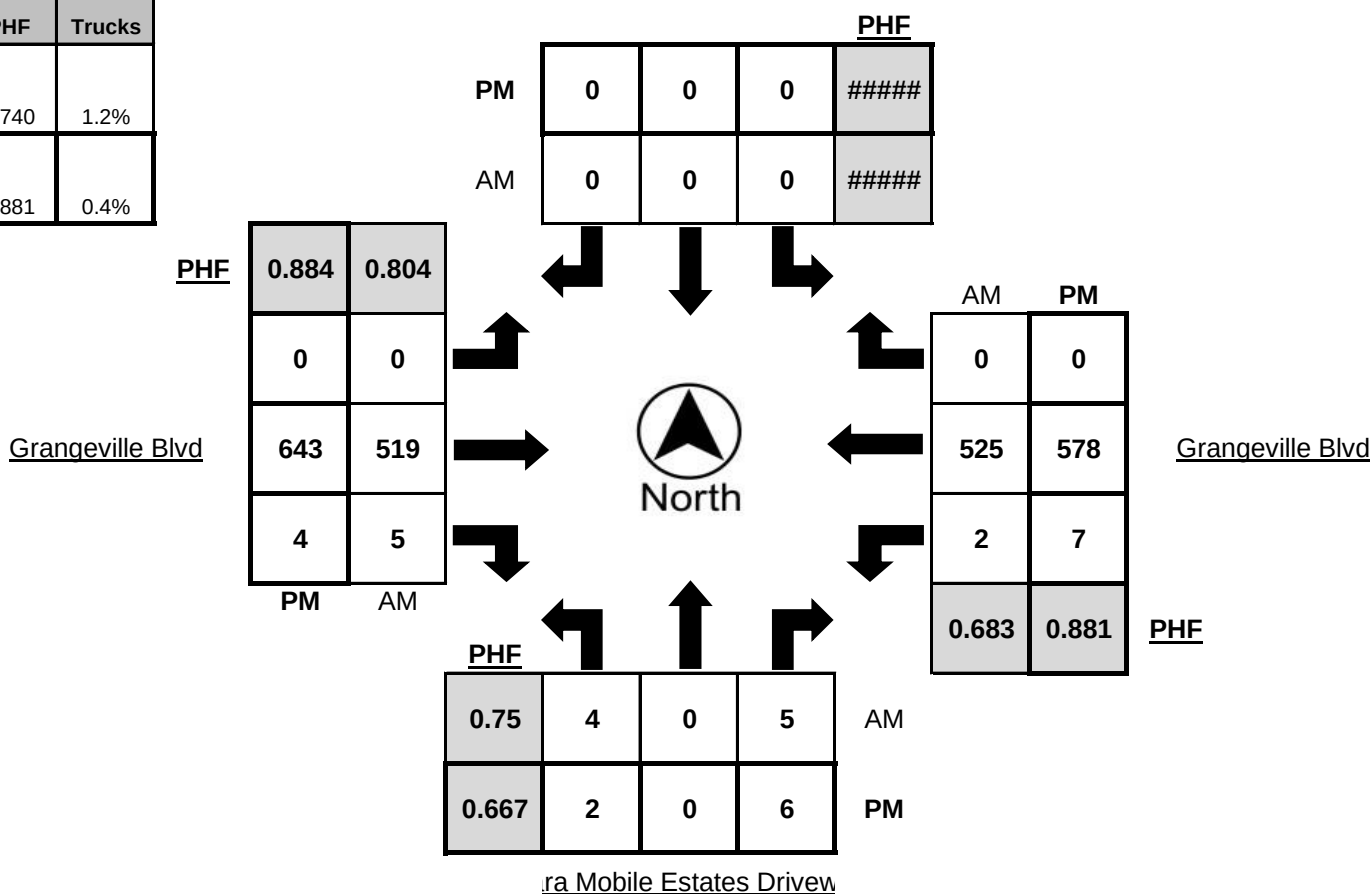
|                  |                   |
|------------------|-------------------|
| <b>LATITUDE</b>  | 36.3426           |
| <b>LONGITUDE</b> | -119.6649         |
| <b>WEATHER</b>   | AM Fog / PM Clear |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| Time              | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 7:00 AM - 7:15 AM | 1          | 0    | 1     | 0      | 0          | 0    | 0     | 0      | 0         | 45   | 0     | 2      | 0         | 56   | 0     | 3      |
| 7:15 AM - 7:30 AM | 1          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 95   | 0     | 1      | 0         | 88   | 0     | 4      |
| 7:30 AM - 7:45 AM | 2          | 0    | 0     | 0      | 0          | 0    | 0     | 0      | 0         | 150  | 2     | 1      | 0         | 121  | 0     | 0      |
| 7:45 AM - 8:00 AM | 0          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 160  | 3     | 2      | 1         | 192  | 0     | 2      |
| 8:00 AM - 8:15 AM | 1          | 0    | 1     | 0      | 0          | 0    | 0     | 0      | 0         | 114  | 0     | 1      | 1         | 124  | 0     | 2      |
| 8:15 AM - 8:30 AM | 1          | 0    | 0     | 0      | 0          | 0    | 0     | 0      | 0         | 92   | 0     | 1      | 1         | 69   | 0     | 2      |
| 8:30 AM - 8:45 AM | 1          | 0    | 1     | 0      | 0          | 0    | 0     | 0      | 0         | 78   | 2     | 1      | 0         | 77   | 0     | 1      |
| 8:45 AM - 9:00 AM | 6          | 0    | 0     | 0      | 0          | 0    | 0     | 0      | 0         | 74   | 0     | 1      | 0         | 83   | 0     | 4      |
| TOTAL             | 13         | 0    | 7     | 0      | 0          | 0    | 0     | 0      | 0         | 808  | 7     | 10     | 3         | 810  | 0     | 18     |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| Time              | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 4:00 PM - 4:15 PM | 0          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 121  | 1     | 0      | 3         | 125  | 0     | 2      |
| 4:15 PM - 4:30 PM | 0          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 147  | 1     | 1      | 1         | 124  | 0     | 1      |
| 4:30 PM - 4:45 PM | 1          | 0    | 0     | 0      | 0          | 0    | 0     | 0      | 0         | 157  | 2     | 0      | 2         | 126  | 0     | 1      |
| 4:45 PM - 5:00 PM | 0          | 0    | 2     | 1      | 0          | 0    | 0     | 0      | 0         | 129  | 1     | 0      | 1         | 126  | 0     | 2      |
| 5:00 PM - 5:15 PM | 1          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 183  | 0     | 0      | 2         | 164  | 0     | 0      |
| 5:15 PM - 5:30 PM | 0          | 0    | 2     | 0      | 0          | 0    | 0     | 0      | 0         | 174  | 1     | 0      | 2         | 162  | 0     | 1      |
| 5:30 PM - 5:45 PM | 2          | 0    | 0     | 0      | 0          | 0    | 0     | 0      | 0         | 118  | 0     | 0      | 6         | 131  | 0     | 0      |
| 5:45 PM - 6:00 PM | 0          | 0    | 1     | 0      | 0          | 0    | 0     | 0      | 0         | 135  | 2     | 0      | 1         | 103  | 0     | 1      |
| TOTAL             | 4          | 0    | 11    | 1      | 0          | 0    | 0     | 0      | 0         | 1164 | 8     | 1      | 18        | 1061 | 0     | 8      |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| PEAK HOUR         | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 4          | 0    | 5     | 0      | 0          | 0    | 0     | 0      | 0         | 519  | 5     | 5      | 2         | 525  | 0     | 8      |
| 4:30 PM - 5:30 PM | 2          | 0    | 6     | 1      | 0          | 0    | 0     | 0      | 0         | 643  | 4     | 0      | 7         | 578  | 0     | 4      |

|    | PHF   | Trucks |
|----|-------|--------|
| AM | 0.740 | 1.2%   |
| PM | 0.881 | 0.4%   |







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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Grangeville Blvd @ Mildred St  
**COUNTY** Kings  
**COLLECTION DATE** Tuesday, December 18, 2018

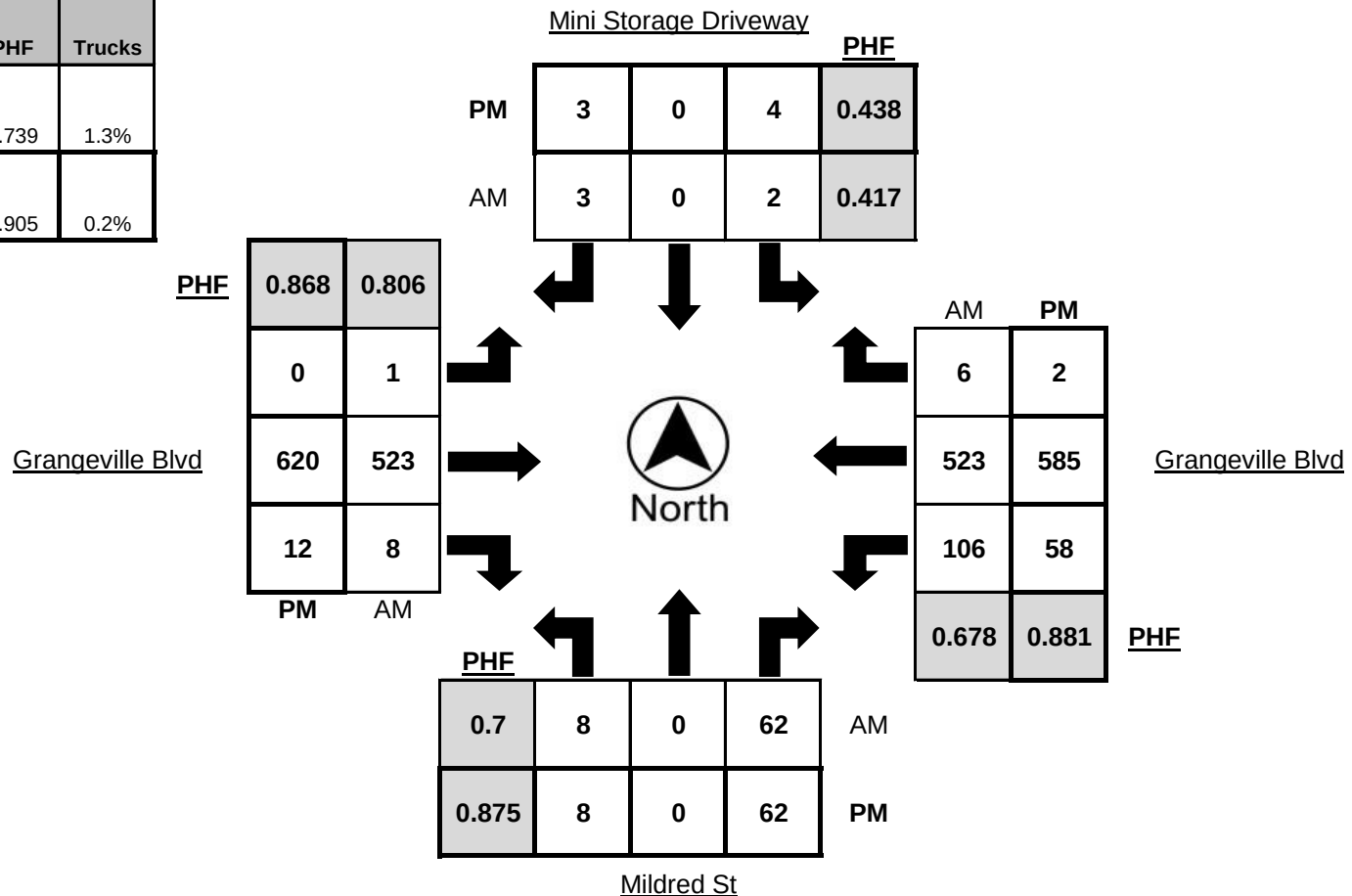
**LATITUDE** 36.3426  
**LONGITUDE** -119.6636  
**WEATHER** AM Fog / PM Clear

|                   | Northbound |          |           |          | Southbound |          |          |          | Eastbound |            |           |           | Westbound  |            |           |           |
|-------------------|------------|----------|-----------|----------|------------|----------|----------|----------|-----------|------------|-----------|-----------|------------|------------|-----------|-----------|
| Time              | Left       | Thru     | Right     | Trucks   | Left       | Thru     | Right    | Trucks   | Left      | Thru       | Right     | Trucks    | Left       | Thru       | Right     | Trucks    |
| 7:00 AM - 7:15 AM | 2          | 0        | 10        | 1        | 0          | 0        | 1        | 0        | 0         | 48         | 1         | 2         | 3          | 56         | 3         | 4         |
| 7:15 AM - 7:30 AM | 2          | 0        | 17        | 1        | 0          | 0        | 1        | 0        | 0         | 95         | 0         | 1         | 11         | 83         | 1         | 4         |
| 7:30 AM - 7:45 AM | 1          | 0        | 24        | 1        | 0          | 0        | 1        | 0        | 0         | 148        | 3         | 1         | 41         | 131        | 1         | 0         |
| 7:45 AM - 8:00 AM | 4          | 0        | 17        | 0        | 0          | 0        | 0        | 0        | 0         | 162        | 3         | 2         | 36         | 197        | 1         | 3         |
| 8:00 AM - 8:15 AM | 1          | 0        | 4         | 0        | 2          | 0        | 1        | 1        | 1         | 118        | 2         | 1         | 18         | 112        | 3         | 1         |
| 8:15 AM - 8:30 AM | 2          | 0        | 8         | 0        | 1          | 0        | 0        | 0        | 0         | 94         | 1         | 1         | 9          | 68         | 1         | 3         |
| 8:30 AM - 8:45 AM | 0          | 0        | 6         | 0        | 1          | 0        | 0        | 0        | 1         | 78         | 1         | 1         | 5          | 76         | 0         | 1         |
| 8:45 AM - 9:00 AM | 2          | 0        | 4         | 0        | 0          | 0        | 0        | 0        | 0         | 71         | 2         | 1         | 3          | 85         | 3         | 4         |
| <b>TOTAL</b>      | <b>14</b>  | <b>0</b> | <b>90</b> | <b>3</b> | <b>4</b>   | <b>0</b> | <b>4</b> | <b>1</b> | <b>2</b>  | <b>814</b> | <b>13</b> | <b>10</b> | <b>126</b> | <b>808</b> | <b>13</b> | <b>20</b> |

|                   | Northbound |          |            |          | Southbound |          |          |          | Eastbound |             |           |          | Westbound  |             |          |          |
|-------------------|------------|----------|------------|----------|------------|----------|----------|----------|-----------|-------------|-----------|----------|------------|-------------|----------|----------|
| Time              | Left       | Thru     | Right      | Trucks   | Left       | Thru     | Right    | Trucks   | Left      | Thru        | Right     | Trucks   | Left       | Thru        | Right    | Trucks   |
| 4:00 PM - 4:15 PM | 2          | 0        | 12         | 0        | 2          | 0        | 1        | 0        | 0         | 120         | 3         | 0        | 12         | 124         | 3        | 2        |
| 4:15 PM - 4:30 PM | 2          | 0        | 11         | 0        | 1          | 0        | 0        | 0        | 0         | 144         | 2         | 0        | 10         | 122         | 0        | 1        |
| 4:30 PM - 4:45 PM | 2          | 0        | 16         | 0        | 1          | 0        | 1        | 0        | 0         | 150         | 1         | 0        | 16         | 127         | 1        | 1        |
| 4:45 PM - 5:00 PM | 2          | 0        | 13         | 0        | 0          | 0        | 0        | 0        | 0         | 124         | 3         | 0        | 13         | 136         | 1        | 1        |
| 5:00 PM - 5:15 PM | 2          | 0        | 18         | 0        | 3          | 0        | 1        | 0        | 0         | 180         | 2         | 0        | 12         | 156         | 0        | 1        |
| 5:15 PM - 5:30 PM | 2          | 0        | 15         | 0        | 0          | 0        | 1        | 0        | 0         | 166         | 6         | 0        | 17         | 166         | 0        | 0        |
| 5:30 PM - 5:45 PM | 2          | 0        | 10         | 0        | 0          | 0        | 0        | 0        | 0         | 123         | 1         | 0        | 13         | 137         | 0        | 0        |
| 5:45 PM - 6:00 PM | 1          | 0        | 11         | 0        | 1          | 0        | 0        | 0        | 2         | 132         | 2         | 0        | 10         | 104         | 0        | 1        |
| <b>TOTAL</b>      | <b>15</b>  | <b>0</b> | <b>106</b> | <b>0</b> | <b>8</b>   | <b>0</b> | <b>4</b> | <b>0</b> | <b>2</b>  | <b>1139</b> | <b>20</b> | <b>0</b> | <b>103</b> | <b>1072</b> | <b>5</b> | <b>7</b> |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| PEAK HOUR         | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 8          | 0    | 62    | 2      | 2          | 0    | 3     | 1      | 1         | 523  | 8     | 5      | 106       | 523  | 6     | 8      |
| 4:30 PM - 5:30 PM | 8          | 0    | 62    | 0      | 4          | 0    | 3     | 0      | 0         | 620  | 12    | 0      | 58        | 585  | 2     | 3      |

|    | PHF   | Trucks |
|----|-------|--------|
| AM | 0.739 | 1.3%   |
| PM | 0.905 | 0.2%   |







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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** Grangeville Blvd @ Rodgers Rd  
**COUNTY** Kings  
**COLLECTION DATE** Tuesday, December 18, 2018

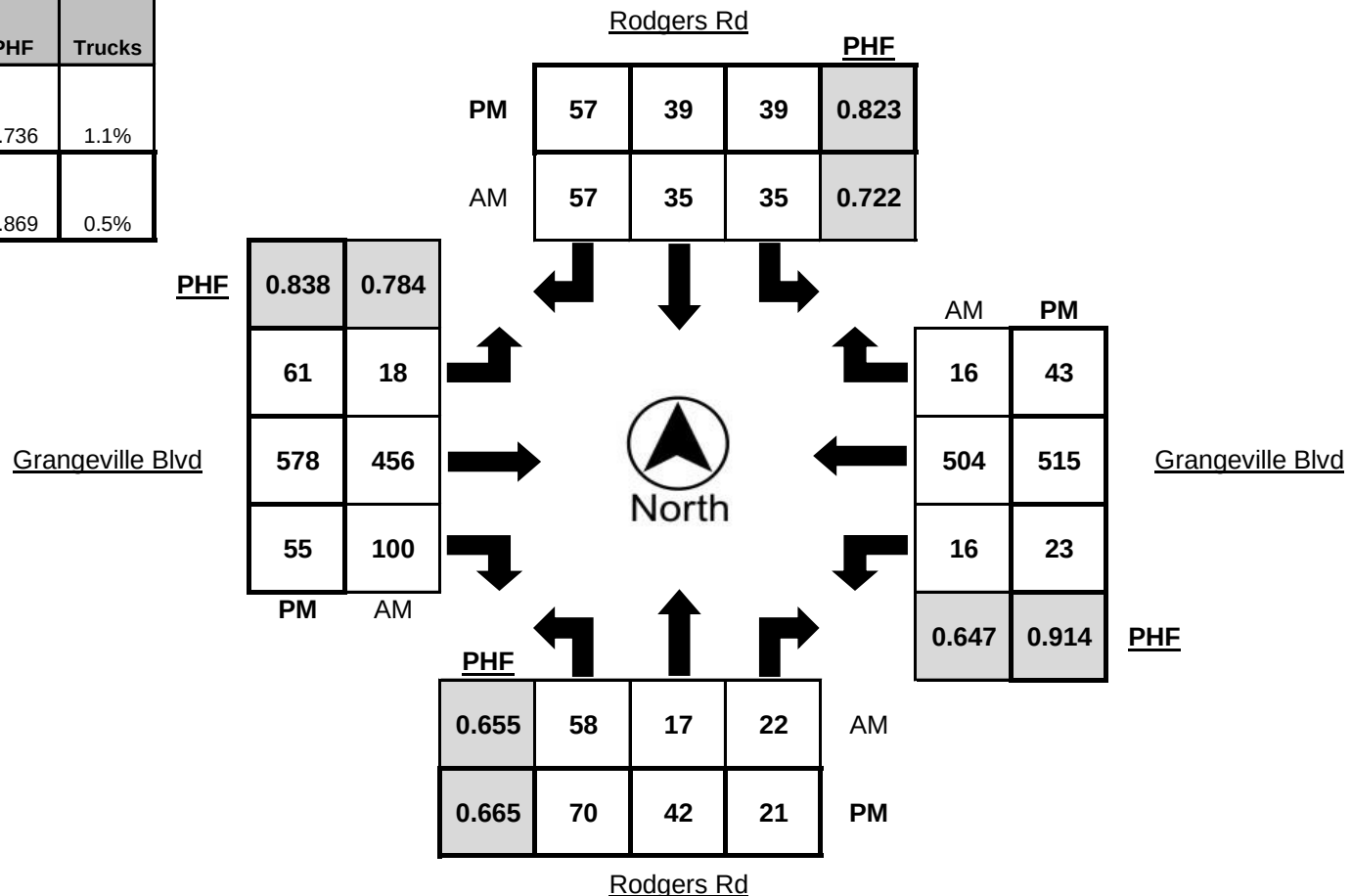
**LATITUDE** 36.3427  
**LONGITUDE** -119.6596  
**WEATHER** AM Fog / PM Clear

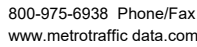
|                   | Northbound |           |           |          | Southbound |           |           |          | Eastbound |            |            |           | Westbound |            |           |           |
|-------------------|------------|-----------|-----------|----------|------------|-----------|-----------|----------|-----------|------------|------------|-----------|-----------|------------|-----------|-----------|
| Time              | Left       | Thru      | Right     | Trucks   | Left       | Thru      | Right     | Trucks   | Left      | Thru       | Right      | Trucks    | Left      | Thru       | Right     | Trucks    |
| 7:00 AM - 7:15 AM | 3          | 0         | 4         | 1        | 6          | 8         | 7         | 1        | 2         | 48         | 5          | 2         | 3         | 49         | 3         | 3         |
| 7:15 AM - 7:30 AM | 8          | 2         | 4         | 0        | 7          | 7         | 16        | 0        | 1         | 97         | 13         | 1         | 2         | 72         | 4         | 4         |
| 7:30 AM - 7:45 AM | 15         | 5         | 4         | 0        | 13         | 14        | 17        | 0        | 5         | 135        | 28         | 2         | 3         | 130        | 2         | 0         |
| 7:45 AM - 8:00 AM | 23         | 3         | 11        | 2        | 7          | 8         | 11        | 0        | 4         | 142        | 37         | 2         | 6         | 196        | 5         | 3         |
| 8:00 AM - 8:15 AM | 12         | 7         | 3         | 0        | 8          | 6         | 13        | 0        | 8         | 82         | 22         | 0         | 5         | 106        | 5         | 1         |
| 8:15 AM - 8:30 AM | 9          | 1         | 3         | 0        | 6          | 3         | 6         | 0        | 5         | 90         | 12         | 1         | 0         | 58         | 5         | 3         |
| 8:30 AM - 8:45 AM | 8          | 1         | 2         | 0        | 4          | 8         | 3         | 0        | 4         | 73         | 7          | 1         | 1         | 70         | 2         | 1         |
| 8:45 AM - 9:00 AM | 8          | 5         | 2         | 0        | 4          | 9         | 7         | 0        | 5         | 65         | 6          | 2         | 1         | 76         | 2         | 4         |
| <b>TOTAL</b>      | <b>86</b>  | <b>24</b> | <b>33</b> | <b>3</b> | <b>55</b>  | <b>63</b> | <b>80</b> | <b>1</b> | <b>34</b> | <b>732</b> | <b>130</b> | <b>11</b> | <b>21</b> | <b>757</b> | <b>28</b> | <b>19</b> |

|                   | Northbound |           |           |          | Southbound |           |           |          | Eastbound  |             |           |          | Westbound |            |           |          |
|-------------------|------------|-----------|-----------|----------|------------|-----------|-----------|----------|------------|-------------|-----------|----------|-----------|------------|-----------|----------|
| Time              | Left       | Thru      | Right     | Trucks   | Left       | Thru      | Right     | Trucks   | Left       | Thru        | Right     | Trucks   | Left      | Thru       | Right     | Trucks   |
| 4:00 PM - 4:15 PM | 9          | 9         | 5         | 0        | 5          | 9         | 8         | 0        | 8          | 116         | 13        | 0        | 2         | 126        | 9         | 2        |
| 4:15 PM - 4:30 PM | 11         | 6         | 6         | 0        | 5          | 8         | 5         | 1        | 10         | 128         | 14        | 1        | 5         | 118        | 4         | 1        |
| 4:30 PM - 4:45 PM | 13         | 7         | 4         | 1        | 11         | 16        | 14        | 1        | 10         | 132         | 16        | 1        | 4         | 120        | 10        | 0        |
| 4:45 PM - 5:00 PM | 11         | 13        | 0         | 0        | 5          | 7         | 12        | 0        | 20         | 119         | 12        | 1        | 5         | 124        | 8         | 1        |
| 5:00 PM - 5:15 PM | 27         | 12        | 11        | 0        | 12         | 11        | 13        | 0        | 19         | 176         | 12        | 0        | 10        | 129        | 12        | 2        |
| 5:15 PM - 5:30 PM | 19         | 10        | 6         | 0        | 11         | 5         | 18        | 0        | 12         | 151         | 15        | 0        | 4         | 142        | 13        | 0        |
| 5:30 PM - 5:45 PM | 17         | 9         | 5         | 0        | 4          | 6         | 7         | 0        | 17         | 107         | 5         | 0        | 5         | 120        | 12        | 0        |
| 5:45 PM - 6:00 PM | 17         | 10        | 4         | 0        | 7          | 8         | 9         | 0        | 12         | 118         | 8         | 0        | 5         | 90         | 5         | 0        |
| <b>TOTAL</b>      | <b>124</b> | <b>76</b> | <b>41</b> | <b>1</b> | <b>60</b>  | <b>70</b> | <b>86</b> | <b>2</b> | <b>108</b> | <b>1047</b> | <b>95</b> | <b>3</b> | <b>40</b> | <b>969</b> | <b>73</b> | <b>6</b> |

|                   | Northbound |      |       |        | Southbound |      |       |        | Eastbound |      |       |        | Westbound |      |       |        |
|-------------------|------------|------|-------|--------|------------|------|-------|--------|-----------|------|-------|--------|-----------|------|-------|--------|
| PEAK HOUR         | Left       | Thru | Right | Trucks | Left       | Thru | Right | Trucks | Left      | Thru | Right | Trucks | Left      | Thru | Right | Trucks |
| 7:15 AM - 8:15 AM | 58         | 17   | 22    | 2      | 35         | 35   | 57    | 0      | 18        | 456  | 100   | 5      | 16        | 504  | 16    | 8      |
| 4:30 PM - 5:30 PM | 70         | 42   | 21    | 1      | 39         | 39   | 57    | 1      | 61        | 578  | 55    | 2      | 23        | 515  | 43    | 3      |

|    | PHF   | Trucks |
|----|-------|--------|
| AM | 0.736 | 1.1%   |
| PM | 0.869 | 0.5%   |





|     |                           |
|-----|---------------------------|
| 1st | First 15 minute interval  |
| 2nd | Second 15 minute interval |
| 3rd | Third 15 minute interval  |
| 4th | Fourth 15 minute interval |
| T   | Hourly Total              |



|               |           |             |               |           |             |            |      |
|---------------|-----------|-------------|---------------|-----------|-------------|------------|------|
| 7:15am-8:15am | AM PK 580 | AM PHF 0.81 | 4:30pm-5:30pm | PM PK 694 | PM PHF 0.85 | HV Percent | 5.3% |
|---------------|-----------|-------------|---------------|-----------|-------------|------------|------|

|               |           |             |               |           |             |            |      |
|---------------|-----------|-------------|---------------|-----------|-------------|------------|------|
| 7:15am-8:15am | AM PK 626 | AM PHF 0.67 | 4:45pm-5:45pm | PM PK 644 | PM PHF 0.89 | HV Percent | 5.2% |
|---------------|-----------|-------------|---------------|-----------|-------------|------------|------|

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# CITY OF HANFORD

(update counts every 3 years)

| Street        | Location               | Station | 2012<br>Traffic<br>Count | 2013<br>Traffic<br>Count | 2014<br>Traffic<br>Count | 2015<br>Traffic<br>Count | 2016<br>Traffic<br>Count | 2017<br>Traffic<br>Count | 2018<br>Traffic<br>Count |
|---------------|------------------------|---------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Douty St.     | south of Lang          | 109     |                          |                          | 2,766                    |                          |                          | 2,828                    |                          |
| Elm St.       | west of 11th           | 65      |                          |                          |                          |                          |                          | 6,831                    |                          |
| Fargo Ave.    | west of 12th           | 155     |                          | 3,381                    |                          |                          | 3,587                    |                          | 3,708                    |
|               | east of 12th           | 35      |                          | 7,868                    |                          |                          | 8,977                    |                          | 9,249                    |
|               | west of Fountain Plaza | 12      | 9,459                    |                          |                          | 10,502                   |                          |                          | 10,451                   |
|               | east of Aspen          | 13      |                          |                          | 9,314                    |                          |                          | 9,961                    |                          |
|               | east of Kensington     | 14      |                          | 8,216                    |                          |                          | 8,187                    |                          | 8,651                    |
|               | west of Encore         | 15      |                          | 4,732                    |                          |                          | 4,661                    |                          | 4,972                    |
|               | west of 9 1/4          | 16      |                          |                          | 2,743                    |                          |                          | 3,068                    |                          |
| Fifth St.     | east of Brown          | 104     | 765                      |                          |                          |                          | 977                      |                          |                          |
| Fitzgerald Ln | south of Castoro       | 163     | 2,334                    |                          |                          |                          | 1,980                    |                          |                          |
|               | south of Bristol       | 30      |                          | 3,713                    |                          |                          | 3,204                    |                          |                          |
| Flint Ave     | west of 11th           | 28      |                          | 1,968                    |                          |                          | 3,138                    |                          |                          |
|               | west of Douty          | 3       | 3,770                    |                          |                          |                          | 4,568                    |                          |                          |
|               | west of Hwy 43         | 11      |                          | 3,889                    |                          |                          | 5,020                    |                          | 5,165                    |
| Florinda St.  | west of Kaweah         | 61      |                          |                          | 4,922                    |                          |                          | 5,282                    |                          |
|               | east of Brown          | 62      |                          |                          | 4,768                    |                          |                          | 5,115                    |                          |
|               | west of Gladys         | 63      | 3,199                    |                          |                          |                          | 4,684                    |                          |                          |

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# CITY OF HANFORD

(update counts every 3 years)

| Street       | Location            | Station | 2012<br>Traffic<br>Count | 2013<br>Traffic<br>Count | 2014<br>Traffic<br>Count | 2015<br>Traffic<br>Count | 2016<br>Traffic<br>Count | 2017<br>Traffic<br>Count | 2018<br>Traffic<br>Count |
|--------------|---------------------|---------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Hume Ave.    | west of Dawn        | 131     | 2,651                    |                          |                          |                          | 3,083                    |                          |                          |
|              | east of Santa Rosa  | 147     | 2,270                    |                          |                          |                          | 1,072                    |                          |                          |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Idaho Ave.   | east of 11th        | 143     | 512                      |                          |                          |                          | 658                      |                          |                          |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Iona Ave.    | east of 11th        | 139     | 723                      |                          |                          |                          | 1,041                    |                          |                          |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Irwin St.    | north of Katherine  | 52      | 2,038                    |                          |                          | 1,865                    |                          |                          | 1,994                    |
|              | north of Myrtle     | 75      | 3,789                    |                          |                          | 3,249                    |                          |                          | 3,274                    |
|              | north of Seventh    | 93      |                          | 2,886                    |                          |                          | 2,885                    |                          |                          |
|              | south of Han/Arm    | 129     |                          | 1,402                    |                          |                          | 949                      |                          |                          |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Ivy St.      | west of Kaweah      | 67      |                          | 2,333                    |                          |                          | 2,605                    |                          | NEED                     |
|              | east of Brown       | 68      |                          | 1,843                    |                          |                          | 1,853                    |                          | NEED                     |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Kings Co. Dr | south of Forum      | 82      |                          |                          | 3,370                    |                          |                          | 3,373                    |                          |
|              |                     |         |                          |                          |                          |                          |                          |                          |                          |
| Lacey Blvd.  | west of 13th        | 98      |                          |                          | 7,221                    |                          |                          | 7,634                    |                          |
|              | east of Magna Carta | 77      |                          |                          | 12,246                   |                          |                          | 11,535                   |                          |
|              | west of 12th        | 78      |                          |                          | 13,105                   |                          |                          | 11,772                   |                          |
|              | east of Mall        | 79      |                          |                          | 15,829                   |                          |                          | 15,648                   |                          |
|              | west of Greenfield  | 80      |                          |                          | 16,211                   |                          |                          | 17,448                   |                          |
|              | west of Phillips    | 81      |                          |                          | 9,075                    |                          |                          | 11,391                   |                          |
|              | west of 9 1/2       | 84      | 4,753                    |                          | 7,003                    |                          |                          | 6,982                    |                          |

Attachment: Hanford Grangeville Feasibility Study\_Combined November 2019 (PW: FY 22/23 Capital Improvement Project - Grangeville Grade

## FLORIDA TABLE

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**Generalized Annual Average Daily Volumes for Florida's  
Urbanized Areas**

**TABLE 1**

12/18/12

| INTERRUPTED FLOW FACILITIES                                                                                                           |           |                      |                       |                    |        | UNINTERRUPTED FLOW FACILITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           |                      |                    |         |         |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|-----------------------|--------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------------|--------------------|---------|---------|
| <b>STATE SIGNALIZED ARTERIALS</b>                                                                                                     |           |                      |                       |                    |        | <b>FREEWAYS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| <b>Class I (40 mph or higher posted speed limit)</b>                                                                                  |           |                      |                       |                    |        | <b>Core Urbanized</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |           |                      |                    |         |         |
| Lanes                                                                                                                                 | Median    | B                    | C                     | D                  | E      | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | B         | C                    | D                  | E       |         |
| 2                                                                                                                                     | Undivided | *                    | 16,800                | 17,700             | **     | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 47,400    | 64,000               | 77,900             | 84,600  |         |
| 4                                                                                                                                     | Divided   | *                    | 37,900                | 39,800             | **     | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 69,900    | 95,200               | 116,600            | 130,600 |         |
| 6                                                                                                                                     | Divided   | *                    | 58,400                | 59,900             | **     | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 92,500    | 126,400              | 154,300            | 176,600 |         |
| 8                                                                                                                                     | Divided   | *                    | 78,800                | 80,100             | **     | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 115,100   | 159,700              | 194,500            | 222,700 |         |
|                                                                                                                                       |           |                      |                       |                    |        | 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 162,400   | 216,700              | 256,600            | 268,900 |         |
| <b>Class II (35 mph or slower posted speed limit)</b>                                                                                 |           |                      |                       |                    |        | <b>Urbanized</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |                      |                    |         |         |
| Lanes                                                                                                                                 | Median    | B                    | C                     | D                  | E      | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | B         | C                    | D                  | E       |         |
| 2                                                                                                                                     | Undivided | *                    | 7,300                 | 14,800             | 15,600 | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 45,800    | 61,500               | 74,400             | 79,900  |         |
| 4                                                                                                                                     | Divided   | *                    | 14,500                | 32,400             | 33,800 | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 68,100    | 93,000               | 111,800            | 123,300 |         |
| 6                                                                                                                                     | Divided   | *                    | 23,300                | 50,000             | 50,900 | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 91,500    | 123,500              | 148,700            | 166,800 |         |
| 8                                                                                                                                     | Divided   | *                    | 32,000                | 67,300             | 68,100 | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 114,800   | 156,000              | 187,100            | 210,300 |         |
| <b>Non-State Signalized Roadway Adjustments</b>                                                                                       |           |                      |                       |                    |        | <b>Freeway Adjustments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |         |         |
| (Alter corresponding state volumes by the indicated percent.)                                                                         |           |                      |                       |                    |        | Auxiliary Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| Non-State Signalized Roadways                                                                                                         |           |                      |                       |                    |        | Present in Both Directions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |                      |                    |         |         |
|                                                                                                                                       |           |                      |                       |                    |        | + 20,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |           |                      |                    |         |         |
| <b>Median &amp; Turn Lane Adjustments</b>                                                                                             |           |                      |                       |                    |        | Ramp Metering                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           |                      |                    |         |         |
|                                                                                                                                       |           |                      |                       |                    |        | + 5%                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |           |                      |                    |         |         |
| Lanes                                                                                                                                 | Median    | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |        | <b>UNINTERRUPTED FLOW HIGHWAYS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |           |                      |                    |         |         |
| 2                                                                                                                                     | Divided   | Yes                  | No                    | +5%                |        | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Median    | B                    | C                  | D       | E       |
| 2                                                                                                                                     | Undivided | No                   | No                    | -20%               |        | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Undivided | 8,600                | 17,000             | 24,200  | 33,300  |
| Multi                                                                                                                                 | Undivided | Yes                  | No                    | -5%                |        | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Divided   | 36,700               | 51,800             | 65,600  | 72,600  |
| Multi                                                                                                                                 | Undivided | No                   | No                    | -25%               |        | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Divided   | 55,000               | 77,700             | 98,300  | 108,800 |
| -                                                                                                                                     | -         | -                    | Yes                   | + 5%               |        | <b>Uninterrupted Flow Highway Adjustments</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |           |                      |                    |         |         |
| <b>One-Way Facility Adjustment</b>                                                                                                    |           |                      |                       |                    |        | Lanes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Median    | Exclusive left lanes | Adjustment factors |         |         |
| Multiply the corresponding two-directional volumes in this table by 0.6                                                               |           |                      |                       |                    |        | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Divided   | Yes                  | +5%                |         |         |
|                                                                                                                                       |           |                      |                       |                    |        | Multi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Undivided | Yes                  | -5%                |         |         |
|                                                                                                                                       |           |                      |                       |                    |        | Multi                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Undivided | No                   | -25%               |         |         |
| <b>BICYCLE MODE<sup>2</sup></b>                                                                                                       |           |                      |                       |                    |        | <sup>1</sup> Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. |           |                      |                    |         |         |
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |           |                      |                       |                    |        | <sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |                      |                    |         |         |
| <b>Paved Shoulder/Bicycle</b>                                                                                                         |           |                      |                       |                    |        | <sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |                      |                    |         |         |
| Lane Coverage                                                                                                                         | B         | C                    | D                     | E                  |        | * Cannot be achieved using table input value defaults.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |                      |                    |         |         |
| 0-49%                                                                                                                                 | *         | 2,900                | 7,600                 | 19,700             |        | <b>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</b>                                                                                                                                                                                                                                                                                          |           |                      |                    |         |         |
| 50-84%                                                                                                                                | 2,100     | 6,700                | 19,700                | >19,700            |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 85-100%                                                                                                                               | 9,300     | 19,700               | >19,700               | **                 |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| <b>PEDESTRIAN MODE<sup>2</sup></b>                                                                                                    |           |                      |                       |                    |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) |           |                      |                       |                    |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| Sidewalk Coverage                                                                                                                     | B         | C                    | D                     | E                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 0-49%                                                                                                                                 | *         | *                    | 2,800                 | 9,500              |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 50-84%                                                                                                                                | *         | 1,600                | 8,700                 | 15,800             |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 85-100%                                                                                                                               | 3,800     | 10,700               | 17,400                | >19,700            |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| <b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b>                                                                                   |           |                      |                       |                    |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| (Buses in peak hour in peak direction)                                                                                                |           |                      |                       |                    |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| Sidewalk Coverage                                                                                                                     | B         | C                    | D                     | E                  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 0-84%                                                                                                                                 | > 5       | ≥ 4                  | ≥ 3                   | ≥ 2                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |
| 85-100%                                                                                                                               | > 4       | ≥ 3                  | ≥ 2                   | ≥ 1                |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |                      |                    |         |         |

Source:  
Florida Department of Transportation  
Systems Planning Office  
[www.dot.state.fl.us/planning/systems/sm/los/default.shtm](http://www.dot.state.fl.us/planning/systems/sm/los/default.shtm)



## AGENDA STAFF REPORT

**MEETING DATE:** 7/19/2022

**AGENDA SECTION:** B

**SUBJECT:**

Public Works: Authorization of a Sole-Source Purchase of four (4) 2022 Dodge Durango Pursuit vehicles from Wondries Fleet Group, of Watsonville, Ca., in the amount of \$179,096.38, Approve the contract with Cooks communications for vehicle upfitting for \$93,143.84; authorize an additional appropriation of \$123,630.22 from the Accumulated Capital Outlay Reserve Funds; and declare four patrol units as surplus.

**RECOMMENDATION:**

That the City Council, by motion:

1. Approve the purchase of four (4) 2022 Dodge Durango Pursuit vehicles from Wondries Fleet Group, of Watsonville, California, in the amount of \$179,096.38 (Tax and delivery costs included);
2. Approve a contract for upfitting of the vehicles with Cooks Communications for a total cost of \$93,143.84;
3. Authorize an additional appropriation of \$123,630.22 from the Accumulated Capital Outlay Reserve Funds; and
4. Declare four (4) existing patrol units as surplus and authorize the sale of the units.

**BACKGROUND:**

The Hanford Police Department is requesting the replacement of four existing police Dodge Charger patrol units with new 2022 Dodge Durango Pursuit vehicles. The Police Department has a total of 48 Dodge Chargers in its fleet. Dodge has stated that they will cease production of the Charger pursuit vehicles by 2024 but that the Dodge Durango will continue production beyond 2025.

The City budgeted for the replacement of these units this fiscal year but the vehicle replacement allocation was charged to the department based on the original acquisition and upfitting cost for the Dodge Charger, which was approximately \$30,000 per unit less than the replacement cost. Assuming that the City moves forward with the purchase of Durangos for future Police Units, the

change to the fleet will result in an additional \$205,000 per year in vehicle allocations to the general fund.

The City has received a quote through Sourcewell cooperative purchasing, which allows participating municipal agencies to purchase equipment for a lower overall purchase price due to larger overall quantity and contract pricing (Contract code No. 091521-NAF). The City of Hanford is a member of Sourcewell (#85061).

In addition to the vehicle purchase cost, funding is requested to up-fit the vehicle with lighting, console equipment, rear seating and dividers and communication equipment from Cook's Communications of Fresno in addition to graphics from Sign Works of Hanford.

**Summary:**

|                                |              |
|--------------------------------|--------------|
| Dodge Durango Pursuit vehicles | \$179,096.38 |
| Cooks Communications upfitting | \$93,143.84  |
| Sign Works Graphics            | \$4,155.60   |

**FISCAL IMPACT:**

The FY 22/23 Fleet Replacement Reserve Budget provided an estimate of \$148,610.00 for the purchase of four police patrol vehicles. That amount has been collected through the City's fleet replacement program. The total purchase price for the new Dodge Durango units is \$296,795.82, including tax, delivery and upfitting. An additional appropriation of \$148,185.82 from ACO Reserve Fund is needed to complete the purchase of this equipment. The Wondries Fleet Group, Sign Works and Cooks Communications quotes have been attached for Council review.

07/19/22      415-1315-816009 · Computer Maintenance - MDT Replacements   \$20,400.00

**ATTACHMENTS:**

2\_YEAR\_REPAIR\_COST\_SUMMARY\_13-28-35-42

COOK'S\_EST#12118

SIGN\_WORKS\_EST#32681

WONDRIES\_2022\_DODGE\_DURANGO\_QUOTES



Date(s): 06/30/2020 - 06/30/2022

# Repair Type Breakdown Summary

| <u>WO #</u>         | <u>Source</u> | <u>Open Date</u> | <u>Close Date</u> | <u>Preventative</u> | <u>Predictive</u> | <u>Repair</u>     | <u>Total</u>      |
|---------------------|---------------|------------------|-------------------|---------------------|-------------------|-------------------|-------------------|
| 17988               | 13            | 05/03/2022       | 05/09/2022        | \$0.00              | \$0.00            | \$550.05          | \$550.05          |
| 17522               | 13            | 02/18/2022       | 02/22/2022        | \$0.00              | \$0.00            | \$378.82          | \$378.82          |
| 17409               | 13            | 02/02/2022       | 02/22/2022        | \$0.00              | \$0.00            | \$1,074.69        | \$1,074.69        |
| 17383               | 13            | 01/31/2022       | 02/02/2022        | \$0.00              | \$0.00            | \$271.73          | \$271.73          |
| 16499               | 13            | 09/29/2021       | 12/09/2021        | \$0.00              | \$0.00            | \$156.18          | \$156.18          |
| 15761               | 13            | 06/28/2021       | 06/30/2021        | \$248.62            | \$37.50           | \$333.42          | \$619.54          |
| 13611               | 13            | 09/11/2020       | 09/23/2020        | \$179.67            | \$37.50           | \$131.12          | \$348.29          |
| <b>Grand Total:</b> |               |                  |                   | <b>\$428.29</b>     | <b>\$75.00</b>    | <b>\$2,896.01</b> | <b>\$3,399.30</b> |
| <b>Avg.</b>         |               |                  |                   | <b>\$61.18</b>      | <b>\$10.71</b>    | <b>\$413.72</b>   | <b>\$485.61</b>   |
| <b>High</b>         |               |                  |                   | <b>\$248.62</b>     | <b>\$37.50</b>    | <b>\$1,074.69</b> | <b>\$1,074.69</b> |
| <b>Low</b>          |               |                  |                   | <b>\$0.00</b>       | <b>\$0.00</b>     | <b>\$131.12</b>   | <b>\$156.18</b>   |

Attachment: 2\_YEAR\_REPAIR\_COST\_SUMMARY\_13-28-35-42 (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)

Date(s): 06/30/2020 - 06/30/2022

# Repair Type Breakdown Summary

| <u>WO #</u>         | <u>Source</u> | <u>Open Date</u> | <u>Close Date</u> | <u>Preventative</u> | <u>Predictive</u> | <u>Repair</u>     | <u>Total</u>      |
|---------------------|---------------|------------------|-------------------|---------------------|-------------------|-------------------|-------------------|
| 17495               | 28            | 02/15/2022       | 02/16/2022        | \$0.00              | \$0.00            | \$0.00            | \$0.00            |
| 16435               | 28            | 09/21/2021       | 09/22/2021        | \$98.10             | \$37.50           | \$587.17          | \$722.77          |
| 14442               | 28            | 12/28/2020       | 01/12/2021        | \$127.30            | \$37.50           | \$2,760.26        | \$2,925.06        |
| 13128               | 28            | 07/13/2020       | 07/17/2020        | \$145.68            | \$37.50           | \$0.00            | \$183.18          |
| 13081               | 28            | 07/06/2020       | 07/17/2020        | \$0.00              | \$0.00            | \$1,089.90        | \$1,089.90        |
| <b>Grand Total:</b> |               |                  |                   | <b>\$371.08</b>     | <b>\$112.50</b>   | <b>\$4,437.33</b> | <b>\$4,920.91</b> |
| <b>Avg.</b>         |               |                  |                   | <b>\$74.22</b>      | <b>\$22.50</b>    | <b>\$887.47</b>   | <b>\$984.18</b>   |
| <b>High</b>         |               |                  |                   | <b>\$145.68</b>     | <b>\$37.50</b>    | <b>\$2,760.26</b> | <b>\$2,925.06</b> |
| <b>Low</b>          |               |                  |                   | <b>\$0.00</b>       | <b>\$0.00</b>     | <b>\$0.00</b>     | <b>\$0.00</b>     |

Attachment: 2\_YEAR\_REPAIR\_COST\_SUMMARY\_13-28-35-42 (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)

Date(s): 06/30/2020 - 06/30/2022

# Repair Type Breakdown Summary

| <u>WO #</u>         | <u>Source</u> | <u>Open Date</u> | <u>Close Date</u> | <u>Preventative</u> | <u>Predictive</u> | <u>Repair</u>     | <u>Total</u>      |
|---------------------|---------------|------------------|-------------------|---------------------|-------------------|-------------------|-------------------|
| 18121               | 35            | 05/26/2022       |                   | \$0.00              | \$0.00            | \$37.50           | \$37.50           |
| 17525               | 35            | 02/22/2022       | 02/25/2022        | \$119.27            | \$75.00           | \$436.09          | \$630.36          |
| 16880               | 35            | 11/16/2021       | 11/23/2021        | \$115.16            | \$37.50           | \$1,566.87        | \$1,719.53        |
| 16019               | 35            | 07/30/2021       | 08/03/2021        | \$0.00              | \$0.00            | \$75.00           | \$75.00           |
| 15883               | 35            | 07/14/2021       | 07/16/2021        | \$0.00              | \$0.00            | \$154.93          | \$154.93          |
| 15719               | 35            | 06/22/2021       | 06/29/2021        | \$245.73            | \$37.50           | \$1,658.42        | \$1,941.65        |
| 14960               | 35            | 03/15/2021       | 03/15/2021        | \$0.00              | \$0.00            | \$49.70           | \$49.70           |
| 14897               | 35            | 03/05/2021       | 03/09/2021        | \$143.95            | \$37.50           | \$432.80          | \$614.25          |
| 13971               | 35            | 10/26/2020       | 10/27/2020        | \$167.91            | \$112.50          | \$44.92           | \$325.33          |
| 13793               | 35            | 10/01/2020       | 10/05/2020        | \$0.00              | \$0.00            | \$75.00           | \$75.00           |
| 13297               | 35            | 08/05/2020       | 08/05/2020        | \$0.00              | \$0.00            | \$127.40          | \$127.40          |
| 13206               | 35            | 07/23/2020       | 08/03/2020        | \$0.00              | \$0.00            | \$521.33          | \$521.33          |
| <b>Grand Total:</b> |               |                  |                   | <b>\$792.02</b>     | <b>\$300.00</b>   | <b>\$5,179.96</b> | <b>\$6,271.98</b> |
| <b>Avg.</b>         |               |                  |                   | <b>\$66.00</b>      | <b>\$25.00</b>    | <b>\$431.66</b>   | <b>\$522.66</b>   |
| <b>High</b>         |               |                  |                   | <b>\$245.73</b>     | <b>\$112.50</b>   | <b>\$1,658.42</b> | <b>\$1,941.65</b> |
| <b>Low</b>          |               |                  |                   | <b>\$0.00</b>       | <b>\$0.00</b>     | <b>\$37.50</b>    | <b>\$37.50</b>    |

Attachment: 2\_YEAR\_REPAIR\_COST\_SUMMARY\_13-28-35-42 (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)

Date(s): 06/30/2020 - 06/30/2022

# Repair Type Breakdown Summary

| WO #         | Source | Open Date  | Close Date | Preventative | Predictive | Repair     | Total      |
|--------------|--------|------------|------------|--------------|------------|------------|------------|
| 17417        | 42     | 02/03/2022 | 02/04/2022 | \$0.00       | \$0.00     | \$75.00    | \$75.00    |
| 16295        | 42     | 09/02/2021 | 09/07/2021 | \$0.00       | \$0.00     | \$282.37   | \$282.37   |
| 15995        | 42     | 07/28/2021 | 08/04/2021 | \$0.00       | \$0.00     | \$150.00   | \$150.00   |
| 15828        | 42     | 07/06/2021 | 07/08/2021 | \$0.00       | \$0.00     | \$907.89   | \$907.89   |
| 15021        | 42     | 03/23/2021 | 05/10/2021 | \$0.00       | \$0.00     | \$3,288.28 | \$3,288.28 |
| 14112        | 42     | 11/16/2020 | 11/17/2020 | \$90.34      | \$37.50    | \$191.36   | \$319.20   |
| Grand Total: |        |            |            | \$90.34      | \$37.50    | \$4,894.90 | \$5,022.74 |
| Avg.         |        |            |            | \$15.06      | \$6.25     | \$815.82   | \$837.12   |
| High         |        |            |            | \$90.34      | \$37.50    | \$3,288.28 | \$3,288.28 |
| Low          |        |            |            | \$0.00       | \$0.00     | \$75.00    | \$75.00    |

Attachment: 2\_YEAR\_REPAIR\_COST\_SUMMARY\_13-28-35-42 (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)



160 North Broadway  
Fresno, CA 93701-1592

Phone: (559) 233-8818

(559) 268-8506

# Estimate

Customer No.: HANFORD PD

Quote No.: 12118

Quote To: **City of Hanford Police Department**

315 N Douty St  
Accounts Payable  
Hanford, CA 93230-000

Phone: (559) 585-2540

Fax: (559) 585-0695

Ship To: **City of Hanford Police Department**

319 N Douty  
Hanford, CA 93230-000

Phone:

Email: [billing@cityofhanfordca.com](mailto:billing@cityofhanfordca.com)

|                       |                  |             |                 |        |
|-----------------------|------------------|-------------|-----------------|--------|
| Date                  | Ship Via         | F.O.B.      | Terms           |        |
| 06/01/22              |                  | Origin      | Net Next EOM    |        |
| Purchase Order Number | Sales Person     |             | Expiration Date |        |
|                       | David Burchfield |             | 07/01/22        |        |
| Quantity Required     | Item Number      | Description | Unit Price      | Amount |

'22 DODGE DURANGO  
\*\*\*\*\*PATROL\*\*\*\*\*

|   |                    |                                                                                                                                                                                                                                                |         |         |
|---|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|
| 1 | VALOR/PF/OBD/51PKG | Federal Signal 51" VALOR<br>Package Includes:<br>51" VALOR LIGHTBAR<br>LIGHTBAR HOOK KIT<br>17 BUTTON 200 WATT PATHFIDER SIREN<br>COINTROLLER<br>24 CHANNEL EXPANSION MODULE<br>SIREN SPEAKER<br>SIREN SPEAKER BRACKET<br>OBD2 INTERFACE CABLE | 3879.00 | 3879.00 |
| 2 | MPS620U-BR         | FS MicroPulse Ultra Dual<br>Blue/Red<br>(MOUNTED ON THE SIDES OF THE PUSH<br>BUMPER)                                                                                                                                                           | 123.00  | 246.00  |
| 2 | MPSW6-RB           | FS MPS Wide Angle<br>Split Red/Blue includes side<br>mirror & surface mount<br>(MOUNTED UNDER SIDE MIRRORS)                                                                                                                                    | 155.00  | 310.00  |
| 1 | MPS645             | Cooks Custom 45deg Bracket<br>for MicroPulse 6 Head<br>(Pair)                                                                                                                                                                                  | 40.00   | 40.00   |
| 2 | XSM1-BRA           | FS Xtreme Single Head<br>Interior Light<br>Blue/Red/Amber<br>(MOUNTED ON THE REAR LIFT GATE IN<br>THE REAR WINDOW)                                                                                                                             | 178.00  | 356.00  |
| 1 | MPS61U-R           | Fed Signal Micro-Pulse Ultra<br>Red/Red<br>Old Part# MPS600U-RR                                                                                                                                                                                | 112.00  | 112.00  |
| 1 | MPS61U-B           | Fed Signal Micro-Pulse Ultra<br>Blue<br>Old p/n MPS600U-BB<br>MOUNTED ON THE REAR LIFTGATE NEXT                                                                                                                                                | 112.00  | 112.00  |

Thank You



160 North Broadway  
Fresno, CA 93701-1592

# Estimate

Customer No.: HANFORD PD

Quote No.: 12118

Phone: (559) 233-8818

(559) 268-8506

Quote To: **City of Hanford Police Department**

315 N Douty St  
Accounts Payable  
Hanford, CA 93230-000

Phone: (559) 585-2540

Fax: (559) 585-0695

Ship To: **City of Hanford Police Department**

319 N Douty  
Hanford, CA 93230-000

Phone:

Email: [billing@cityofhanfordca.com](mailto:billing@cityofhanfordca.com)

| Date                  | Ship Via         | F.O.B.      | Terms           |        |
|-----------------------|------------------|-------------|-----------------|--------|
| 06/01/22              |                  | Origin      | Net Next EOM    |        |
| Purchase Order Number | Sales Person     |             | Expiration Date |        |
|                       | David Burchfield |             | 07/01/22        |        |
| Quantity Required     | Item Number      | Description | Unit Price      | Amount |

## TO THE LICENSE PLATE

|   |          |                                  |         |         |
|---|----------|----------------------------------|---------|---------|
| 1 | FHL-TAIL | Rear Flasher- Alternating        | 78.00   | 78.00   |
| 1 | FHL-CHG  | Federal Signal Headlight Flasher | 82.00   | 82.00   |
| 1 | 792H     | Opticom Emitter                  | 1413.00 | 1413.00 |

## CONSOLE EQUIPMENT

|   |               |                                                           |        |        |
|---|---------------|-----------------------------------------------------------|--------|--------|
| 1 | C-VS-2300-DUR | Havis VS 23" Console<br>fits '21 Dodge Durango            | 460.00 | 460.00 |
| 1 | C-EB40-SSP-1P | Havis 4" Faceplate<br>fits PA300-CN/SSP3000               | 0.00   | 0.00   |
| 1 | C-EB30-KCH-1P | Havis 3" Faceplate<br>fits Kenwood KCH20r<br>Control Head | 0.00   | 0.00   |
| 1 | C-FP-35       | Havis 3.5" Filler Plate                                   | 0.00   | 0.00   |
| 3 | C-FP-2        | 2" Blank Havis Face Plate                                 | 0.00   | 0.00   |
| 1 | C-CUP2-I      | Havis Dual Cup Holder                                     | 37.00  | 37.00  |
| 1 | C-ARM-108     | Havis Swing Away<br>Flip Up Arm Rest                      | 173.00 | 173.00 |
| 1 | C-MCB         | Havis Console Mic Clip<br>Bracket                         | 15.00  | 15.00  |
| 1 | MMSU-1        | Magnetic Mic<br>Conversion Kit                            | 35.00  | 35.00  |

## COMMUNICATIONS EQUIPMENT

|   |            |                                                                   |        |        |
|---|------------|-------------------------------------------------------------------|--------|--------|
| 1 | NX-5800BK  | Kenwood 50 watt, 1024CH<br>450-520MHz, RF Deck<br>3 Year Warranty | 568.00 | 568.00 |
| 1 | KWD-5100CV | Kenwood P25 Conventional<br>License Key                           | 403.00 | 403.00 |
| 1 | 5FM        | Kenwood NX-5000 Series<br>Single Deck, Single Control             | 739.00 | 739.00 |

Thank You





160 North Broadway  
Fresno, CA 93701-1592

Phone: (559) 233-8818

(559) 268-8506

# Estimate

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Quote No.: 12118

Quote To: **City of Hanford Police Department**

315 N Douty St  
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Hanford, CA 93230-000

Phone: (559) 585-2540

Fax: (559) 585-0695

Ship To: **City of Hanford Police Department**

319 N Douty  
Hanford, CA 93230-000

Phone:

Email: [billing@cityofhanfordca.com](mailto:billing@cityofhanfordca.com)

|                       |             |                  |              |                 |        |
|-----------------------|-------------|------------------|--------------|-----------------|--------|
| Date                  | Ship Via    | F.O.B.           | Terms        |                 |        |
| 06/01/22              |             | Origin           | Net Next EOM |                 |        |
| Purchase Order Number |             | Sales Person     |              | Expiration Date |        |
|                       |             | David Burchfield |              | 07/01/22        |        |
| Quantity Required     | Item Number | Description      |              | Unit Price      | Amount |

|   |                      |                                                                                              |         |         |
|---|----------------------|----------------------------------------------------------------------------------------------|---------|---------|
|   |                      | Head Remote Mount                                                                            |         |         |
| 1 | ROOF-FT-NITI         | Stico Flexi-Whip Antenna<br>136mhz-1ghz. Includes<br>coax & RFU505ST                         | 89.00   | 89.00   |
| 1 | RFU505ST             | PL259 For RG58                                                                               | 10.00   | 10.00   |
| 1 | MA1-0900600M-NNA     | Cradlepoint IBR900<br>Modem w/WiFi<br>1 yr NetCloud & Support                                | 782.00  | 782.00  |
| 1 | APCCWWGQS22222RP34BL | Ant+ Antenna for Cradlepoint<br>IBR1100. Black w/Bolt Mount<br>old P/N IBR1100-Q-BL          | 224.00  | 224.00  |
|   |                      | MISC. HARDWARE                                                                               |         |         |
| 1 | 1K0574DUR11FSR       | Setina Partition #6VS<br>Single Prisoner Transport<br>Stationary Window Coated Polycarbonate | 1019.00 | 1019.00 |
|   |                      | FOR USE WITH:                                                                                |         |         |
|   |                      | -Setina Replacement Seat                                                                     |         |         |
| 1 | GT1372DUR11          | Setina<br>Firearm Mount Transfer Kit<br>Forward Facing Partition<br>Mount With Mount Plate   | 76.00   | 76.00   |
|   |                      | *ONLY FOR USE WITH:                                                                          |         |         |
|   |                      | -SPT Single Prisoner Transport Partition<br>Manufactured Dec 2018-Present                    |         |         |
|   |                      | *RECOMMENDED FOR USE WITH:                                                                   |         |         |
|   |                      | -Double T-Rail System                                                                        |         |         |
| 1 | GK10271UXLSVSCA      | Setina Single T-Rail                                                                         | 263.00  | 263.00  |

Thank You



160 North Broadway  
Fresno, CA 93701-1592

# Estimate

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| Purchase Order Number | Sales Person     |             | Expiration Date |        |
|                       | David Burchfield |             | 07/01/22        |        |
| Quantity Required     | Item Number      | Description | Unit Price      | Amount |

|   |             |                                                                                                                             |         |         |
|---|-------------|-----------------------------------------------------------------------------------------------------------------------------|---------|---------|
|   |             | Weapon Mount with XL lock                                                                                                   |         |         |
| 1 | BK2124DUR21 | Setina PB450L2 Bumper<br>2 Micropulse Ultra Lights<br>fits '11-'19 Dodge Durango<br>Includes:<br>1 MPS62U-BW<br>1 MPS62U-RW | 701.00  | 701.00  |
| 1 | WK0595DUR11 | Window Barrier<br>Polycarbonate<br>*FOR USE WITH:<br>-Stock Door Panels<br>-SETINA TPO Door Panels                          | 288.00  | 288.00  |
| 1 | WK0040DUR11 | Setina Window Barriers<br>Cargo Area 3pcs.<br>fits '11-'21 Dodge Durango                                                    | 398.00  | 398.00  |
| 1 | QK0635DUR11 | Setina Full Replacement<br>Transport Seat w/Center Pull<br>Belts. fits Dodge Durango                                        | 1155.00 | 1155.00 |
| 1 | TK0841DUR11 | Setina Cargo Box<br>w/Keypad Lock<br>fits '11-'21 Dodge Durango                                                             | 1614.00 | 1614.00 |
| 1 | TF0237DUR11 | Setina Freestanding<br>Cargo Box Bracket kit                                                                                | 144.00  | 144.00  |
| 1 | TK1246DUR11 | Setina E-Z Lift Cargo Deck<br>With Lower Radio Tray<br>fits Durango 11-present                                              | 858.00  | 858.00  |
|   |             | MISC INSTALLATION<br>****EQUIPMENT*****                                                                                     |         |         |
| 1 | 5029        | 12 Circuit Water Resistant<br>Fuse Block w/Cover                                                                            | 40.00   | 40.00   |
| 5 | 5080        | Relay                                                                                                                       | 14.00   | 70.00   |
| 1 | 7615B       | Blue Seas Solenoid/Timer.                                                                                                   | 120.00  | 120.00  |

Thank You





160 North Broadway  
Fresno, CA 93701-1592

# Estimate

Customer No.: HANFORD PD

Quote No.: 12118

Phone: (559) 233-8818

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|                       |                  |             |                 |        |
|-----------------------|------------------|-------------|-----------------|--------|
| Date                  | Ship Via         | F.O.B.      | Terms           |        |
| 06/01/22              |                  | Origin      | Net Next EOM    |        |
| Purchase Order Number | Sales Person     |             | Expiration Date |        |
|                       | David Burchfield |             | 07/01/22        |        |
| Quantity Required     | Item Number      | Description | Unit Price      | Amount |

|        |               |                                                                                                                                                                             |        |         |
|--------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|---------|
|        |               | 120amp 12vdc                                                                                                                                                                |        |         |
| 1      | CB185-150     | Bussman 150amp<br>Resettable Circuit Breaker                                                                                                                                | 40.00  | 40.00   |
| 1      | NUS-2X        | Nu-Tech Roof Entry Port                                                                                                                                                     | 20.00  | 20.00   |
| 1      | MATERIALSFEE3 | Installation Material<br>Bundle                                                                                                                                             | 300.00 | 300.00  |
| 35.000 | LAISREG       | Shop Installation<br>Complete Patrol Car<br>Up-Fit<br>will include installing a customer provided<br>MDT solution<br>'22 DODGE DURANGO<br>UNIT#<br>VIN#<br>LIC#<br>MILEAGE: | 125.00 | 4375.00 |

|                      |                 |
|----------------------|-----------------|
| Subtotal             | 21644.00        |
| Freight charges      | 200.00          |
| Sales tax @ 8.35000% | 1441.96         |
| <b>Total</b>         | <b>23285.96</b> |

Thank You for Considering Cook's Communications

Thank You

Attachment: COOK'S\_EST#12118 (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)

# Estimate



## SignWorks

109 E. 5th Street  
Hanford, CA 93230  
ph. (559) 583-1175  
fax (559) 583-1824  
email: info@signworksworld.com

**Prepared For:** Tommy Bettencourt  
Public Works (City of Hanford)  
900 S. 10th Ave.  
Hanford, CA 93230

ph: (559) 585-2554

fax: (559) 583-1529

|               |                     |
|---------------|---------------------|
| Estimate: No: | 32681               |
| Date:         | 6/6/2022 9:18:02AM  |
| Terms:        | Net 30              |
| Due Date:     | 1 day(s) from order |
| Salesperson:  | Brianna Garcia      |

**Description:** (1) B&W Dodge Durango Graphics

Dear Tommy:

Thank you for considering SignWorks for your sign needs.  
If you have any questions, please don't hesitate to call me at 583-1175

>>> PLEASE CONTACT US SO WE CAN PROCEED WITH THIS ORDER, THANK YOU. <<<

Sincerely,

Brianna Garcia  
Sales Rep.

| Qty                                         | Product | Sides | Size  | Unit Cost  | Install | Item Total |
|---------------------------------------------|---------|-------|-------|------------|---------|------------|
| 1                                           | Misc.   | 1     | 1 x 1 | \$1,007.00 | \$0.00  | \$1,007.00 |
| Description White Reflective Graphics (B&W) |         |       |       |            |         |            |

### Notes:

|                  |            |
|------------------|------------|
| Line Item Total: | \$1,007.00 |
| Tax Exempt Amt:  | \$567.00   |
| Subtotal:        | \$1,007.00 |
| Taxes:           | \$31.90    |
| Total:           | \$1,038.90 |

Accepted By (signature required)

Date

Fax Confirmation to (559) 583-1824

# VINYL GRAPHICS FOR POLICE VEHICLE



Drawn By: *Brianna Garcia*

PLEASE SIGN BELOW FOR APPROVAL, OR INDICATE CHANGES AND FAX BACK

Company Name:

Name

Invoice: #

Revision: #

Date:

X

Date:

YOUR SIGNATURE DESIGNATES FINAL APPROVAL OF DESIGN / LAYOUT.

Note: When permits are required, ALL designs are subject to landlord approval

NOTE:

This job is on HOLD until we receive notice from you. Please contact us as soon as possible to avoid any DELAY.

Copyright ©

**SignWorks**  
Lighted Signs Plus

design@signworksworld.com  
www.signworksworld.com  
Lic #743754

CONCEPT DRAWING

**PAGE 1 of 1**





# National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (855) BUY-NJPA • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

May 18, 2022

Lt James Edlund  
City of Hanford Police Dept.  
425 N Irwin  
Hanford, CA 93230

Delivery Via Email

Dear Lt Edlund,

In response to your inquiry, we are pleased to submit the following for your consideration:

National Auto Fleet Group will sell, service and deliver at Hanford, new/unused 2022 Dodge Durango Pursuit V-8 AWD Admin responding to your requirement with the attached specifications for \$40,170.00 plus State Sales Tax, and \$8.75 tire tax (non-taxable). These vehicles are available under the Sourcewell (Formerly Known as NJPA) master vehicle contract# 091521-NAF. Units to be Black.

|                                       | One Unit<br>MSRP | One Unit  | Total Savings | Total Savings |
|---------------------------------------|------------------|-----------|---------------|---------------|
| 2022 Dodge Durango<br>Pursuit V-8 AWD |                  |           |               |               |
| Admin Unit                            | 42,999.00        | 40,170.00 | 6.58%         | 2,829.00      |
| Sub Total                             |                  | 40,170.00 |               |               |
| Sales Tax                             |                  | 2,912.33  |               |               |
| Transportation                        |                  | 429.00    |               |               |
| Tire Tax                              |                  | 8.75      |               |               |
| Total                                 |                  | 43,520.08 |               |               |

Terms are net 30 days.

Delivery 120-180 days ARO

National Auto Fleet Group welcomes the opportunity to assist you in your vehicle requirements.

Kevin Buzzard  
National Law Enforcement Sales Manager  
National Auto Fleet Group  
Wondries Fleet Group  
626-457-5590 O / 714-264-1867 C / [Buzzard5150@gmail.com](mailto:Buzzard5150@gmail.com)





# National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (855) BUY-NJPA • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

June 27, 2022

Lt James Edlund  
City of Hanford Police Dept.  
425 N Irwin  
Hanford, CA 93230

Delivery Via Email

Dear Lt Edlund,

In response to your inquiry, we are pleased to submit the following for your consideration:

National Auto Fleet Group will sell, service and deliver at Hanford, new/unused 2022 Dodge Durango Pursuit V-8 AWD responding to your requirement with the attached specifications for \$40,479.00 plus State Sales Tax, and \$8.75 tire tax (non-taxable). These vehicles are available under the Sourcewell (Formerly Known as NJPA) master vehicle contract# 091521-NAF. Units to be Black and White.

|                                                               | One unit<br>MSRP | Selling Price | Total<br>Savings | Extended units<br>(3) | Total Savings |
|---------------------------------------------------------------|------------------|---------------|------------------|-----------------------|---------------|
| 2022 Dodge<br>Durango V-8 Pursuit<br>Black and White<br>Paint | 43,355.00        | 40,479.00     | 6.63%            | 121,437.00            | 8,628.00      |
| Sub Total                                                     |                  | 41,729.00     |                  | 125,187.00            |               |
| Sales Tax                                                     |                  | 3,025.35      |                  | 9,076.06              |               |
| Tire Tax                                                      |                  | 8.75          |                  | 26.25                 |               |
| Transport                                                     |                  | 429.00        |                  | 1,287.00              |               |
| Total                                                         |                  | 45,192.10     |                  | 135,576.31            |               |

Terms are net 30 days.

Delivery 120-180 days ARO

National Auto Fleet Group welcomes the opportunity to assist you in your vehicle requirements.

Kevin Buzzard  
National Law Enforcement Sales Manager  
National Auto Fleet Group  
Wondries Fleet Group  
626-457-5590 O / 714-264-1867 C / [Buzzard5150@gmail.com](mailto:Buzzard5150@gmail.com)



**CHROME DATA**  
An Autodata Solutions Brand

**National Auto Fleet Group**

Kevin Buzzard | 626-457-5590 OFC | Buzzard5150@gmail.com

Vehicle: [Fleet] 2022 Dodge Durango (WDEE75) Pursuit AWD



Attachment: WONDRIES\_2022\_DODGE\_DURANGO\_QUOTES (PW: Purchase of Four 2022 Replacement Dodge Durango Pursuit units)



## AGENDA STAFF REPORT

|                                |                          |
|--------------------------------|--------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> C |
|--------------------------------|--------------------------|

### **SUBJECT:**

Public Works: Authorization to Award a contract to Nick Champi Enterprises of Hanford Ca, in the amount of \$424,531.00 (This includes the add alternate), establish construction contingency of \$25,736.60 and approve an additional appropriation of \$211,267.70 from the Accumulated Capital Outlay Fund in order to fully fund The Police Activities League Parking Lot Project

---

### **RECOMMENDATION:**

That the City Council by motion:

1. Award a contract to Nick Champi Enterprises, Inc. Of Hanford Ca in the amount of \$424,531.00
2. Establish a construction contingency of \$25,736.60 &
3. Appropriate an additional \$211,267.70 from the accumulated Capital Outlay Fund in order to fully fund project.

### **BACKGROUND:**

In accordance with Council Action, bids were solicited and opened on June 21, 2022 for the Police Activities League Parking Lot Project. This project was bid to furnish and install a 20' wide electric rolling gate, a masonry block wall trash enclosure with reinforced concrete slab in front of enclosure, aggregate base, asphalt concrete, and parking lot striping for the Police Activities League parking expansion.

The bid documents also provided an Additive Alternate bid item to include a 335 LF block wall along the north property line adjacent to the multi-family housing that is required by the Zoning Ordinance.

A total of (2) bids were received ranging from the low bid of \$424,531.00 from Nick Champi Enterprises to a high bid of \$432,214.00. Staff has examined the bids, validated the lowest bidder's contractor's license status, and verified the contractor is in good standing. Staff is requesting to award and execute the contract. If approved this project is anticipated to begin August 2022.

**FISCAL IMPACT:**

The FY 20/21 (PAL) Police Activities League Parking Lot Project is proposed to be funded out of the 2021 Community Development Block Grant program (CDBG). The proposed funding through CDBG is \$239,000.00. An additional appropriation of \$211,267.60 from the Accumulated Capital Outlay Reserves is required to fully fund this project.

**ATTACHMENTS:**

Bid tabulation 06.14.2022



**PAL Parking Lot Improvements**  
**Project Funding Number: 14500200-821647**

Nick Champi Enterprise, Inc  
**LOWEST BIDDER**

Bush Engineering

| ITEM |                                                                                              | QUANTITY | UNIT | Unit Cost   | Subtotal            | Unit Cost   | Subtotal            |
|------|----------------------------------------------------------------------------------------------|----------|------|-------------|---------------------|-------------|---------------------|
| 1    | Facilities                                                                                   | 1        | LS   | \$41,000.00 | \$41,000.00         | \$85,000.00 | \$85,000.00         |
| 2    | Saw cut Existing Pavement                                                                    | 106      | LF   | \$4.00      | \$424.00            | \$10.00     | \$1,060.00          |
| 3    | Remove Trees                                                                                 | 2        | EA   | \$1,250.00  | \$2,500.00          | \$3,628.00  | \$7,256.00          |
| 4    | 5" Class 2 Aggregate Base (13,706 sf)                                                        | 642      | CY   | \$66.00     | \$42,372.00         | \$36.50     | \$23,433.00         |
| 5    | 3" AC, Type B, 1/2" Max, Medium grade ( assume 156lb/cf 13,706 sf)                           | 271      | TONS | \$145.00    | \$39,295.00         | \$141.00    | \$38,211.00         |
| 6    | Install Concrete Wheel Stops                                                                 | 17       | EA   | \$40.00     | \$680.00            | \$90.00     | \$1,530.00          |
| 7    | Construct 24' Driveway Approach Per City Standard CO-41 with Sidewalk Panels to Transition   | 1        | LS   | \$14,000.00 | \$14,000.00         | \$11,179.00 | \$11,179.00         |
| 8    | Construct 6" Landscape Curb Per City Standard CO-17                                          | 18       | LF   | \$125.00    | \$2,250.00          | \$88.00     | \$1,584.00          |
| 9    | Construct City Standard Block Wall Trash Enclosure (GE-35) with Reinf. Conc. Pad (#4 @18"oc) | 1        | LS   | \$17,860.00 | \$17,860.00         | \$31,495.00 | \$31,495.00         |
| 10   | Construct 6' Chain Link Fence with Privacy Vinyl Slats and Conc. Mow strip                   | 335      | LF   | \$99.00     | \$33,165.00         | \$113.00    | \$37,855.00         |
| 11   | Construct 6' Chain Link Fence and Conc. Mow strip                                            | 40       | LF   | \$88.00     | \$3,520.00          | \$236.50    | \$9,460.00          |
| 12   | Install 20' Electric Sliding Gate and appurtenances with electrical connection               | 1        | EA   | \$44,950.00 | \$44,950.00         | \$49,592.00 | \$49,592.00         |
| 13   | Construct 5" thick reinforced concrete pad (#4 bars @ 18" o.c.).                             | 1        | LS   | \$14,250.00 | \$14,250.00         | \$15,672.00 | \$15,672.00         |
| 14   | Striping, Signing, and Pavement Markers                                                      | 1        | LS   | \$1,100.00  | \$1,100.00          | \$3,647.00  | \$3,647.00          |
|      |                                                                                              |          |      |             | <b>\$257,366.00</b> |             | <b>\$316,974.00</b> |

**ADD ALTERNATE BID ITEM**

|   |                                                                                                                                                       |   |    |              |                     |              |                     |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------|---|----|--------------|---------------------|--------------|---------------------|
| 1 | Construct 7' tall Masonary Block Wall (If the City Chooses to award the additive alternare bid item, bid item #10 of the base bid will be eliminated) | 1 | EA | \$167,165.00 | <b>\$424,531.00</b> | \$115,240.00 | <b>\$432,214.00</b> |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------|---|----|--------------|---------------------|--------------|---------------------|

Attachment: Bid tabulation 06.14.2022 (PW: Award the Police Activities League Parking Lot Project)



**AGENDA  
STAFF REPORT**

|                                |                        |
|--------------------------------|------------------------|
| <b>MEETING DATE:</b> 7/19/2022 | <b>AGENDA SECTION:</b> |
|--------------------------------|------------------------|

**SUBJECT:**  
Council Future Agenda Items

---

**FISCAL IMPACT:**

**ATTACHMENTS:**  
Council Future Agenda Items

### Council Future Agenda Items

| Originated Date | Item                                                                                                 | Originator        | Staff Lead      | Date Estimate                       |
|-----------------|------------------------------------------------------------------------------------------------------|-------------------|-----------------|-------------------------------------|
| 4/7/20          | Discussion of Pay for Parking Options in the Downtown Area                                           | Council Consensus | John Doyel      | After presentation of Downtown Plan |
| 12/21/21        | Review of City Ordinance related to property line setbacks for Patio structures and Driveway Awnings | Council Consensus | Tom Webb        | 8/16/2022                           |
| 1/18/22         | Discussion of options for New Business Incentives in the Downtown District                           | Council Consensus | Mario Cifuentes | 9/20/2022                           |
| 3/29/22         | Discussion of Future Facility Space Needs and Funding Mechanisms                                     | Council Consensus | Various Staff   | 8/2/2022                            |
| 3/29/22         | Discussion of the future use of Roundabouts and cost savings                                         | Council Consensus | John Doyel      | 8/2/2022                            |
| 3/29/2022       | Discussion of the implementation of City Geographic Information System                               | Council Consensus | Various Staff   | 9/20/2022                           |
| 6/7/2022        | Presentation and Review of the City's First-time homebuyers program                                  | Council Consensus | Sandra Lerma    | 8/2/2022                            |
| 6/7/2022        | Presentation on the proposed improvements to the Civic Auditorium                                    | Council Consensus | Randy Shaw      | 8/16/2022                           |

Attachment: Council Future Agenda Items (Council: Future Agenda Items)