



City Council Meeting Agenda

February 4, 2025
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:

ROLL CALL BY THE CITY CLERK:

PUBLIC COMMENT:

*Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. 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. Presentation by Greg Burns of Thorn Run Partners, the City of Hanford's contracted federal lobbying firm, with updates on national legislative matters and discussion of possible legislation and actions that Council should be aware of for the coming year.
- B. Council discussion of the process to appoint members to the Measure H Oversight Board after the close of the initial application period.

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Cara Fleming

FLAG SALUTE:

RECOGNITION:

- A. Recognition of Cara Fleming for her community contributions through "Operation Christmas Blessing".

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).

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. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.
- B. City Clerk: Approval of the Minutes of the December 3, 2024 Meeting
- C. City Clerk: Approval of the Minutes of the December 5, 2024 Special Meeting
- D. City Attorney: Approval of the Settlement Agreement in the matter of Tina Threadgill v. City of Hanford et al.
- E. Community Development: Second Reading and Adoption of Ordinance No. 25-01, approving Prezone No. 0001-24 Parts 9, 12, 13, and 14 for the areas proposed to be annexed under Annexation 163 Parts 9, 12, 13, and 14 (Substantially Surrounded Island Annexations).
- F. Community Development: Approval of an Appropriation of \$118,530 in the General Fund for Energy Efficiency Equipment Purchases, to be reimbursed by the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program, to purchase an Electric Pickup Truck and Air Conditioning Unit, and Authorize the City Manager to Approve Purchases Following Competitive Quote Process.
- G. Public Works: Approval of a change order to increase the limit of fiscal year 24/25 purchase order No. 22500168, with E.M. Tharpe Inc., from \$26,430 to \$99,430 to cover the cost of repairs related to State mandated smoke tests and required repairs, on four (4) Refuse trucks that previously failed annual smoke test and Appropriation of \$73,000 from Fleet Maintenance Fund 0447.
- H. Utilities and Engineering: Authorization for the Utilities and Engineering Director to send a letter to the Local Agency Formation Commission (LAFCO), requesting the extension of water service for one commercial business in the County of Kings, without annexation by the City of Hanford. (APN 014-241-002, 8972 E. Lacey Boulevard).
- I. Utilities and Engineering: Approval of a contract with Interwest Consulting Group for City Surveyor services, appointing Michael Long, PLS, as the designated Acting City Surveyor up to \$200,000 annually; Approval of an extension of the existing Architectural and Engineering Services Agreement with QK through April 6, 2026 to provide as-needed survey and/or engineering services; and Authorization for the City Manager to award on-call survey, engineering, or specialty service contracts on a work order basis

within the City Manager's purchasing authority of \$50,000.

- J. Finance: Approval of the addition of two (2) full-time positions to the City's position control budget, an Administrative Assistant position for City Hall (Administration) and an Administrative Analyst for the Fire Department and appropriate \$46,000 from the General Fund for fiscal year 2024/2025 for the additions.

GENERAL BUSINESS:

- A. Presentation to the City Council of the Draft Active Transportation Plan and direction from Council as warranted.

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

- A. Council Future Agenda Items
- B. Upcoming Events and Important Dates:
 - February 12: City/County Coordinating Meeting - City of Avenal
 - February 17: City offices closed in observance of President's Day
 - February 18: Regular City Council Meeting
 - March 4: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: STUDY SESSION

SUBJECT:

Presentation by Greg Burns of Thorn Run Partners, the City of Hanford's contracted federal lobbying firm, with updates on national legislative matters and discussion of possible legislation and actions that Council should be aware of for the coming year.

RECOMMENDATION:

Recommendation: That the City Council receive the presentation and provide direction related to the firm's lobbying efforts on behalf of the City of Hanford.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

1. Hanford Federal Legislative Review presentation

City of Hanford Federal Advocacy Update

FEBRUARY 2025

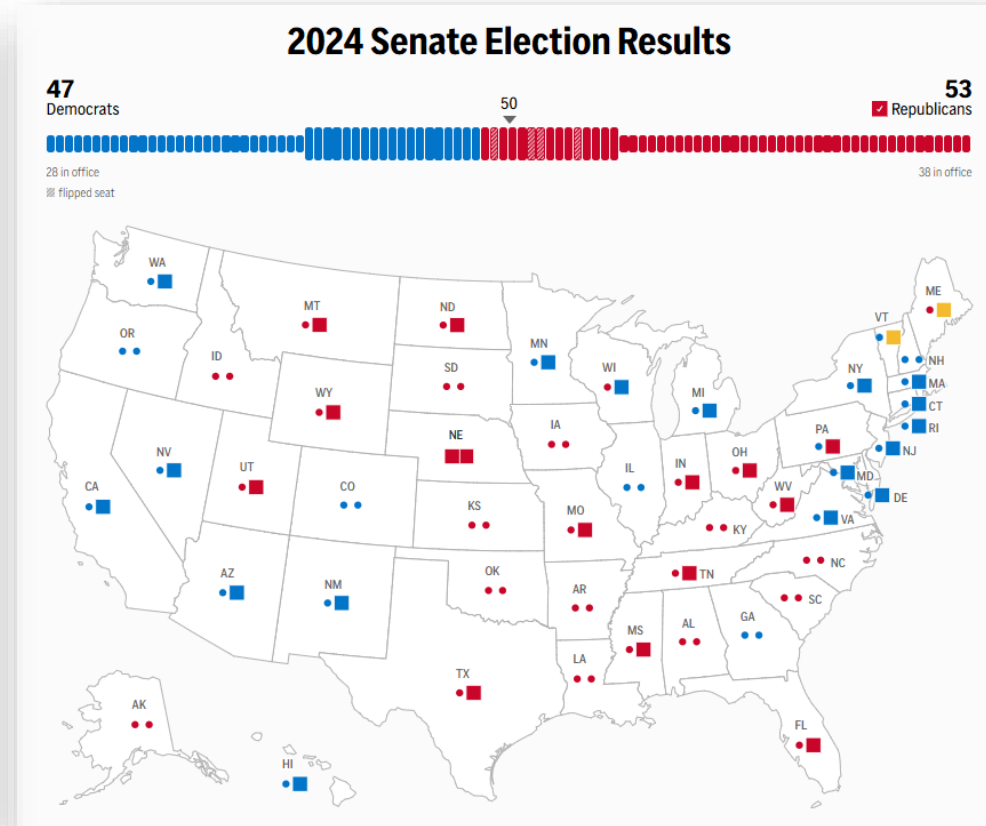
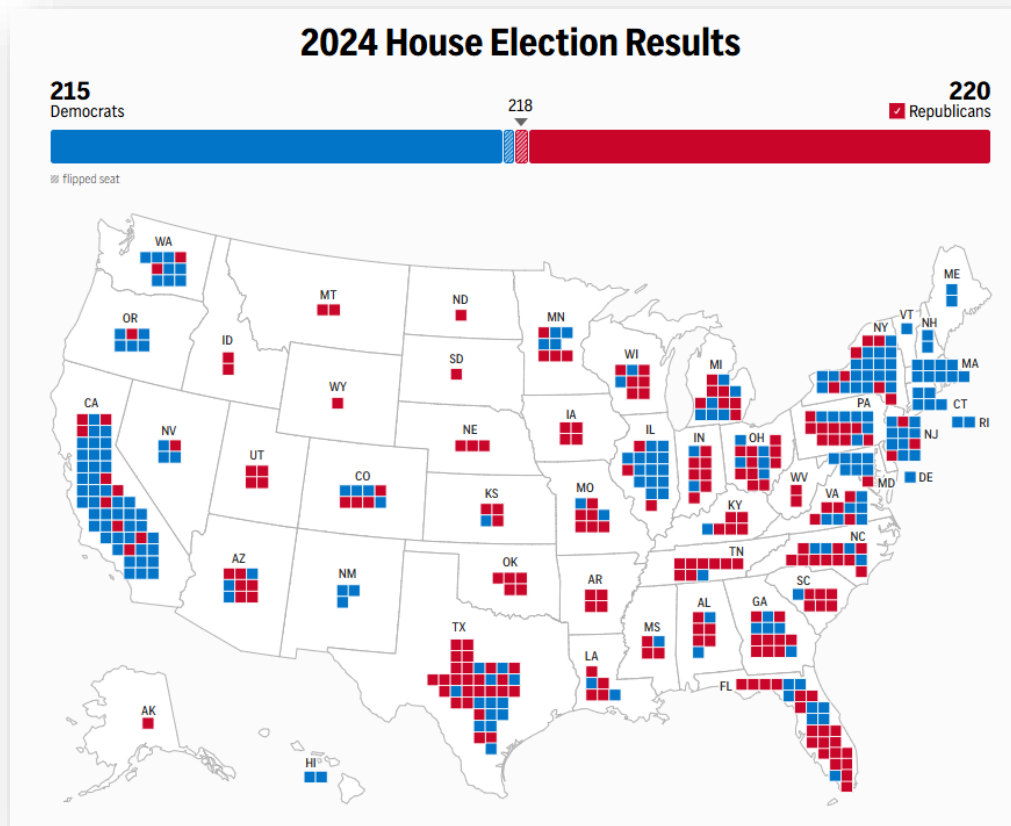
Introduction to Thorn Run Partners

- Founded in 2010 as boutique bi-partisan lobbying firm
- Grown to 50+ person government affairs and strategic communications firm
 - *#3 “Standout Firm” out of more than 2,000 Federal lobbying firms reviewed by Bloomberg*
 - *7th largest firm by revenue (Politico); “Top Lobbyists” by The Hill & Washington Post*
 - *Largest local government practice among the top DC firms*
- ~ 270 clients in the corporate, association, non-profit, education, and public sector spaces

TRP Local Government Practice

- More than a century of combined experience
- Represent 50+ local governments in AZ, CA, CO, FL, IL, KS, MT, NC, OR, SC, and TX
 - *Have represented some clients for more than 20 years*
 - *Large, urban communities to small, rural areas*
 - *Handle a wide variety of complex issues and projects*
- Bi-partisan team with deep Capitol Hill and Administration relationships
 - *Collaborative firm structure*
 - *Offer substantive policy expertise and political heft*

2024 Election Results: House & Senate



IMPORTANT CAVEAT: With three House vacancies due to appointments to the Trump Administration, the real margin in the House for the first few months of 2025 will be **217-215 – a one vote margin!**

FY 2025 Government Funding

— Congress has until **March 14, 2025**, to pass a government funding deal.

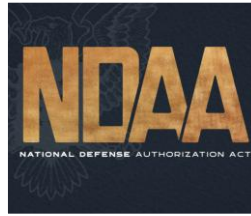
— The Continuing Resolution enacted on December 20, 2024, included \$300 million for the Army Corps of Engineers Environmental Infrastructure Program. Charleston has projects eligible for this funding.

Status of FY 2025 Appropriations Bills		
Bill	House	Senate
Agriculture-FDA	Floor Vote Postponed	Passed Full Committee
Commerce-Justice-Science	Floor Vote Postponed	Passed Full Committee
Defense	Passed House	Passed Full Committee
Energy-Water	Considered on the Floor, Proceedings Postponed	Passed Full Committee
Financial Services & General Government	Floor Vote Postponed	Passed Full Committee
Homeland Security	Passed House	Passed Full Committee
Interior-Environment	Passed House	Passed Full Committee
Labor-HHS-Education	Floor Vote Postponed	Passed Full Committee
Legislative Branch	Initial Passage Failed	Passed Full Committee
MilCon-VA	Passed House	Passed Full Committee
State-Foreign Ops	Passed House	Passed Full Committee
Transportation-HUD	Floor Vote Postponed	Passed Full Committee

Policies to Watch in 119th Congress



Government Funding



FY 2026 NDAA



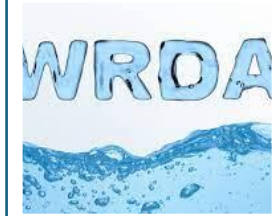
Debt Ceiling



Health Extenders +
Physician Pay



Farm Bill



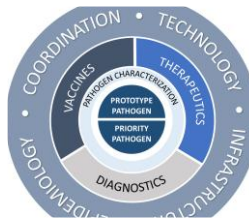
Water Resources
Development Act



National Flood Insurance
Program Reauthorization



Artificial Intelligence &
Data Privacy



Pandemic Preparedness
Reauthorization



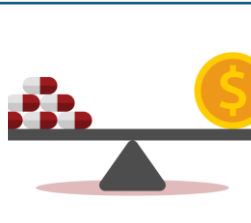
Temporary Assistance for
Needy Families (TANF)
Reauthorization



Older Americans Act
Reauthorization



Digital Assets



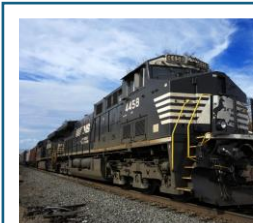
340B Reform



Cannabis Banking
Legislation



Opioid
Treatment/Fentanyl
Tracking



Rail Safety

Trump 2.0 Legislative Agenda



Tax legislation to build on and codify the Tax Cuts and Jobs Act (TCJA) of 2017



Tariffs that could range from 10-20%



Immigration and migration policy



Repeal of Biden administration regulations ranging from health, banking, energy, climate, ESG, & DEI



Merger-friendly Antitrust policy



60% tariff on all Chinese goods



Boosting domestic energy production



Repeal effort of IRA & CHIPS



Drug importation



Affordable Care Act reform/repeal

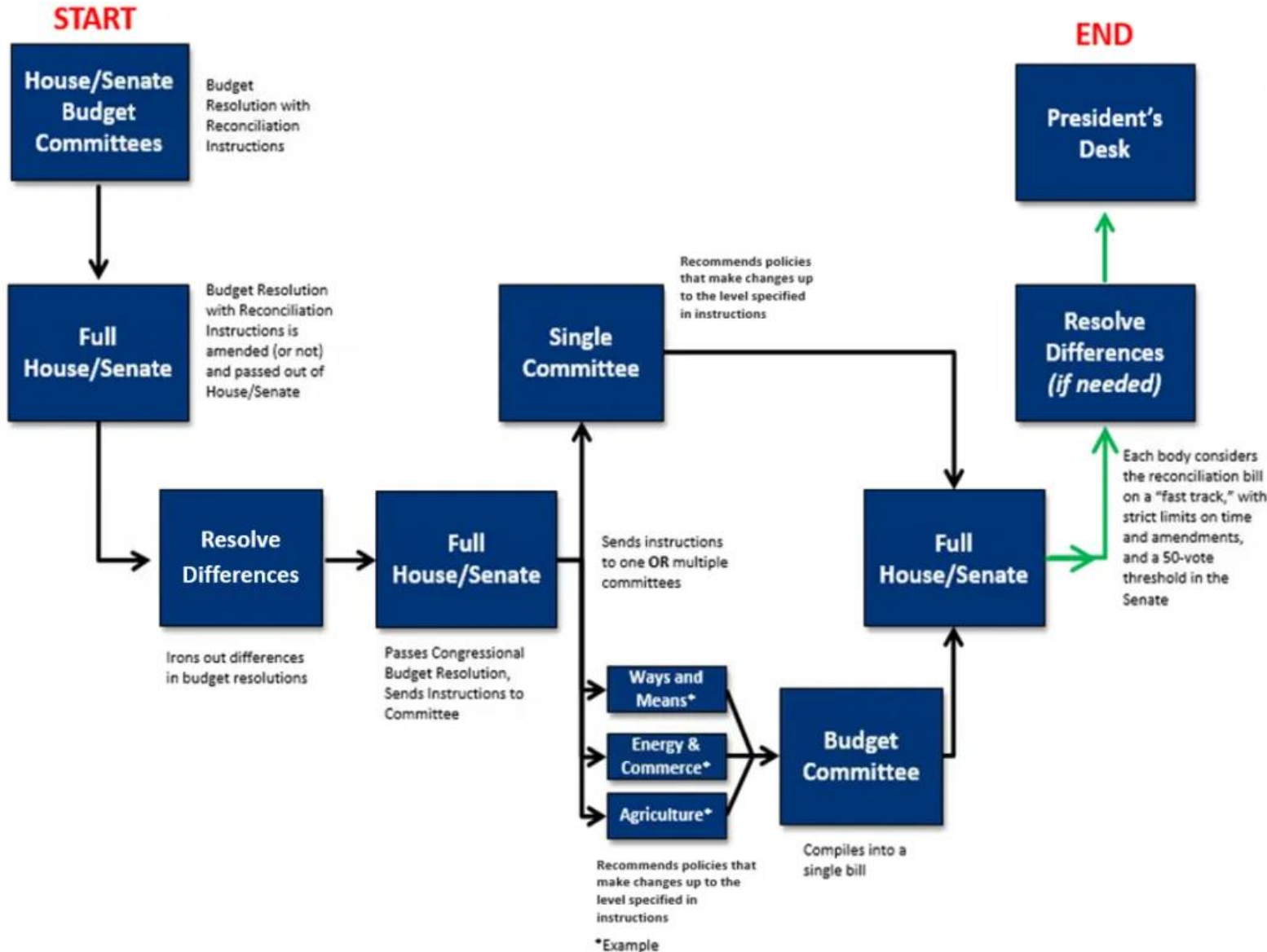


College sport participation & NIL reform



Permitting Reform

First Legislative Task: Budget Reconciliation



Two 2025 reconciliation opportunities (if R's want)

- Tax bill
- Border security, immigration, energy policy, what else?

Past reconciliation bills

- Often tax bills (including Trump and GW Bush tax bills)
- ARPA
- Inflation Reduction Act

The Secret to Effective Governing



BI-PARTISANSHIP!



Most meaningful bills are passed in a bi-partisan manner: annual appropriations bills, CARES Act, Bipartisan Infrastructure Law, Chips Act, etc.

Future Opportunities and Challenges

Bipartisan Infrastructure Law expires at end of September 2026

- Still two years to help the City with grant applications, etc.
- Debate on the future of the bill has begun.

Expect continuation of Community Funded Projects

Reauthorization of Farm Bill, Older Americans Act still needed

Tax bill could threaten tax exempt municipal bonds

Department of Government Efficiency

- We've seen this before -- will it be successful this time?

Expansion of Executive Authority

- Article 1 of the Constitution: "all legislative Powers herein granted shall be vested
- in a Congress of the United States."
- Article 2 creates the Executive Branch.

Next election is in less than two years



Hanford Recent and Ongoing Federal Efforts

FY23: \$561,000 for the Veterans and Seniors Building Renovation

FY24: \$7.3M+ for East Lacey Corridor Improvement Project

\$1M competitive grant from USDA for Hanford Goes Green forestry program

\$15.5M+ competitive grant from DOT for Fast Track Hanford

\$1.6M+ competitive grant from DOT for Grangeville Boulevard at BNSF Grade Separation planning

FY26 projects could include Grangeville grade separation ROW acquisition, among others

Federal grant engagement; daylighting new opportunities

Constant monitoring/engaging on a host of other issues

Questions?

Thank you!



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: STUDY SESSION

SUBJECT:

Council discussion of the process to appoint members to the Measure H Oversight Board after the close of the initial application period.

RECOMMENDATION:

Recommendation: That the City Council discuss the process for appointing members to the Measure H Oversight Committee and provide direction for the final selection process

BACKGROUND:

At City Council's January 21, 2025 meeting, Resolution 25-01-R was approved which formally established the parameters for a Measure H Oversight Board. This is required by Ordinance 2025-01 as approved by voters. As part of the resolution, appointment of members would be based on merit by application and interviews as desired by City Council.

Staff surveyed surrounding cities for potential examples of selection process for the type of composition and basis of merit that the City Council has established in Resolution 25-01-R and found no comparable processes. Based on the submittals so far (24 applications as of the posting of this agenda), staff anticipates approximately 30 or more applications, which is more than enough for the 11 positions established. As is typically done in interview processes, staff recommends that there be an initial screening process of the applicants based upon their written application and any submitted resumes, and then scored interviews of the applicants who advance to the interview round. After the scored interviews, the top 11 applicants could be established and appointed by council.

Should The Council desire to interview all applicants, staff would estimate the time needed for all interviews could be about 7 hours or more, based on 30 applicants with about 15 minute interviews (and transitioning through each interviewee), which staff believes would be an unreasonable expectation as this could take days to complete the entire process.

Proposed process

The following proposed selection process is outlined for Council's discussion:

A. Each councilmember shall review all of the applications and present their top 11 applicants, which will be based on their interpretation of merit of the applications, to the City Clerk before the appointment meeting. The lists shall be public record.

B. Staff would tabulate the lists, and create a list of applicants that were selected by at least three of

the five councilmembers. That list would represent the formal list of applicants to be interviewed.

- In the event there are not at least 15 applicants to interview after the initial submittal of names, Council would nominate and vote on additional applicants to interview to obtain a pool of 15.

C. Interviews would be conducted with the selected candidates. Up to 15 minutes would be allowed for each interviewee. Interviewees would be interviewed by City Council in Council Chambers in a public meeting setting as required by the Brown Act. Other interviewees would be asked to wait in the Council lobby awaiting their turn. Applicants would be encouraged to refrain from cell phone use in order to provide an equitable process for all participants.

D. A score will be assigned by Councilmembers after each interview and provided to staff. The score will be based on a metric such as:

Interview Scoring

5: Outstanding – Exceeds expectations with comprehensive, insightful, and actionable responses.

4: Strong – Meets expectations with clear, relevant, and well-considered responses.

3: Competent – Satisfactory, with adequate responses that demonstrate a basic understanding.

2: Substandard – Shows minimal understanding, unable to answer responses in timely manner, or weak responses for the role.

1: Not recommended– Fails to demonstrate understanding or relevance to the role.

After tabulation of scores, staff will compile the results and present the top 11 interviewees. In the event of a tie where the number exceeds 11, the lowest ranking interviewees will be considered individually for nomination and selection by the Council into the top 11. The six candidates with the highest interview scores shall serve an initial 3 year term, and the remaining members shall serve an initial 2 year term. In event of a tie for the top ranked six, a coin can be flipped for placement between tied interviewees based on alphabetical order (if there are more than 2 applicants tied).

In order to be ready for an interview process, it is important to have interview questions established prior to the interviews. Due to time constraints, Staff recommends no more than five questions, and will draft questions to determine the interviewees understanding of the elements listed below.

Understanding their Role

Interviewees could be asked to sign an acknowledgement that the role of the members shall be to provide recommendations and comments to the City Council on the annual expenditure plans and review of annual audits of Measure H funds. Board review is done prior to any action by City Council.

Areas to be explored during Interview Session

1. Understanding Measure H
2. Relevant Experience
3. Commitment to Accountability
4. Community Representation
5. Commitment to the Role

Conclusion

Based on the proposed process for selection presented above, selection of an 11-member Oversight Board could take a minimum of 3 hours. Council could decide how to breakup the process as desired due to the potential length of the process. It would be recommended that the interview process be conducted in Study Session or Special Meetings as desired, and final (and formal) appointment of the top 11 applicants be voted on during General Business at a Regular Council meeting.

FISCAL IMPACT:

Not applicable

ATTACHMENTS:

1. Resolution No. 25-01-R

RESOLUTION 25-01-R

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF HANFORD ESTABLISHING A MEASURE H OVERSIGHT BOARD**

WHEREAS, in accordance with ordinance 2024-10 The City of Hanford Sales and Use Tax Accountability Measures, an oversight board shall be established by resolution of the City Council.

WHEREAS, Ordinance 2024-10 The City of Hanford Sales and Use Tax Accountability Measures approved by voters establishes citizen oversight on the use of Measure H tax dollars; and

WHEREAS, as required by ordinance, members shall be residents of the City of Hanford and shall not be compensated; and

WHEREAS, the City Council establishes a Measure H Oversight Board which shall provide recommendations to the City Council on the annual expenditure plans and review of annual audits; and

WHEREAS, the Measure H Oversight Board shall adhere to rules and procedures for formal committees commissioned by the City Council, including public meeting notifications, following Rosenberg's Rules of Order, and adherence to the Brown Act; and

WHEREAS, the Measure H Oversight Board shall meet on an ad hoc basis in order to carry out the duties it has been charged with; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HANFORD DOES RESOLVE AND PROCLAIM AS FOLLOWS:

Section 1. *[Number of board members]* The board shall be comprised of eleven (11) members appointed at-large and based on merit through an application process and interview with City Council.

Section 2. *[Length of term]* The length of term of the members shall vary as outlined in Section 3 and 4 to provide continuity in members as terms end.

Section 3. Six (6) members of the Board shall serve an initial three (3) year term.

Section 4. Five (5) members of the Board shall serve an initial two (2) year term.

Section 5. *[Reappointment and term limits]* A Board member may be reappointed so that he/she serves up to two (2) consecutive terms. No individual having served two (2) consecutive terms may be reappointed to the Board for at least one (1) year from the last date served.

Section 6. *[Initial appointments]* For initial Board members who are appointed mid-year, their initial term shall be deemed to have started on January 1 of the following calendar year.

Section 7. *[Regular appointments]* At the first council meeting in January (or at the earliest possible meeting), the Council shall endeavor to fill vacancies caused by the regular expiration of Board members' terms. Upon expiration of a member's term, the member shall, however, continue to serve until his or her replacement is appointed.

Section 8. [Midterm appointments] The Council shall endeavor as soon as possible to fill midterm vacancies caused by any reason. A member appointed to fill a midterm vacancy shall serve the remainder of the seat's pending term, and the partial term shall not count as a full term for purposes of term limitations. At the end of the seat's term, the member shall be eligible for regular appointment to serve two (2) full consecutive terms, subject to provisions above.

Section 9. This resolution shall take effect immediately upon its adoption.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on January 21, 2025, by the following vote:

AYES: Paden, Kauris, Howze, Regan, Martinez

NOES: ✓

ABSTAIN: ✓

ABSENT: ✓

APPROVED:


LOU MARTINEZ
Mayor

Attest:

Natalie Corral
NATALIE CORRAL, CITY CLERK

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

I, Natalie Corral, City Clerk of the City of Hanford, certify the foregoing is the full and true Resolution 25-01-R passed and adopted by the Council of the City of Hanford at a regular meeting held on January 21, 2025.

Dated: 1/21/2025

Natalie Corral
NATALIE CORRAL, CITY CLERK



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025	AGENDA SECTION: CONSENT CALENDAR
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SUBJECT:

Approval of the Minutes of the December 3, 2024 Meeting

RECOMMENDATION:

Recommendation: Approve the Minutes of the December 3, meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

1. December 3, 2024 Meeting Minutes



**City Council Regular Meeting
Minutes**

**December 3, 2024 7:00 PM
Council Chambers
400 N. Douty St.**

5:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

Mayor Paden called the study session and closed session to order at 5:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Martin Devine	

PUBLIC COMMENT:

*Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Judy Scott asked about tracking requests and responses.

Kimber Regan asked if the app can be used for the reporting illegal fireworks.

STUDY SESSION:

- A. Presentation regarding the City of Hanford's new online and mobile app citizen reporting tool, "My Hanford".

Community Relations Manager Brain Johnson presented the city's new online and mobile app citizen reporting tool "My Hanford" for the Council's review and feedback. Staff responded to the questions from the Council. Staff will bring back updates at a future meeting. No action was required, the presentation was for informational purposes only.

Mayor Paden adjourned the study session at 5:39 p.m.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

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

1 Workers Compensation Claim

CALL TO ORDER REGULAR SESSION:

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

ROLL CALL:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Martin Devine	

INVOCATION:

The invocation was led by Pastor Johnny Escalera.

FLAG SALUTE:

The flag salute was led by Council Member Devine.

CLOSED SESSION ACTION REPORT:

None.

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).

The Council discussed the meetings and events they attended.

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.

Bob Ramos commented on Mr. Martinez's apology letter and expressed his concerns about the incidents referenced in the letter. He also commented on the Longfield Center.

Mike Cosenza commented on the downtown project and he provided his professional opinion.

Nick Wagner commented on the sale of the courthouse. He also commented General Business Item B and expressed his concerns regarding the community meeting that Mr. Martinez was not allowed to attend.

Rusty Brookshier commented on General Business Item B and expressed his concerns regarding the community meeting that Mr. Martinez was not allowed to attend.

Kimber Regan expressed her concerns about the way she was treated at city hall while she was there to attend a community meeting. She also commented on General Business Item B.

Victor Chavarin Jr. thanked the Council for the recognition for his participation on the Yes on Measure H Committee.

Onan Champi corrected his public comment at the last meeting regarding the courthouse. He also commended Council Member Martinez for his dedication to the city.

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.

Items B, G, J, and K were pulled by the Council.

Motion to Approve the consent calendar except for the items pulled for separate discussion.

RESULT:	PASSED (UNANIMOUS)
MOVER:	Council Member Devine
SECONDER:	Council Member Martinez
AYES:	Travis Paden, Mark Kairis, Martin Devine, Lou Martinez
NAYS:	None

- A. Procedural Waiver: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.
- B. City Clerk: Approval of the Minutes of the November 5, 2024, Meeting
- C. City Clerk: Approval of the Minutes of the November 19, 2024, Meeting
- D. Administration: Approval of the renewal and Authorization for the City Manager to execute the annual Professional Services Agreement with Thorn Run Partners for federal legislative advocacy services, effective January 1, 2025, through Dec. 31, 2025, for a monthly fee of \$5,500.
- E. Utilities and Engineering: Approval to enter into a professional services agreement with Willdan Financial Services (Willdan) to provide a Comprehensive Update to the City's Development Impact Fees and approval to appropriate \$105,600 in various Impact Fee Funds to cover the cost of the contract.
- F. Utilities and Engineering: Authorization for the City Manager to execute the purchase of an Internalift Screw Pump for installation at the Wastewater Treatment Facility from Evoqua Water Technologies LLC, in the amount of \$1,499,999.16, and Appropriation of \$1,500,000 from the Wastewater Fund (2073) to cover the cost of the purchase.
- G. Finance: Review and Approval of the Annual Report for Development Impact Fees pertaining to City of Hanford Impact Fees for Parks, Circulation, Fire Protection, Police Protection, Storm Water System, Water System, Wastewater System, and Refuse/Recycling for fiscal year ending June 30, 2024.

PULLED CONSENT ITEMS:

- A. City Clerk: Approval of the Minutes of the October 1, 2024, Meeting

[Item B]

Pulled by Mayor Paden.

Mayor Paden abstained from voting because he was not present at the October 1, 2024 city council meeting.

Motion to Approve.

RESULT:	Passed
MOVER:	Council Member Martinez
SECONDER:	Council Member Devine
AYES:	Mark Kairis, Lou Martinez, Martin Devine
NAYS:	None
ABSTAIN:	Travis Paden

- B. Utilities and Engineering: Approval of the establishment of a pre-qualified list of Architecture and Engineering (A&E) Services Consultants to perform on-call professional services as needed (This pre-qualified list will have a performance period of three years, with the option for two one-year extensions) and Authorization for the City Manager to award contracts to the firms identified herein for on-call architecture and engineering (A&E) or other specialty services as needed on a work order basis for a fee amount not to exceed the City Manager's purchasing authority (\$50K).

[Item G]

Pulled by Mayor Paden.

Mayor Paden expressed his concerns regarding the selected consultants. Dir. Senteno answered his questions.

Motion to Approve.

RESULT:	Passed
MOVER:	Council Member Mark Kairis
SECONDER:	Council Member Devine
AYES:	Mark Kairis, Lou Martinez, Martin Devine
NAYS:	Travis Paden

- C. Finance: Adoption of Ordinance No. 2024-09, Adding Municipal Code 3.50 City of Hanford Sales and Use Tax Ordinance of 2024

[Item J]

Pulled by Council Member Martinez for clarification.

Motion to Approve.

RESULT:	Passed (UNANIMOUS)
MOVER:	Member Lou Martinez
SECONDER:	Council Member Martin Devine
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Martin Devine
NAYS:	None

- D. Finance: Adoption of Ordinance No. 2024-10, Adding Municipal Code 3.60 City of Hanford Sales and Use Tax Accountability Measures

[Item K]

Pulled by Council Member Martinez for clarification.

Motion to Approve.

RESULT:	Passed (UNANIMOUS)
MOVER:	Council Member Martinez
SECONDER:	Council Member Devine
AYES:	Mark Kairis, Travis Paden, Martin Devine, Lou Martinez.
NAYS:	None

PUBLIC HEARING:

- A. Community Development: Zone Text Amendment No. 0007-24: A Public Hearing to accept public comments related to a request to conduct a comprehensive amendment to the Hanford Municipal Code Title 17, as directed by the City Council of the City of Hanford. Changes include various land use changes, definition changes and updates, regulation changes, spelling and grammar edits, as well as legally advised edits.
Location: Citywide.

Mayor Paden opened the public hearing at 7:46 p.m. and called for the staff report. Senior Planner Gabrielle Myers presented the staff report for the Council's review and approval. Staff answered questions from the Council. Council Member Kairis commended staff for their hard work. Mayor Paden closed the public hearing at 8:06 p.m.

Public Comments:

None.

Motion to Approve.

RESULT:	Passed (UNANIMOUS)
MOVER:	Council Member Martin Devine
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Martin Devine
NAYS:	None

GENERAL BUSINESS:

- A. Finance: Due to the passage of Measure H, Adoption of Resolution 24-45-R, Authorizing City Manager to execute agreements with the California Department of Tax and Administration for implementation of a local transactions and use tax, and Adoption of Resolution 24-46-R for examination of sales or transactions and use tax records

Finance Director Chris Tavaraz presented the resolutions for the council's review and approval and discussed the next steps.

Motion to Approve.

RESULT:	Passed (UNANIMOUS)
MOVER:	Council Member Martin Devine
SECONDER:	Council Member Lou Martinez
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Martin Devine
NAYS:	None

- B. City Attorney: Consideration of a letter submitted by Council Member Lou Martinez in response to complaints filed by City employees.

Mayor Paden provided a brief background regarding the investigation. City Attorney Ty Miztote discussed the complaints that were raised by city employees and Mr. Martinez's letter, apologizing to the City Council and the affected city employees.

Motion to accept the letter submitted by Council Member Martinez.

RESULT:	Passed (UNANIMOUS)
MOVER:	Council Member Mark Kairis
SECONDER:	Council Member Martin Devine
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Martin Devine
NAYS:	None

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall

provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

A. Council Future Agenda Items

The Council asked staff to bring back a study session discuss about the homelessness and the city's capabilities in addressing this issue.

B. Upcoming Events and Important Dates:

December 17: Regular City Council Meeting

December 21: Walk with a Doc at Centennial Park 9:00 am - 10:00 am [More Info](#)

December 24-Jan 1: City offices closed in observance of the holidays.

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

Mayor Paden adjourned the meeting at 8:29 p.m.

Respectfully submitted,

Natalie Corral
City Clerk



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Approval of the Minutes of the December 5, 2024 Special Meeting

RECOMMENDATION:

Recommendation: Approve the Minutes of the December 5, 2024, Special City Council Meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

1. December 5, 2024 Special Meeting Minutes



**City Council Special Meeting
Minutes**

**December 5, 2024 5:00 PM
Council Chambers
400 N. Douty St.**

5:00 PM CALL TO ORDER SPECIAL SESSION:

Mayor Paden called to order the special session at 5:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Martin Devine	

FLAG SALUTE:

The flag salute was led by Vice Mayor Kairis.

PUBLIC COMMENT:

*Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. 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.

GENERAL BUSINESS:

A. Recognition and remarks for outgoing Council Member Martin Devine.

Mayor Paden recognized Council Member Devine for his service to the community and presented him with a plaque After the presentation, each council member shared kind words about Mr. Devine.

B. Adoption of Resolution 24-47-R, Declaring Canvass of Results of the Votes Cast and Statement of Election Results and Swearing in new Council Members Nancy Howze and Kimber Regan.

Motion to Approve.

RESULT: Passed (UNANIMOUS)
MOVER: Council Member Mark Kairis
SECONDER: Council Member Martin Devine

AYES:	Mark Kairis, Travis Paden, Lou Martinez, Martin Devine
NAYS:	None

C. Reorganization of the City Council - Selection of the Mayor and Vice Mayor

City Attorney Ty Mizote explained the process of selecting a Mayor and Vice Mayor. Mr. Mizote called for nominations for Mayor. Council Member Regan nominated Lou Martinez with a second by Council Member Howze. Mr. Mizote called for nominations for Vice Mayor. Council Member Regan nominated Travis Paden with a second by Council Member Howze.

Nomination for Lou Martinez for Mayor.

RESULT:	Passed (UNANIMOUS)
MOVER:	Council Member Kimber Regan
SECONDER:	Council Member Nancy Howze
AYES:	Travis Paden, Mark Kairis, Kimber Regan, Nancy Howze, Lou Martinez
NAYS:	None

Nomination for Travis Paden for Vice Mayor.

RESULT:	Passed
MOVER:	Council Member Kimber Regan
SECONDER:	Council Member Nancy Howze
AYES:	Travis Paden, Nancy Howze, Lou Martinez, Kimber Regan
NAYS:	None
ABSTAIN:	Mark Kairis

D. Recess

None.

E. Council: Receive and discuss the list of Committees and Boards that have representation appointed directly by the Council. Following this discussion, the Council is requested to approve the proposed appointments through a formal vote.

Mayor Martinez asked that the discussion and selection of boards and committees be tabled to the next meeting so that the council members have more time to prepare. It was a consensus of table the item until the next regular meeting scheduled for December 5, 2024.

COUNCIL COMMENTS AND COMMUNICATIONS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

Mayor Martinez thanked the council and the community.

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

Mayor Martinez adjourned the meeting at 5:19 p.m.

Respectfully submitted,

Natalie Corral
City Clerk



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025	AGENDA SECTION: CONSENT CALENDAR
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SUBJECT:

Approval of the Settlement Agreement in the matter of Tina Threadgill v. City of Hanford et al.

RECOMMENDATION:

Recommendation: That the City Council, by motion, approve the Settlement Agreement with Plaintiff Tina Threadgill.

BACKGROUND:

Plaintiff made claims against City of Hanford and Brad Albert (City Employee) alleging personal injuries and/or losses arising as a result of a slip and fall accident that occurred on or about October 28, 2023, at the Hanford Soccer Complex located at 266 Gilkey Lane, Hanford, CA. Plaintiff, Tina Threadgill, filed a Complaint in the Kings County Superior Court, case number 24CU0210, alleging personal injuries and other damages. Ms. Threadgill sustained injuries to her leg, back, neck and shoulder.

The soccer complex where this incident occurred is leased by the City of Hanford.

An agreement to settle all current and future claims relating to this incident has been drafted. The terms of the agreement include the City of Hanford paying a one-time payment of eighty thousand dollars (\$80,000.00) to Tina Threadgill in exchange for a complete dismissal of the suit and a waiver of all future claims by this Plaintiff related to the incident.

FISCAL IMPACT:

\$80,000.00

ATTACHMENTS:

1. Settlement Agreement and Release

SETTLEMENT AGREEMENT AND RELEASE

This General Release (the “Release”) is entered into by and between TINA THREADGILL (hereinafter referred to as “Plaintiff”), and CITY OF HANFORD, and BRAD ALBERT (hereinafter referred to as “Defendants”).

RECITALS

A. Plaintiff has made claims against Defendants, alleging personal injuries and/or losses arising as a result of a slip and fall accident that occurred on or about October 28, 2023, at the Hanford Soccer Complex located at 266 Gilkey Lane, Hanford, CA. Plaintiff filed a Complaint in the Kings County Superior Court, bearing case number 24CU0210, alleging personal injuries and other damages. These claims and the lawsuit are hereinafter collectively referred to as the “Claims.”

B. Plaintiff and Defendants desire to enter into this Settlement Agreement and Release so as to provide for certain payments in full settlement and full discharge of all Claims which Plaintiff has or may have against Defendants, including, but not limited to, claims for compensatory and general damages, and all other out-of-pocket costs and expenses.

C. Defendants have agreed to settle the above Claims with Plaintiff on the terms and conditions set forth herein.

D. Plaintiff and Defendants desire to provide for a full and final settlement and discharge of any and all Claims of Plaintiff, and all other past, present and future damages, claims, causes of action and actions arising out of or due to any such action that could be asserted now or in the future and to discharge the released parties (as defined herein) of all liability on account thereof.

E. By virtue of negotiating, entering into and/or performing the terms of the Agreement, Plaintiff hereto agrees and acknowledges that each other Party does not make any admission of any wrongdoing or fault, and that each Party expressly denies any and all allegations of liability, fault and wrongdoing. This settlement, and the execution and performance of this Agreement are the result of the negotiated compromise of disputed claims, and are not intended to be and shall not be a finding or admission of any liability, fault, or wrongdoing, nor an admission of, or finding with respect to, any disputed fact or legal contention.

The parties hereto agree as follows:

1. PAYMENT

In consideration of the release set forth herein, Defendants hereby agrees to pay the total sum of Eighty Thousand Dollars (\$80,000.00) to Plaintiff. This payment is being made in exchange for a dismissal of the entire lawsuit, with prejudice, and a mutual waiver of costs.

2. RELEASE AND DISCHARGE

In consideration for the payment called for herein, Plaintiff hereby completely releases and forever discharges Defendants, CITY OF HANFORD, and BRAD ALBERT, as well as their representatives, agents, officers, directors, employees, shareholders, and insurers (collectively referred to herein as the "Released Parties") of and from any and all past, present or future claims, demands, obligations, actions, causes of action, rights, damages, costs, losses of services, expenses and compensation of any nature whatsoever on account of, or in any way growing out of, or which are the subject of any and all claims which Plaintiff has made or may make which has resulted or may result from the alleged acts or omissions of the Released Parties, including, without limitation, any and all known or unknown claims for personal injuries or property damage, past or future medical treatment costs, other out-of-pocket costs, emotional distress, loss of past or future employment wages and earnings, loss of past or future business lost opportunities, reputation harm, or other financial or non-financial harm arising from the subject matter of the claims and/or any future claims or liens of successors in interest respecting the claims against the Defendants and the Released Parties. This Settlement Agreement and Release, on the part of Plaintiff, shall be a fully binding and a complete settlement between Plaintiff and Defendants and the liability insurance carriers for the Defendants.

Plaintiff further agrees that she has accepted the sum specified herein as a complete compromise of matters involving disputed issues of law and fact and fully assumes the risk that the facts or the law may be otherwise than Plaintiff believes. Plaintiff also accepts payment of the sum specified herein as a full and final resolution in settlement of all claims arising from or in any way connected with the subject matter of this Settlement Agreement and the Claims.

3. UNKNOWN CLAIMS AND DAMAGES

Plaintiff acknowledges and understands that she may have suffered damages which are unknown to her at the present time and that this possibility has been considered by Plaintiff in entering into this Settlement Agreement, and she has determined that the consideration to be paid by Defendants is fair and adequate compensation with due regard for such future possibilities.

4. DISPUTED CLAIMS

Plaintiff acknowledges that the payment required by this Settlement Agreement and Release is being made to compromise and settle disputed claims and are being made to Plaintiff in settlement and release of all past, present and/or future claims against any and all of the Released Parties. Neither payment of the sum reflected herein nor any statements or communications made by Defendants or their attorneys or insurers during the negotiations leading to this Settlement Agreement and Release shall be considered admissions of liability or reasonableness of amount by or on behalf of any of the Released Parties.

5. INDEMNITY AND HOLD HARMLESS AGREEMENT

Plaintiff, through her attorney, represents and warrants that all bills, costs or liens resulting from or arising out of Plaintiff's alleged injuries, claims and lawsuit are Plaintiff's responsibility to pay. Plaintiff agrees to assume responsibility for satisfaction of any and all rights to payment, claims or liens of any kind, that arise from or are related to payments made or

services provided to Plaintiff, or on Plaintiff's behalf. Plaintiff and her attorneys agree to assume responsibility for all expenses, costs or fees incurred by Plaintiff related to her alleged injuries, damages, lawsuit and claims including without limitation, any and all potential future Medicare conditional payments, subrogation claims, liens, or other rights to payment, relating to medical treatment or lost wages that have been or may be asserted by any health care provider, insurer, governmental entity, employer or other person or entity. Further, Plaintiff will indemnify, defend and hold the Released Parties harmless from any and all damages, claims and rights to payment, including any attorneys' fees, brought by any person, entity or governmental agency to recover any of these amounts.

6. ATTORNEYS' FEES AND COSTS

Each party hereto shall bear all attorneys' fees and costs arising from the actions of their own counsel in connection with the Claims, this Settlement Agreement, and the matters and documents referred to herein and all related matters.

7. GENERAL RELEASE

Plaintiff hereby acknowledges and agrees that the release set forth herein is a general release and further expressly waives and assumes the risk for any and all claims for damages or injuries which exist but which Plaintiff does not know or suspect to exist whether through ignorance, oversight, error, negligence or otherwise and which, if known, would have materially affected her decision to enter into this Settlement Agreement and Release. Plaintiff further acknowledges that she has read, or will have had read to her, the provisions of California Civil Code Section 1542 and waive all rights thereunder, which section provides:

A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

Plaintiff further agrees that she has accepted the sum specified herein as a complete compromise of matters involving disputed issues of law and fact and fully assumes the risk that the facts or the law may be otherwise than Plaintiff believes. Plaintiff also accepts payment of the sum specified herein as a full and final resolution in settlement of all claims arising from or in any way connected with the subject matter of this Settlement Agreement and Release and the Claims.

8. GOVERNING LAW

This Settlement Agreement and Release shall be construed and interpreted in accordance with the laws of the State of California.

9. TAX CONSEQUENCES

Plaintiff acknowledges and agrees that Defendants and/or their representatives, predecessors, successors, assigns, agents, partners, joint venture partners, parent companies,

subsidiary companies, directors, officers, employees, insurers, shareholders and attorneys are not responsible for the tax consequences to Plaintiff, if any, related to the settlement payment.

10. ENTIRE AGREEMENT

This Release contains the entire agreement between Plaintiff, Defendants, and the Released Parties with regard to the matters set forth in it and shall be binding upon and inure to the benefit of each.

11. REPRESENTATION OF COMPREHENSION OF AGREEMENT

Plaintiff represents that she has relied upon the legal advice of her attorney, who is the attorney of her choice, and that the terms of this Release have been completely read and explained to her by her attorney and that these terms are fully understood and voluntarily accepted by Plaintiff.

Plaintiff also expressly warrants, represents and agrees that in executing this Settlement Agreement and Release, Plaintiff is not relying upon any representation or statements made by or on behalf of any other party or entity released by them with respect to any aspect of this Settlement Agreement and Release, except representations and statements as set forth herein. No promise or inducement has been made other than those set forth in this Settlement Agreement and Release.

12. SEVERABILITY

If any terms, rights, provisions, or duties of this Settlement Agreement and Release are deemed void or unenforceable, the remaining terms, rights, provisions and duties shall be unimpaired and shall remain valid and enforceable, so long as the same is consistent with the intention of the parties in entering into this Settlement Agreement and Release.

13. MATERIALITY

The representations and warranties made by Plaintiff in this Settlement Agreement and Release shall be deemed material to the rights and obligations of Defendants and the Released Parties under this Settlement Agreement and Release. Plaintiff agrees and acknowledges that her respective representations and warranties contained herein are essential and material terms of this Settlement Agreement and Release.

14. ENFORCEMENT

This Settlement Agreement and Release is hereby stipulated to be subject to enforcement by the Court in the Action pursuant to California Code of Civil Procedure Section 664.6; and the Court shall retain jurisdiction for such purpose.

15. RULES OF CONSTRUCTION

This Settlement Agreement and Release was the result of a negotiated settlement and may not be construed as having been prepared by any one party. The parties and their counsel

have reviewed this Settlement Agreement and Release and specifically agree that any rule of construction, to the effect that ambiguities are to be resolved against the drafting party, shall not apply to the interpretation of this Settlement Agreement and Release. The headings and numbering of the different paragraphs of this Settlement Agreement and Release are inserted for convenient reference only and are not to be taken as part of this Release to control or affect the meaning, construction or effect of the same.

BY EXECUTING THIS RELEASE, THE SIGNATOR ACKNOWLEDGES THAT THEY HAVE READ THIS AGREEMENT AND UNDERSTANDS ITS TERMS AND PROVISIONS AND THAT THEY HAVE CONSULTED WITH THEIR COUNSEL.

Dated: _____

Plaintiff TINA THREADGILL

Dated: _____

Edi Kristopher, Esq.
Attorney for Plaintiff

Dated: _____

Defendant, CITY OF HANFORD

Dated: _____

Defendant, BRAD ALBERT

Dated: _____

Christina Di Filippo Smith, Esq.
Attorney for Defendants



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Second Reading and Adoption of Ordinance No. 25-01, approving Prezone No. 0001-24 Parts 9, 12, 13, and 14 for the areas proposed to be annexed under Annexation 163 Parts 9, 12, 13, and 14 (Substantially Surrounded Island Annexations).

RECOMMENDATION

That the City Council waive the second reading and adopt Ordinance 25-01, approving Prezone 0001-24 Parts 9, 12, 13 and 14.

RECOMMENDED MOTION:

I move to waive the second reading and adopt Ordinance 25-01, approving Prezone 0001-24 Parts 9, 12, 13 and 14.

BACKGROUND

On January 21, 2025 the City Council held a public hearing for Annexation 163 and Prezone 0001-24 and introduced the ordinance and waived the first reading on the proposed project by a 3,0 vote 1 abstention, 1 recusal.

Prezone No. 0001-24 Part 9, 12, 13 and 14

Prezone No. 0001-24 Part 9, 12, 13 and 14 is a request to prezone the four substantially surrounded areas to be annexed consistent with the 2035 Hanford General Plan Land Use Map. The specific proposed prezoning is illustrated as they would be shown on the Zoning Map in Figures 1, 2, 3, and 4.

Prezone No. 0001-24 Part 9

Prezone No. 0001-24 Part 9 is a request to prezone Island #9, as MX-C Corridor Mixed Use, R-L-8 Low Density Residential (8,000 sq. ft. minimum lot size), and C-R Regional Commercial, Corridor Mixed Use, Low-Density Residential, and Regional Commercial.

Figure 1: Proposed Prezone Area #9 El Rancho

Proposed Prezoning MX-C Corridor Mixed Use, R-L-8 Low Density Residential (8,000 sq. ft. minimum lot size), and C-R Regional Commercial

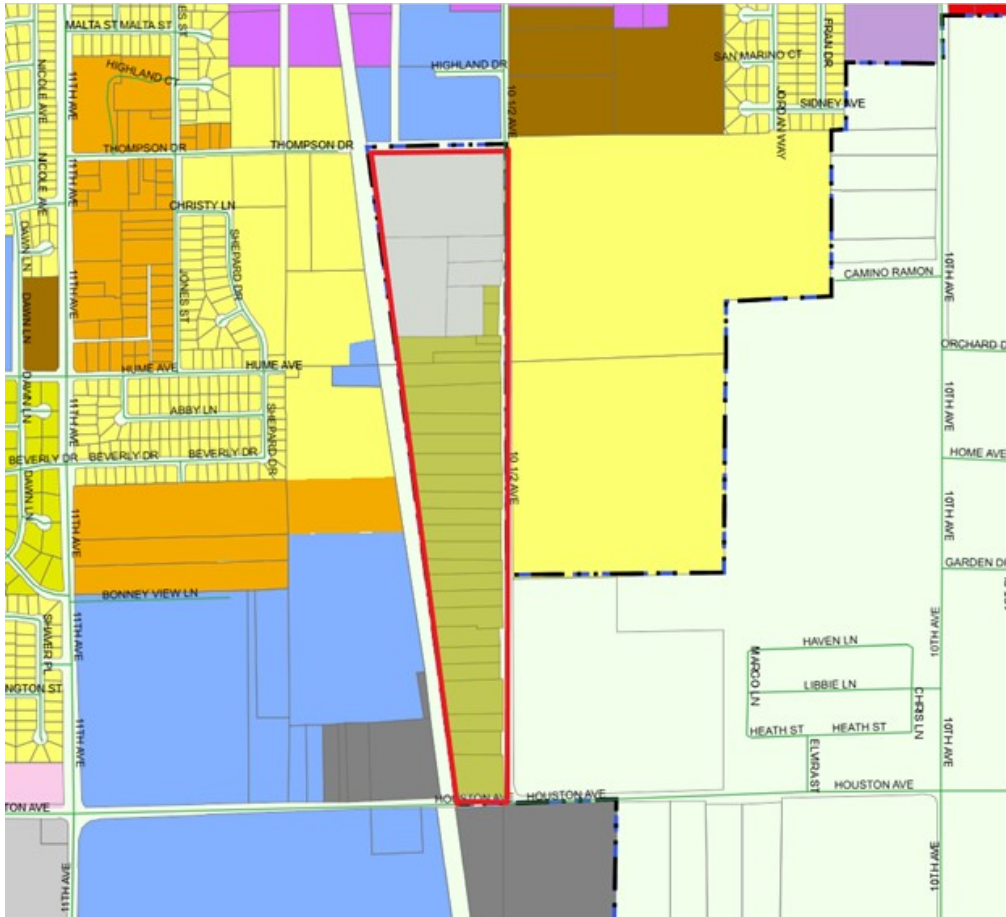


Prezone No. 0001-24 Part 12

Prezone No. 0001-24 Part 12 is a request to prezone substantially surrounded island No. 12 Island #12, as R-L-12 Low-Density Residential and I-L Light Industrial, in accordance with the General Plan Designation for the area, Low-Density Residential and Light Industrial. On parcels 011-420-012 and -013, staff proposes to change the prezoning of the two parcels from I-L Light Industrial to R-L-12 Low-Density Residential, to capture the existing use of the sites, which is residential. Following a meeting with residents in this island, it was brought to the attention of staff that there are residences on these two parcels and prezoning to I-L Light Industrial would render these parcels nonconforming, should the I-L zoning remain. In the event of destruction exceeding 75 percent, the residences would not be able to be reconstructed. As such, staff determined the prezoning should be changed to R-L-12 for the parcels located at 011-420-012 and -013. The parcels total 0.88 acres, which represents a 4.4% change to the surrounding Light Industrial designation. Staff determined this change to be substantially consistent with the General Plan. The General Plan is meant to be a general guide of the designation of parcels, whereas zoning is parcel specific.

Figure 2: Proposed Prezone Area #12 10 ½ and Thompson

Proposed Prezoning I-L Light Industrial and R-L-12 Low-Density Residential

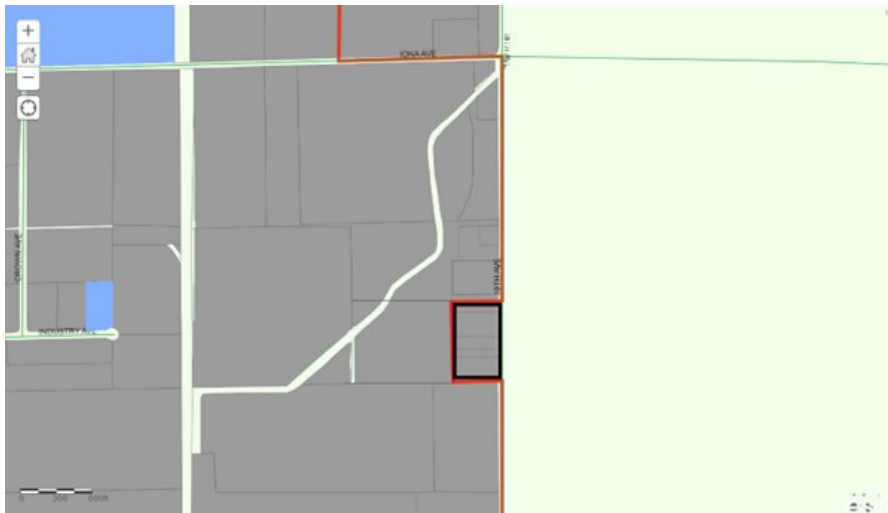


Prezone No. 0001-24 Part 13

Prezone No. 0001-24 Part 13 is a request to prezone substantially surrounded island #13, as a I-H Heavy Industrial, in accordance the General Plan land use designation for the island, Heavy Industrial.

Figure 3: Proposed Prezone Area #13 S 10th Avenue

Proposed Prezoning I-H Heavy Industrial



Prezone No. 0001-24 Part 14

Prezone No. 0001-24 Part 14 is a request to prezone substantially surrounded Island #14 as R-L-12 Low-Density Residential, in accordance the General Plan land use designation for the island, Low Density Residential.

Figure 4: Proposed Prezone Area #14 11th and Flint

Proposed Prezoning to R-L-12 Low-Density Residential (12,000 sq. ft. minimum lot size)



FINDINGS FOR APPROVAL:

All findings were made by the City Council in accordance with Section 17.86.030 of the Hanford Municipal Code.

In accordance with the Hanford Municipal Code Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

Analysis: Prezone No. 0001-24 Parts 9, 12, 13, and 14 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15, L16, and L17. There is not a plan for development at this time. Most of the parcels proposed for annexation are already developed at the densities consistent with the proposed prezoning.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community.

ANALYSIS: There is no evidence that annexation of the county islands into the city limits would negatively affect health, safety, or welfare. On the contrary, the coordination of services between the City and County will be improved by reducing inefficiencies through annexation.

3. That the amendment would maintain the appropriate balance of land uses within the City.

Analysis: The proposed prezoning is consistent with the land use designations established in the

General Plan.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

Analysis: It is anticipated that the few undeveloped sites in the substantially surrounded county island areas will eventually develop in a manner consistent with the proposed prezoning. Most of the sites are already developed, and those uses appear to be consistent with the proposed prezoning, with limited exceptions, where uses appear to be legally existing non-conforming, primarily in Island 13.

RECOMMENDATION

1. Staff recommends that the City Council waive the second reading and adopt Ordinance 25-01, approving Prezone 0001-24 Parts 9, 12, 13 and 14.

RECOMMENDED MOTION:

2. I move to waive the second reading and adopt Ordinance 25-01, approving Prezone 0001-24 Parts 9, 12, 13 and 14.

ATTACHMENTS:

1. Ordinance 25-01

ORDINANCE NO. 25-01

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING
ANNEXATION 163, PARTS 9, 12, 13, AND 14 CONSISTENT WITH THE 2035 HANFORD
GENERAL PLAN LAND USE MAP**

The City Council of the City of Hanford does ordain as follows:

Section 1: The following described territory situated in the City of Hanford is hereby prezoned under the terms of Chapter 17.86 of the Hanford Municipal Code:

Annexation 163, Part 9 filed by the City of Hanford

FROM: County zoning C-S Service Commercial, R-1-6 Low-Density Residential, and R-1-8 Low-Density Residential
TO: City zoning R-L-8 Low-Density Residential, MX-C Corridor Mixed Use, and C-R Regional Commercial

On property described as follows:

Approximately 113.78 acres generally located on East Lacey Boulevard, South of Southern Pacific Railroad Tracks, as depicted in attached **Exhibit A**; and

Annexation 163, Part 12 filed by the City of Hanford

FROM: County zoning IL Light Industrial and RRA Rural Residential
TO: City zoning I-L Light Industrial and R-L-12 Low-Density Residential

On property described as follows:

Approximately 60.46 acres generally located west of 10 ½ Avenue, north of Houston Avenue, as depicted in attached **Exhibit B**; and

Annexation 163, Part 13 filed by the City of Hanford

FROM: County zoning IH Heavy Industrial
TO: City zoning I-H Heavy Industrial

On property described as follows:

Approximately 6.01 acres generally located west of 10th Avenue, between Idaho and Iona Avenues, as depicted in attached **Exhibit C**; and

Annexation 163, Part 14 filed by the City of Hanford

FROM: County zoning AL-10 Limited Agriculture
TO: City zoning R-L-12 Low-Density Residential

On property described as follows:

Approximately 16.9 acres generally located west of 11th Avenue, south of Flint Avenue, as depicted in attached **Exhibit D**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current rezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the rezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 21st day of January 2025 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

Section 3: This Ordinance shall take effect thirty (30) days after its passage, and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage, and the zoning will apply to such property in the event of subsequent annexation to the City under the provisions of Section 65859 of the Government Code.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the ____ day of _____, by the following roll call vote:

APPROVED

ATTEST:

MAYOR of the City of Hanford

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 ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 21st day of January, 2025 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2025.

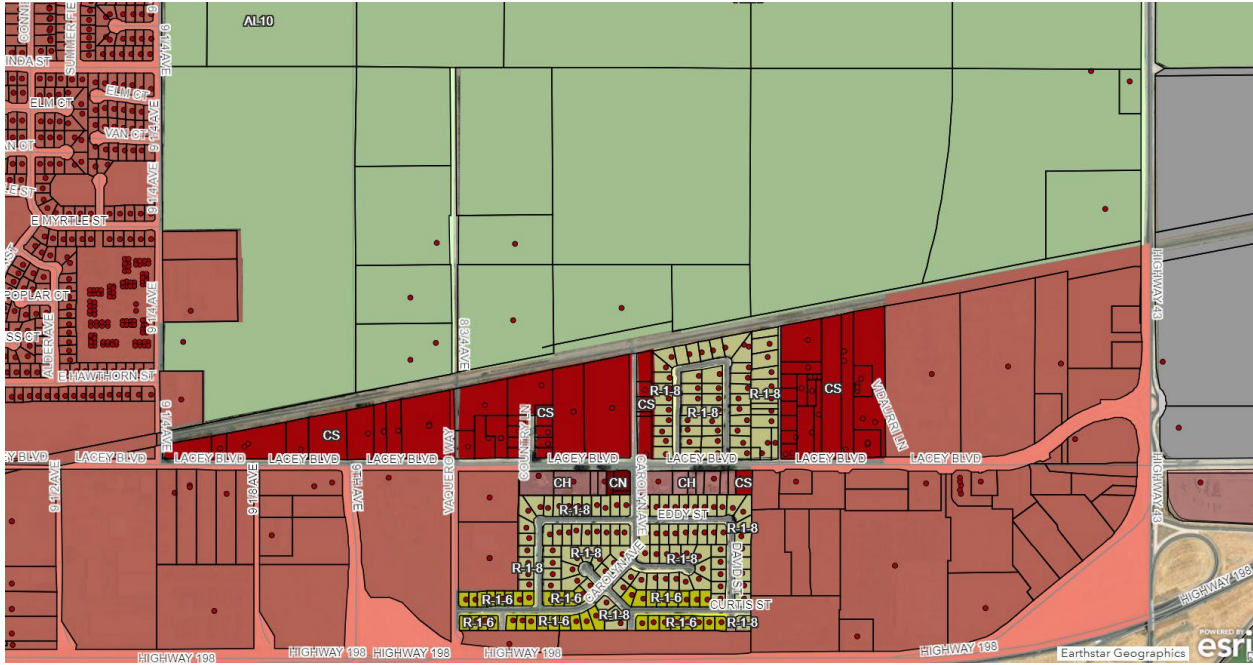
Dated: _____

Natalie Corral
City Clerk

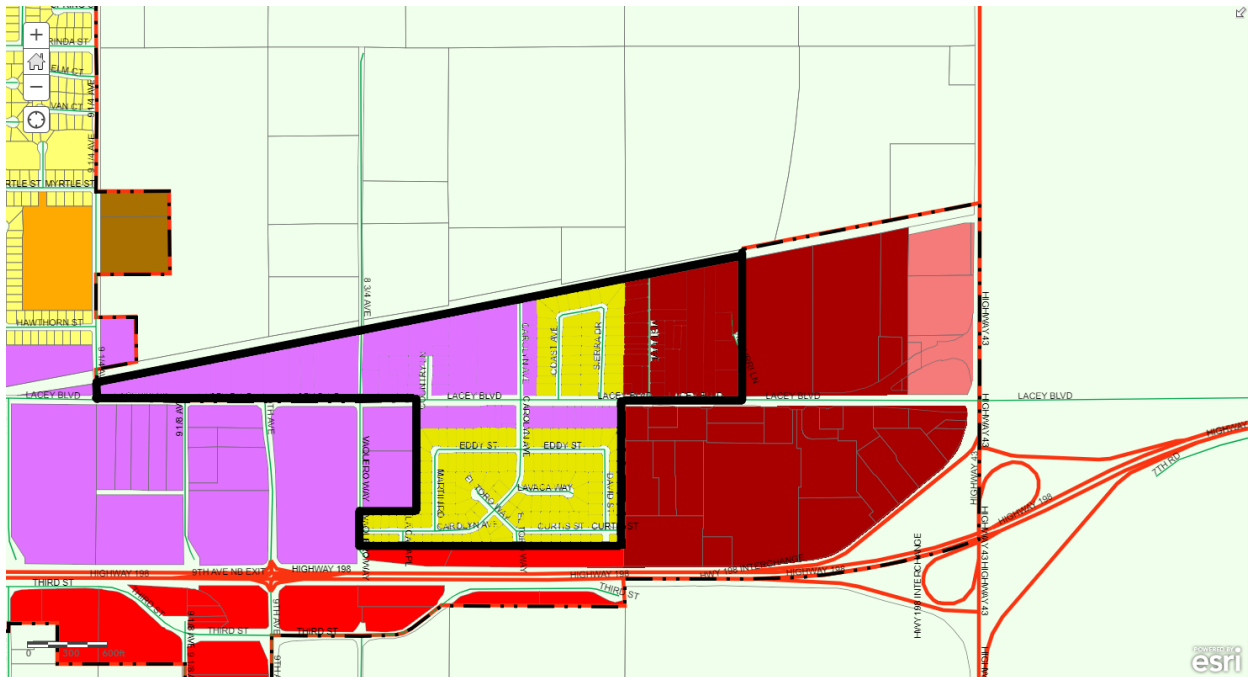
Exhibit A

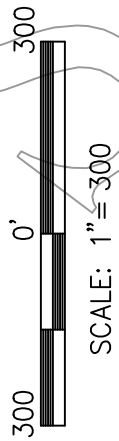
Prezone No. 0001-24 Part 9

From: County zoning C-S Service Commercial, R-1-6 Low-Density Residential, and R-1-8 Low-Density Residential



To: City zoning R-L-8 Low-Density Residential, MX-C Corridor Mixed Use, and C-R Regional Commercial





FEE \$_____

DOCUMENT NO. _____
RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMMISSION OF
KINGS COUNTY.

AT _____ MINUTES PAST _____ O'CLOCK _____ M.,
_____ IN VOLUME _____ OF ASSESSMENT _____

DIAGRAMS AT PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER

BY: DEPUTY

 CITY LIMITS
 BOUNDARY OF TERRITORY TO BE ANNEXED
 SECTION LINE
 ROAD
 COURSE SEGMENT NUMBER
 APN NUMBER

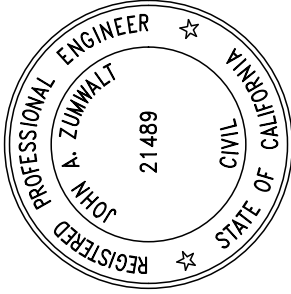
NOTE

RECORD BEARINGS ROTATED TO
GEODETIC PER L.S.P. 23-41, K.C.R.

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD REORGANIZATION NO. _____

THIS MAP WAS PREPARED BY ME ON _____,
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION NO. _____, DATED _____.

PRELIMINARY
JOHN A. ZUMWALT, R.C.E. 21489



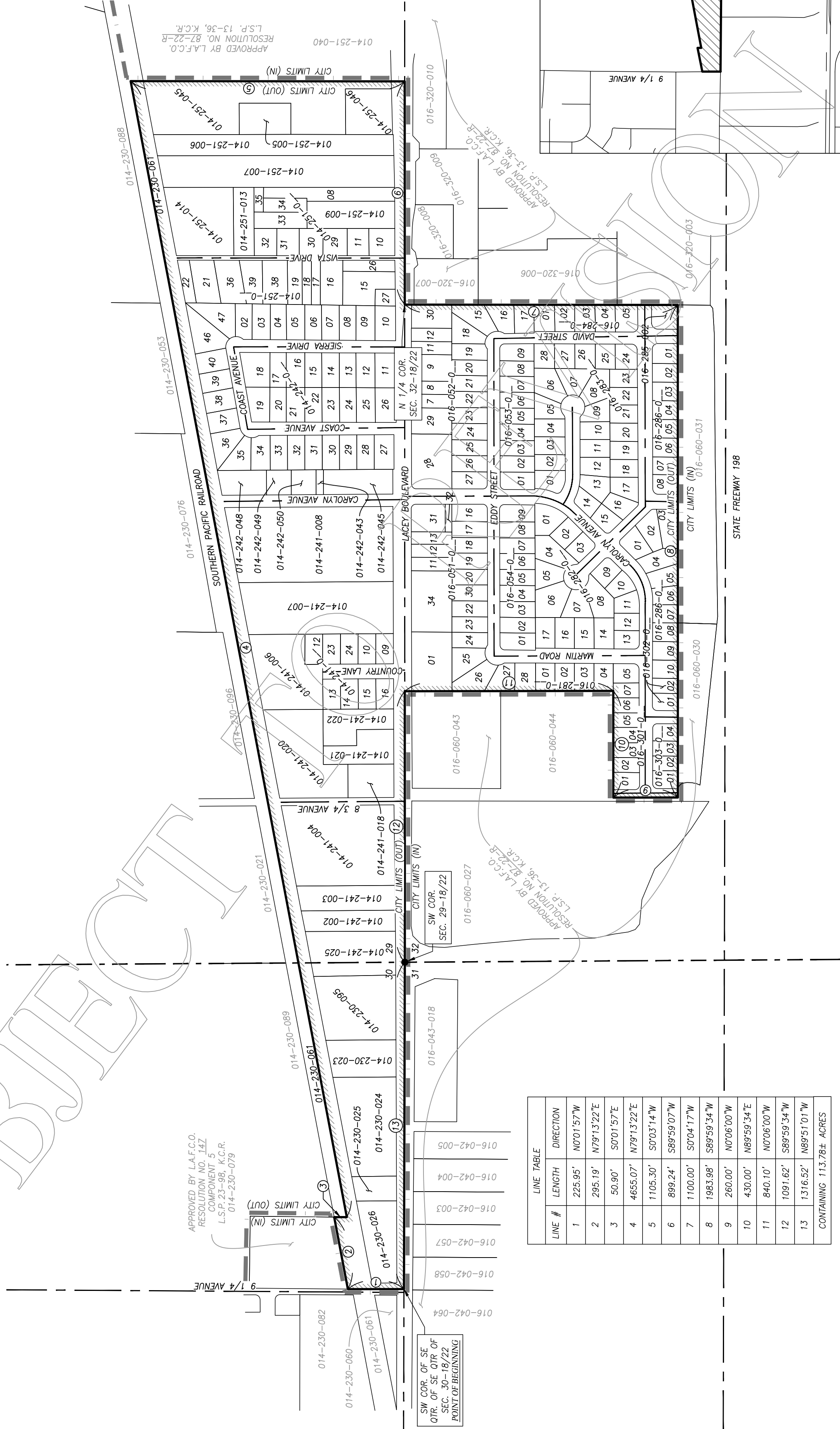
I HEREBY CERTIFY THAT THE MAP SHOWING THE PROPOSED BOUNDARIES OF THE _____
ANNEXATION, LAFCO CASE NO. _____ A REORGANIZATION
WITHIN KINGS COUNTY, STATE OF CALIFORNIA, WAS APPROVED
BY THE LAFCO COMMISSION OF KINGS COUNTY AT THE
REGULAR MEETING HELD ON _____, 20____
BY ITS RESOLUTION NO. _____.

CHUCK KINNEY, EXECUTIVE OFFICER
LAFCO OF KINGS COUNTY



VICINITY MAP
Not to Scale

LINE TABLE		
LINE #	LENGTH	DIRECTION
1	225.95'	N0701°57'W
2	295.19'	N79°13'22"E
3	50.90'	S0701°57'E
4	4655.07'	N79°13'22"E
5	1105.30'	S0703°14'W
6	899.24'	S89°59'07"W
7	1100.00'	S0704°17'W
8	1983.98'	S89°59'34"W
9	260.00'	N0706°00"W
10	430.00'	N89°55'34"E
11	840.10'	N0706°00"W
12	1091.62'	S89°59'34"W
13	1316.52'	N89°51'01"W
CONTAINING 113.78± ACRES		



609 N. IRWIN ST.

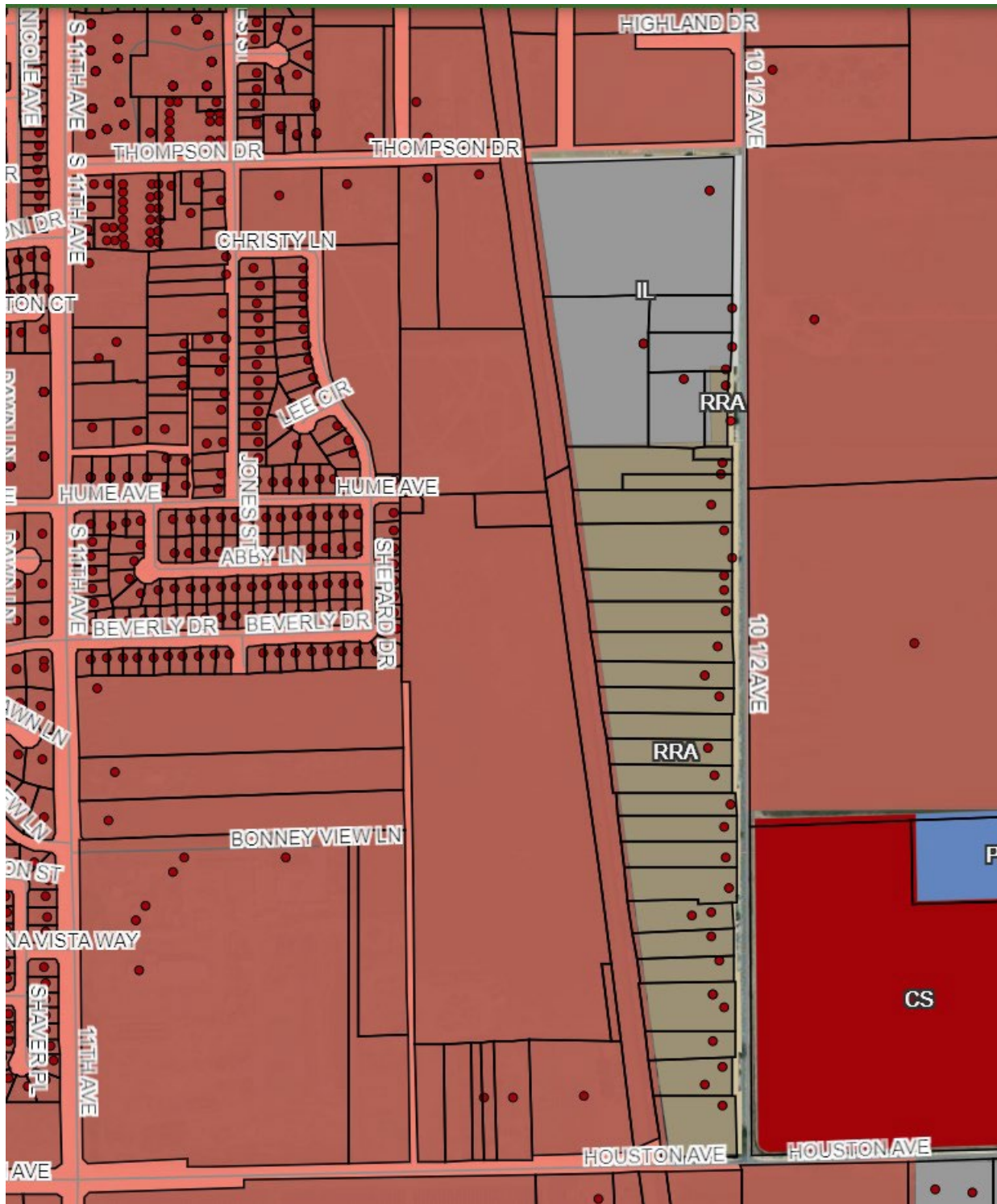
HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 230157

ONE SHEET ONLY

FROM: County zoning IL Light Industrial and RRA Rural Residential



TO: City zoning I-L Light Industrial and R-L-12 Low-Density Residential

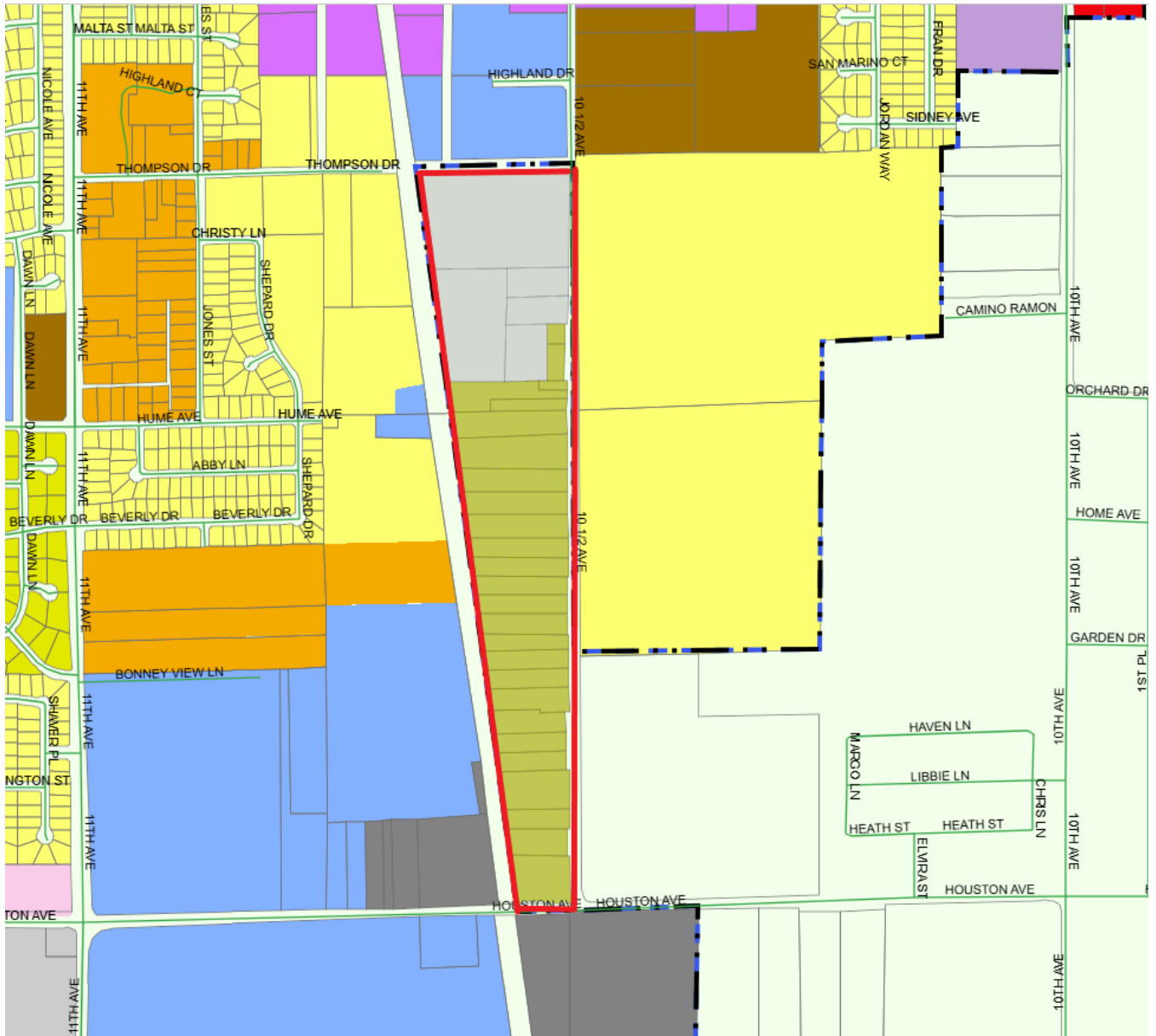
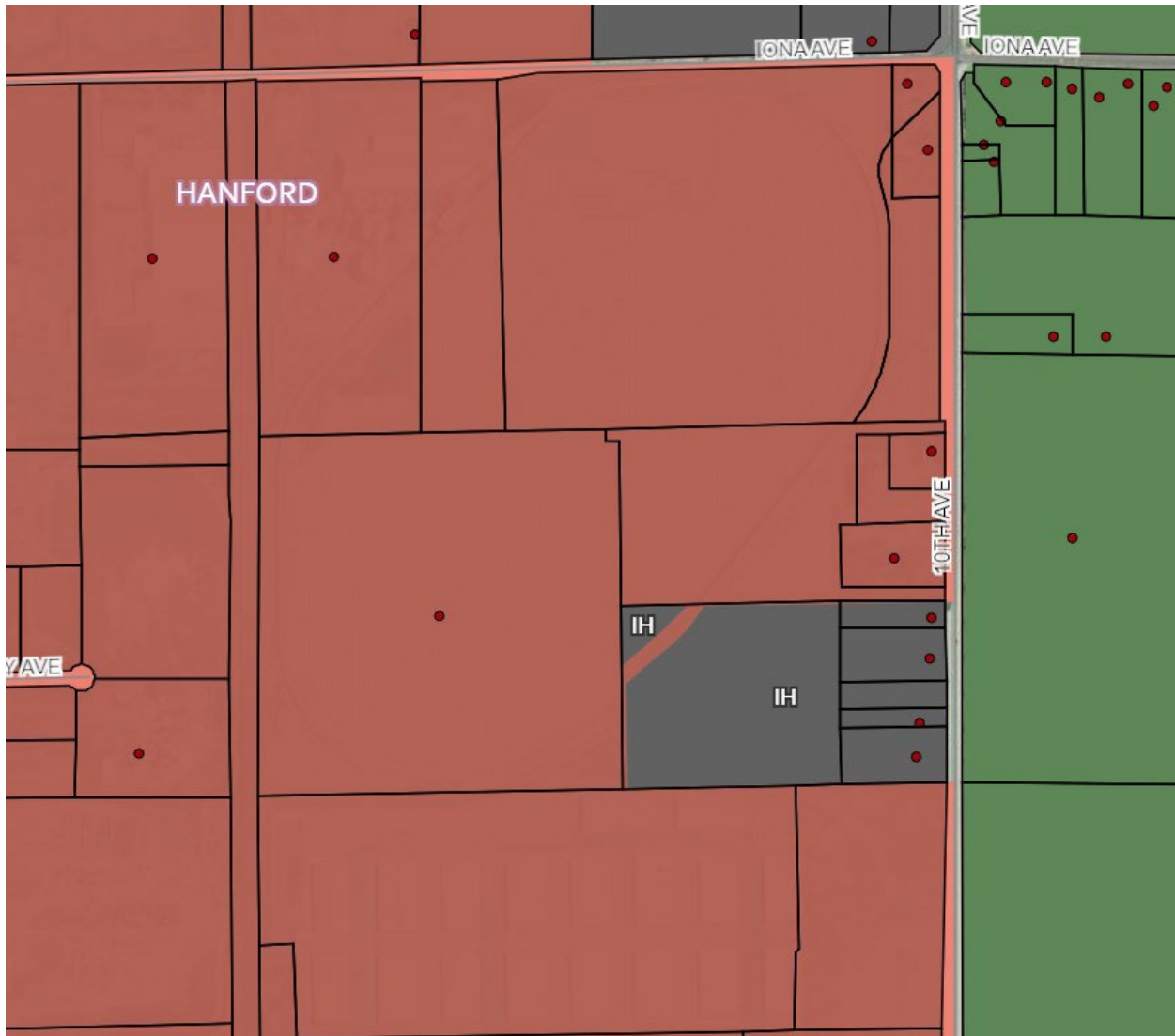


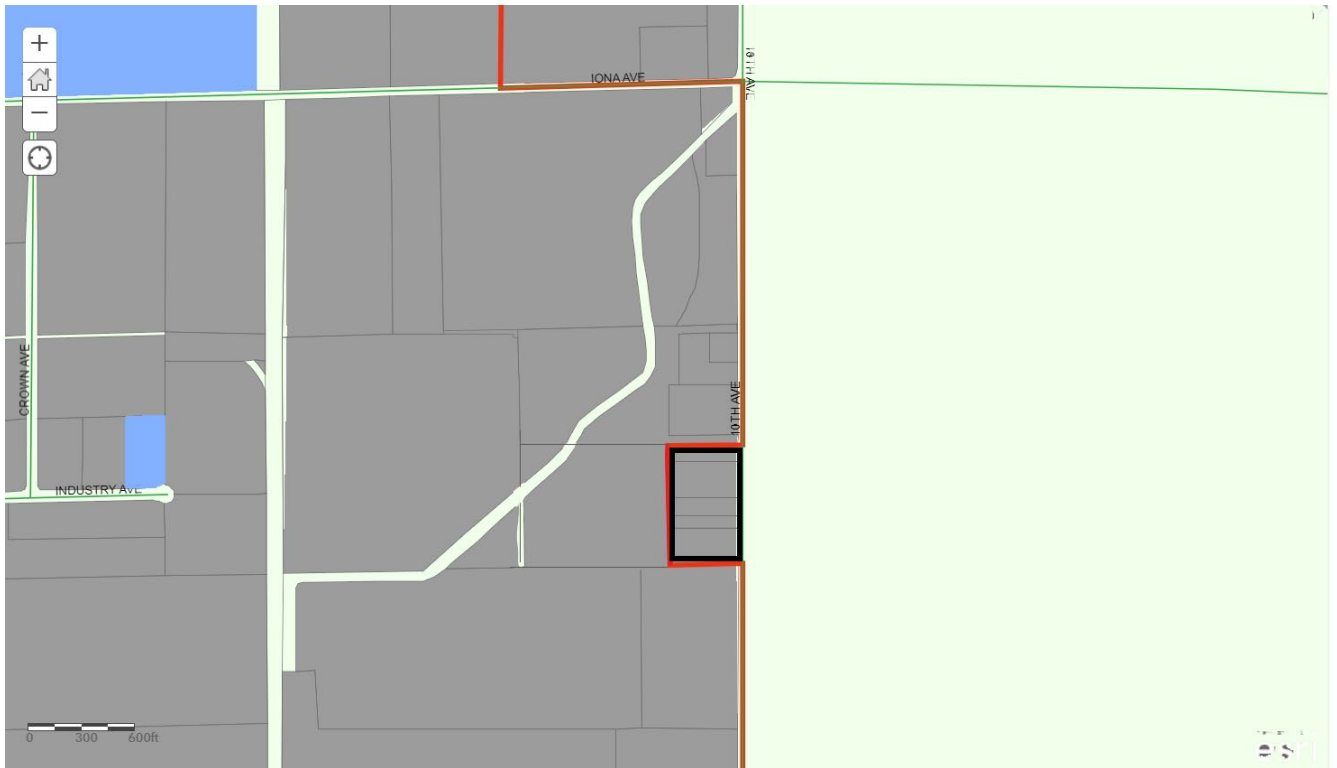
Exhibit C

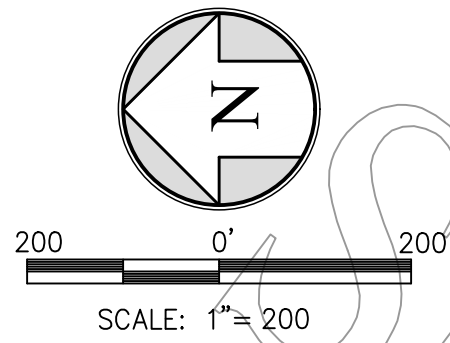
Prezone No. 0001-24 Part 13

FROM: County zoning IH Heavy Industrial



TO: City zoning I-H Heavy Industrial





LINE TABLE		
LINE #	LENGTH	DIRECTION
1	681.66'	S1°24'32"W
2	466.43'	N89°53'48"W
3	681.44'	N0°52'55"E
4	472.70'	S89°54'38"E
CONTAINING 7.35± ACRES		



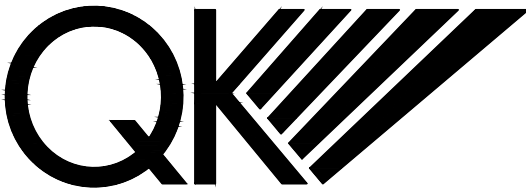
MAP OF TERRITORY ANNEXED TO THE
CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT
AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION
DISTRICT, CITY OF HANFORD REORGANIZATION NO. _____

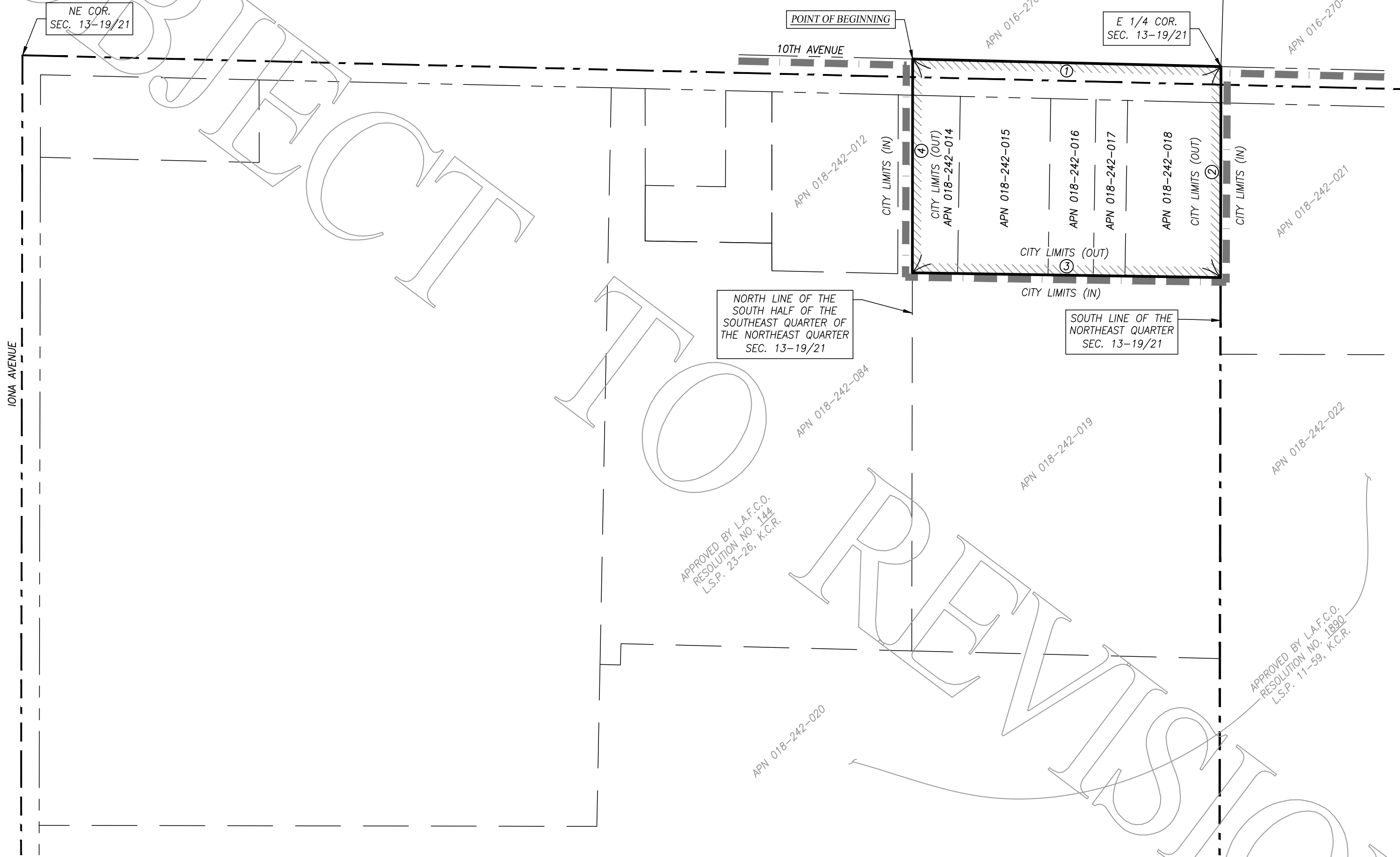
THIS MAP WAS PREPARED BY ME ON _____
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION
NO. _____, DATED **1-10-2025**

ANTONIO WESTERLUND, P.L.S. 9399

BY:



WWW.QKINC.COM
1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA



APPROVED BY L.A.F.C.O.
RESOLUTION NO. 144
L.S.P. 23-26, K.C.R.

APPROVED BY L.A.F.C.O.
RESOLUTION NO. 1890
L.S.P. 11-59, K.C.R.

RECORDER'S STATEMENT

FEE \$ _____
DOCUMENT NO. _____
RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMISSION OF
KINGS COUNTY.
AT _____ MINUTES PAST _____ O'CLOCK _____M.,
_____, 20____ IN VOLUME _____ OF ASSESSMENT
DIAGRAMS AT PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER

BY: _____
DEPUTY

LEGEND

- CITY LIMITS
- BOUNDARY OF TERRITORY TO BE ANNEXED
- SECTION LINE
- ADJACENT PROPERTY
- EXISTING RIGHT OF WAY
- COURSE SEGMENT NUMBER
- APN NUMBER

I HEREBY CERTIFY THAT THE MAP SHOWING THE PROPOSED
BOUNDARIES OF THE _____
ANNEXATION, LAFCO CASE NO. _____, A REORGANIZATION
WITHIN KINGS COUNTY, STATE OF CALIFORNIA, WAS APPROVED
BY THE LAFCO COMMISSION OF KINGS COUNTY AT THE
REGULAR MEETING HELD ON _____, 20____
BY ITS RESOLUTION NO. _____

CHUCK KINNEY, EXECUTIVE OFFICER
LAFCO OF KINGS COUNTY

VICINITY MAP
COMPONENT "B"
Not to Scale

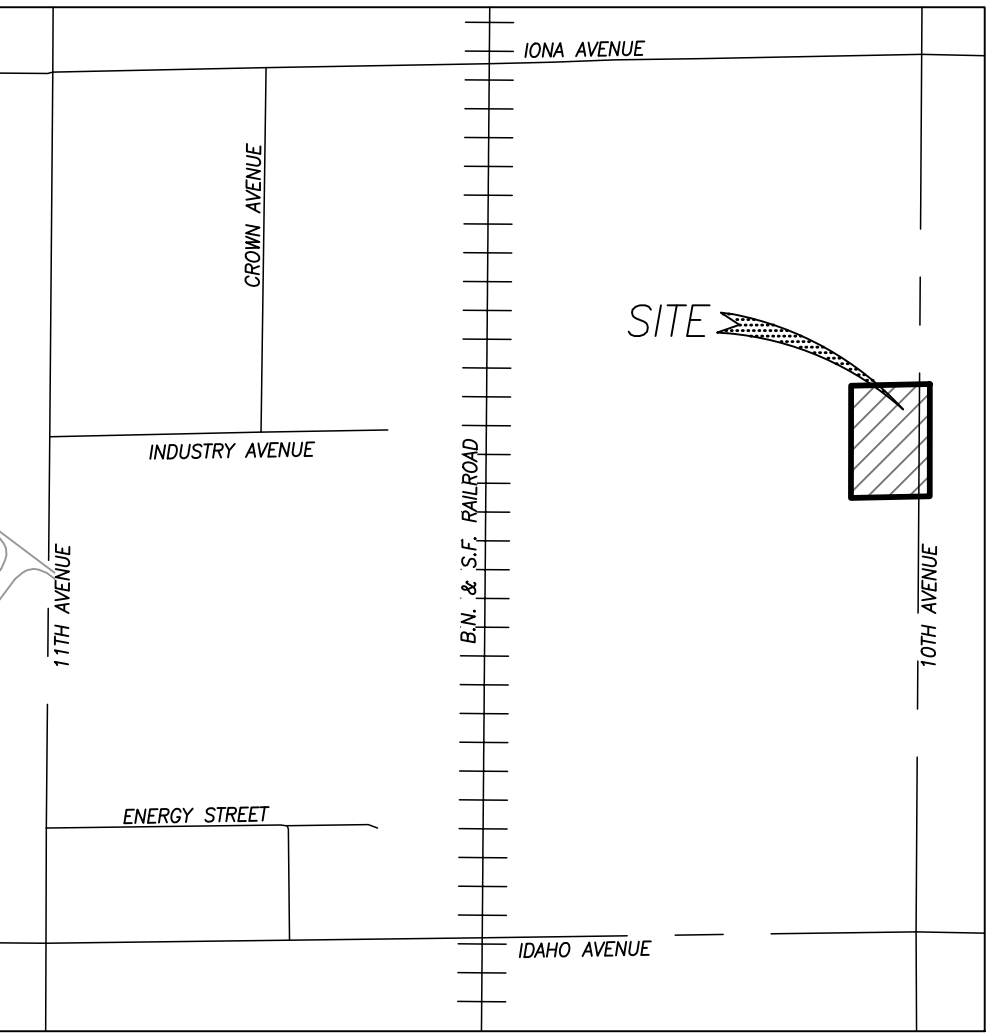
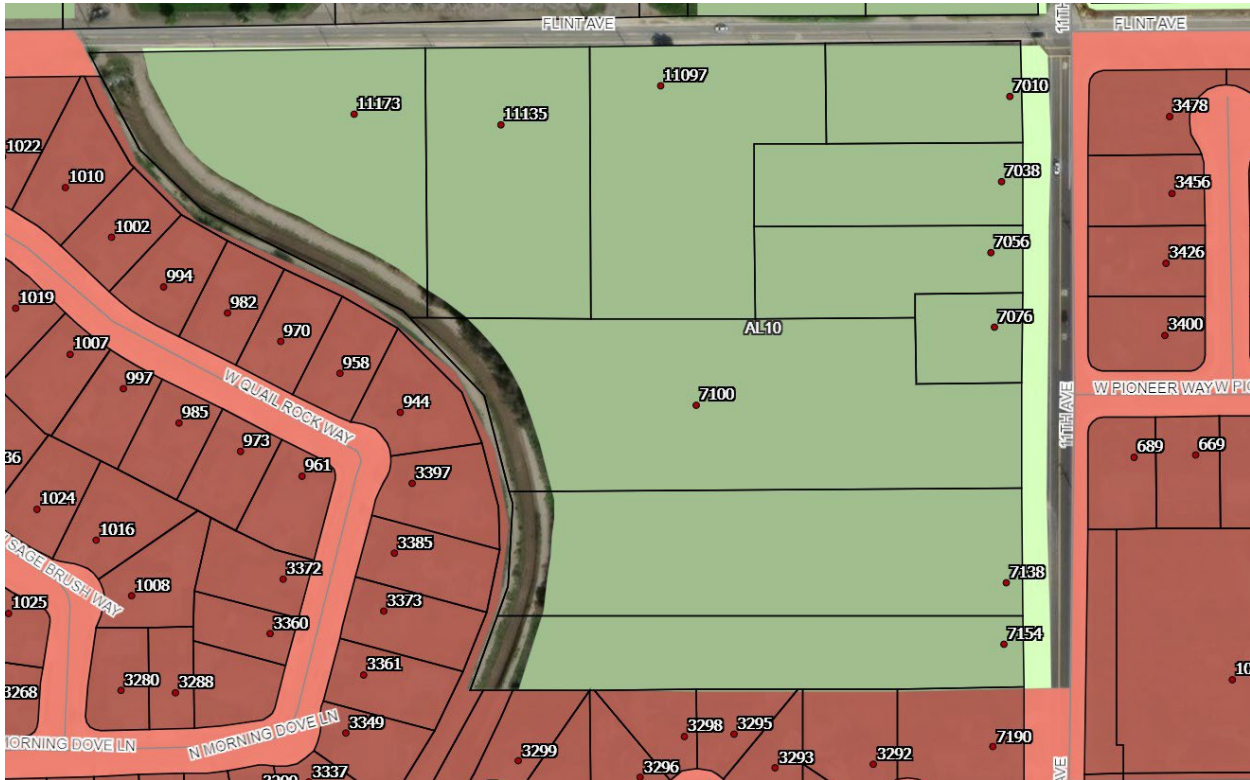


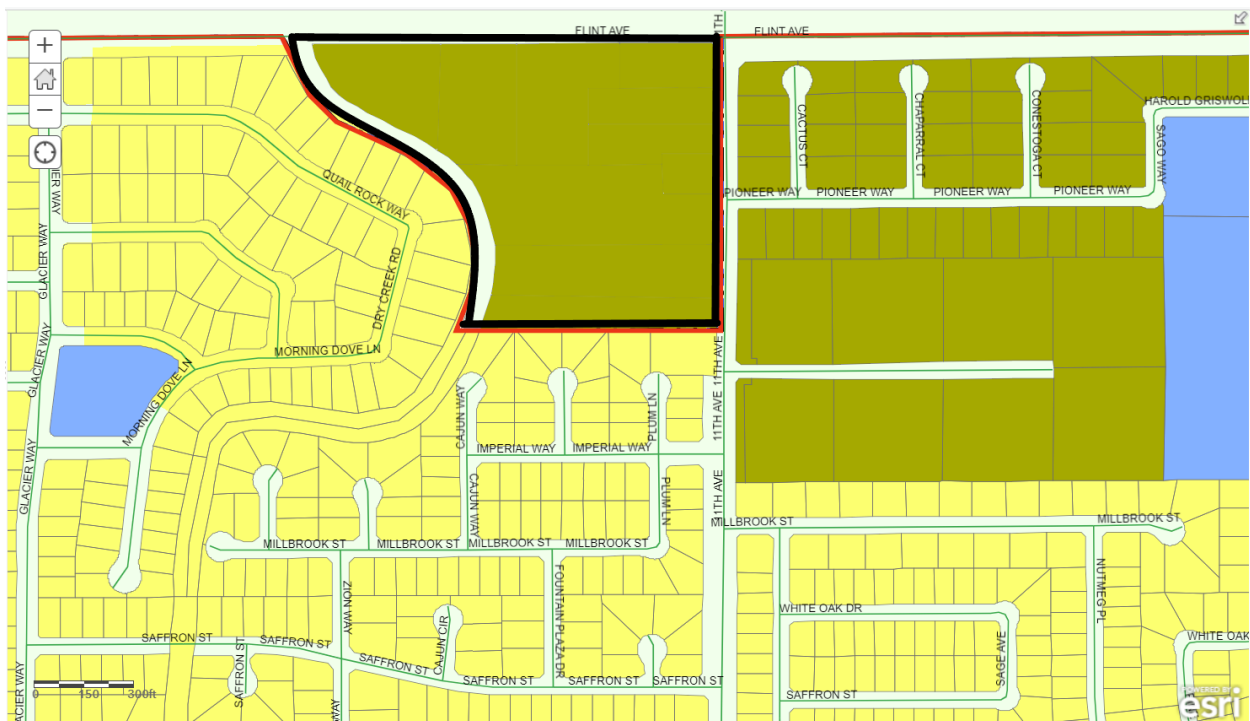
Exhibit D

Prezone No. 0001-24 Part 14

FROM: County zoning AL-10 Limited Agriculture



TO: City zoning R-L-12 Low-Density Residential

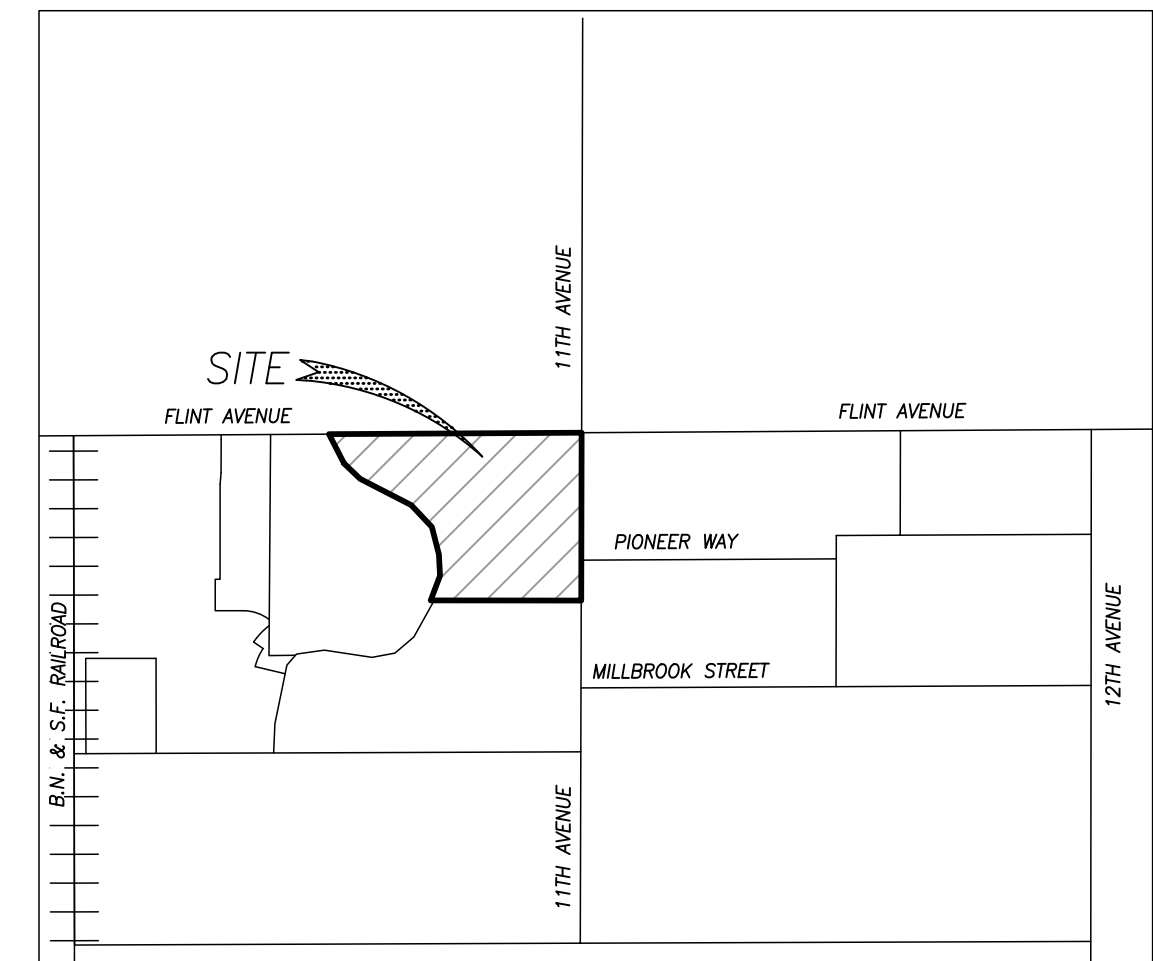


AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT
AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION
DISTRICT, CITY OF HANFORD REORGANIZATION NO. _____.

BY: 

WWW.QKINC.COM
1-800-955-7599

BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA



LINE TABLE		
LINE #	LENGTH	DIRECTION
1	874.40'	S00° 09' 16"W
2	783.21'	N89° 57' 19"W
3	137.85'	N20° 45' 11"E
4	110.46'	N02° 57' 32"E
5	148.18'	N14° 28' 53"W
6	156.14'	N43° 22' 13"W
7	299.12'	N62° 49' 02"W
8	116.43'	N46° 05' 40"W
9	171.67'	N27° 16' 49"W
10	1303.97'	N89° 39' 54"E
CONTAINING 18.60± ACRES		

BY: _____
DEPUTY

CHUCK KINNEY, EXECUTIVE OFFICER
LAFCO OF KINGS COUNTY



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Approval of an Appropriation of \$118,530 in the General Fund for Energy Efficiency Equipment Purchases, to be reimbursed by the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program, to purchase an Electric Pickup Truck and Air Conditioning Unit, and Authorize the City Manager to Approve Purchases Following Competitive Quote Process.

RECOMMENDATION:

Recommended Motion:

1. Approve an appropriation of \$118,530 in the General Fund for the purchase of energy efficiency equipment, including an electric pickup truck and air conditioning unit, to be reimbursed by the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program.
2. Authorize the City Manager to approve the purchase of an electric pickup truck following a competitive quote process.

BACKGROUND:

In October 2024, staff applied for the Energy Efficiency and Conservation Block Grant (EECBG) Program through the U.S. Department of Energy. This program offers funding to state, local, and Tribal government agencies with the goal of reducing carbon emissions, enhancing energy efficiency, and decreasing energy consumption. These objectives align with the city's electric vehicle readiness plan, which supports the state's greenhouse gas reduction targets.

On December 31, 2024, staff was notified that the City of Hanford was awarded \$118,530 in funding through the EECBG program. The funds will be used to purchase an electric pickup truck for the Code Compliance division to assist with graffiti abatement and to replace an air conditioning unit at the Veteran's Memorial Building, the cost is anticipated to be over \$50,000. The Veteran's Memorial Building project will be supplemented with additional grant funding to facilitate other necessary upgrades

The Trump Administration issued a pause on federal grants and loans on January 27, 2025, that may affect the EECBG program. Subsequently on January 29, 2025, the Office of Management and Budget (OMB) memo was rescinded and the pause was lifted. If EECBG funding is unavailable, the City will not proceed with the electric vehicle purchase. The air conditioning unit replacement is part of a larger infrastructure project funded by a Community Project Funding grant. If EECBG funding is not available and the Community Project Funding Grant cannot cover the full cost of the air

conditioning unit, the City may need to identify an alternative funding source to purchase the unit.

FISCAL IMPACT:

This project has a net zero impact on the General Fund. The project cost will be reimbursed by the Department of Energy's EECBG program.

ATTACHMENTS:

None



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Approval of a change order to increase the limit of fiscal year 24/25 purchase order No. 22500168, with E.M. Tharpe Inc., from \$26,430 to \$99,430 to cover the cost of repairs related to State mandated smoke tests and required repairs, on four (4) Refuse trucks that previously failed annual smoke test and Appropriation of \$73,000 from Fleet Maintenance Fund 0447.

RECOMMENDATION:

Recommendation: That the City Council, by motion, approve a change order to increase the fiscal year 2024/2025 purchase order limit with E.M. Tharpe Inc. by \$73,0000 to fund necessary repairs and authorize the appropriation of \$73,000 from the Fleet Maintenance Fund (0447) to fund an increase in BPO 22500168 to \$99,430.

Recommended Motion: Motion, approve a change order to increase the fiscal year 2024/2025 purchase order limit with E.M. Tharpe Inc. by \$73,0000 to fund necessary repairs and authorize the appropriation of \$73,000 from the Fleet Maintenance Fund (0447) to fund an increase in BPO 22500168 to \$99,430.

BACKGROUND:

The City of Hanford Municipal Code mandates City Council approval for all purchases exceeding \$50,000.

City Fleet Services frequently outsources repairs due to specialized equipment needs, staffing limitations, or the infrequent nature of certain repairs. During a recent fleet-wide annual smoke test, as required by State regulations, an unusually high number of City Refuse vehicles failed to meet the compliance standards, necessitating immediate repairs.

Purchase Order BPO 22500168 was originally issued to E.M. Tharpe Inc. for \$26,430.00. This request seeks approval to increase BPO 22500168 by \$73,000.00 and to appropriate \$73,000.00 from Fleet Maintenance Account (0447) to fund the required repairs.

FISCAL IMPACT:

Fleet Maintenance Account (0447) can fully fund the increase in PO 22500168. Costs are allocated out to funds based on vehicle use.

ATTACHMENTS:

1. E.M. Tharpe Quotes

ESTIMATE VERSION 1 - POSTED TO FLEET

Updated at: 2025-01-15 08:38:18 -0800



Golden State Peterbilt - Porterville

15243 Road 192 Porterville, California 93257

Phone: (559) 782-5800



Case Number: 16987036

Repair Order Number: N/A

Purchase Order Number: N/A

Service Advisor: Angle, Jim - Case Date 2025-01-15 07:20:57 -0800

ETR: 1/16/2025 at 03:00 pm PST

Customer: City Of Hanford Public Works	Unit Number: 347	
Address: 315 NO DOUTY ST HANFORD, CA 93230	Asset: 2017 Peterbilt 320	Engine Hours: 5643
Phone: (559) 585-2553	Serial Number: HF173322	Odometer: N/A Miles
Fax: N/A	VIN: 3BPZL70X5HF173322	Warranty Start: 01/26/2017 12:00:00
Customer Number: P3329	Engine: ISX 11.9/12	In Service: 8 Years

1 Engine Check and Advise

Complaint: CEL ON. CHECK AND ADVISE.

	Quantity	Price	Totals
Labor:	2		\$390.00
Operation Total:			\$390.00

2 Engine Repair

Complaint: REPLACE INJECTOR HARNESS IF NEEDED

		Quantity	Price	Totals
Labor:		5		\$975.00
Parts:	ELC SHELL ELC 50/50 RED	2.0	\$11.36	\$22.72
	2870073CUM HARNESS-WIRING	1.0	\$213.29	\$213.29
	2417C Brakleen	2.0	\$3.42	\$6.84
	2870214CUM GASKET-VALVE COVER	1.0	\$50.52	\$50.52
	3687051CUM CARRIER-SEAL	1.0	\$23.04	\$23.04
	Parts Total			\$316.41
Operation Total:				\$1,291.41

3 Engine Repair

Complaint: REPLACE 6 INJECTORS IF NEEDED

		Quantity	Price	Totals
Labor:		8		\$1,560.00
Parts:	2894827CUM CONNECTOR-FUEL SUPPLY	6.0	\$77.49	\$464.94
	2897518PXCUM INJECTOR Core: \$325.00	6.0	\$1,522.44	\$9,134.64
	M			
	3104230CUM GASKET,EXH GAS RCN VALVE	2.0	\$43.86	\$87.72
	3678770CUM GASKET,CONNECTION	1.0	\$32.03	\$32.03
	3963991CUM WASHER SEALING	2.0	\$5.56	\$11.12
	Parts Total			\$9,730.45



Golden State Peterbilt - Porterville

Customer: City Of Hanford Public Works

Unit Number: 347

Case Number: 16987036

Asset: 2017 Peterbilt 320

VIN: 3BPZL70X5HF173322

Operation Total:

\$11,290.45

4 Engine Check and Advise

Complaint: CTC LEVEL 1

	Quantity	Price	Totals
Labor:	0.5		\$97.50
Operation Total:			\$97.50

Parts	\$10,046.86
Labor	\$3,022.50
Shop Supplies	\$302.25
Haz. Waste	\$25.00
Taxes	\$957.29
Total	\$14,353.90

This estimate is subject to teardown and inspection and is valid for 30 days from date above. I, the undersigned, authorize you to perform the repairs and furnish the necessary materials. I understand any costs verbally quoted are an estimate only and not binding. Your employees may operate vehicle for inspecting, testing and delivery at my risk. You will not be responsible for loss or damage to vehicle or articles left in it. AUTHORIZED BY: _____ DATE: __/__/__



ESTIMATE VERSION 1 - POSTED TO FLEET

Updated at: 2025-01-15 09:08:10 -0800



Golden State Peterbilt - Porterville

15243 Road 192 Porterville, California 93257

Phone: (559) 782-5800



Case Number: 16988423

Repair Order Number: N/A

Purchase Order Number: N/A

Service Advisor: Angle, Jim - Case Date 2025-01-15 08:44:15 -0800

ETR: 1/16/2025 at 03:00 pm PST

Customer: City Of Hanford Public Works	Unit Number: 348	
Address: 315 NO DOUTY ST HANFORD, CA 93230	Asset: 2019 Peterbilt 520	Engine Hours: 0
Phone: (559) 585-2553	Serial Number: KF103133	Odometer: N/A Miles
Fax: N/A	VIN: 3BPDL70X2KF103133	Warranty Start: 08/28/2018 12:00:00
Customer Number: P3329	Engine: ISX 11.9/12	In Service: 6 Years 5 Months

1 Engine Check and Advise [000-000-0000]				
Complaint:	CEL ON. CHECK AND ADVISE.			
		Quantity	Price	Totals
Labor:		2		\$390.00
Operation Total:				\$390.00

2 Engine Repair [000-000-0000]					
Complaint:		REPLACE INJECTOR HARNESS IF NEEDED			
			Quantity	Price	Totals
Labor:			5		\$975.00
Parts:	ELC	SHELL ELC 50/50 RED	2.0	\$11.36	\$22.72
	2870073CUM	HARNESS-WIRING	1.0	\$213.29	\$213.29
	2870214CUM	GASKET-VALVE COVER	1.0	\$50.52	\$50.52
	3687051CUM	CARRIER-SEAL	1.0	\$23.04	\$23.04
	2417C	Brakleen	2.0	\$3.42	\$6.84
	Parts Total				\$316.41
Operation Total:					\$1,291.41

3 Engine Repair [000-000-0000]					
Complaint:		REPLACE 6 INJECTORS IF NEEDED			
			Quantity	Price	Totals
Labor:			8		\$1,560.00
Parts:	2894827CUM	CONNECTOR-FUEL SUPPLY	6.0	\$77.49	\$464.94
	2897518PXCUM	INJECTOR Core: \$325.00	6.0	\$1,522.44	\$9,134.64
	3104230CUM	GASKET,EXH GAS RCN VALVE	2.0	\$43.86	\$87.72
	3678770CUM	GASKET,CONNECTION	1.0	\$32.03	\$32.03
	3963991CUM	WASHER,SEALING	2.0	\$5.56	\$11.12
	Parts Total				\$9,730.45

Golden State Peterbilt - Porterville

ESTIMATE VERSION 1 - POSTED TO FLEET

Updated at: 2025-01-15 09:08:10 -0800

Page 1 of 2

Page 62 of 282



Golden State Peterbilt - Porterville

Customer: City Of Hanford Public Works

Unit Number: 348

Case Number: 16988423

Asset: 2019 Peterbilt 520

VIN: 3BPDL70X2KF103133

Operation Total:

\$11,290.45

4 Engine Check and Advise [000-000-0000]

Complaint:

CTC LEVEL 1

	Quantity	Price	Totals
Labor:	0.5		\$97.50
Operation Total:			\$97.50

Parts	\$10,046.86
Labor	\$3,022.50
Shop Supplies	\$302.25
Haz. Waste	\$25.00
Taxes	\$957.29
Total	\$14,353.90

Item	Declined or Deferred Operation	Labor	Price	Status
1	Peterbilt Platinum Courtesy Inspection	\$0.00	\$0.00	not sold

This estimate is subject to teardown and inspection and is valid for 30 days from date above. I, the undersigned, authorize you to perform the repairs and furnish the necessary materials. I understand any costs verbally quoted are an estimate only and not binding. Your employees may operate vehicle for inspecting, testing and delivery at my risk. You will not be responsible for loss or damage to vehicle or articles left in it. AUTHORIZED BY: _____ DATE: __/__/__



ESTIMATE VERSION 1 - POSTED TO FLEET

Updated at: 2025-01-15 09:32:46 -0800



Golden State Peterbilt - Porterville

15243 Road 192 Porterville, California 93257

Phone: (559) 782-5800



Case Number: 16989007

Repair Order Number: N/A

Purchase Order Number: N/A

Service Advisor: Angle, Jim - Case Date 2025-01-15 09:14:35 -0800

ETR: 1/16/2025 at 03:00 pm PST

Customer: City Of Hanford Public Works	Unit Number: 349	
Address: 315 NO DOUTY ST HANFORD, CA 93230	Asset: 2018 PETERBILT 520	Engine Hours: 73
Phone: (559) 585-2553	Serial Number: JF161537	Odometer: N/A Miles
Fax: N/A	VIN: 3BPDLT0XXJF161537	Warranty Start: N/A
Customer Number: P3329	Engine: ISX 11.9/12	In Service: N/A

1 Recall Campaign: [19PBB] Model 520 Cab Power Distribution Center (PDC) Harnesses With Inadequate Gauge Wire (OPEN) Proactive [WARRANTY]

	Quantity	Price	Totals
Labor:			\$0.00
Operation Total:			\$0.00

2 Engine Check and Advise [000-000-0000]

Complaint: CEL ON. CHECK AND ADVISE.			
	Quantity	Price	Totals
Labor:	2		\$390.00
Operation Total:			\$390.00

3 Engine Repair [000-000-0000]

Complaint: REPLACE INJECTOR HARNESS IF NEEDED			
	Quantity	Price	Totals
Labor:	5		\$975.00
Parts:			
ELC SHELL ELC 50/50 RED	2.0	\$11.36	\$22.72
2870073CUM HARNESS-WIRING	1.0	\$213.29	\$213.29
2417C Brakleen	2.0	\$3.42	\$6.84
2870214CUM GASKET-VALVE COVER	1.0	\$50.52	\$50.52
3687051CUM CARRIER-SEAL	1.0	\$23.04	\$23.04
Parts Total			\$316.41
Operation Total:			\$1,291.41

4 Engine Repair [000-000-0000]

Complaint: REPLACE 6 INJECTORS IF NEEDED			
	Quantity	Price	Totals
Labor:	8		\$1,560.00
Parts:			
2894217CUM CONNECTOR-FUEL SUPPLY	6.0	\$77.49	\$464.94



Golden State Peterbilt - Porterville

Customer: City Of Hanford Public Works

Unit Number: 349

Case Number: 16989007

Asset: 2018 PETERBILT 520

VIN: 3BPDL70XXJF161537

2897518PXCUM	INJECTOR Core: \$325.00	6.0	\$1,522.44	\$9,134.64
3104230CUM	GASKET,EXH GAS RCN VALVE	2.0	\$43.86	\$87.72
3678770CUM	GASKET,CONNECTION	1.0	\$32.03	\$32.03
3963991CUM	WASHER,SEALING	2.0	\$5.56	\$11.12
Parts Total				\$9,730.45
Operation Total:				\$11,290.45

5 Engine Check and Advise [000-000-0000]

Complaint: CTC LEVEL 1

	Quantity	Price	Totals
Labor:	0.5		\$97.50
Operation Total:			\$97.50

Parts	\$10,046.86
Labor	\$3,022.50
Shop Supplies	\$302.25
Haz. Waste	\$25.00
Taxes	\$957.29
Total	\$14,353.90

Item	Declined or Deferred Operation	Labor	Price	Status
1	Peterbilt Platinum Courtesy Inspection	\$0.00	\$0.00	not sold

This estimate is subject to teardown and inspection and is valid for 30 days from date above. I, the undersigned, authorize you to perform the repairs and furnish the necessary materials. I understand any costs verbally quoted are an estimate only and not binding. Your employees may operate vehicle for inspecting, testing and delivery at my risk. You will not be responsible for loss or damage to vehicle or articles left in it. AUTHORIZED BY: _____ DATE: __/__/__



15243 Road 192 • Porterville, CA 93257 • Phone: (559) 782-5800
www.emtharp.com

**** Reprint ****

Invoice: **01EMT13473**
Date / Hour: 10/31/2024 1:26:55PM
Repair Order: 13473
Customer: P3329
Branch: EMT
Total Invoice: \$14,324.27
IBS

Page 1 of 4

Bill To: CITY OF HANFORD - PUBLIC WORKS
315 NO DOUTY ST
HANFORD, CA 93230

Ship To: CITY OF HANFORD - PUBLIC WORKS
315 NO DOUTY ST
HANFORD, CA 93230

Work: (559) 585-2553

Customer P/O: 22100739 kpercz ehulsey Orig R/O: 0 Completion Date: 10/31/2024

Unit Number: 346

Model Year: 2017

Make/Model: Peterbilt 320

Type: Tractor

VIN: 3BPZL70X3HF173321

Meter: 63564 Miles

Unit Components:

Manufacturer

Model

Part Number

Serial Number

Isx12

Task: 1 01 Engine Check and Advise

Department: Service

Complaint: CEL - MISFIRES

Cause: TROUBLESHOOTING ONLY. REPIARS TO BE MADE ON SEPERATE TASKS.

Correction: CHECKED CODES FOUND 4 ACTIVE CODES FOR INJECTORS AND 2 INACTIVE CODES FOR INJECTORS ASWELL. PREFOMRED VISUAL INSPECTION REMOVED BARREL CONNECTOR NOTICED EXCESSIVE OIL IN HARNESS. REMOVED ECM TO INSPEC FOR OIL ASWELL, NO OIL ON ECM CONNECTOR. WILL NEED TO REMOVE VALVE COVER AND REPLACE INJECTOR HARNESS AND RETEST.

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
Task 1 Subtotals				Parts:		\$0.00
				Labor:		\$390.00
				Task 1 Subtotals		\$390.00

Task: 2 02 Engine Repair

Department: Service

Complaint: REPLACE INJECTOR HARNESS

Cause: OIL IN HARNESS

Correction: MOVED TO SHOP, DRAINED COOLANT AND JACKED CAB UP. REMOVED EGR CROSS OVER TUBE AND TOP COOLANT HOSE. ALSO REMOVED FAN BRACKET AND CANK CASE FILTER ASSEMBLY. REMOVED VALVE COVER REPLACED GASKET WITH NEW. REMOVED INJECTOR HARNESS AND REPLACED WITH NEW. OHMED OUT ALL INJECTORS FOUND IN SPEC. .4 OHMS. RE-INSTALLED ALL BACK TOGETHER. CLEARED CODES PUT IN FOR TEST DRIVE. CEL CAME BACK ON FOR INJECTOR ISSUES.

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
ALS	2417C	Brakleen	EA	2.0	\$3.42	\$6.84
PAC	2870073CUM	HARNESS-WIRING	EA	1.0	\$204.65	\$204.65
PAC	2870214CUM	GASKET-VALVE COVER	EA	1.0	\$48.46	\$48.46
PAC	3687051CUM	CARRIER-SEAL	EA	2.0	\$22.11	\$44.22
CEM	AF3200	GREEN FULL STRENGTH ANTIFREEZE	EA	2.0	\$12.76	\$25.52
PLC	GSTPELC	ELC 50/50 RED	EA	2.0	\$9.36	\$18.72
Task 2 Subtotals				Parts:		\$348.41
				Labor:		\$780.00
				Task 2 Subtotals		\$1,128.41

Task: 4 02 Miscellaneous Repair

Department: Service

Complaint: CLEAN TRUCK CHECK

Cause: MAINTENANCE REQUEST

Correction: PERFORMED CLEAN TRUCK CHECK LVL - 1

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
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**** See Last Page for Invoice Total ****



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**** Reprint ****

Invoice: **01EMT13473**
Date / Hour: 10/31/2024 1:26:55PM
Repair Order: 13473
Customer: P3329
Branch: EMT
Total Invoice: \$14,324.27
IBS

Page 2 of 4

Bill To: CITY OF HANFORD - PUBLIC WORKS
315 NO DOUTY ST
HANFORD, CA 93230

Ship To: CITY OF HANFORD - PUBLIC WORKS
315 NO DOUTY ST
HANFORD, CA 93230

Work: (559) 585-2553

Customer P/O:	22100739	kperez	ehulsey	Orig R/O: 0	Completion Date: 10/31/2024
Task 4 Subtotals					Parts: \$0.00
					Labor: \$99.45
					Task 4 Subtotals \$99.45

Task: 5 01 Engine Check and Advise

Department: Service

Complaint: CEL ON AFTER ROAD TEST

Cause: INJECTOR TROUBLESHOOTING. REPAIRS IF APPROVED WILL BE MADE ON SEPERATE TASKS.

Correction: VERIFIED CONCERN THAT CEL IS ON. CHECKED CODES. T/S CODE (1145 INJECTOR SOLENOID DRIVER CYLINDER #6 MECHANICAL SYSTEM NOT RESPONDING). CHECKED FOR RELATED FAULTS (NONE). CHECKED ECM FOR ANY UPDATES. ECM IS UP TO DATE. RE-INSPECTED INJECTOR HARNESS. VEHICLE HAS NEW INJECTOR HARNESS. PERFORMED CIRCUIT CHECKS FOR INJECTORS. ALL CIRCUIT CHECKS ARE GOOD. FOUND THAT #6 FUEL INJECTOR HAS FAILED. RECOMMEND REPLACING ALL 6 INJECTORS TO PREVENT FURTHER FAILURES. TURNED IN ESTIMATE.

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
Task 5 Subtotals					Parts: \$0.00	
					Labor: \$390.00	
					Task 5 Subtotals	\$390.00

Task: 6 02 Engine Repair

Department: Service

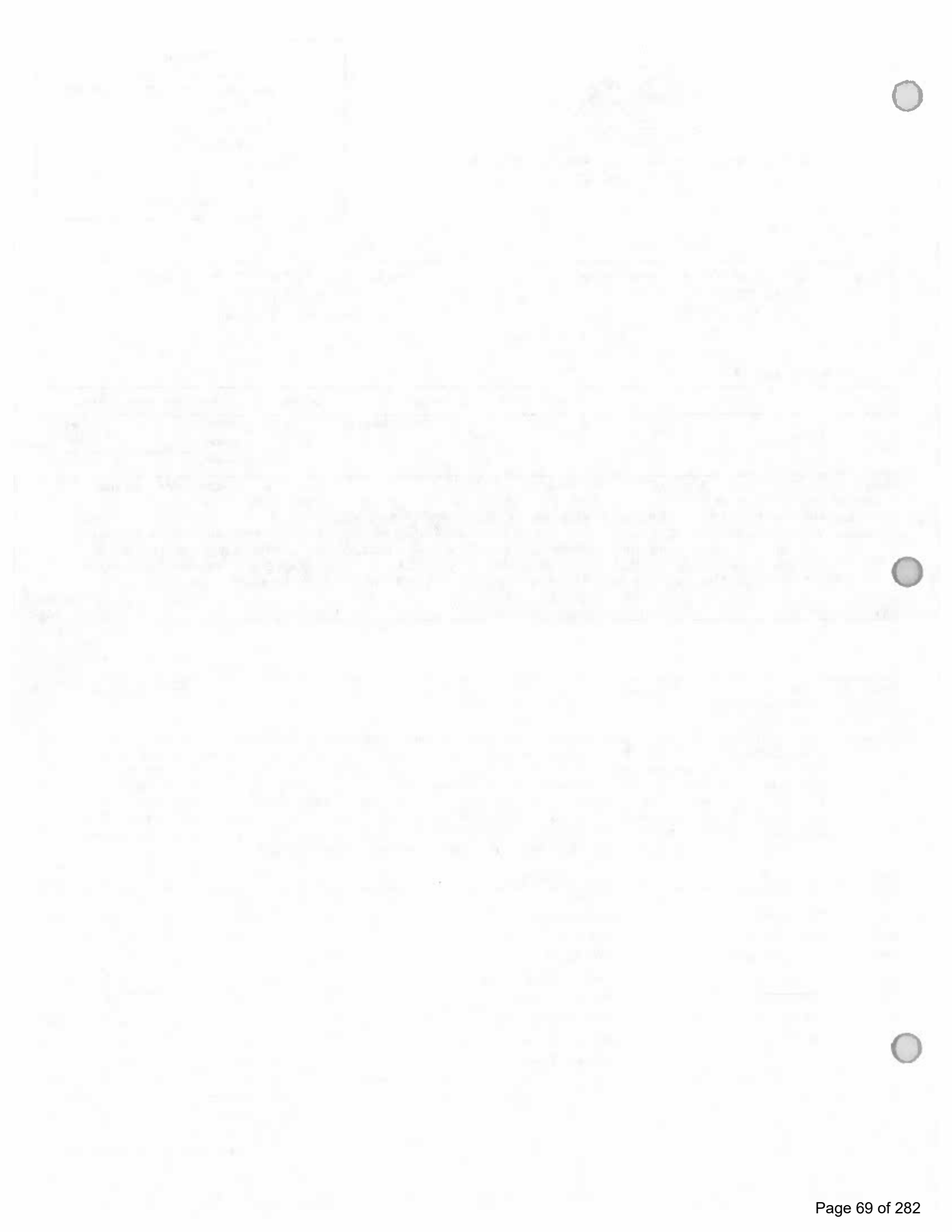
Complaint: REPLACE INJECTORS

Cause: REPLACEMENT

Correction: PERFORMED 6 FUEL INJECTORS REPLACEMENT. DRAINED COOLANT. REMOVED UPPER RADIATOR HOSE GOING ACROSS VALVE COVER. REMOVED EGR CROSSOVER TUBE. DURING REMOVAL ONE OF THE BOLTS PULLED THREADS ON THE INTAKE HOUSING. HAD TO TAP AND RE-THREAD BOLT HOLE. REMOVED CRANKCASE FILTER HOUSING AND BRACKET. REMOVED VALVE COVER AND FUEL LINES. AND FUEL INJECTORS. CLEANED AND INSPECTED ALL INJECTOR BORES. INJECTOR BORES ARE GOOD. INSTALLED 6 NEW FUEL INJECTORS ALONG WITH NEW FILL TUBES. RE-INSTALLED FUEL LINES AND TORQUED TO SPEC. RE-INSTALLED VALVE COVER AND CROSSOVER TUBE. RE-INSTALLED UPPER RADIATOR HOSE AND CRANKCASE HOUSING. FILLED COOLANT RESIVIOR. PRESSURE TESTED COOLING SYSTEM AND CHECKED FOR LEAKS (NONE). HOOKED UP COMPUTER AND PERFORMED INJECTOR RESET PROCEDURE. CLEARED CODES. STEAM CLEANED VEHICLE. ROAD TEST VEHICLE FOR 20 MILES. VEHICLE OPERATES NORMAL AND NO CODES CAME BACK. REPAIR COMPLETE.

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
PAC	2897518PXCUM-C	287216100 D	EA	-6.0	\$325.00	(\$1,950.00)
PAC	2894827CUM	CONNECTOR-FUEL SUPPLY	EA	6.0	\$74.35	\$446.10
PAC	2897518PXCUM	INJECTOR	EA	6.0	\$1,460.68	\$8,764.08
PAC	2897518PXCUM-C	287216100 D	EA	6.0	\$325.00	\$1,950.00
PAC	3104230CUM	GASKET,EXH GAS RCN VALVE	EA	2.0	\$42.93	\$85.86
PAC	3678770CUM	GASKET,CONNECTION	EA	1.0	\$27.29	\$27.29
PAC	3687051CUM	CARRIER-SEAL	EA	2.0	\$22.11	\$44.22
PAC	3963991CUM	WASHER,SEALING	EA	2.0	\$5.32	\$10.64
	HAZ	Hazardous Waste Fee		1.0	\$25.00	\$25.00
Task 6 Subtotals					Parts: \$9,378.19	
					Core Chg: \$1,950.00	
					Core Ret: (\$1,950.00)	

**** See Last Page for Invoice Total ****





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315 NO DOUTY ST
HANFORD, CA 93230

Ship To: CITY OF HANFORD - PUBLIC WORKS
315 NO DOUTY ST
HANFORD, CA 93230

Work: (559) 585-2553

Customer P/O: 22100739 kperez ehulsey Orig R/O: 0 Completion Date: 10/31/2024

Labor: \$1,560.00
Miscellaneous: \$25.00
Task 6 Subtotals \$10,963.19

Task: 7 03 BATTERIES

Department: Service

Complaint: REPLACE BATTERIES

Cause: FAILED

Correction: REMOVE BATTERY STRAP DOWN, REMOVE BATTERIES, INSTALL 3 NEW BATTERIES, INSTALL BATTERY STRAP DOWN, VERIFY TRUCK STARTS.

Supp.	Part	Description / Ref Number	U/M	Quantity	Price	Extended Price
EPENN	JUNK-GR31-C	Battery - Core	EA	-3.0	\$36.45	(\$109.35)
EPENN	BT31S91EXCH	Battery-H	EA	3.0	\$123.25	\$369.75
	BATT FEE	Battery Recycling Fee		1.0	\$6.00	\$6.00
EPENN	JUNK-GR31-C	Battery - Core	EA	3.0	\$36.45	\$109.35

Task 7 Subtotals
Parts: \$369.75
Core Chg: \$109.35
Core Ret: (\$109.35)
EHC: \$6.00
Labor: \$195.00
Task 7 Subtotals \$570.75

Detail Tax Info:

Sales Tax \$782.47
Total: \$782.47

Total Parts: \$10,096.35
Total Core Charge: \$2,059.35
Total Core Ret: (\$2,059.35)
Total EHC: \$6.00
Total Labor: \$3,414.45
Total Miscellaneous: \$25.00
Invoice Subtotal: \$13,541.80
Total Tax: \$782.47
Total Invoice: \$14,324.27

Payment Method

IBS

Terms

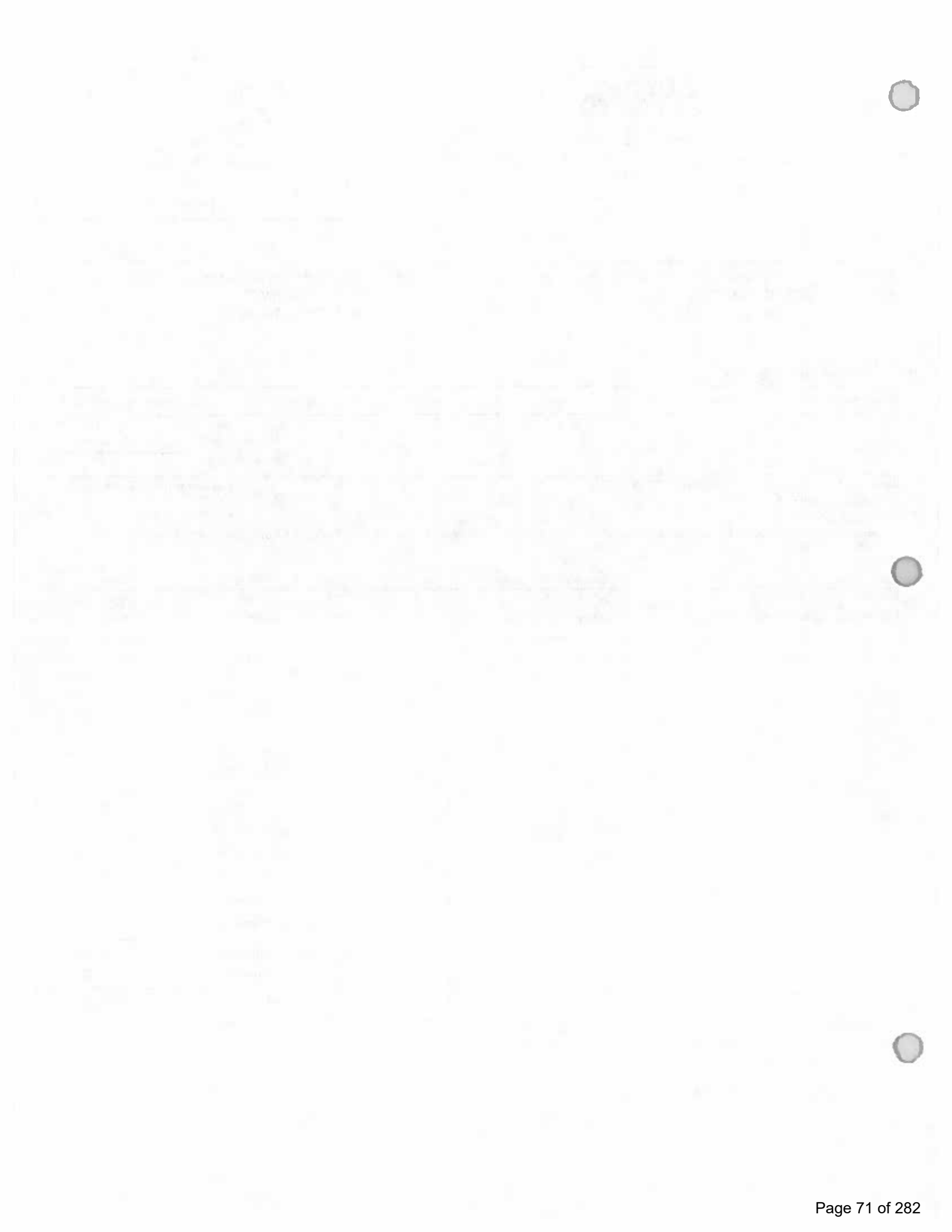
Net 30 Days

Due Date

11/30/2024

Billing Svc #: 596724

Billing Auth: yG6346





15243 Road 192 • Porterville, CA 93257 • Phone: (559) 782-5800
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315 NO DOUTY ST
HANFORD, CA 93230

Work: (559) 585-2553

Customer P/O: 22100739 kperez ehulsey Orig R/O: 0 Completion Date: 10/31/2024

Please Remit To:

IBS-UMBRELLA
Interstate Billing Service
PO Box 2208
Decatur, AL 35609

WARRANTY: E.M. THARP, INC. WARRANTS THAT IT WILL REPLACE OR REPAIR ANY PARTS FOUND TO BE DEFECTIVE WITHIN A PERIOD OF 90 DAYS FROM DATE OF INSTALLATION. THE OBLIGATION UNDER THIS WARRANTY STATUTORY OR OTHERWISE, IS LIMITED TO THE REPLACEMENT OR REPAIR OF PARTS FOUND TO BE DEFECTIVE UPON INSPECTION AT E.M. THARP, INC SHOP. E.M. THARP, INC. SHALL IN NO EVENT BE LIABLE FOR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF PARTS TO OPERATE PROPERLY NOR THE COST OF LABOR OR TRANSPORTATION CHARGES IN CONNECTION WITH THE REPLACEMENT OF DEFECTIVE PARTS. NO EXPRESS, IMPLIED OR STATUTORY WARRANTY OTHER THAN HEREIN SET FORTH IS MADE OR AUTHORIZED BY THE MANUFACTURER. A FINANCE CHARGE OF 1.5% PER MONTH WILL BE CHARGED ON ALL PAST DUE ACCOUNTS. SHOULD COLLECTION BECOME NECESSARY BY SUIT OR OTHERWISE, THE CUSTOMER SHALL BE LIABLE FOR REASONABLE ATTORNEY'S FEE'S AND COSTS OF COLLECTION OR SUIT. JURISDICTION SHALL BE IN FRESNO, KERN OR TULARE COUNTY, CA.

CUSTOMER SIGNATURE: _____



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Authorization for the Utilities and Engineering Director to send a letter to the Local Agency Formation Commission (LAFCO), requesting the extension of water service for one commercial business in the County of Kings, without annexation by the City of Hanford. (APN 014-241-002, 8972 E. Lacey Boulevard).

RECOMMENDATION:

That the City Council, by motion, authorize the Utilities and Engineering Director to send a letter to the Local Agency Formation Commission (LAFCO) requesting an Extension of Water Services for one commercial building located in Kings County, prior to annexation by the City of Hanford. (APN 014-241-002, 8972 E. Lacey Boulevard)

BACKGROUND:

The City of Hanford has been approached by the commercial property owner located at 8972 E. Lacey Avenue requesting to connect to the City of Hanford's Water System to service two existing buildings. The buildings are in current use by "Kings Saddlery" and "The Garage Tire and Auto Care" businesses. The property owner's request is due to a failed water well currently servicing the property. The businesses are currently providing their own water for potable water and bathroom flushing needs, therefore, the request is urgent.

This parcel is within the County Island #9 (Annexation No. 163 boundary) that on January 21, 2025 was approved by City Council to proceed with the annexation process as requested.

Kings County LAFCO is expected to receive the annexation documents for review in April of 2025. The annexation process will take several months to record once approved. Attached in this report supporting this request is 1). A letter from the property owner requesting water services, 2) site map of the property location.

Upon connection, the applicant would be subject to all applicable City of Hanford codes, regulations, fees and related requirements associated with the connection of City water services within the City of Hanford service area.

City staff recommends approval of the request letter to LAFCO for the connection of a 1-inch water service based upon the conditions below:

1. Applicant to pay for the LAFCO Connection of Services fees.

2. Approval by LAFCO for the applicant to connect to City Water lines without annexation into the City of Hanford.
3. The property owner will be required to pull a City of Hanford Encroachment Permit to cover the following:
 - a. All work to be done in accordance with currently adopted State and local Building Codes and Standards
 - b. Installation of a minimum 1" water tap and water service line per City of Hanford Improvement Standards, subject to approval by the County of Kings and the City of Hanford. Service will connect from E. Lacey Boulevard
 - c. Installation of a minimum 1" water meter and a minimum 1" backflow device per City of Hanford Improvement Standards, at a location to be approved by both the County of Kings and the City of Hanford
 - d. All normal City of Hanford fees (including impact fees) associated with this project must be paid.
 - e. The applicant will enroll for City water service at the time the permit is pulled and issued.
4. The water connection will be located as close as possible to the water main in the same manner as others who have made similar connections to the City's mains for their individual water services, as approved by both the County of Kings and the City of Hanford. The City will in no way be responsible for the water line from the service connection at the tap into the main to the building.
5. Applicant shall additionally apply for a Kings County Building Permit for all work performed outside of right of way.

6. All work and materials are to be provided at the sole expense of the applicant.

FISCAL IMPACT:

There is no cost to the City. The property owner will hire a private contractor to perform the work and will pay the Water Impact Fees to the City.

ATTACHMENTS:

1. WaterRequestLetter
2. 8972 E. Lacey Boulevard
3. 8972 E. Lacey - Street View
4. Letter to LAFCO

To: City of Hanford
From: Jason Brandon (Kings Saddlery)
8972 E. Lacey Blvd.

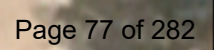
We currently reside on the county but are in the process of Annexation #163 Island#9 into the city. I am requesting city water hookup service at the business.
(8972 E. Lacey Blvd.)

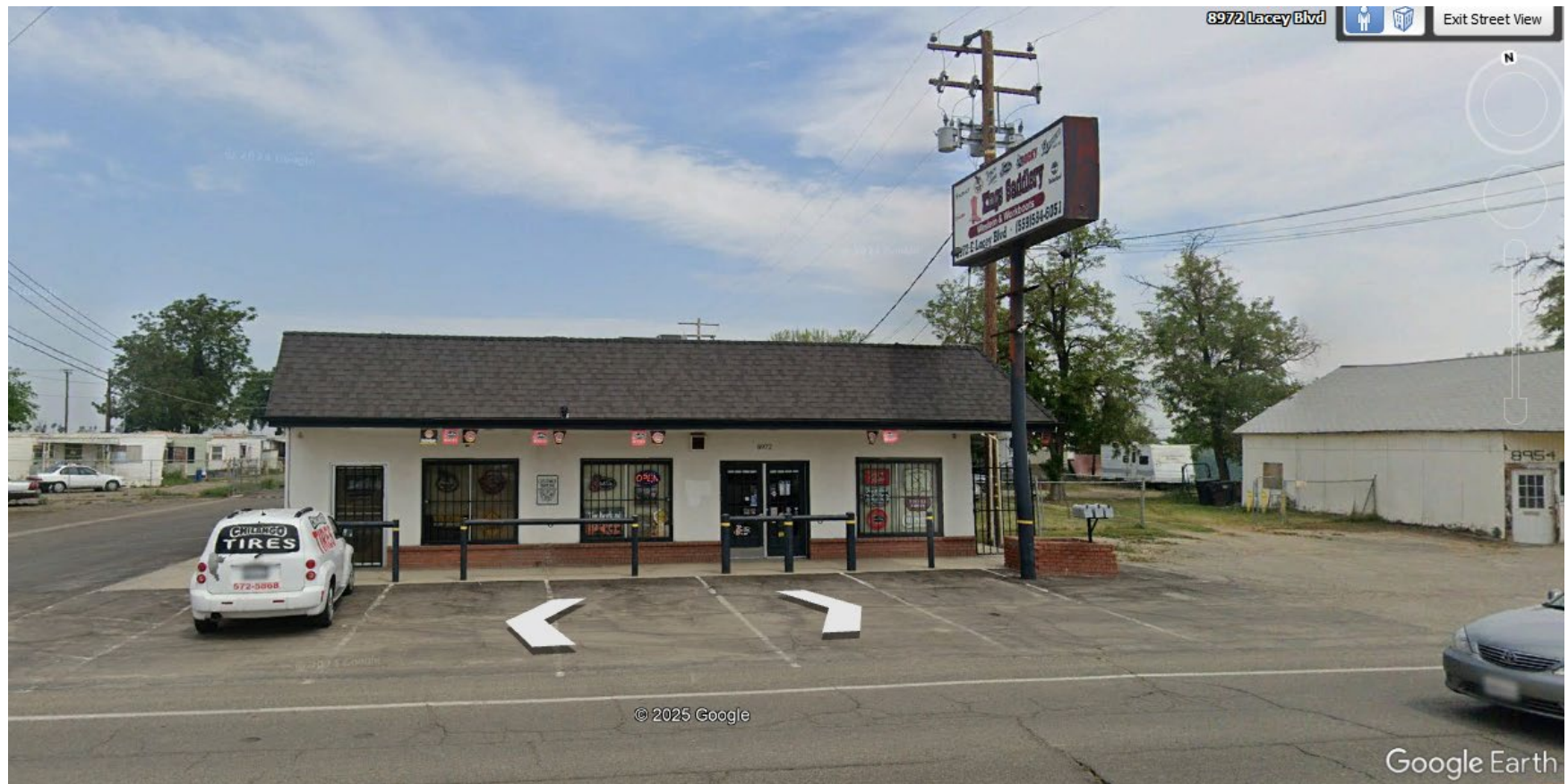
The water source we had has went dry. I am a current business in need of water. Please Help.. We would need water for the purpose of drinking, hand washing and toiletries.

Thank you for your time..

Jason Brandon - Kings Saddlery

X. Joan Buck 1/14/25







CITY OF HANFORD

Department of Public Work

Focused On Our Community 24/7

900 South 10th Avenue • HANFORD, CA 93230-5234
• (559) 585-2550

January 22, 2025

Kings County Local Agency Formation Commission
Kings County Government Center
1400 W. Lacey Blvd.
Hanford, CA 93230

RE: City water service request for one commercial property located in unincorporated Kings County

The City of Hanford received a request from Mr. Jason Brandon (applicant) to provide one 1" water service to one parcel (APN 014-241-002) containing two commercial businesses. The parcel is located at 8972 E. Lacey Boulevard.

The applicant reported their commercial property cannot be facilitated by their existing shared water well that has gone dry. The applicant indicated that the water well is shared between parcels in the immediate area. The applicant would be subject to all applicable City of Hanford codes, regulations, fees and related requirements associate with the connection of City water services within the City of Hanford service area.

On February 4, 2025, the Hanford City Council approved the applicant's request to connect to City water. The applicant is requesting Local Agency Formation Commission's (LAFCO) approval. The applicant would require the construction of a minimum 1" water service line from the City Water Main on E. Lacey Boulevard to adequately service their units. The City is formally requesting LAFCO approval for Extension of Services under Government Code Section 56133 to provide City water services for the one parcel with two existing commercial units at the location; a property located within the City's Primary Sphere of Influence.

This approval is subject to the following conditions which are normal to all parties connecting to the water and sewer system within the City of Hanford, except for the required approval by the LAFCO and the County of Kings, which is applicable in this case.

1. Applicant to pay for the LAFCO Extension of Services fees.
2. Approval by LAFCO for the applicant to connect to City Water Line without annexation into the City of Hanford.

3. The property owner will be required to pull a City of Hanford encroachment Permit to cover the following:
 - a. All work to be done in accordance with currently adopted State and local Building Codes and Standards.
 - b. Installation of a minimum 1" water service line per City of Hanford Improvement Standards, subject to approval by the County of Kings and the City of Hanford.
 - c. Installation of a backflow preventer per City of Hanford Improvement Standards, subject to approval by the County of Kings and the City of Hanford.
 - d. If water well will no longer be utilized, then the water well will need to be properly abandoned per County of Kings Water Well Standards and water line service from water well to dwelling unit needs to be capped.
 - d. All normal City of Hanford fees (including impact fees) associated with this project must be paid.
 - e. The applicant will enroll for City water service at the time the permit is pulled and issued.
4. The water connection will be located as close as possible to the water main in the same. The City will in no way be responsible for the water line from the service connection manner as others who have made similar connections to the City's mains for their individual water services, as approved by both the County of Kings and the City of Hanford at the tap into the main to the business structure.
5. Applicant shall additionally apply for a Kings County Building Permit for all work performed outside of right of way.
6. All work and materials are to be provided at the sole expense of the applicant.

If you have any questions regarding this approval, please feel free to contact me at (559)585-2571.

Sincerely,

Frank Senteno, P.E.
Utilities and Engineering Director



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025

AGENDA SECTION: CONSENT CALENDAR

SUBJECT:

Approval of a contract with Interwest Consulting Group for City Surveyor services, appointing Michael Long, PLS, as the designated Acting City Surveyor up to \$200,000 annually; Approval of an extension of the existing Architectural and Engineering Services Agreement with QK through April 6, 2026 to provide as-needed survey and/or engineering services; and Authorization for the City Manager to award on-call survey, engineering, or specialty service contracts on a work order basis within the City Manager's purchasing authority of \$50,000.

RECOMMENDATION:

Recommendation:

That the City Council, by motion,:

1. Authorize the City Manager to enter into a contract with Interwest Consulting Group, to provide city surveyor services for a three-year term, with the option for two one-year extensions, in an amount not to exceed \$200,000 per year;
2. Adopt a resolution appointing Michael Long, PLS of Interwest Consulting Group, as City Surveyor for the City of Hanford;
3. Authorize the City Manager to extend the existing On-Call Architectural & Engineering (A & E) Contract with QK through April 2026 to provide as-needed Survey and/or Engineering Services, in an amount not to exceed \$200,000 per year; and
4. Authorize the City Manager to award contracts to the identified firms for on-call surveying or other specialty services on a work order basis, with fees not exceeding the City Manager's purchasing authority (\$50,000).

BACKGROUND:

In 1982 California enacted a law that divided the role of a Registered Civil Engineer (RCE) into two distinct categories, the Professional Civil Engineer (PE) and the Professional Land Surveyor (PLS). This legal change prohibited Professional Civil Engineers from determining property boundaries and related elements, making it essential to have licensed Professional Land Surveyors (PLS) to perform these tasks. Since the enactment of this law, there has been a decline in the number of individuals obtaining PLS licenses, while many individuals with the pre-1982 RCE license have retired.

The California Subdivision Map Act ("Map Act") contains provisions for processing, approving, and filing Final Maps and Parcel Maps for the subdivision of land. To carry out the provisions of the Map Act, the City must retain a qualified, licensed land surveyor as the City Surveyor. Furthermore, per

Government Code 66442 under the Subdivision Map Act, municipalities are mandated to provide these professional surveying services.

In the absence of having a staff City Surveyor, the City of Hanford has historically relied on the use of a consultant land surveyor for these services. The absence of a contracted licensed land surveyor has persisted for over a year. During this time the City has engaged Michael Southerland through work orders to meet its needs while preparing and advertising the RFQ for survey services. This City Surveyor service is different than the recently awarded A&E Services contract that included survey services. Those services were more oriented towards design and construction.

This contract is specifically to hire and appoint a designated City Surveyor to conduct duties in accordance with the Map Act; who will be primarily responsible for conducting accurate land surveys to establish property boundaries within proposed subdivisions, ensuring the maps submitted for approval by the local governing body are technically sound, comply with local ordinances, and accurately reflect the intended layout of the subdivision, including street alignments, lot lines, and easements, all while adhering to the standards of professional land surveying practice.

Based on Interwest's qualifications as described in further detail below, Staff recommends that a contract for City Surveyor services be awarded to Interwest and to authorize the City Manager to enter into a three-year contract, with two optional one-year extensions, not exceeding \$200,000 annually. Further, it also recommended that City Council by resolution appoint Michael Long, PLS of Interwest, as the designated Acting City Surveyor; and authorize the City Manager to award on-call or specialty service contracts on a work order basis within the City Manager's purchasing authority of \$50,000.

Additionally, this item also recommends extension of the existing A & E contract with QK through April 6, 2026. The contract length is consistent with the original contract agreement's terms not to exceed Five Years starting April 6, 2021. The scope of work will comprise of on-call survey services (per attached updated proposal, qualifications, and fees) and/or could include other services as identified in the attached original agreement (Zumwalt Hansen).

The original agreement was based on the proposal and qualifications submitted by Zumwalt Hansen, Inc. of Hanford, CA. Zumwalt Hansen was subsequently acquired by QK in the years following. It is Staff's intent that the work, per this agreement, will be generally performed by QK's Hanford Office as this is managed and operated by original Zumwalt Hansen Staff. The QK/Hanford Office has an at-least 40-year work history with the City of Hanford; providing a range of survey and engineering services. Additionally, QK is qualified to provide City Surveyor services in the event that Conflicts of Interest should arise with Interwest, or if additional support services are required.

Based on QK/Hanford's qualifications, deep-rooted institutional knowledge, and extensive archive of survey records, Staff recommends that QK's agreement be extended and to engage with QK as described herein and in their updated proposal (dated 01-22-2025).

City Surveyors.

Typical duties of a City land surveyor go beyond tasks that require licensure, such as supervisory duties, internal project coordination, Community Development Department's mapping needs, CAD drawing for topographic maps, field surveying, and training. Although these tasks do not explicitly require a licensed land surveyor, they may necessitate technical expertise typically associated with a Professional Land Surveyor (PLS).

Currently, City engineering staff in combination with contract services are managing to meet some of these responsibilities. It would be of great benefit that the City hire its own City Surveyor for reasons such as the variety of tasks that can be performed in-house, cost savings, and operational efficiencies. Engineering is currently preparing to advertise an hourly position for a Land Surveyor in Training (LSIT). Once finalized and posted, the recruitment will remain open until the position is filled. This will support the City in expanding in-house capabilities, enabling survey-related tasks to be performed by the LSIT and completed under the responsible charge of the consultant city surveyor. Tasks performed by the LSIT would be considered qualifying experience and prerequisite for licensure as a PLS.

The following list outlines the essential services requiring a licensed land surveyor to review and certify documents for the City:

Document Review:

- Final Subdivision and Parcel Maps
- Lot Line Adjustments
- Record of Surveys
- Preparation of Legal Descriptions:
 - Easements
 - Grant Deeds
 - Quit Claims Deeds
 - Irrevocable Offers of Dedications
- Boundary/ALTA Surveys
- Research and determination of rights of way
- Documents for Boundary Disputes
- Letter of Map Change (LOMC) Boundary Descriptions
- Preparation of Elevation Certificates
- Corner Records
- Annexation Documents/Maps
- Certificates of Corrections
- Other Documents/Items Requiring Professional Land Surveyor Review and Acceptance, or as requested by the city for review.

Right Of Way Acquisition:

- Drafting legal descriptions
- Preparing exhibits
- Providing closures
- Requesting title reports
- Finalizing acquisitions through Title Company (final title report approval)
- Reviewing private land development dedication documents, including deeds, closures, exhibits, and title report review for City acceptance

Easements/Temporary Construction Easements:

- Similar requirements as Right of Way

Construction Survey:

- Establishing survey control
- Data processing through the Trimble Software (GPS calibration)

- Reviewing topos for consultants (survey control, basis of bearings)
- Monument preservation and filing of corner records

Other Miscellaneous Tasks:

- Assisting with parcels for sale
- Creating lease site descriptions
- Preparing parcel descriptions for the sale of City land
- Reviewing Title Reports for pending acquisitions and sales of City land
- Maintaining the City's benchmark catalogue and setting/altering monuments
- Coordinating with private land developers, contractors, Caltrans, Kings County representatives, or other public entities regarding land surveying inquiries
- Processing Certificates of Corrections
- Training and Supervision of City staff

Selection Process:

The City of Hanford received four (4) proposals in response to the advertised Request for Proposals, RFQ 2025-05, seeking annual Professional Land Surveying services for the Engineering and Utilities Division. These proposals were received on October 7th, 2024, from the following:

Company:	Location:
Interwest Consulting Group	Fresno, CA
Central Valley Engineering	Selma, CA
Bedrock Engineering	Fresno, CA
4-Creeks	Hanford, CA

All firms were found technically qualified to perform the work. The proposers demonstrated experience in providing survey services for municipalities, though not all had experience as consultant city surveyors. Interwest Consulting Group has served as a designated city surveyor for multiple municipalities, consistently maintaining their services as a consultant city surveyor.

To ensure a thorough and fair evaluation of the proposals, a proposal review committee was assembled. The committee diligently assessed and scored the submissions, providing detailed comments throughout the process. The primary objective was to select a city surveyor with proven experience as a consultant city surveyor, someone who could consistently fulfill the role without potential conflicts of interest or the need for reassignment.

Following the committee's evaluations, staff identified Interwest Consulting Group as the most qualified candidate due to their meticulously outlined and well-structured proposal, along with their extensive portfolio of municipal land surveying services, including consultant city surveyor roles for other municipalities.

Interwest Consulting Group has served as the consultant city surveyor or provided consultant survey services to several California municipalities, including:

1. City of Visalia
2. City of Galt
3. City of Woodland
4. City of Livermore

5. City of Mill Valley

Michael Long, the Licensed Land Surveyor proposed as the City's designated surveyor, has served as the city surveyor for all the municipalities listed above. With over 40 years of experience in surveying and mapping across public and private sectors, Michael Long will bring extensive expertise to the role.

Based on references, Interwest Consulting Group, and specifically Michael Long, comes highly recommended. They have been consistently praised for their commitment to meeting deadlines, responsiveness, and strong work ethic. Given their expertise, extensive experience, and excellent references, staff recommends that Michael Long of Interwest Consulting Group be designated as the Consultant Professional Land Surveyor for the City.

FISCAL IMPACT:

The City is advancing multiple CIP projects that require survey services to support legal descriptions, boundary surveys, parcel reviews, and parcel research. To manage these services, the City's Engineering & Utilities Department will charge each CIP project for the specific work performed by the consultant surveyor. Further, all this survey and completed infrastructure data is required to be archived and/or incorporated into the City's Geographic Information Systems (GIS) still in its infancy.

Additionally, private development projects submit documents to the City that must be reviewed and approved by the City Surveyor. Over the past year, the Engineering Department has processed more than 50 documents requiring surveyor review and approval, including parcel maps, subdivisions, final maps, parcel map waivers, and other submittals. A similar volume of submittals is anticipated in future years, with the potential for increased demand as Hanford continues to grow.

As detailed in the Fiscal Year 2024-25 Master Fee Schedule, developers are required to pay the actual cost of surveyor reviews. The process involves the surveyor billing the City for services rendered, the City paying the surveyor, and developers subsequently reimbursing the City for the cost of the service.

Based on the above information, Staff does not anticipate the use of General Funds to compensate for any of Interwest's or QK's survey services therefore, no fiscal impacts at this time.

ATTACHMENTS:

1. Fee Schedule
2. City of Hanford On-Call Survey Services
3. Zumalt A&E Consultant Agreement 04.02.21 - Executed
4. Resolution 25-02-R



COST PROPOSAL



City of Hanford, CA

City Land Surveyor Consultant Services

RFQ #2025-05

*October 8, 2024 | 2:00 PM
Via Bidnet Direct*

MAIN PROPOSAL CONTACT:
Elizabeth Alsky
Account Manager
949.731.4000
ealsky@interwestgrp.com

www.interwestgrp.com

CITY OF HANFORD - RFQ NO. 2025-05
CITY SURVEYOR CONSULTANT SERVICES

Note: Mark-ups are Not Allowed

 Consultant or Subconsultant Interwest Consulting Group, Inc. ☒ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Subconsultant

 Project No. _____ Contract No. _____ RFQ No. 2025-05 Participation Amount \$ _____ Date: 10/8/2024

For Combined Rate							
Fringe Benefit %	40.078%	Overhead %	53.822%	General Administration %	0.000%	= Combined ICR %	93.900%
For Home Office Rate							
Fringe Benefit %		Overhead %	0.000%	General Administration %	0.000%	= Home Office ICR %	0.000%
For Field Office Rate							
Fringe Benefit %		Overhead %	0.000%	General Administration %	0.000%	= Field Office ICR %	0.000%

FEE % = 10.00%**BILLING INFORMATION****CALCULATION INFORMATION**

Name/Job Title/Classification ¹	Hourly Billing Rates ²			Effective date of hourly rate		Actual or Avg. hourly rate ³	% or \$ increase	Hourly range - for classificatio ns only
	Straight	OT(1.5x)	OT(2x)	From	To			
Scott Harrison, CPRP Project Manager	\$61.00	N/A	N/A	7/1/2024	6/30/2026	\$61.00	5.00%	
	\$64.05	N/A	N/A	7/1/2026	6/30/2028	\$64.05	5.00%	
	\$67.25	N/A	N/A	7/1/2028	6/30/2030	\$67.25	5.00%	
	\$70.62	N/A	N/A	7/1/2030	6/30/2032	\$70.62	5.00%	
	\$74.15	N/A	N/A	7/1/2032	6/30/2034	\$74.15		
Michael E Long, PLS, CFedS City Land Surveyor - Consultant	\$75.00	N/A	N/A	7/1/2024	6/30/2026	\$75.00	5.00%	
	\$78.75	N/A	N/A	7/1/2026	6/30/2028	\$78.75	5.00%	
	\$82.69	N/A	N/A	7/1/2028	6/30/2030	\$82.69	5.00%	
	\$86.82	N/A	N/A	7/1/2030	6/30/2032	\$86.82	5.00%	
	\$91.16	N/A	N/A	7/1/2032	6/30/2034	\$91.16		
Dan Sutton, PE Civil Engineer	\$67.36	N/A	N/A	7/1/2024	6/30/2026	\$67.36	5.00%	
	\$70.73	N/A	N/A	7/1/2026	6/30/2028	\$70.73	5.00%	
	\$74.26	N/A	N/A	7/1/2028	6/30/2030	\$74.26	5.00%	
	\$77.98	N/A	N/A	7/1/2030	6/30/2032	\$77.98	5.00%	
	\$81.88	N/A	N/A	7/1/2032	6/30/2034	\$81.88		
Ray Santillan Auto CAD Designer	\$35.50	N/A	N/A	7/1/2024	6/30/2026	\$35.50	5.00%	
	\$37.28	N/A	N/A	7/1/2026	6/30/2028	\$37.28	5.00%	
	\$39.14	N/A	N/A	7/1/2028	6/30/2030	\$39.14	5.00%	
	\$41.10	N/A	N/A	7/1/2030	6/30/2032	\$41.10	5.00%	
	\$43.15	N/A	N/A	7/1/2032	6/30/2034	\$43.15		

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**).All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended
3. Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans. All costs must comply with the Federal cost principles for reimbursement
4. For named employees and key personnel enter the actual hourly rate. For classifications only, enter the Average Hourly Rate for that classification.

EXHIBIT 10-H2 COST PROPOSAL

Consultant or Subconsultant

☒ Prime Consultant

☐ Subconsultant

☐ Second-tier Subconsultant

☐

Project No: RFQ No. 2025-02

Contract No.

Date:

SCHEDULE OF OTHER DIRECT COST ITEMS (Add additional pages as necessary)				
Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	TBD	Mile	IRS RATE	\$TBD
Equipment Rental and Supplies	TBD	EA	Actual	\$TBD
Permit Fees	TBD	TBD	Actual	\$TBD
Plan Sheets	TBD	TBD	Actual	\$TBD
Test	TBD	TBD	Actual	\$TBD
Vehicle	TBD	TBD	Actual	\$TBD
	TBD	TBD	Actual	\$TBD

NOTES:

1. List other direct cost items with estimated costs. These costs should be competitive in their respective industries and supported with appropriate documentation
2. Proposed ODC items should be consistently billed regardless of client and contract type.
3. Items when incurred for the same purpose, in like circumstance, should not be included in any indirect cost pool or in the overhead rate.
4. Items such as special tooling, will be reimbursed at actual cost with supporting documentation (invoice).
5. Items listed above that would be considered "tools of the trade" are not reimbursable as other direct cost
6. Travel related costs should be pre-approved by the contracting agency and shall not exceed current State Department of Personnel Administration rules.
7. If mileage is claimed, the rate should be properly supported by the consultant's calculation of their actual costs for company vehicles. In addition, the miles claimed should be supported by mileage logs.
8. If a consultant proposes rental costs for a vehicle, the company must demonstrate that this is its standard procedure for all of their contracts and that they do not own any vehicles that could be used for the same purpose.
9. The cost proposal format shall not be amended. All costs must comply with the Federal cost principles.
10. Add additional pages if necessary.
11. . Subconsultants must provide their own cost proposals.

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Local governments are responsible for applying only cognizant agency or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name:
Paul Meschino

Title *:
President

Signature:



Date of Certification:
10/8/2024

Email:
pmeschino@interwestgrp.com

Phone number:
619-372-9962

Address:
9320 Chesapeake Dr. Ste 208, San Diego, CA, 92123

* An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

Professional Land Surveying Services

Hourly Rate Schedule

Effective July 1, 2024

Beginning on the 1st anniversary of the Effective Date of the Agreement and annually thereafter, the hourly rates listed below shall be automatically increased based upon the annual increase in the Department of Labor, Bureau of Labor Statistics or successor thereof, Consumer Price Index (United States City Average, All Items (CPI-U), Not Seasonally adjusted, All Urban Consumers, referred to herein as the "CPI"). Such increase shall not exceed 4% per annum. The increase will become effective upon publication of the applicable CPI data. If the index decreases, the rates listed shall remain unchanged.

Classification

Hourly Billing Rate

Engineering

Principal in Charge	\$255
Principal Engineer	230
City Surveyor	220
City Engineer	225
Project Manager	210
Senior Traffic Engineer	200
Traffic Engineer III	190
Traffic Engineer II	180
Traffic Engineer I	170
Traffic Engineering Associate II	160
Traffic Engineering Associate I	150
Transportation Engineer	210
Supervising Engineer	205
Senior Engineer	200
Licensed Land Surveyor	190
Engineering Associate III	160
Engineering Associate II	150
Engineering Associate I	140
Survey Technician	130
Senior Engineering Technician	130
Engineering Technician III	130
Engineering Technician II	115
Engineering Technician I	105
Student Trainee	50
Grading Plans Examiner	165

Building Safety Services

Certified Building Official	165
Licensed Plan Review Engineer (structural, civil, electrical, mechanical) / Architect	160
Supervising Structural Engineer	200
Senior Structural Engineer	185
Senior Plans Examiner	145
CASp	135
Inspector III	115
Inspector II	105
Inspector I	95
Permit Technician	80
Fire Protection Engineer	160

Senior Fire Plans Examiner	135
Fire Plans Examiner / Fire Inspector	125
ICC Building Plans Examiner	125
Senior Code Enforcement Officer.....	140
Code Enforcement Officer	130
Trainee	75

Construction Management*

Construction Manager	180
Assistant Construction Manager	160
Supervising Public Works Observer	175
Senior Public Works Observer	170
Public Works Observer III	160
Public Works Observer II	145
Public Works Observer I	130

*Where prevailing wage is required, there is a supplemental charge per hour

Real Estate

Supervising Corporate Broker	260
Senior Project Manager	200
Project Manager	180
Senior Acquisition / Relocation Agent	140
Acquisition / Relocation Agent	125
ROW Technician	115
ROW Coordinator	100
Administrative Support	80

Landscape Design Review Services

Project Manager	185
Senior Landscape Design Reviewer	165
Landscape Design Reviewer	150
Landscape Maintenance Inspector	130
Landscape Field Supervisor	130

Planning Services

Community Development Director	220
Project Manager	190
Planning Manager	200
Principal Planner	180
Senior Planner	165
Associate Planner	135
Assistant Planner.....	110
Planning Technician	90

Administrative

Grant Manager	165
Grant Writer	155
Management Analyst II	125
Management Analyst I	115
Senior Administrative	115
Administrative III	100
Administrative II	90
Administrative I	75

COST PROPOSAL 2

SPECIFIC RATE OF COMPENSATION (USE FOR ON-CALL OR AS-NEEDED CONTRACTS)

(CONSTRUCTION ENGINEERING AND INSPECTION CONTRACTS)

Note: Mark-ups are Not Allowed

Consultant UNICO Engineering ☐ Prime Consultant ☒ Subconsultant ☐ 2nd Tier SubconsultantProject No. Contract No. Participation Amount \$ TBD Date 10/8/2024

For Combined Rate	0.00%	0.00%	0.00%
Fringe Benefit %	+	General & Administrative %	= Combined ICR%

OR

For Home Office Rate	53.41%	96.54%	149.95%
Fringe Benefit %	+	General & Administrative %	= Home Office ICR%

For Field Office Rate	0.00%	0.00%	0.00%
Fringe Benefit %	+	General & Administrative %	= Field Office ICR%

Fee	=	10.00%
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BILLING INFORMATION

CALCULATION INFORMATION

Name/Job Title/Classification ¹	Hourly Billing Rates ²			Effective Date of Hourly Rate		Actual or Avg.	% or \$	Hourly Range - for Classifications Only
	Straight ³	OT(1.5x)	OT(2x)	From	To	Hourly Rate ⁴	Increase	
Rob Markes – Suvey Engineer *	\$241.95			7/1/2025	6/30/2026	\$88.00		Not Applicable
	\$254.05			7/1/2026	6/30/2027	\$92.40	5.00%	
	\$266.75			7/1/2027	6/30/2028	\$97.02	5.00%	
	\$280.09			7/1/2028	6/30/2029	\$101.87	5.00%	
	\$294.09			7/1/2029	6/30/2030	\$106.96	5.00%	
Ryan Ming – Senior Land	\$193.42	\$228.60	\$263.77	Contract Start	6/30/2025	\$70.35		Not Applicable
	\$203.09	\$240.03	\$276.96	7/1/2025	6/30/2026	\$73.87	5.00%	
	\$213.25	\$252.03	\$290.81	7/1/2026	6/30/2027	\$77.56	5.00%	
	\$223.91	\$264.63	\$305.35	7/1/2027	6/30/2028	\$81.44	5.00%	
	\$235.11	\$277.86	\$320.62	7/1/2028	6/30/2029	\$85.51	5.00%	
Senior Land Surveyor	\$192.46	\$227.46	\$262.46	Contract Start	6/30/2025	\$70.00		\$60-\$80
	\$202.08	\$238.83	\$275.58	7/1/2025	6/30/2026	\$73.50	5.00%	\$63.50-\$83.50
	\$212.19	\$250.78	\$289.36	7/1/2026	6/30/2027	\$77.18	5.00%	\$67.18-\$87.18
	\$222.80	\$263.32	\$303.83	7/1/2027	6/30/2028	\$81.03	5.00%	\$70.54-\$81.54
	\$233.94	\$276.48	\$319.02	7/1/2028	6/30/2029	\$85.09	5.00%	\$74.07-\$96.12
Land Surveyor	\$138.85	\$164.10	\$189.35	Contract Start	6/30/2025	\$50.50		\$40.50-\$60.50
	\$145.79	\$172.30	\$198.81	7/1/2025	6/30/2026	\$53.03	5.00%	\$42.53-\$63.53
	\$153.08	\$180.92	\$208.76	7/1/2026	6/30/2027	\$55.68	5.00%	\$44.65-\$66.70
	\$160.73	\$189.96	\$219.19	7/1/2027	6/30/2028	\$58.46	5.00%	\$46.88-\$70.04
	\$168.77	\$199.46	\$230.15	7/1/2028	6/30/2029	\$61.38	5.00%	\$49.23-\$73.54
Party Chief **	\$219.96	\$259.96	\$299.96	Contract Start	6/30/2025	\$80.00		\$70-\$90
	\$230.95	\$272.95	\$314.95	7/1/2025	6/30/2026	\$84.00	5.00%	\$73.50-\$94.50
	\$242.50	\$286.60	\$330.70	7/1/2026	6/30/2027	\$88.20	5.00%	\$77.18-\$99.23
	\$254.63	\$300.93	\$347.24	7/1/2027	6/30/2028	\$92.61	5.00%	\$81.03-\$104.19
	\$267.36	\$315.98	\$364.60	7/1/2028	6/30/2029	\$97.24	5.00%	\$85.09-\$109.40
Rodman **	\$200.71	\$237.21	\$273.71	Contract Start	6/30/2025	\$73.00		\$63-\$83
	\$210.75	\$249.07	\$287.40	7/1/2025	6/30/2026	\$76.65	5.00%	\$66.15-\$87.15
	\$221.28	\$261.52	\$301.77	7/1/2026	6/30/2027	\$80.48	5.00%	\$69.46-\$91.51
	\$232.35	\$274.60	\$316.85	7/1/2027	6/30/2028	\$84.51	5.00%	\$72.93-\$96.08
	\$243.96	\$288.33	\$332.70	7/1/2028	6/30/2029	\$88.73	5.00%	\$76.58-\$100.89
Survey Technician/Drafter	\$115.48	\$136.48	\$157.48	Contract Start	6/30/2025	\$42.00		\$32-\$52
	\$121.25	\$143.30	\$165.35	7/1/2025	6/30/2026	\$44.10	5.00%	\$33.60-\$54.60
	\$127.31	\$150.47	\$173.62	7/1/2026	6/30/2027	\$46.31	5.00%	\$35.28-\$57.33
	\$133.68	\$157.99	\$182.30	7/1/2027	6/30/2028	\$48.62	5.00%	\$37.04-\$60.20
	\$140.36	\$165.89	\$191.41	7/1/2028	6/30/2029	\$51.05	5.00%	\$38.90-\$63.21

NOTES:

1. Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**). All costs must comply with the Federal cost principles. Subconsultants will provide their own cost proposals.
2. The cost proposal format shall not be amended
3. Billing rate = actual hourly rate * (1+ ICR) * (1+ Fee). Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans. All costs must comply with the Federal cost principles for reimbursement
4. For named employees and key personnel enter the actual hourly rate. For classifications only, enter the Average Hourly Rate for that classification.

EXHIBIT 10-H2 COST PROPOSAL

Consultant or Subconsultant

☐ Prime Consultant

☒ Subconsultant

☐ Second-tier Subconsultant

☐

Project No: RFQ No. 2025-02

Contract No.

Date:

SCHEDULE OF OTHER DIRECT COST ITEMS (Add additional pages as necessary)				
Description of Item	Quantity	Unit	Unit Cost	Total
Mileage Costs	TBD	Mile	IRS RATE	\$TBD
Equipment Rental and Supplies	TBD	EA	Actual	\$TBD
Permit Fees	TBD	TBD	Actual	\$TBD
Plan Sheets	TBD	TBD	Actual	\$TBD
Test	TBD	TBD	Actual	\$TBD
Vehicle	TBD	TBD	Actual	\$TBD
	TBD	TBD	Actual	\$TBD

NOTES:

1. List other direct cost items with estimated costs. These costs should be competitive in their respective industries and supported with appropriate documentation
2. Proposed ODC items should be consistently billed regardless of client and contract type.
3. Items when incurred for the same purpose, in like circumstance, should not be included in any indirect cost pool or in the overhead rate.
4. Items such as special tooling, will be reimbursed at actual cost with supporting documentation (invoice).
5. Items listed above that would be considered "tools of the trade" are not reimbursable as other direct cost
6. Travel related costs should be pre-approved by the contracting agency and shall not exceed current State Department of Personnel Administration rules.
7. If mileage is claimed, the rate should be properly supported by the consultant's calculation of their actual costs for company vehicles. In addition, the miles claimed should be supported by mileage logs.
8. If a consultant proposes rental costs for a vehicle, the company must demonstrate that this is its standard procedure for all of their contracts and that they do not own any vehicles that could be used for the same purpose.
9. The cost proposal format shall not be amended. All costs must comply with the Federal cost principles.
10. Add additional pages if necessary.
11. . Subconsultants must provide their own cost proposals.

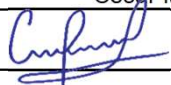
COST PROPOSAL 2**Certification of Direct Costs:**

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

7. Generally Accepted Accounting Principles (GAAP)
8. Terms and conditions of the contract
9. [Title 23 United States Code Section 112](#) - Letting of Contracts
10. [48 Code of Federal Regulations Part 31](#) - Contract Cost Principles and Procedures
11. [23 Code of Federal Regulations Part 172](#) - Procurement, Management, and Administration of Engineering and Design
12. [48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board](#) (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement.

Prime Consultant or Subconsultant Certifying:

Name: Cesar Montes de Oca Title *: President
Signature:  Date of Certification (mm/dd/yyyy): 10/8/2024
Email: cesar@unicoengineering.com Phone Number: 916.900.6623
Address: 80 Blue Ravine Road, Suite 250, Folsom, CA 95630

* An individual executive or financial officer of the consultant's or subconsultant's organization at a level no lower than a Vice President or a Chief Financial Officer, or equivalent, who has authority to represent the financial information utilized to establish the cost proposal for the contract.

List services the consultant is providing under the proposed contract:

Land Surveying Services

RATE SCHEDULE

UNICO Engineering, Inc.
2024-2029

CLASSIFICATION	HOURLY RATE RANGE 2024		HOURLY RATE RANGE 2025		HOURLY RATE RANGE 2026		HOURLY RATE RANGE 2027		HOURLY RATE RANGE 2028		HOURLY RATE RANGE 2029	
Principal Land Surveyor	\$ 247.45	\$ 302.44	\$ 259.82	\$ 317.56	\$ 272.81	\$ 333.44	\$ 286.45	\$ 350.11	\$ 300.78	\$ 367.62	\$ 315.82	\$ 386.00
Survey Manager	\$ 219.96	\$ 274.95	\$ 230.95	\$ 288.69	\$ 242.50	\$ 303.13	\$ 254.63	\$ 318.28	\$ 267.36	\$ 334.20	\$ 280.73	\$ 350.91
Senior Land Surveyor	\$ 164.97	\$ 219.96	\$ 173.22	\$ 230.95	\$ 181.88	\$ 242.50	\$ 190.97	\$ 254.63	\$ 200.52	\$ 267.36	\$ 210.54	\$ 280.73
Staff Land Surveyor	\$ 109.98	\$ 192.46	\$ 115.48	\$ 202.08	\$ 121.25	\$ 212.19	\$ 127.31	\$ 222.80	\$ 133.68	\$ 233.94	\$ 140.36	\$ 245.64
Party Chief (Prevailing Wage)	\$ 211.71	\$ 266.70	\$ 222.29	\$ 280.03	\$ 233.41	\$ 294.03	\$ 245.08	\$ 308.73	\$ 257.33	\$ 324.17	\$ 270.20	\$ 340.38
Party Chief (Non-Prevailing Wage)	\$ 109.98	\$ 164.97	\$ 115.48	\$ 173.22	\$ 121.25	\$ 181.88	\$ 127.31	\$ 190.97	\$ 133.68	\$ 200.52	\$ 140.36	\$ 210.54
Chainman/Rodman (Prevailing Wage)	\$ 192.46	\$ 247.45	\$ 202.08	\$ 259.82	\$ 212.19	\$ 272.81	\$ 222.80	\$ 286.45	\$ 233.94	\$ 300.78	\$ 245.64	\$ 315.82
Chainman/Rodman (Non-Prevailing Wage)	\$ 77.00	\$ 154.00	\$ 80.85	\$ 161.70	\$ 84.89	\$ 169.79	\$ 89.14	\$ 178.27	\$ 93.59	\$ 187.19	\$ 98.27	\$ 196.55
Draftsman/Survey Technician	\$ 82.48	\$ 137.47	\$ 86.61	\$ 144.35	\$ 90.94	\$ 151.56	\$ 95.48	\$ 159.14	\$ 100.26	\$ 167.10	\$ 105.27	\$ 175.45
Drone Pilot/Technician	\$ 151.22	\$ 178.71	\$ 158.78	\$ 187.65	\$ 166.72	\$ 197.03	\$ 175.06	\$ 206.88	\$ 183.81	\$ 217.23	\$ 193.00	\$ 228.09

- Reimbursement for per diem and mileage expenses shall be per the current federal reimbursement rate.
- Cost of normal survey stakes and other field supplies are included in the above rates. Special monuments, iron stakes, etc. will be charged at cost.
- Outside reproductions, services, and consultants will be charged at cost plus 10%.
- Per prevailing wage, a shift differential of 12.5% applies for any covered work shift beginning after 2PM.
- Yearly prevailing wage anticipates a 5% escalation, however increases in DIR rate determinations will be charged accordingly.
- Overtime rate will be billed at 1.5 times the hourly rate for non-exempt employees



QKINC.COM | (559) 582-1056

609 North Irwin Street | **Hanford, CA 93230**



ON-CALL LAND SURVEYING SERVICES

PROPOSAL + QUALIFICATIONS





January 23, 2024

Frank Senteno, Utilities & Engineering Director
City of Hanford
900 South 10th Avenue
Hanford, CA 93230

The City of Hanford (City) intends to contract on-call land surveying services to support its various projects over the next few years. From our discussions, we understand that this role entails providing technical and local support to the City Surveyor and providing professional surveying services directly to the City. QK's extensive history of working with Hanford positions us to deliver these services effectively, leveraging our deep understanding of City standards, regulatory compliance, and project management to deliver successful outcomes for your projects.

PARTNERING WITH HANFORD: LEVERAGING QK'S LOCAL EXPERTISE

Local support will be a key component of our services throughout this contract. With a well-staffed Hanford office, QK can respond quickly to the City's needs. Our team has a deep-rooted history of supporting the City of Hanford, beginning as Zumwalt Hansen & Associates and continuing that legacy as QK. We pride ourselves on being a trusted partner, helping the City meet tight timelines and stay within budget while delivering accurate, high-quality survey data to facilitate efficient project completion.

TAILORED SOLUTIONS FOR HANFORD'S NEEDS

QK understands that every project is unique, and our approach is built around flexibility and collaboration to meet the City's specific goals. By providing a wide range of land surveying services (including topographic and boundary surveys, construction staking, and map and plan review) we will support the City in maintaining infrastructure, preparing for growth, and complying with applicable regulations. We bring decades of experience working on similar projects in the Hanford region, so our deliverables will align well with City standards. Furthermore, our extensive archive of survey and reference materials housed in our Hanford office enables us to provide rapid and accurate historical data that minimizes redundant work and speeds up the decision-making process.

A COMMITMENT TO VALUE, ACCURACY, AND RESPONSIVENESS

At QK, we understand the importance of delivering high-quality services efficiently. By choosing to work with us, the City will benefit from cost-effective services, timely project completion, and a commitment to compliance and accuracy. Our multidisciplinary team, proximity to Hanford, and licensed surveyors mean we can meet the City's needs effectively and professionally.

QK is eager to continue our legacy of service to Hanford, building on decades of collaboration to deliver the expertise and local knowledge the City needs to succeed. We look forward to the opportunity to support the City in achieving its vision.

Sincerely,

Alex T. Dwiggins, PE
Hanford Branch Manager / Senior Engineer

Amber Aguayo
CFO/COO

SCOPE OF WORK

ON-CALL SURVEY SCOPE OF WORK

TOPOGRAPHIC SURVEYS

QK will perform field and office services as directed by the City. Qualified field crews will perform the field work, and a licensed surveyor (or other appropriately licensed professional) will direct office work.

BOUNDARY SURVEYS

QK will perform field and office services as directed by the City. This work will include, but not be limited to:

- Monument preservation
- Preparing right-of-way legal descriptions
- Preparing exhibit maps

CONSTRUCTION STAKING

QK will perform construction staking services as directed by the City for City-administered construction projects. We will review plans provided by the City and use them to create fee proposals.

MAP AND PLAN REVIEW + RESEARCH

QK will assist the City with map and plan reviews as needed. Our Hanford office has an extensive archive of reference material that we will leverage to elevate these services.

ADDITIONAL SERVICES

QK will assist the City with any additional professional surveying or engineering services on an as-needed basis.

BENEFITS TO HANFORD

COST-EFFECTIVE SERVICES

By working with QK, the City gains access to a multidisciplinary team under one roof. Our ability to manage projects from survey to engineering increases efficiency and reduces administrative overhead.

TIMELY PROJECT COMPLETION

Our team's proximity and familiarity with Hanford allow us to be exceptionally responsive to City needs, minimizing delays and maximizing productivity.

COMPLIANCE AND ACCURACY

We will conduct all survey work under the direction of our licensed surveyors, who will verify regulatory compliance, precision, and professionalism at every stage.

SUPPORT FOR THE CITY SURVEYOR

Our team will serve as an extension of the City Surveyor, providing technical expertise and alleviating workload pressures to help the City achieve its objectives.

FULL SURVEY SERVICES

- Plan and map checking
- Tentative map, parcel map, and subdivision reviews
- Boundary surveys
- Topographic surveys
- Construction staking
- Right-of-way surveys and maps
- Parcel and subdivision maps
- Geodetic control surveys
- Aerial photo control surveys
- Legal descriptions
- ALTA surveys
- Low-altitude high-resolution aerial photogrammetry
- 3D modeling
- Record of survey



WOODLAKE CASTLE ROCK + SIERRA ROUNDABOUT

Surveying | Civil Eng. | Environmental | Const. Mgmt. | Landscape Arch.

KEY PERSONNEL

	NAME TITLE	ROLE QUALIFICATIONS
	ALEX DWIGGINS, PE HANFORD BRANCH MANAGER + SENIOR ENGINEER Professional Engineer - Civil California, No. 61523	Alex has been a member of the Hanford branch for over 20 years and serves as a senior engineer and branch manager. He has extensive experience with local engineering projects and regularly coordinates survey tasks. As the Hanford Branch Manager, Alex manages day-to-day office operations, coordinates surveying services, and provides leadership and engineering services for all Hanford projects.
	RON ROSELIUS, PLS SENIOR LAND SURVEYOR PRIMARY POINT OF CONTACT Professional Land Surveyor California, No. 8167	Ron has been a QK's Hanford branch member for over 40 years and will be the primary licensed land surveyor assigned to the City's projects. Ron has vast experience in construction staking and boundary surveying and will be the main point of contact for the City.
	MICK PADGETT, PLS SENIOR LAND SURVEYOR Professional Land Surveyor California - No. 8165	Mick is an experienced land surveyor who will be critical to the City's on-call survey projects. He discovered his passion for surveying through his love for working outdoors and his aptitude for math. Throughout his career, Mick has contributed to a diverse array of educational, municipal, and private projects across the Central Valley.
	MATT VALOV SENIOR ASSOCIATE SURVEYOR SURVEY PARTY CHIEF	Matt has been a member of the Hanford branch for over 20 years and will be the survey party chief for the City's projects. His experience includes boundary surveying, construction staking, right-of-way, topographic, and construction surveys. He operates survey measuring instruments, including level, theodolite, electronic measuring devices, total stations with electronic data collecting capabilities, and GPS receivers. His office survey duties include data reduction, field note reduction, calculations, data checks, and staking computations using Trimble Business Center and Civil3D.

ADDITIONAL STAFF RESOURCES

The key personnel listed above will be primarily responsible for performing the work; however QK has extensive resources to provide additional assistance if the scope of a task requires it. Overall the firm has seven licensed surveyors and can field multiple field crews. We will discuss any changes to the key personnel with City staff and make appropriate introductions.

PERSONNEL RESOURCES AVAILABLE TO THE CITY

7 Professional Land Surveyors (PLS)	10 CADD Technicians & Designers
21 Professional Engineers (PE)	14 FAA-Certified Drone Pilots
10 Assistant & Associate Engineers	3 Geographic Information System Specialists

SURVEY SERVICES OVERVIEW

QK's team of seasoned, licensed land surveyors handles diverse projects with expertise and efficiency. Many of our clients are public agencies seeking support for capital projects, legal matters, and construction activities.

As the Surveyor of Record for numerous cities across the San Joaquin Valley, we are committed to delivering a wide range of high-quality surveying services. These include topographic, ALTA, boundary, and construction control surveys. Our extensive experience working with different types of projects allows us to address any surveying need, no matter the scale or complexity.

Our blend of in-office and field environment expertise allows us to respond rapidly to clients' needs, minimizing delays and providing a seamless project experience. By leveraging advanced technologies, such as GPS and drones, our skilled team collects precise, accurate, and usable data.

We are dedicated to maintaining our reputation as a trusted provider of exceptional surveying services throughout California. By combining cutting-edge technology with our team's vast experience, we deliver accurate, efficient, and cost-effective solutions to our clients.

CIVIL ENGINEERING SERVICES OVERVIEW

QK is a leader in providing civil engineering services in the San Joaquin Valley. We've helped public and private sector clients for over 50 years, and our team of licensed professionals has expertise in all critical subdisciplines of civil engineering.

Our team focuses on planning, designing, constructing, and maintaining various infrastructures and facilities, including roads, water supply and treatment systems, sewer systems, dams, and buildings. We aim to help our clients create and maintain a sustainable built environment while considering public safety, cost-effectiveness, and resource optimization.

QK's engineers play a crucial role in shaping communities by designing and managing the infrastructure systems that support everyday life. They work closely with other QKers to design a built environment that meets community needs while minimizing its impact on the natural environment.

FEES

QK will treat each request by the City of Hanford as a separate task for which we will provide a tailored proposal and scope of work. These proposals will include fees based on the following fee schedule. We understand that the City has limits on the cost of each task and an overall annual fee limit.

TECHNICAL SERVICES	
Project Administrator	\$103 / hour
Assistant CADD Technician / Assistant CADD Designer / GIS Technician	\$103 / hour
Associate CADD Technician / Associate CADD Designer / Associate GIS Analyst	\$118 / hour
Senior Associate CADD Technician/ Senior Associate CADD Designer / Senior Associate GIS Analyst	\$129 / hour
Senior CADD Technician / Senior CADD Designer / Senior GIS Analyst	\$159 / hour
Landscape Architect Technician	\$118 / hour
PROFESSIONAL SERVICES	
Engineering	
Assistant Engineer	\$129 / hour
Associate Engineer	\$159 / hour
Senior Associate Engineer	\$185 / hour
Project Engineer	\$210 / hour
Senior Engineer / City Engineer / District Engineer	\$245 / hour
Senior Air Quality Engineer	\$275 / hour
Principal Engineer	\$275 / hour
Senior Principal Engineer: VP/ President	\$290 / hour
Planning / Environmental / Landscape Architecture	
Assistant Environmental Scientist	\$105 / hour
Assistant Planner	\$115 / hour
Associate Planner / Associate Environmental Scientist	\$129 / hour
Senior Associate Environmental Scientist	\$149 / hour
Senior Associate Planner	\$155 / hour
Senior Environmental Scientist	\$185 / hour
Senior Planner / Senior Landscape Architect	\$185 / hour
Principal Planner / Principal Environmental Scientist	\$210 / hour
Construction and Project Management	
Field Construction Observer	\$140 / hour
Senior Field Construction Observer	\$165 / hour
Assistant Construction Manager / Assistant Project Manager	\$129 / hour
Associate Project Manager	\$143 / hour
Associate Construction Manager / Associate Field Construction Observer	\$155 / hour
Project Manager	\$155 / hour
Senior Associate Construction Manager / Senior Associate Project Manager	\$170 / hour
Senior Project Manager	\$199 / hour
Senior Construction Manager	\$199 / hour
Principal Construction Manager / Principal Project Manager	\$225 / hour
Surveying	
Assistant Surveyor	\$125 / hour
Associate Surveyor	\$139 / hour
Senior Associate Surveyor	\$169 / hour
Project Surveyor	\$195 / hour
Senior Surveyor	\$210 / hour
Principal Surveyor	\$249 / hour
One-Person Survey Crew	\$185 / hour
Two-Person Survey Crew	\$290 / hour
Three-Person Survey Crew	\$385 / hour
One-Person Survey Crew - Prevailing Wage (Kings County, through 09/30/2025)*	\$240 / hour
Two-Person Survey Crew - Prevailing Wage (Kings County, through 09/30/2025)*	\$420 / hour
Three-Person Survey Crew - Prevailing Wage (Kings County, through 09/30/2025)*	\$600 / hour
UAV Pilot	\$199 / hour
UAV Flight Observer	\$165 / hour

Fees are based on the median hourly pay rate for employees in each classification, plus indirect costs, overhead, and profit.

EXPENSES	
Plotting, Printing and Reproduction, Equipment Rental, Postage and Shipping	1.15 x Cost
Transportation and per diem (QK will provide documented evidence of business travel, travel outside of work areas shall be pre-approved by Client)	1.15 x Cost
Mileage	\$0.81 / mile
Other Expenses – Including Subconsultants & Purchased Services through Subcontracts	1.15 x Cost

Rates are effective through December 31, 2025. If contract assignment extends beyond that date, a new rate schedule may be added to the contract.

Expert Witness/ Litigation support will be billed as quoted.

"Prevailing Wage" (PW) rates for Kings County will be updated when mandatory union updates are received.

Rates based on "Prevailing Wage" (PW) for Construction Surveying will be determined by project and County per California law.





Engineering | Land Surveying | Planning | Environmental | Landscape Architecture | Construction Management

(800) 955-7599 | QKinc.com

BAKERSFIELD

(661) 616-2600
5080 California Avenue, Suite 220
Bakersfield, California 93309

PORTERVILLE

(559) 781-2700
150 West Morton Avenue
Porterville, California 93257

VISALIA (HQ)

(559) 733-0440
901 East Main Street
Visalia, California 93292

CLOVIS

(559) 449-2400
601 Pollasky Avenue, Suite 301
Clovis, California 93612

MERCED

(209) 7230-2066
2816 Park Avenue
Merced, California 95348

HANFORD

(559) 582-1056
609 North Irwin Street
Hanford, California 93230



CITY OF HANFORD
ARCHITECTURAL AND ENGINEERING CONSULTANT AGREEMENT

ZUMWALT HANSEN, INC.

City of Hanford
900 S. 10th Avenue
Hanford, CA 93230

CITY OF HANFORD
ARCHITECTURAL AND ENGINEERING CONSULTANT AGREEMENT

*(For Local Assistance Federal-aid Projects, based on Caltrans LAPM Form 10-R)
This exhibit contains fiscal requirements from 2 CFR 200 and may be used for state-only funded contracts as well.*

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**AGREEMENT FOR PROFESSIONAL SERVICES FOR
ON-CALL ENGINEERING SERVICES**

ARTICLE I: INTRODUCTION

This Agreement for Professional Services ("Agreement") is made and entered into this 6th day of April, 2021, by and between the City of Hanford, a Municipal Corporation ("CITY"), and Zumwalt Hansen, Inc. ("CONSULTANT"), incorporated in the State of California.

The Project Manager for the "CONSULTANT" will be Alex Dwiggins, PE.

The name of the "CITY" is as follows: City of Hanford.

The Contract Administrator for CITY will be the City Engineer and/or its assignees.

RECITALS

1. CONSULTANT represents to CITY that they are trained, experienced, licensed and competent to perform the services which will be required by this Agreement; and
2. CONSULTANT represents to CITY that they possess the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.
3. CITY desires to retain CONSULTANT to render Professional Architectural and Engineering Consulting Services as set forth in this Agreement.

NOW THEREFORE, in consideration of the mutual covenants set forth herein for such other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the parties hereto agree as follows:

A. **RETENTION OF CONSULTANT.** Subject to the terms and conditions set forth herein, the CITY retains the CONSULTANT to perform the services identified in this Agreement, as an Independent Contractor and CONSULTANT hereby accepts this independent contractor appointment.

B. **SCOPE OF SERVICES.** The work to be performed under this AGREEMENT is described in Article III, Statement of Work, and the approved CONSULTANT's Cost Proposals. The approved CONSULTANT's Cost Proposals shall be attached hereto as Exhibit "A" and incorporated by reference. If there is any conflict between the approved Cost Proposals and this AGREEMENT, this AGREEMENT shall take precedence.

C. **INDEMNIFICATION.** CONSULTANT agrees to the fullest extent permitted by law, to indemnify, protect, defend, and hold harmless the CITY, its officers, officials, agents, employees and volunteers from and against any and all actions, injuries, claims, damages, demands, liabilities, costs, losses, and expenses, direct or indirect, including without limitation, any and all court costs, reasonable attorneys' fees, expert witness fees, and other expenses which the CITY may sustain or incur as a consequence of, or are in any way related to or arising out of any failure to the CONSULTANT to comply with applicable law, any injury to or death of any person(s), damage to property, loss of use of property, economic loss or otherwise arising out of the performance of the work described herein, to the extent caused by a negligent act or negligent failure to act, errors, omissions,

recklessness or willful misconduct incident to the performance of this AGREEMENT and services on the part of CONSULTANT, as determined by a Court of competent jurisdiction. The provisions of this section shall survive termination or suspension of this AGREEMENT. In no event shall the indemnification obligation extend beyond the date when the institution of legal or equitable proceedings for professional negligence would be barred by any applicable statute of repose or statute of limitations; provided however, the duty to defend shall apply regardless of whether an application statute of limitations has lapsed.

D. INDEPENDENT CONTRACTOR STATUS. CONSULTANT, in the performance of this AGREEMENT, shall act in an independent capacity. It is understood and agreed that CONSULTANT (including CONSULTANT's employee's), in the performance of the Services to be performed pursuant to this Agreement, is an Independent Contractor, and shall not act as an agent or employee of the CITY, and that no relationship of employer-employee exists between the Parties hereto. The CONSULTANT's assigned personnel shall not be entitled to, or obtain retirement benefits or other benefits which accrue to CITY employees, and CONSULTANT hereby expressly waives any claim it may have to any such rights. Nothing in the Agreement shall create or be construed as creating a partnership, joint venture, or any other relationship between the CITY and CONSULTANT.

E. TAX WITHHOLDINGS. CITY is not required to make any deductions or withholdings from the compensation payable to CONSULTANT under the provisions of the AGREEMENT, and is not required to issue W-2 Forms for income and employment tax purposes for any of CONSULTANT's assigned personnel. CONSULTANT, in the performance of its obligation hereunder, is only subject to the control or direction of the CITY as to the designation of tasks to be performed and the results to be accomplished.

F. THIRD PARTY PERSONS EMPLOYED. Any third-party person(s) employed by CONSULTANT shall be entirely and exclusively under the direction, supervision, and control of CONSULTANT. CONSULTANT hereby indemnifies and holds CITY harmless from any and all claims that may be made against CITY based upon any contention by any third party that an employer-employee relationship exists by reason of this AGREEMENT.

G. AGREEMENT NOT TRANSFERABLE. Except as expressly authorized herein, CONSULTANT's obligations under this AGREEMENT are not assignable or transferable, and CONSULTANT shall not subcontract any work without the prior written approval of the CITY. However, claims for money due, or which become due to CONSULTANT from CITY under this AGREEMENT, may be assigned to a financial institution or to a trustee in bankruptcy without such approval. Notice of any assignment or transfer whether voluntary or involuntary shall be furnished promptly to the CITY.

H. NEGLIGENT ACTS AND OMISSIONS. CONSULTANT shall be fully responsible to the CITY for the negligent acts and omissions of its contractors and subcontractors or subconsultants, and of persons employed by them for whom CONSULTANT is legally liable, in the same manner as persons directly employed by CONSULTANT.

I. ALTERATIONS APPROVED IN WRITING. No alteration or variation of the terms of this AGREEMENT shall be valid, unless made in writing and signed by the parties authorized to bind the parties; and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

J. PAYMENTS. The consideration to be paid to CONSULTANT as provided herein, shall be in compensation for all of CONSULTANT's expenses incurred in the performance hereof, including travel and per diem, unless otherwise expressly so provided.

K. INTEREST OF CONSULTANT. CONSULTANT and its shareholders and covenants represent that they do not now have any investment or interest in real property, and shall not acquire any interest, direct or

indirect in the area covered by this Agreement, or any other source of income, interest in real property, or investment which would be affected in any manner or degree by the performance of CONSULTANT's Services hereunder. CONSULTANT further covenants and represents that, in the performance of the Services hereunder, to the best of its knowledge no person having any such interest shall perform any Services under this Agreement.

CONSULTANT is not a designated employee within the meaning of the Political Reform Act because CONSULTANT:

1. Will conduct, research, and arrive at conclusions with respect to rendition of information, advice, recommendation, or counsel, independent of the control and direction of the CITY or of any CITY official, other than normal agreement monitoring; and
2. Shall possess no authority with respect to any CITY decision beyond rendition of information, advice, recommendation, or counsel. FPPC Reg. 18700, et seq.

L. **PROFESSIONAL ABILITY OF CONSULTANT.** CITY has relied upon CONSULTANT's representations regarding its training and professional ability to perform the Services hereunder as a material inducement to enter into this Agreement. CONSULTANT shall therefore provide properly skilled personnel to perform all Services under this Agreement. The primary provider of the Services

called for by this Agreement shall be Alex Dwiggins, PE;
(Consult fill in employee name and title who will represent the agreement to the CITY)

who shall not be replaced without the written consent of the CITY. All work performed by the CONSULTANT under this Agreement shall be in accordance with the applicable professional standard of care, and shall meet the local professional standard of quality ordinarily to be expected of competent persons in CONSULTANT's field of expertise working in Kings County.

M. **COMPLIANCE WITH LAWS.** CONSULTANT shall use the proper standard of care in performing the Services, and shall comply with all applicable federal, state and local laws, codes, ordinances, and regulations in effect at the time the Agreement is executed. In addition, if the request for proposal to provide professional services which are the subject of this Agreement cited any Federal or State Financial Assistance involved in the project for which the Services are provided, the CONSULTANT shall perform all services in accordance with all applicable federal and state laws, rates and regulations in effect at the time the agreement is executed.

N. **LICENSES.** CONSULTANT represents and warrants to CITY that it has all licenses, permits, qualifications, and insurance which are legally required of CONSULTANT to lawfully and competently perform the Services. CONSULTANT represents and warrants to CITY that CONSULTANT shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, and insurance which are legally required of CONSULTANT to lawfully and competently perform the Services. CONSULTANT shall maintain a CITY of Hanford Business License.

ARTICLE II: CONSULTANT'S REPORTS OR MEETINGS

A. **PROGRESS REPORTS AND BILLINGS.** CONSULTANT shall submit progress reports and billings on EACH specific project in accordance with the Work Order at least once a month. CONSULTANT's bill shall include a brief description of the Services performed, the date the Services were performed, the number of hours spent, and by whom, and shall include a description of any authorized reimbursable expenditures. The report should be sufficiently detailed for the CITY's Contract Administrator or Project Coordinator: to determine if CONSULTANT is performing to expectations and is on schedule; to provide communication of interim findings; to sufficiently address any difficulties or special problems encountered so remedies can be developed. The CITY shall pay the CONSULTANT no later than 60 days after the date of submittal of a complete invoice for completed tasks and approval of the invoice by CITY staff.

B. **MEETINGS.** CONSULTANT's Project Manager shall meet with CITY's Contract Administrator or Project Coordinator, as needed, to discuss progress on the project(s).

ARTICLE III: STATEMENT OF WORK

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

A. **CONSULTANT SERVICES.** The CONSULTANT shall perform professional architectural, engineering, and land surveying services, in accordance with all the provisions of this Agreement. The Scope of Work for each project will be determined by the CITY Engineer. The CONSULTANT shall submit their proposal to the CITY within the required timeframe, and the CITY shall select the top proposal using Qualifications Based Selection. Upon selection, the CITY will negotiate the cost based on the agreement labor price agreement. A work order will be assigned for each project after CONSULTANT determines an estimated cost for producing all necessary plans and documents to satisfy the Scope of Work. For Local Funded projects, the CONSULTANT will submit a scope of work proposal with cost, and a Work Order will be prepared. The CONSULTANT shall correct any and all errors and/or omissions in the performance of the Services and any documents resulting therefrom even though CITY has accepted said Services or documents. CONSULTANT shall make such corrections upon CITY's request and at no cost or expense to CITY.

B. **ENVIRONMENTAL COMPLIANCE.** This AGREEMENT provides for CONSULTANT environmental services that result in CEQA or NEPA approval. Federal funded projects require NEPA clearance in addition to CEQA. NEPA Environmental documents are not considered complete until a Caltrans Official signs the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision.

C. **RIGHT OF WAY.** Existing and proposed Right of Way requirements are to be determined and shown by the CONSULTANT. Land surveys and computations with metes and bounds descriptions shall be made by a California Licensed Land Surveyor. Projects shall be tied into recorded monumentation and bench marks. A bench mark map with record elevation data is available from the City. Services shall include preparation of Appraisal Map, Acquisition Maps, and Legal Descriptions used to acquire right of way or property.

D. **SURVEYS.** This AGREEMENT provides for CONSULTANT licensed surveying services for preliminary surveying, topographic surveys, monumentation mapping, construction staking, and monument setting and recording of corner records. Work under this service shall be performed or as directed by a California Licensed Land Surveyor.

E. **SUBSURFACE INVESTIGATIONS.** This AGREEMENT provides for CONSULTANT Sub-Surface Investigations as directed by the CITY for Environmental testing, topographic mapping, boring, construction staking, and other specialized sub surface investigation services, either by the CONSULTANT, or under the direction of the CONSULTANT, as determined in the Scope of Work of the assigned Work Order.

F. **CONSTRUCTION MANAGEMENT.** This AGREEMENT does NOT provide for a CONSULTANT in a Management role.

G. **DESIGN PLANS, SPECIFICATIONS, AND ESTIMATES.** This AGREEMENT provides for CONSULTANT Design Plans, Specifications, and Estimates as directed by the CITY and performed either by the CONSULTANT, or under the supervision of the CONSULTANT, as determined in the Scope of Work of the assigned Work Order. Design work shall meet City Standards.

H. ARCHITECTURAL AND STRUCTURAL ENGINEERING. This AGREEMENT provides for CONSULTANT Architectural and Structural Engineering as directed by the CITY and performed either by the CONSULTANT, or under the direction of the CONSULTANT, for structural design and analysis as determined in the Scope of Work of the assigned Work Order. All Architectural and Structural Engineering shall be performed by a Licensed Structural Engineer and shall meet all City and State Standards.

I. TRAFFIC ENGINEERING AND TRAFFIC SIGNAL DESIGN. This AGREEMENT provides for CONSULTANT Traffic Engineering and Traffic Signal Design as directed by the CITY and performed either by the CONSULTANT, or under the supervision of the CONSULTANT, for traffic engineering and traffic signal design as determined in the Scope of Work of the assigned Work Order. All Traffic Engineering shall be performed by a licensed Professional Engineer and shall meet all City and State Standards.

J. MAPPING, INCLUDING GIS AND GPS. This AGREEMENT provides for CONSULTANT Mapping, including GIS and GPS, as directed by the CITY and performed either by the CONSULTANT, or under the supervision of the CONSULTANT, for mapping as determined in the Scope of Work of the assigned Work Order.

K. RAILROAD PERMITTING AND COORDINATION. This AGREEMENT provides for CONSULTANT Railroad Permitting and Coordination as directed by the CITY and performed either by the CONSULTANT, or under the supervision of the CONSULTANT, for railroad permitting and coordination as determined in the Scope of Work of the assigned Work Order.

L. UTILITY PERMITTING AND COORDINATION. This AGREEMENT provides for CONSULTANT Utility Permitting and Coordination as directed by the CITY and performed either by the CONSULTANT, or under the supervision of the CONSULTANT, for utility permitting and coordination as determined in the Scope of Work of the assigned Work Order.

M. CONFERENCES, SITE VISITS, AND INSPECTION OF WORK. This AGREEMENT provides for conferences as needed, visits to the site, and inspection of the work by representatives of the CITY, County, State, and/or FHWA. Costs incurred by CONSULTANT for meetings subsequent to the initial meeting shall be included in the fee.

N. CHECKING SHOP DRAWINGS.

This AGREEMENT provides for the CONSULTANT to provide plan checking of shop drawings and contract documents. Payment for checking of drawings by CONSULTANT shall be paid at the hourly rate per the attached Fee Schedule. The total compensation paid to the CONSULTANT for all services in this agreement shall not exceed the maximum contract amount stated in Article V, Section P.

O. CONSULTANT SERVICES DURING CONSTRUCTION.

This AGREEMENT provides for CONSULTANT services during the course of construction, including resident engineering, construction surveys and construction staking. Payment for services shall be paid at the rates stated in the attached Fee Schedule, and shall not exceed the Work Order fee stated without an approved Change Order.

P. DOCUMENTATION AND SCHEDULES.

This AGREEMENT provides for the CONSULTANT to document the results of the work to the satisfaction of CITY, and if applicable, to the State and FHWA. This may include preparation of progress and final reports, plans, specifications and estimates, or similar evidence of attainment of the Work Order objectives. All final construction documents shall be stamped and wet signed when completed.

Q. CITY OBLIGATIONS. Data applicable to the Work Order Scope of Work shall be made available to the CONSULTANT at the time of Work Order Execution. Data may include maps, plans, documents, and

records that are in the possession of the CITY. Additional items to be made available to the CONSULTANT shall be noted specifically on the Work Order.

R. DELIVERABLES AND NUMBER OF COPIES.

The number of copies or documents to be furnished with each submittal, such as reports, brochures, sets of plans, specifications, maps, etc., shall be two (2) copies minimum unless otherwise specified in the work order or as may be required for City Permitting. Final plans and maps shall be plotted on 20# vellum or on plastic film mylar, and shall have stamp and original wet signatures.

S. DESIGN STANDARD.

All work performed under this AGREEMENT shall conform to the most current City of Hanford Standards, Caltrans Standards, and all other Local, State, and FHWA requirements.

ARTICLE IV: PERFORMANCE PERIOD

A. This AGREEMENT shall go into effect on April 6, 2021, contingent upon approval by CITY, and CONSULTANT shall commence work after notification to proceed by CITY'S Contract Administrator. The AGREEMENT shall be in effect for 3 (three) years, and end on April 6, 2024, unless extended by AGREEMENT amendment. AGREEMENT amendments shall be limited to two separate ONE YEAR EXTENSIONS, and in no case shall the AGREEMENT exceed five years.

B. CONSULTANT is advised that any recommendation for AGREEMENT award is not binding on CITY until the AGREEMENT is fully executed and approved by CITY.

C. The period of performance for each specific project shall be in accordance with the Work Order for that project. If work on a Work Order is in progress on the expiration date of this AGREEMENT, the terms of the AGREEMENT shall be extended by AGREEMENT amendment prior to the expiration of the contract to cover the time needed to complete the Work Order in progress only. In no case shall the maximum term of this AGREEMENT exceed five (5) years.

ARTICLE V: ALLOWABLE COSTS AND PAYMENTS

A. **PAYMENT.** CONSULTANT will be reimbursed for hours worked at the hourly rates specified in the CONSULTANT's attached approved 10H-2: Cost Proposal Fee Schedule (Exhibit B), subject to Prevailing Wage Requirements which are available at the office of the City Engineer. An estimate for cost of services for each project shall be submitted to the City Engineer before commencement of work. Payment by CITY under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the CITY at the time of payment. An increase in the fee schedule for non-prevailing wage classifications will be allowed at the beginning of Year 2 (two) of this agreement and shall be made a part of an AGREEMENT extension, if said agreement is extended for a period. The CONSULTANT must notify the CITY thirty (30) days in advance of such increases. The CONSULTANT is limited to two (2) price increases during the three years contract period, and one increase per year for each year the contract is extended. An increase in fee schedule for prevailing wage classifications shall be allowed when the Prevailing Wage for said wage determination increases. The services included in this agreement shall increase by the same amount approved for increase by the Department of Industrial Relations. The specified hourly rates shall include direct salary costs, employee benefits, prevailing wages, employer payments, overhead, and fee. These rates are not adjustable for the performance period set forth in this

AGREEMENT. CONSULTANT will be reimbursed within sixty (60) days upon receipt by CITY'S Contract Administrator of itemized invoices in duplicate.

B. **DIRECT COSTS.** In addition, CONSULTANT will be reimbursed for incurred (actual) direct costs other than salary costs that are in the approved Cost Proposal, and identified in the approved Cost Proposal and in the executed Work Order.

C. **WORK ORDERS.** Specific projects will be assigned to CONSULTANT after approval of the proposal for each specific project through the issuance of Work Orders. Work Orders shall be number consecutively for each specific project.

D. **DRAFT WORK ORDERS.** After a project to be performed under this AGREEMENT is identified by CITY, CITY will prepare a draft Work Order with Scope of Work; less the cost estimate. A draft Work Order will identify the scope of services, expected results, project deliverables, period of performance, project schedule and will designate a CITY Project Coordinator. The draft Work Order will be delivered to CONSULTANT for review. CONSULTANT shall return the draft Work Order within ten (10) calendar days along with a Cost Estimate for requested services, including a written estimate of the number of hours and hourly rates per staff person, any anticipated reimbursable expenses, overhead, fee if any, and the total dollar amount. After agreement has been reached on the negotiable items and total cost; a finalized Work Order shall be signed by both CITY and CONSULTANT.

E. **NOT TO EXCEED COMPENSATION.** Work Orders may be negotiated for specific rates of compensation Not to Exceed amount, of which must be based on the labor and other rates set forth in CONSULTANT's approved Cost Proposal.

CONSULTANT shall be responsible for any future adjustments to prevailing wage rates including, but not limited to, base hourly rates and employer payments as determined by the Department of Industrial Relations. CONSULTANT is responsible for paying the appropriate rate, including escalations that take place during the term of the AGREEMENT. Work Orders that are approved as "Flat Fee" must have any prevailing wage increase built into the cost proposal, and the CONSULTANT must pay the required prevailing wage rates to workers. Work Orders that are approved as "Time and Materials, Not to Exceed" will require prevailing wage rates be paid to workers, and the total amount "Not to Exceed" will be increased to accommodate said increases in the amount approved by the DIR.

F. **STATE RATE REIMBURSEMENTS.** Reimbursement for transportation and subsistence costs shall not exceed State rates. CONSULTANT will be responsible for transportation and subsistence costs in excess of State rates.

G. **CHANGE ORDERS.** When milestone cost estimates, or not to exceed estimates are included in the approved Cost Proposal, CONSULTANT shall obtain prior written approval in the form of an AGREEMENT amendment Change Order for a revised milestone cost estimate from the Contract Administrator before exceeding such estimate.

H. **MONTHLY PAYMENTS.** Progress payments for each Work Order will be made monthly in arrears based on services provided and actual costs incurred.

I. **NOTICE TO PROCEED.** CONSULTANT shall not commence performance of work or services until this AGREEMENT has been approved by CITY and notification to proceed has been issued by CITY'S Contract Administrator. No payment will be made prior to approval or for any work performed prior to approval of this

AGREEMENT, or for work done on a project Work Order prior to the City's issuance of a Notice to Proceed (NTP).

J. **EXECUTED WORK ORDERS.** A Work Order is of no force or effect until returned to CITY and signed by an authorized representative of CITY. No expenditures are authorized on a project and work shall not commence until a Work Order for that project has been executed by CITY.

K. **INVOICES.** CONSULTANT will be reimbursed within thirty (30) days upon receipt by CITY'S Contract Administrator of itemized invoices in duplicate. Separate invoices itemizing all costs are required for all work performed under each Work Order. Invoices shall be submitted no later than thirty (30) calendar days after the performance of work for which CONSULTANT is billing, or upon completion of the Work Order. Invoices shall detail the work performed on each milestone, on each project as applicable. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference this AGREEMENT number, the project title and the Work Order number. Credits due CITY that include any equipment purchased under the provisions of Article XI Equipment Purchase, must be reimbursed by CONSULTANT prior to the expiration or termination of this AGREEMENT. Invoices shall be mailed to CITY's Contract Administrator at the following address:

City of Hanford
Attn.: Finance Dept., Accounts Payable
315 N. Douty Street
Hanford CA 93230

L. **PERIOD OF PERFORMANCE FOR WORK ORDERS.** The period of performance for Work Orders shall be in accordance with dates specified in each individual Work Order. No Work Order will be written which extends beyond the expiration date of this AGREEMENT.

M. **AMOUNT PAYABLE FOR WORK ORDER.** The total amount payable by CITY for an individual Work Order shall not exceed the amount agreed to in the Work Order, unless authorized by amendment Change Order.

N. **PAYMENT FOR DELIVERABLES.** If CONSULTANT fails to satisfactorily complete a deliverable according to the schedule set forth in a Work Order, no payment will be made until the deliverable has been satisfactorily completed.

O. **AMENDMENT TO AGREEMENT.** Work Orders may not be used to amend the language (or the terms) of this AGREEMENT, nor to exceed the scope of work under this AGREEMENT.

P. **AGREEMENT MAXIMUM PAYMENT.** The total amount payable by CITY for all Work Orders resulting from this AGREEMENT shall not exceed \$150,000 per year, or \$ 450,000.00 for the total three-year agreement. It is understood and agreed that there is no guarantee, either expressed or implied that this dollar amount will be authorized under this AGREEMENT through Work Orders.

Q. **EXTRA WORK.** At any time during the term of this Agreement, CITY may request that CONSULTANT perform Extra Work. As used herein, "Extra Work" means any work which is determined by CITY to be necessary for the proper completion of the Services, but which the parties did not include in the Scope of Work. Extra work will be performed on an hourly basis under the CONSULTANT's most current hourly fee schedule. CONSULTANT shall not perform, nor be compensated for Extra Work without written authorization from CITY.

ARTICLE VI: TERMINATION

A. This AGREEMENT may be terminated by CITY, provided that CITY gives not less than thirty (30) calendar days' written notice to CONSULTANT (delivered by certified mail, return receipt requested) of intent to terminate. Upon termination, CITY shall be entitled to all work, including but not limited to, reports, investigations, appraisals, inventories, studies, analyses, drawings and data estimates performed to that date, whether completed or not, and in accordance with Section 15, Property of CITY. Upon termination, CONSULTANT shall be entitled to compensation for Services performed up to the effective date of termination, unless this Agreement is terminated for cause, in which case, CITY may withhold compensation due CONSULTANT in order to reimburse CITY for any losses, damages or expenses caused by CONSULTANT's default under this Agreement.

B. CITY may temporarily suspend this AGREEMENT, at no additional cost to CITY, provided that CONSULTANT is given written notice (delivered by certified mail, return receipt requested) of temporary suspension. If CITY gives such notice of temporary suspension, CONSULTANT shall immediately suspend its activities under this AGREEMENT. A temporary suspension may be issued concurrent with the notice of termination provided for in subsection A of this section.

C. Notwithstanding any provisions of this AGREEMENT, CONSULTANT shall not be relieved of liability to CITY for damages sustained by CITY by virtue of any breach of this AGREEMENT by CONSULTANT, and CITY may withhold any payments due to CONSULTANT until such time as the exact amount of damages, if any, due CITY from CONSULTANT is determined.

D. In the event of termination, CONSULTANT shall be compensated as provided for in this AGREEMENT, except as provided in Section 11C. Upon termination, CITY shall be entitled to all work, including but not limited to, reports, investigations, appraisals, inventories, studies, analyses, drawings and data estimates performed to that date, whether completed or not, and in accordance with Section 15, Property of CITY.

E. If the CITY is in breach of the payment terms or otherwise is in material breach of this AGREEMENT, the CONSULTANT may suspend performance of services upon ten (10) calendar days' notice to the CITY. The CONSULTANT shall have no liability to the CITY, and the CITY agrees to make no claim for any delay or damage as a result of such suspension caused by any breach of this AGREEMENT by the CITY. Upon receipt of payment in full of all outstanding sums due from the CITY, or curing of such other breach that caused the CONSULTANT to suspend services, the CONSULTANT shall resume services, and there shall be an equitable adjustment to the remaining project schedule and fees as a result of the suspension. If the CITY does not cure said material breach of AGREEMENT within thirty (30) calendar days of notice, the CONSULTANT may terminate the AGREEMENT upon written notice to the CITY.

ARTICLE VII: COST PRINCIPLES AND ADMINISTRATIVE REQUIREMENTS

~~Consulting Architectural & Engineering (A&E) firms providing engineering and design-related services under a contract funded by a federal grant, are required by regulation (as specified in 2 CFR Part 200) to account for and bill costs in accordance with the Federal Cost Principles of 48 CFR 31. In efforts to comply with the Federal Cost Principles, A&E consulting firms that provide services on federal aid highway projects are required to develop indirect cost rates in accordance with the Federal Cost Principles on an annual basis.~~

~~A. The CONSULTANT agrees that 48 CFR Part 31, Contract Cost Principles and Procedures, shall be used to determine the allowability of individual terms of cost.~~

~~B. The CONSULTANT also agrees to comply with Federal procedures in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.~~

~~C. Any costs for which payment has been made to the CONSULTANT that are determined by subsequent audit to be unallowable under 48 CFR Part 31 or 2 CFR Part 200 are subject to repayment by the CONSULTANT to CITY.~~

~~F. When a CONSULTANT or Subconsultant is a Non Profit Organization or an Institution of Higher Education, the Cost Principles for Title 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards shall apply.~~

~~Consultant shall provide all documents and files per Work Order to the City as required per Ownership of Data requirements in the Agreement.~~

ARTICLE VIII: RETENTION OF RECORD/AUDITS

A. For the purpose of determining compliance with Gov. Code § 8546.7, the CONSULTANT, Subconsultants, and CITY shall maintain any and all books of account, ledgers, invoices, vouchers, canceled checks, documents, papers, accounting records, Independent CPA Audited Indirect Cost Rate work papers, and other evidence pertaining to the performance, services, expenditures, and disbursements of the AGREEMENT including, but not limited to, the costs of administering the AGREEMENT. All parties, including the CONSULTANT's Independent CPA, shall make such work papers and materials available at their respective offices at all reasonable times during the AGREEMENT period and for three (3) years from the date of final payment under the AGREEMENT. CITY, Caltrans Auditor, FHWA, or any duly authorized representative of the Federal government having jurisdiction under Federal laws or regulations (including the basis of Federal funding in whole or in part) shall have access to any books, records, and documents of the CONSULTANT, Subconsultants, and the CONSULTANT's Independent CPA, that are pertinent to the AGREEMENT for audits, examinations, work paper review, excerpts, and transactions, and copies thereof shall be furnished if requested without limitation.

B. CONSULTANT shall maintain all documents and records that demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.

C. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the CITY. Copies of such documents shall be provided to the CITY for inspection at the CITY offices.

D. Where CITY has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of CONSULTANT's business, CITY may, by written request, require that custody of the records be given to the CITY and that the records and documents be maintained in the CITY offices. Access to such records and documents shall be granted to any party authorized by CONSULTANT, CONSULTANT's representatives, or CONSULTANT's successor-in-interest.

ARTICLE IX: AUDIT REVIEW PROCEDURES

A. Any dispute concerning a question of fact arising under an interim or post audit of this AGREEMENT that is not disposed of by AGREEMENT, shall be reviewed by CITY'S Chief Financial Officer.

B. Not later than thirty (30) calendar days after issuance of the final audit report, CONSULTANT may request a review by CITY'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.

C. Neither the pendency of a dispute nor its consideration by CITY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this AGREEMENT.

D. CONSULTANT and subconsultant AGREEMENTs, including cost proposals and Indirect Cost Rates (ICR), may be subject to audits or reviews such as, but not limited to, an AGREEMENT audit, an incurred cost audit, an ICR Audit, or a CPA ICR audit work paper review. If selected for audit or review, the AGREEMENT, cost proposal and ICR and related work papers, if applicable, will be reviewed to verify compliance with 48 CFR Part 31 and other related laws and regulations. In the instances of a CPA ICR audit work paper review it is CONSULTANT's responsibility to ensure federal, CITY, or local government officials are allowed full access to the CPA's work papers including making copies as necessary. The AGREEMENT, cost proposal, and ICR shall be adjusted by CONSULTANT and approved by CITY Contract Administrator to conform to the audit or review recommendations. CONSULTANT agrees that individual terms of costs identified in the audit report shall be incorporated into the AGREEMENT by this reference if directed by CITY at its sole discretion. Refusal by CONSULTANT to incorporate audit or review recommendations, or to ensure that the federal, CITY or local governments have access to CPA work papers, will be considered a breach of AGREEMENT terms and cause for termination of the AGREEMENT and disallowance of prior reimbursed costs.

E. ~~CONSULTANT's Cost Proposal may be subject to a CPA ICR Audit Work Paper Review and/or audit by Caltrans Audits and Investigation (A&I). Caltrans A&I, at its sole discretion, may review and/or audit and approve the CPA ICR documentation. The Cost Proposal shall be adjusted by the CONSULTANT and approved by the CITY Contract Administrator to conform to the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report. Refusal by the CONSULTANT to incorporate the Work Paper Review recommendations included in the management letter or audit recommendations included in the audit report will be considered a breach of the AGREEMENT terms and cause for termination of the AGREEMENT and disallowance of prior reimbursed costs.~~

1. ~~During Caltrans A&I's review of the ICR audit work papers created by the CONSULTANT's independent CPA, Caltrans A&I will work with the CPA and/or CONSULTANT toward a resolution of issues that arise during the review. Each party agrees to use its best efforts to resolve any audit disputes in a timely manner. If Caltrans A&I identifies significant issues during the review and is unable to issue a cognizant approval letter, CITY will reimburse the CONSULTANT at an accepted ICR until a FAR (Federal Acquisition Regulation) compliant ICR (e.g. 48 CFR Part 31; GAGAS (Generally Accepted Auditing Standards); CAS (Cost Accounting Standards), if applicable; in accordance with procedures and guidelines of the American Association of State Highways and Transportation Officials (AASHTO) Audit Guide; and other applicable procedures and guidelines) is received and approved by A&I.~~

~~Accepted rates will be as follows:~~

a. ~~If the proposed rate is less than one hundred fifty percent (150%) the accepted rate reimbursed will be ninety percent (90%) of the proposed rate.~~

b. ~~If the proposed rate is between one hundred fifty percent (150%) and two hundred percent (200%) the accepted rate will be eighty five percent (85%) of the proposed rate.~~

c. ~~If the proposed rate is greater than two hundred percent (200%) the accepted rate will be seventy five percent (75%) of the proposed rate.~~

2. ~~If Caltrans A&I is unable to issue a cognizant letter per paragraph E.1. above, Caltrans A&I may require CONSULTANT to submit a revised independent CPA audited ICR and audit report within three (3) months of the effective date of the management letter. Caltrans A&I will then have up to six (6) months to review the CONSULTANT's and/or the independent CPA's revisions.~~

3. If the CONSULTANT fails to comply with the provisions of this paragraph E, or if Caltrans A&I is still unable to issue a cognizant approval letter after the revised independent CPA audited ICR is submitted, overhead cost reimbursement will be limited to the accepted ICR that was established upon initial rejection of the ICR and set forth in paragraph E.1. above for all rendered services. In this event, this accepted ICR will become the actual and final ICR for reimbursement purposes under this AGREEMENT.

4. CONSULTANT may submit to CITY final invoice only when all of the following items have occurred: (1) Caltrans A&I accepts or adjusts the original or revised independent CPA audited ICR; (2) all work under this AGREEMENT has been completed to the satisfaction of CITY; and, (3) Caltrans A&I has issued its final ICR review letter. The CONSULTANT MUST SUBMIT ITS FINAL INVOICE TO CITY no later than sixty (60) calendar days after occurrence of the last of these items. The accepted ICR will apply to this AGREEMENT and all other agreements executed between CITY and the CONSULTANT, either as a prime or subconsultant, with the same fiscal period ICR.

ARTICLE X: SUBCONTRACTING

A. Nothing contained in this AGREEMENT or otherwise, shall create any contractual relation between the CITY and any Subconsultants, and no sub-agreement shall relieve the CONSULTANT of its responsibilities and obligations hereunder. The CONSULTANT agrees to be as fully responsible to the CITY for the acts and omissions of its Subconsultants and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the CONSULTANT. The CONSULTANT's obligation to pay its Subconsultants is an independent obligation from the CITY's obligation to make payments to the CONSULTANT.

B. The CONSULTANT shall perform the work contemplated with resources available within its own organization and no portion of the work shall be subcontracted without written authorization by the CITY Contract Administrator, except that which is expressly identified in the CONSULTANT's approved Cost Proposal.

C. Any sub-agreement entered into as a result of this AGREEMENT, shall contain all the provisions stipulated in this entire AGREEMENT to be applicable to Subconsultants unless otherwise noted.

D. CONSULTANT shall pay its Subconsultants within Fifteen (15) calendar days from receipt of each payment made to the CONSULTANT by the CITY.

E. Any substitution of Subconsultants must be approved in writing by the CITY Contract Administrator in advance of assigning work to a substitute Subconsultant.

F. Prompt Progress Payment

CONSULTANT or subconsultant shall pay to any subconsultant, not later than fifteen (15) days after receipt of each progress payment, unless otherwise agreed to in writing, the respective amounts allowed CONSULTANT on account of the work performed by the subconsultants, to the extent of each subconsultant's interest therein. In the event that there is a good faith dispute over all or any portion of the amount due on a progress payment from CONSULTANT or subconsultant to a subconsultant, CONSULTANT or subconsultant may withhold no more than 150 percent of the disputed amount. Any violation of this requirement shall constitute a cause for disciplinary action and shall subject the licensee to a penalty, payable to the subconsultant, of 2 percent of the amount due per month for every month that payment is not made.

In any action for the collection of funds wrongfully withheld, the prevailing party shall be entitled to his or her attorney's fees and costs. The sanctions authorized under this requirement shall be separate from, and in addition to, all other remedies, either civil, administrative, or criminal. This clause applies to both DBE and non-DBE subconsultants.

G. Prompt Payment of Withheld Funds to Subconsultants

The CITY may hold retainage from CONSULTANT and shall make prompt and regular incremental acceptances of portions, as determined by the CITY, of the contract work, and pay retainage to CONSULTANT based on these acceptances. The CITY shall designate one of the methods below in the contract to ensure prompt and full payment of any retainage kept by CONSULTANT or subconsultant to a subconsultant.

Method 3: The CITY shall hold retainage from CONSULTANT and shall make prompt and regular incremental acceptances of portions, as determined by the CITY of the contract work and pay retainage to CONSULTANT based on these acceptances. CONSULTANT or subconsultant shall return all monies withheld in retention from all subconsultants within 15 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the CITY. Any delay or postponement of payment may take place only for good cause and with the CITY's prior written approval. Any violation of these provisions shall subject the violating CONSULTANT or subconsultant to the penalties, sanctions, and other remedies specified in Section 3321 of the California Civil Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies otherwise available to CONSULTANT or subconsultant in the event of a dispute involving late payment or nonpayment by CONSULTANT; deficient subconsultant performance and/or noncompliance by a subconsultant. This clause applies to both DBE and non-DBE subconsultants. Any violation of these provisions shall subject the violating CONSULTANT or subconsultant to the penalties, sanctions and other remedies specified therein. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to CONSULTANT or subconsultant in the event of a dispute involving late payment or nonpayment by CONSULTANT, deficient subcontract performance, or noncompliance by a subconsultant.

ARTICLE XI: EQUIPMENT PURCHASE AND OTHER CAPITAL EXPENDITURES

A. Prior authorization in writing by CITY's Contract Administrator shall be required before CONSULTANT enters into any unbudgeted purchase order, or subcontract exceeding five thousand dollars (\$5,000) for supplies, equipment, or CONSULTANT services. CONSULTANT shall provide an evaluation of the necessity or desirability of incurring such costs.

B. For purchase of any item, service, or consulting work not covered in CONSULTANT's approved Cost Proposal and exceeding five thousand dollars (\$5,000), with prior authorization by CITY's Contract Administrator, three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

C. Any equipment purchased with funds provided under the terms of this AGREEMENT is subject to the following:

1. CONSULTANT shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of five thousand dollars (\$5,000) or more. If the purchased equipment needs replacement and is sold or traded in, CITY shall receive a proper refund or credit at the conclusion of the AGREEMENT, or if the AGREEMENT is terminated, CONSULTANT may either keep the equipment and credit CITY in an amount equal to its

fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established CITY procedures; and credit CITY in an amount equal to the sales price. If CONSULTANT elects to keep the equipment, fair market value shall be determined at CONSULTANT's expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by CITY and CONSULTANT, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by CITY.

2. ~~Regulation 2 CFR Part 200 requires a credit to Federal funds when participating equipment with a fair market value greater than five thousand dollars (\$5,000) is credited to the project.~~

ARTICLE XII: STATE PREVAILING WAGE RATES

A. **D.I.R. REGISTRATION.** No CONSULTANT or Subconsultant may be awarded an AGREEMENT containing public work elements unless registered with the Department of Industrial Relations (DIR) pursuant to Labor Code §1725.5. Registration with DIR must be maintained throughout the entire term of this AGREEMENT, including any subsequent amendments.

B. **WAGE DETERMINATIONS (CALTRANS).** The CONSULTANT shall comply with all of the applicable provisions of the California Labor Code requiring the payment of prevailing wages. The General Prevailing Wage Rate Determinations applicable to work under this AGREEMENT are available and on file with the Department of Transportation's Regional/District Labor Compliance Officer (http://www.dot.ca.gov/hq/construc/LaborCompliance/documents/District-Region_Map_Construction_7-8-15.pdf). These wage rates are made a specific part of this AGREEMENT by reference pursuant to Labor Code §1773.2 and will be applicable to work performed at a construction project site. Prevailing wages will be applicable to all inspection work performed at CITY construction sites, at CITY facilities and at off-site locations that are set up by the construction contractor or one of its subcontractors solely and specifically to serve CITY projects. Prevailing wage requirements do not apply to inspection work performed at the facilities of vendors and commercial materials suppliers that provide goods and services to the general public.

C. **GENERAL PREVAILING WAGE RATES.** General Prevailing Wage Rate Determinations applicable to this project may also be obtained from the Department of Industrial Relations Internet site at <http://www.dir.ca.gov>.

D. **PAYROLL RECORDS.**

1. Each CONSULTANT and Subconsultant shall keep accurate certified payroll records and supporting documents as mandated by Labor Code §1776 and as defined in 8 CCR §16000 showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the CONSULTANT or Subconsultant in connection with the public work. Each payroll record shall contain or be verified by a written declaration that it is made under penalty of perjury, stating both of the following:

a. The information contained in the payroll record is true and correct.

b. The employer has complied with the requirements of Labor Code §1771, §1811, and §1815 for any work performed by his or her employees on the public works project.

2. The payroll records enumerated under paragraph (1) above shall be certified as correct by the CONSULTANT under penalty of perjury. The payroll records and all supporting documents shall be made available for inspection and copying by CITY representatives at all reasonable hours at the principal

office of the CONSULTANT. The CONSULTANT shall provide copies of certified payrolls or permit inspection of its records as follows:

- a. A certified copy of an employee's payroll record shall be made available for inspection or furnished to the employee or the employee's authorized representative on request.
 - b. A certified copy of all payroll records enumerated in paragraph (1) above, shall be made available for inspection or furnished to a representative of CITY, the Division of Labor Standards Enforcement and the Division of Apprenticeship Standards of the Department of Industrial Relations. Certified payrolls submitted to CITY, the Division of Labor Standards Enforcement and the Division of Apprenticeship Standards shall not be altered or obliterated by the CONSULTANT.
 - c. The public shall not be given access to certified payroll records by the CONSULTANT. The CONSULTANT is required to forward any requests for certified payrolls to the CITY Contract Administrator by both email and regular mail on the business day following receipt of the request.
3. Each CONSULTANT shall submit a certified copy of the records enumerated in paragraph (1) above, to the entity that requested the records within ten (10) calendar days after receipt of a written request.
 4. Any copy of records made available for inspection as copies and furnished upon request to the public or any public agency by CITY shall be marked or obliterated in such a manner as to prevent disclosure of each individual's name, address, and social security number. The name and address of the CONSULTANT or Subconsultant performing the work shall not be marked or obliterated.
 5. The CONSULTANT shall inform CITY of the location of the records enumerated under paragraph (1) above, including the street address, CITY and county, and shall, within five (5) working days, provide a notice of a change of location and address.
 6. The CONSULTANT or Subconsultant shall have ten (10) calendar days in which to comply subsequent to receipt of written notice requesting the records enumerated in paragraph (1) above. In the event the CONSULTANT or Subconsultant fails to comply within the ten (10) day period, he or she shall, as a penalty to CITY, forfeit one hundred dollars (\$100) for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Such penalties shall be withheld by CITY from payments then due. CONSULTANT is not subject to a penalty assessment pursuant to this section due to the failure of a Subconsultant to comply with this section.

E. **CERTIFIED PAYROLL.** When prevailing wage rates apply, the CONSULTANT is responsible for verifying compliance with certified payroll requirements. Invoice payment will not be made until the invoice is approved by the CITY Contract Administrator.

F. **PENALTY.**

1. The CONSULTANT and any of its Subconsultants shall comply with Labor Code §1774 and §1775. Pursuant to Labor Code §1775, the CONSULTANT and any Subconsultant shall forfeit to the CITY a penalty of not more than two hundred dollars (\$200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the Director of DIR for the work or craft in which the worker is employed for any public work done under the AGREEMENT by the CONSULTANT or by its Subconsultant in violation of the requirements of the Labor Code and in particular, Labor Code §§1770 to 1780, inclusive.

2. The amount of this forfeiture shall be determined by the Labor Commissioner and shall be based on consideration of mistake, inadvertence, or neglect of the CONSULTANT or Subconsultant in failing to pay the correct rate of prevailing wages, or the previous record of the CONSULTANT or Subconsultant in meeting their respective prevailing wage obligations, or the willful failure by the CONSULTANT or Subconsultant to pay the correct rates of prevailing wages. A mistake, inadvertence, or neglect in failing to pay the correct rates of prevailing wages is not excusable if the CONSULTANT or Subconsultant had knowledge of the obligations under the Labor Code. The CONSULTANT is responsible for paying the appropriate rate, including any escalations that take place during the term of the AGREEMENT.

3. In addition to the penalty and pursuant to Labor Code §1775, the difference between the prevailing wage rates and the amount paid to each worker for each calendar day or portion thereof for which each worker was paid less than the prevailing wage rate shall be paid to each worker by the CONSULTANT or Subconsultant.

4. If a worker employed by a Subconsultant on a public works project is not paid the general prevailing per diem wages by the Subconsultant, the prime CONSULTANT of the project is not liable for the penalties described above unless the prime CONSULTANT had knowledge of that failure of the Subconsultant to pay the specified prevailing rate of wages to those workers or unless the prime CONSULTANT fails to comply with all of the following requirements:

a. The AGREEMENT executed between the CONSULTANT and the Subconsultant for the performance of work on public works projects shall include a copy of the requirements in Labor Code §§ 1771, 1775, 1776, 1777.5, 1813, and 1815.

b. The CONSULTANT shall monitor the payment of the specified general prevailing rate of per diem wages by the Subconsultant to the employees by periodic review of the certified payroll records of the Subconsultant.

c. Upon becoming aware of the Subconsultant's failure to pay the specified prevailing rate of wages to the Subconsultant's workers, the CONSULTANT shall diligently take corrective action to halt or rectify the failure, including but not limited to, retaining sufficient funds due the Subconsultant for work performed on the public works project.

d. Prior to making final payment to the Subconsultant for work performed on the public works project, the CONSULTANT shall obtain an affidavit signed under penalty of perjury from the Subconsultant that the Subconsultant had paid the specified general prevailing rate of per diem wages to the Subconsultant's employees on the public works project and any amounts due pursuant to Labor Code §1813.

5. Pursuant to Labor Code §1775, CITY shall notify the CONSULTANT on a public works project within fifteen (15) calendar days of receipt of a complaint that a Subconsultant has failed to pay workers the general prevailing rate of per diem wages.

6. If CITY determines that employees of a Subconsultant were not paid the general prevailing rate of per diem wages and if CITY did not retain sufficient money under the AGREEMENT to pay those employees the balance of wages owed under the general prevailing rate of per diem wages, the CONSULTANT shall withhold an amount of moneys due the Subconsultant sufficient to pay those employees the general prevailing rate of per diem wages if requested by CITY.

G. HOURS OF LABOR

Eight (8) hours labor constitutes a legal day's work. The CONSULTANT shall forfeit, as a penalty to the CITY, twenty-five dollars (\$25) for each worker employed in the execution of the AGREEMENT by the CONSULTANT or any of its Subconsultants for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week in violation of the provisions of the Labor Code, and in particular §§1810 to 1815 thereof, inclusive, except that work performed by employees in excess of eight (8) hours per day, and forty (40) hours during any one week, shall be permitted upon compensation for all hours worked in excess of eight (8) hours per day and forty (40) hours in any week, at not less than one and one-half (1.5) times the basic rate of pay, as provided in §1815.

H. EMPLOYMENT OF APPRENTICES.

1. Where either the prime AGREEMENT or the subagreement exceeds thirty thousand dollars (\$30,000), the CONSULTANT and any subconsultants under him or her shall comply with all applicable requirements of Labor Code §§ 1777.5, 1777.6 and 1777.7 in the employment of apprentices.
2. CONSULTANTS and subconsultants are required to comply with all Labor Code requirements regarding the employment of apprentices, including mandatory ratios of journey level to apprentice workers. Prior to commencement of work, CONSULTANT and subconsultants are advised to contact the DIR Division of Apprenticeship Standards website at <https://www.dir.ca.gov/das/>, for additional information regarding the employment of apprentices and for the specific journey-to- apprentice ratios for the AGREEMENT work. The CONSULTANT is responsible for all subconsultants' compliance with these requirements. Penalties are specified in Labor Code §1777.7.

ARTICLE XIII: CONFLICT OF INTEREST

- A. During the term of this AGREEMENT, the CONSULTANT shall disclose any financial, business, or other relationship with CITY that may have an impact upon the outcome of this AGREEMENT or any ensuing CITY construction project. The CONSULTANT shall also list current clients who may have a financial interest in the outcome of this AGREEMENT or any ensuing CITY construction project which will follow.
- B. CONSULTANT certifies that it has disclosed to CITY any actual, apparent, or potential conflicts of interest that may exist relative to the services to be provided pursuant to this AGREEMENT. CONSULTANT agrees to advise CITY of any actual, apparent or potential conflicts of interest that may develop subsequent to the date of execution of this AGREEMENT. CONSULTANT further agrees to complete any statements of economic interest if required by either CITY ordinance or State law.
- C. The CONSULTANT hereby certifies that it does not now have nor shall it acquire any financial or business interest that would conflict with the performance of services under this AGREEMENT.
- D. The CONSULTANT hereby certifies that the CONSULTANT or subconsultant and any firm affiliated with the CONSULTANT or subconsultant that bids on any construction contract or on any Agreement to provide construction inspection for any construction project resulting from this AGREEMENT, has established necessary controls to ensure a conflict of interest does not exist. An affiliated firm is one, which is subject to the control of the same persons, through joint ownership or otherwise.
- E. CONSULTANT maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this Agreement.

F. Further CONSULTANT warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or result from the award or making of this Agreement.

G. For breach or violation of this warranty, CITY shall have the right to rescind this Agreement without liability.

H. For the term of this Agreement, no member, officer or employee of CITY, during the term of his or her service with CITY, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

ARTICLE XIV: REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION

The CONSULTANT warrants that this AGREEMENT was not obtained or secured through rebates, kickbacks or other unlawful consideration either promised or paid to any CITY employee. For breach or violation of this warranty, CITY shall have the right, in its discretion, to terminate this AGREEMENT without liability, to pay only for the value of the work actually performed, or to deduct from this AGREEMENT price or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

ARTICLE XV: PROHIBITION OF EXPENDING CITY, STATE, OR FEDERAL FUNDS FOR LOBBYING (for use when Federal funding will exceed \$150,000)

A. The CONSULTANT certifies, to the best of his or her knowledge and belief, that:

1. ~~No State, Federal, or CITY appropriated funds have been paid or will be paid, by or on behalf of the CONSULTANT, to any person for influencing or attempting to influence an officer or employee of any local, State, or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding or making of this AGREEMENT, or with the extension, continuation, renewal, amendment, or modification of this AGREEMENT.~~

2. ~~If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this AGREEMENT, the CONSULTANT shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.~~

B. ~~This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. §1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than ten thousand dollars (\$10,000) and not more than one hundred thousand dollars (\$100,000) for each such failure.~~

C. ~~The CONSULTANT also agrees by signing this document that he or she shall require that the language of this certification be included in all lower tier subagreements, which exceed one hundred thousand dollars (\$100,000), and that all such subrecipients shall certify and disclose accordingly.~~

ARTICLE XVI: NON-DISCRIMINATION CLAUSE AND STATEMENT OF COMPLIANCE

A. The CONSULTANT's signature affixed herein and dated shall constitute a certification under penalty of perjury under the laws of the State of California that the CONSULTANT has, unless exempt, complied with the nondiscrimination program requirements of Gov. Code §12990 and 2 CCR § 8103.

B. During the performance of this AGREEMENT, CONSULTANT and its subconsultants represents that they are an Equal Opportunity Employer, and shall not deny the AGREEMENT's benefits or discriminate against any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. CONSULTANT and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of CITY's programs or guidelines currently in effect as identified and provided to Consultant by CITY.

C. CONSULTANT and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 et seq.), the applicable regulations promulgated there under (2 CCR §11000 et seq.), the provisions of Gov. Code §§11135-11139.5, and the regulations or standards adopted by CITY to implement such article. The applicable regulations of the Fair Employment and Housing Commission implementing Gov. Code §12990 (a-f), set forth 2 CCR §§8100-8504, are incorporated into this AGREEMENT by reference and made a part hereof as if set forth in full.

D. CONSULTANT shall permit access by representatives of the Department of Fair Employment and Housing and the CITY upon reasonable notice at any time during the normal business hours, but in no case less than twenty-four (24) hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or CITY shall require to ascertain compliance with this clause.

E. CONSULTANT and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

F. CONSULTANT shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this AGREEMENT.

G. The CONSULTANT, with regard to the work performed under this AGREEMENT, shall act in accordance with Title VI of the Civil Rights Act of 1964 (42 U.S.C. §2000d et seq.). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the United States shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.

H. The CONSULTANT shall comply with regulations relative to non-discrimination in federally-assisted programs of the U.S. Department of Transportation (49 CFR Part 21 - Effectuation of Title VI of the Civil Rights Act of 1964). Specifically, the CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR §21.5, including employment practices and the selection and retention of Subconsultants.

I. CONSULTANT, subrecipient or subconsultant will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR 26 on the basis of race, color, sex, or national origin. In administering CITY components of the DBE Program Plan, CONSULTANT, subrecipient or subconsultant will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin

ARTICLE XVII: DEBARMENT AND SUSPENSION CERTIFICATION

A. The CONSULTANT's signature affixed herein shall constitute a certification under penalty of perjury under the laws of the State of California, that the CONSULTANT or any person associated therewith in the capacity of owner, partner, director, officer or manager:

1. Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency;
2. Has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years;
3. Does not have a proposed debarment pending; and
4. Has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years.

B. Any exceptions to this certification must be disclosed to CITY. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining responsibility. Disclosures must indicate the party to whom the exceptions apply, the initiating agency, and the dates of agency action.

C. Exceptions to the Federal Government Excluded Parties List System maintained by the U.S. General Services Administration are to be determined by FHWA.

ARTICLE XVIII: DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

~~A. CONSULTANT, subrecipient (CITY), or subconsultant shall take necessary and reasonable steps to ensure that DBEs have opportunities to participate in the contract (49 CFR 26). To ensure equal participation of DBEs provided in 49 CFR 26.5, The CITY shows a contract goal for DBEs. CONSULTANT shall make work available to DBEs and select work parts consistent with available DBE subconsultants and suppliers.~~

~~CONSULTANT shall meet the DBE goal shown elsewhere in these special provisions or demonstrate that they made adequate good faith efforts to meet this goal. It is CONSULTANT's responsibility to verify that the DBE firm is certified as DBE at date of proposal opening and document the record by printing out the California Unified Certification Program (CUCP) data for each DBE firm. A list of DBEs certified by the CUCP can be found at <https://dot.ca.gov/programs/civil-rights/dbe-search>.~~

~~All DBE participation will count toward the California Department of Transportation's federally mandated statewide overall DBE goal. Credit for materials or supplies CONSULTANT purchases from DBEs counts towards the goal in the following manner:~~

- ~~▲100 percent counts if the materials or supplies are obtained from a DBE manufacturer.~~

- * 60 percent counts if the materials or supplies are purchased from a DBE regular dealer.
- * Only fees, commissions, and charges for assistance in the procurement and delivery of materials or supplies count if obtained from a DBE that is neither a manufacturer nor regular dealer. 49 CFR 26.55 defines "manufacturer" and "regular dealer."

This AGREEMENT is subject to 49 CFR Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". CONSULTANTS who enter into a federally-funded agreement, and proposes on a federal funded project RFP, will assist the CITY in a good faith effort to achieve California's statewide overall DBE goal.

B. — ~~The goal for DBE participation for this AGREEMENT is 0%.~~ Participation by DBE CONSULTANT or subconsultants shall be in accordance with information contained in Appendix "C": *Exhibit 10-01: Consultant Proposal DBE Commitment*, attached hereto and incorporated as part of the AGREEMENT. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.

C. — CONSULTANT can meet the DBE participation goal by either documenting commitments to DBEs to meet the AGREEMENT goal, or by documenting adequate good faith efforts to meet the AGREEMENT goal. An adequate good faith effort means that the CONSULTANT must show that it took all necessary and reasonable steps to achieve a DBE goal that, by their scope, intensity, and appropriateness to the objective, could reasonably be expected to meet the DBE goal. If CONSULTANT has not met the DBE goal, complete and submit Appendix "D": *Exhibit 15 H: DBE Information - Good Faith Efforts* to document efforts to meet the goal. Refer to 49 CFR Part 26 for guidance regarding evaluation of good faith efforts to meet the DBE goal.

D. — Contract Assurance

Under 49 CFR 26.13(b):

CONSULTANT, subrecipient or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. CONSULTANT shall carry out applicable requirements of 49 CFR 26 in the award and administration of federal aid contracts.

Failure by the CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the CONSULTANT from future proposing as non-responsible

E. — Termination and Substitution of DBE Subconsultants

CONSULTANT shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless CONSULTANT or DBE subconsultant obtains the CITY's written consent. CONSULTANT shall not terminate or substitute a listed DBE for convenience and perform the work with their own forces or obtain materials from other sources without authorization from the CITY. Unless the CITY's consent is provided, the CONSULTANT shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE on the Exhibit 10-02 Consultant Contract DBE Commitment form, included in the Bid.

The CITY authorizes a request to use other forces or sources of materials if CONSULTANT shows any of the following justifications:

1. Listed DBE fails or refuses to execute a written contract based on plans and specifications for the project.
2. The CITY stipulated that a bond is a condition of executing the subcontract and the listed DBE fails to meet the CITY's bond requirements.
3. Work requires a consultant's license and listed DBE does not have a valid license under Contractors License Law.
4. Listed DBE fails or refuses to perform the work or furnish the listed materials (failing or refusing to perform is not an allowable reason to remove a DBE if the failure or refusal is a result of bad faith or discrimination).
5. Listed DBE's work is unsatisfactory and not in compliance with the contract.
6. Listed DBE is ineligible to work on the project because of suspension or debarment.
7. Listed DBE becomes bankrupt or insolvent.
8. Listed DBE voluntarily withdraws with written notice from the Contract.
9. Listed DBE is ineligible to receive credit for the type of work required.
10. Listed DBE owner dies or becomes disabled resulting in the inability to perform the work on the Contract.
11. The CITY determines other documented good cause.

CONSULTANT shall notify the original DBE of the intent to use other forces or material sources and provide the reasons and provide the DBE with 5 days to respond to the notice and advise CONSULTANT and the CITY of the reasons why the use of other forces or sources of materials should not occur.

CONSULTANT's request to use other forces or material sources must include:

1. One or more of the reasons listed in the preceding paragraph.
2. Notices from CONSULTANT to the DBE regarding the request.
3. Notices from the DBEs to CONSULTANT regarding the request.

If a listed DBE is terminated or substituted, CONSULTANT must make good faith efforts to find another DBE to substitute for the original DBE. The substitute DBE must perform at least the same amount of work as the original DBE under the contract to the extent needed to meet or exceed the DBE goal.

F.—Commitment and Utilization

The CITY's DBE program must include a monitoring and enforcement mechanism to ensure that DBE commitments reconcile to DBE utilization.

The CITY shall request CONSULTANT to:

1. Notify the CITY's contract administrator or designated representative of any changes to its anticipated DBE participation
2. Provide this notification before starting the affected work Page 24 of 32 September 2020 Local Assistance Procedures Manual EXHIBIT 10 R A&E Boilerplate Agreement Language
3. Maintain records including:
 - Name and business address of each 1st tier subconsultant
 - Name and business address of each DBE subconsultant, DBE vendor, and DBE trucking company, regardless of tier
 - Date of payment and total amount paid to each business (see Exhibit 9 F Monthly Disadvantaged Business Enterprise Payment)

If CONSULTANT is a DBE CONSULTANT, they shall include the date of work performed by their own forces and the corresponding value of the work.

If a DBE is decertified before completing its work, the DBE must notify CONSULTANT in writing of the decertification date. If a business becomes a certified DBE before completing its work, the business must notify CONSULTANT in writing of the certification date. CONSULTANT shall submit the notifications to the CITY. On work completion, CONSULTANT shall complete a Disadvantaged Business Enterprises (DBE) Certification Status Change, Exhibit 17-O, form and submit the form to the CITY within 30 days of contract acceptance.

Upon work completion, CONSULTANT shall complete Exhibit 17-F Final Report—Utilization of Disadvantaged Business Enterprises (DBE), First Tier Subcontractors and submit it to the CITY within 90 days of contract acceptance. The CITY will withhold \$10,000 until the form is submitted. The CITY will release the withhold upon submission of the completed form.

In the CITY's reports of DBE participation to Caltrans, the CITY must display both commitments and attainments.

G. — A DBE is only eligible to be counted toward the AGREEMENT goal if it performs a commercially useful function (CUF) on the AGREEMENT. CUF must be evaluated on an agreement-by-agreement basis. A DBE performs a Commercially Useful Function (CUF) when it is responsible for execution of the work of the AGREEMENT and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible, with respect to materials and supplies used on the AGREEMENT, for negotiating price, determining quality and quantity, ordering the material and installing (where applicable), and paying for the material itself. To determine whether a DBE is performing a CUF, evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the AGREEMENT is commensurate with the work it is actually performing, and other relevant factors.

H. — A DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, AGREEMENT, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

I. — If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its AGREEMENT with its own work force, or the DBE subcontracts a greater portion of the work of the AGREEMENT than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.

J. — CONSULTANT shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime CONSULTANT's shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

K. — Upon completion of the AGREEMENT, a summary of these records shall be prepared and submitted on the form entitled, Appendix "E": Exhibit 17-F1: Final Report Utilization of Disadvantaged Business Enterprise (DBE) for On-call Contracts, certified correct by CONSULTANT or CONSULTANT's authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to CONSULTANT when a satisfactory "Final Report Utilization of Disadvantaged Business Enterprises (DBE), First Tier Subconsultants" is submitted to the Contract Administrator.

~~L. If a DBE subconsultant is decertified during the life of the AGREEMENT, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the AGREEMENT, the subconsultant shall notify CONSULTANT in writing with the date of certification. Any changes should be reported to CITY's Contract Administrator within thirty (30) calendar days.~~

~~M. Any subcontract entered into as a result of this AGREEMENT shall contain all of the provisions of this section.~~

ARTICLE XIX: INSURANCE

A. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of this Agreement, the following insurance policies.

1. Workers Compensation Coverage. As required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.
2. General Liability Coverage. Insurance Services Office (ISO) Form CG 0001, including products and completed operations, with limits of no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be FOUR MILLION AND NO/100 DOLLARS (\$4,000,000), twice the required occurrence limit.
3. Automobile Liability Coverage. ISO Form Number CA 0001 covering any auto (Code 1), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.
4. Professional Liability Coverage. Contractor will maintain Professional Liability coverage with limits no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per occurrence or claim, and TWO MILLION AND NO/100 DOLLARS (\$2,000,000) policy aggregate.

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

C. Consultant's insurance policies shall be "occurrence" policies and not "claims-made" coverage except for Professional Liability Coverage.

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

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

guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention.

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

1. "The City and its elected or appointed officers, officials, employees, agents, and volunteers are to be covered as additional insureds on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of Consultant including materials, parts, or equipment furnished in connection with such work or operations; products used by Consultant; or automobiles owned, leased, hired or borrowed by Consultant. General liability coverage can be provided in the form of an endorsement to Consultant's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
2. For any claims related to this contract, Consultant's insurance coverage, with the exception of Professional Liability Insurance, shall be primary insurance as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees, or volunteers shall be in excess of Consultant's insurance and shall be non-contributory.
3. Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.
4. These policies of insurance shall be considered primary insurance as respects the City, its elected or appointed officers, officials, employees, agents and volunteers, with the exception of Professional Liability Insurance. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with the policies of insurance obtained by Consultant.
5. With the exception of Professional Liability Insurance, these policies of insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.
6. The insurer shall agree to waive all rights of subrogation against City, its officials, officers, agents, employees and volunteers for losses arising from work performed by Consultant for City.
7. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
8. The insurance provided by these policies shall not be canceled except after thirty (30) days written notice has been received by the City. The Consultant or its insurance agent shall, to the extent feasible, notify the City in writing thirty (30) days prior to the date on which any insurance policy required hereunder will be suspended voided, modified, or reduced. If such thirty (30) day prior notice is not feasible, notice will be promptly provided to the City upon Consultant's knowledge that a noticeable event will or has occurred.

G. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A: VII and which are authorized to write business in California.

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

correct copies of all required insurance policies, including endorsements required by these specifications, at any time. The policies can be redacted of personal information.

- I. Consultant hereby grants to CITY and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Consultant may acquire against the CITY and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Consultant agrees to obtain endorsements necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the CITY has received a waiver of subrogation endorsement from the insurer.
- J. The CITY reserves the right to modify the insurance requirements contained in this contract, including, without limitation, coverage limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.
- K. Subcontractors. Contractor shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

ARTICLE XX: FUNDING REQUIREMENTS

- A. It is mutually understood between the parties that this AGREEMENT may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the AGREEMENT were executed after that determination was made.
- B. This AGREEMENT is valid and enforceable only, if sufficient funds are made available to CITY for the purpose of this AGREEMENT. In addition, this AGREEMENT is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or CITY governing board that may affect the provisions, terms, or funding of this AGREEMENT in any manner.
- C. It is mutually agreed that if sufficient funds are not appropriated, this AGREEMENT may be amended to reflect any reduction in funds.
- D. CITY has the option to terminate the AGREEMENT pursuant to Article VI Termination, or by mutual agreement to amend the AGREEMENT to reflect any reduction of funds.

ARTICLE XXI: CHANGE IN TERMS

- A. This AGREEMENT may be amended or modified only by mutual written agreement of the parties.
- B. CONSULTANT shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by CITY's Contract Administrator.
- C. There shall be no change in CONSULTANT's Project Manager or members of the project team which shall not be unreasonable withheld, as listed in the approved Cost Proposal, which is a part of this AGREEMENT without prior written approval by CITY's Contract Administrator.

ARTICLE XXII: CONTINGENT FEE

CONSULTANT warrants, by execution of this AGREEMENT that no person or selling agency has been employed, or retained, to solicit or secure this AGREEMENT upon an agreement or understanding, for a

commission, percentage, brokerage, or contingent fee, excepting bona fide employees, or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, CITY has the right to annul this AGREEMENT without liability; pay only for the value of the work actually performed, or in its discretion to deduct from the AGREEMENT price or consideration, or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE XXIII: DISPUTES

A. Prior to either party commencing any legal action under this AGREEMENT, the parties agree to try in good faith, to resolve any dispute amicably between them through mediation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, and has not been settled after forty-five (45) days of good-faith negotiations and as may be otherwise provided herein, then either party may commence legal action against the other.

B. Neither the pendency of a dispute, nor its consideration by the committee will excuse CONSULTANT from full and timely performance in accordance with the terms of this AGREEMENT.

ARTICLE XXIV: INSPECTION OF WORK

CONSULTANT and any subconsultant shall permit CITY, ~~the State, and the FHWA if federal participating funds are used in this AGREEMENT;~~ to review and inspect the project activities and files at all reasonable times during the performance period of this AGREEMENT.

ARTICLE XXV: SAFETY

A. CONSULTANT shall comply with OSHA regulations applicable to CONSULTANT regarding necessary safety equipment or procedures. CONSULTANT shall comply with safety instructions issued by CITY Safety Officer and other CITY representatives. CONSULTANT personnel shall wear hard hats and safety vests at all times while working on the construction project site.

B. Pursuant to the authority contained in Vehicle Code §591, CITY has determined that such areas are within the limits of the project and are open to public traffic. CONSULTANT shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. CONSULTANT shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.

C. CONSULTANT must have a Division of Occupational Safety and Health (CAL-OSHA) permit(s), as outlined in Labor Code §6500 and §6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five (5) feet or deeper.

ARTICLE XXVI: OWNERSHIP OF DATA

A. It is mutually agreed that all materials prepared by CONSULTANT, its officers, employees, agents, and subcontractors under this AGREEMENT, except working notes and internal documents, shall become the sole property of the CITY in its discretion without further compensation to the CONSULTANT or to any other party, and the CONSULTANT shall have no property right therein whatsoever. Immediately upon termination, CITY shall be entitled to, and CONSULTANT shall deliver to CITY, reports, investigations, appraisals, inventories, studies, analyses, drawings and data estimates performed to that date, whether completed or not, and other such materials as may have been prepared or accumulated to date by CONSULTANT in performing this AGREEMENT which is not CONSULTANT's privileged information, as defined by law, or CONSULTANT's

personnel information, along with all other property belonging exclusively to CITY which is in CONSULTANT's possession. Publication of the information derived from work performed or data obtained in connection with services rendered under this AGREEMENT must be approved in writing by CITY.

B. Additionally, it is agreed that the Parties intend this to be an AGREEMENT for services and each considers the products and results of the services to be rendered by CONSULTANT hereunder to be work made for hire. CONSULTANT acknowledges and agrees that the work (and all rights therein, including, without limitation, copyright) belongs to and shall be the sole and exclusive property of CITY without restriction or limitation upon its use or dissemination by CITY.

C. Nothing herein shall constitute or be construed to be any representation by CONSULTANT that the work product is suitable in any way for any other project except the one detailed in this Contract. The CITY's use of completed documents for other projects and/or the use of uncompleted documents without the written authorization of Consultant will be at the CITY's sole risk. The CITY shall, to the fullest extent permitted by law, indemnify and hold harmless the Consultant from all claims, damages, losses, and expenses, including attorney fees, arising out of or resulting from any unauthorized reuse of, or changes to the Project Documents not performed by the Consultant.

D. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27 Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).

E. CITY may permit copyrighting reports or other agreement products. ~~If copyrights are permitted, the AGREEMENT shall provide that the FHWA shall have the royalty free nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use, the work for government purposes.~~

F. **Licensing of Intellectual Property.** This Agreement creates a non-exclusive and perpetual license for CITY to use, modify, reuse or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data electronic or otherwise recorded on computer diskettes which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that CITY is granted non-exclusive and perpetual license for any Documents & Data the subcontractor prepared under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. CITY shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purpose intended by this Agreement shall be at CITY's sole risk. The CITY shall, to the fullest extent permitted by law, indemnify and hold harmless the Consultant from all claims, damages, losses, and expenses, including attorney fees, arising out of or resulting from any unauthorized reuse of or changes to the Project Documents not performed by the Consultant.

ARTICLE XXVII: CLAIMS FILED BY CITY'S CONSTRUCTION CONTRACTOR

A. **CONSULTANT'S PERSONNEL AVAILABILITY.** If claims are filed by CITY's construction contractor relating to work performed by CONSULTANT's personnel, and additional information or assistance from CONSULTANT's personnel is required in order to evaluate or defend against such claims; CONSULTANT agrees to make its personnel available for consultation with CITY'S construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.

B. **CONSULTANT'S PERSONNEL REIMBURSEMENT.** CONSULTANT's personnel that CITY considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from CITY. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for CONSULTANT's personnel services under this AGREEMENT.

C. **CONSULTANT'S PERSONNEL SERVICES.** Services of CONSULTANT's personnel in connection with CITY's construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this AGREEMENT in order to resolve the construction claims.

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

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

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

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

H. **GOVERNING LAW.** This Agreement shall be construed and governed pursuant to the laws of the State of California.

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

ARTICLE XXVIII: CONFIDENTIALITY OF DATA

A. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information including financial, statistical, personal, technical, or other data, and other documents and data either created by or provided to CONSULTANT in connection with and relative to CITY's operations and CONSULTANTS performance of this agreement, which are designated confidential by CITY and made available to CONSULTANT in order to carry out this AGREEMENT, shall be protected and held confidential by CONSULTANT from unauthorized use and disclosure.

B. Such materials shall not, without the prior written consent of CITY, be used by Consultant for any purposes other than the performance of the Services under this Agreement, nor shall such materials be disclosed to any person or entity not connected with the performance of the Services under this Agreement. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use CITY's name, insignia, photographs, or the project for which Consultant's Services are rendered, or any publicity pertaining to the Consultant's Services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent by CITY. Notwithstanding the foregoing, the CITY acknowledges that the Consultant may want/need to include projects performed under this agreement on proposals for similar work in the future. The CITY hereby grants permission to list any projects performed under

this agreement for marketing purposes; provided however, Consultant will not make any representations regarding CITY's satisfaction with Consultant's work product unless Consultant receives a written statement or evaluation from CITY

C. Permission to disclose information on one occasion, or public hearing held by CITY relating to the AGREEMENT, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.

D. CONSULTANT shall not comment publicly to the press or any other media regarding the AGREEMENT or CITY's actions on the same, except to CITY's staff, CONSULTANT's own personnel involved in the performance of this AGREEMENT, at public hearings, or in response to questions from a Legislative committee.

E. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this AGREEMENT without prior review of the contents thereof by CITY, and receipt of CITY'S written permission.

F. All information related to the construction estimate is confidential, and shall not be disclosed by CONSULTANT to any entity, other than CITY, Caltrans, and/or FHWA. All of the materials prepared or assembled by CONSULTANT pursuant to performance of this Contract are confidential and CONSULTANT agrees that they shall not be made available to any individual or organization without the prior written approval of CITY or except by court order. If CONSULTANT or any of its officers, employees, or subcontractors does voluntarily provide information in violation of this Contract, CITY has the right to reimbursement and indemnity from CONSULTANT for any damages caused by CONSULTANT releasing the information, including, but not limited to, CITY's attorney's fees and disbursements, including without limitation experts' fees and disbursements.

ARTICLE XXIX: NATIONAL LABOR RELATIONS BOARD CERTIFICATION

In accordance with Public Contract Code §10296, CONSULTANT hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against CONSULTANT within the immediately preceding two-year period, because of CONSULTANT's failure to comply with an order of a federal court that orders CONSULTANT to comply with an order of the National Labor Relations Board.

ARTICLE XXX: EVALUATION OF CONSULTANT

CONSULTANT's performance will be evaluated by CITY. A copy of the evaluation will be sent to CONSULTANT for comments. The evaluation together with the comments shall be retained as part of the AGREEMENT records. The Consultant Performance Evaluation form and criteria is attached in Appendix "F".

ARTICLE XXXI PROMPT PAYMENT FROM THE CITY TO CONSULTANT

The CITY shall make any progress payment within 30 days after receipt of an undisputed and properly submitted payment request from CONSULTANT on a professional service contract. If the CITY fails to pay promptly, the CITY shall pay interest to the contractor, which accrues at the rate of 10 percent per annum on the principal amount of a money judgment remaining unsatisfied. Upon receipt of a payment request, the CITY shall act in accordance with both of the following:

- (1) Each payment request shall be reviewed by the CITY as soon as practicable after receipt for the purpose of determining that the payment request is a proper payment request.
- (2) Any payment request determined not to be a proper payment request suitable for payment shall be returned to CONSULTANT as soon as practicable, but not later than seven (7) days, after receipt. A

request returned pursuant to this paragraph shall be accompanied by a document setting forth in writing the reasons why the payment request is not proper.

ARTICLE XXXII NOTIFICATION

All notices hereunder and communications regarding interpretation of the terms of this AGREEMENT and changes thereto, shall be affected by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid, and addressed as follows:

CONSULTANT:

ZUMWALT HANSEN, INC

JOHN ZUMWALT, PE, Principle in Charge

324 S. SANTA FE STREET

VISALIA, CA 93292

CITY:

CITY OF HANFORD

ATTN: CITY ENGINEER, Contract Administrator

900 S. 10TH AVENUE

HANFORD, CA 93230

ARTICLE XXXIII: CONTRACT

The two parties to this AGREEMENT, who are the before named CONSULTANT and the before named CITY, hereby agree that this AGREEMENT constitutes the entire AGREEMENT which is made and concluded in duplicate between the two parties. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this AGREEMENT as evidenced by the signatures below.

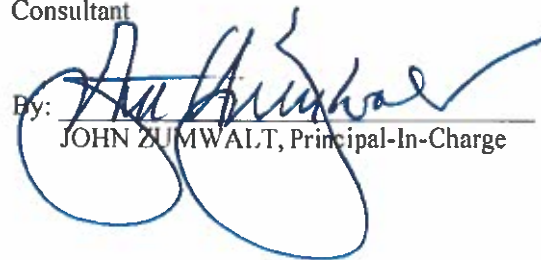
ARTICLE XXXIV: SIGNATURES

IN WITNESS WHEREOF, the parties have executed this Agreement effective on the day and in the year first set forth above.

CITY OF HANFORD,
a Municipal Corporation

By: 
MARIO CIFUENTEZ, City Manager

Consultant

By: 
JOHN ZUMWALT, Principal-In-Charge

APPROVED AS TO CONTENT:

By: 
JOHNATHAN L. DOYEL
Public Works Director

ATTEST:

By: 
NATALIE CORRAL
City Clerk

EXHIBIT “A”

Consultants Cost Proposal for On-Call Contract

(Approved Work Orders)

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

EXHIBIT “B”

Consultants Fee Schedule

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

CITY OF HANFORD
ON-CALL RATE STRUCTURE
11/01/2020

OFFICE PERSONNEL

	<u>Per Hour</u>
Court Appearance, Depositions, Expert Testimony	
Engineer or Land Surveyor	\$ 350
Civil Engineering	
Principal Engineer	\$ 190
Senior Civil Engineer	\$ 165
Civil Engineer	\$ 148
Jr. Civil Engineer (EIT)	\$ 95
Land Surveying	
Senior Professional Land Surveyor	\$ 150
Support Services	
Assistant Engineer/Surveyor	\$ 100
Senior Engineering/Surveying Technician	\$ 88
Jr. Engineering/Surveying Technician	\$ 70
Engineering Aide	\$ 60
Secretarial	\$ 75
Clerk	\$ 50
Field Surveying	
1-Man Survey Crew-Prevailing Rate, Kings County-Non Federal	\$ 200
1-Man Survey Crew-Prevailing Rate, Kings County-Non Federal (GPS & appurtenant electronics)	\$ 228
2-Man Survey Crew-Prevailing Rate, Kings County-Non Federal	\$ 363
2-Man Survey Crew-Prevailing Rate, Kings County-Non Federal (GPS & appurtenant electronics)	\$ 404

(Prevailing Wage as of 10/01/2020)

OVERTIME

Overtime rates will be quoted upon request

REIMBURSABLE EXPENSES

24# B&W bond prints (18"x26")	\$ 1.30/sheet	Copies (8½" x 11") B&W	\$0.20/sheet
24# B&W bond prints (24"x36")	\$ 2.50/sheet	Copies (8½" x 11") color	\$0.40/sheet
24 # B&W bond prints (30"x42")	\$ 4.00/sheet	Copies (11"x17") B&W	\$0.35/sheet
24# Color bond prints (18"x26")	\$ 2.50/sheet	Copies (11"x17") color	\$0.70/sheet
24# Color bond prints (24"x36")	\$ 4.50/sheet	Sub Consultants	Cost plus 15%
24 # Color bond prints (30"x42")	\$ 6.50/sheet	Express Mail/Courier Charges	Commercial Rates
Vellum prints B&W (24"x36")	\$ 3.50/sheet	Equipment rentals	Direct Cost
Mylar plots (18"x26")	\$ 7.00/sheet	Other direct costs	Invoice Plus 15%
Mylar plots (24"x36")	\$ 12.00/sheet	Materials	Invoice Plus 15%

EXHIBIT "C"

Consultant's Proposal DBE Commitment

(LAPM form 10-01: Consultant shall utilize form for specific Federal or State projects work orders requiring a DBE goal.)

Not Applicable to this contract.

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

EXHIBIT “D”
Consultant Performance Evaluation Sheet
(for project closeout)
(LAPM form 10-S)

Consultant Performance Evaluation

Exhibit 10-S Consultant Performance Evaluation

1. PROJECT DATA		2. CONSULTANT DATA					
1a. Project (include title, location, and Activity/CIP No.)	2a. Consultant Name and Address						
1b. Brief Description of Project (design, study, etc.)	2b. Consultant's Manager						
1c. Budget Cost for Project: \$ _____	2c. Phone: _____						
3. AGENCY DEPARTMENT/SECTION RESPONSIBLE							
3a. Department (include section and division)	3b. Agency Project Manager (name & phone)						
4. CONTRACT DATA (Engineering Services)							
4a. Contract No.: _____ Termination date: _____ Base Fee: \$ _____							
Agreement date: _____ Date terminated: _____ Contingency: \$ _____							
4b. Amendment \$ _____ / # _____ \$ _____ / # _____ (Total Value) (Initiated by Agency) (Total Value) (Initiated by Agency)							
4c. Change Order \$ _____ / # _____ \$ _____ / # _____ (Total Value) (Initiated by Agency) (Total Value) (Initiated by Agency)							
4d. Total Fee per Agreement (4a. + 4b. + 4c.) \$ _____ Total Fee Paid \$ _____ (Do not include Contingency Listed in 4a.)							
4e. Type of Services (Design, study, etc.)	4f. Historical Record of Key Submittal Dates (enter date or n/a if not applicable)						
		Preliminary	30%	70%	90%	100%	Final
	Per Agreement						
	Delivery Date						
		Acceptance Date					
4g. Notice To Proceed _____ (date)		4j. Reasons for Change Orders: (Indicate total for each reason)					
		Errors/Omissions \$ _____		% of Base Fee		0.00%	
4h. Number of Days _____ (number)		Unforeseen Conditions \$ _____		% of Base Fee		0.00%	
		Changed Scope \$ _____		% of Base Fee		0.00%	
4i. Actual Number of Days _____ (number)		Changed Quantities \$ _____		% of Base Fee		0.00%	
		Program Task Options \$ _____		% of Base Fee		0.00%	
5. OVERALL RATING (Complete Section II on reverse, include comments as appropriate.)							
		Outstanding	Above Average	Average	Below Average	Poor	N/A
5a.	Plans/Specifications accuracy						
5b.	Consistency with budget						
5c.	Responsiveness to Agency Staff						
5d.	Overall Rating						
6. AUTHORIZING SIGNATURES							
6a. Agency Design Team Leader _____				Date: _____			
6b. Agency Project Manager _____				Date: _____			
6c. Agency Public Works Manager _____				Date: _____			
6d. Consultant Representative _____				Date: _____			

See Reverse Side

Consultant Performance Evaluation

PLANS/SPECIFICATIONS	Outstanding	Above Avg.	Avg.	Below Avg.	Poor	N/A	Responsiveness To Staff	Outstanding	Above Avg.	Avg.	Below Avg.	Poor	N/A
ACCURACY							Timely Responses						
Plans Specifications clear and concise							Attitude toward Client and review bodies						
Plans/Specs Coordination							Follows directions and Chain of responsibility						
Plans/Specs properly formatted							Work product delivered on time						
Code Requirements covered							Timeliness in notifying Agency of major problems						
Adhered to Agency Standard Drawings/Specs							Resolution of field Problems						
Drawings reflect existing conditions							Consistency with budget						
As-Built Drawings							Reasonable Agreement negotiation						
Quality Design							Adherence to fee schedule						
Change Orders due to design deficiencies are minimized							Adherence to project Budget						

Section III

EXPLANATIONS AND SUPPLEMENTAL INFORMATION

(Attach additional documentation as needed)

Item _____:

Item _____:

Item _____:

Item _____:

Item _____:

Item _____:

*Indicates supporting documentation attached.

EXHIBIT “E”

Consultant Annual Certification of Indirect Costs and Financial Management System

(LAPM form 10-K)

Not Applicable to this contract.

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

EXHIBIT “F”
Disclosure of Lobbying Activities
(LAPM form 10-Q)

Not Applicable to this contract.

Zumwalt Hansen shall NOT perform work on projects that receive Federal or State Funding for any phase of the project, and therefore shall not be required to comply with items in the contract that are required ONLY for federal or state funded projects.

RESOLUTION NO. 25-02-R

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPOINTING MICHAEL LONG AS ACTING CITY SURVEYOR

At a regular meeting of the City Council of the City of Hanford duly called and held on February 04, 2025, at 7:00pm in the Council Chambers of the Civic Auditorium, it was moved by council member _____, and seconded by Council Member _____, and duly carried, that the following resolution be adopted.

WHEREAS, the City of Hanford is responsible for ensuring accurate and professional surveying services to maintain public infrastructure and property records; and

WHEREAS, Michael Long of Interwest Consulting Group has demonstrated qualifications, expertise, and licensure as a Professional Land Surveyor in accordance with the laws of the State of California; and

WHEREAS, the City Council desires to appoint Michael Long as the City Surveyor to perform such duties as required under the laws of the State of California and the municipal code of the City of Hanford.

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

1. **Appointment:** The City Council hereby appoints Michael Long, a licensed Professional Land Surveyor (License No. 6815), as the City Surveyor for the City of Hanford, effective February 04, 2025.
2. **Duties:** The City Surveyor shall perform all duties as prescribed by state law, including but not limited to:
 - Conducting surveys and providing professional oversight for public works projects.
 - Reviewing subdivision maps and other land surveying-related documents in accordance with the Subdivision Map Act.
 - Certifying survey-related records.
 - Advising the City Council, Public Works Department, and other city staff on survey matters.
3. **Term:** Michael Long shall serve as City Surveyor for a term of three-years, with the option for two one-year extensions
4. **Compensation:** The City Surveyor will be compensated in accordance with the fee schedule submitted by Interwest Consulting Group for City Surveyor Consultant Services.
5. **Severability:** If any section, subsection, sentence, clause, or phrase of this resolution is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this resolution.

PASSED, ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Hanford duly called and held on the ____ day of _____, 2025, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

Lou Martinez
MAYOR of the City of Hanford

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 regular meeting of the City Council of the City of Hanford held on the day of _____, 2025.

Date: _____ City Clerk _____.



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025	AGENDA SECTION: CONSENT CALENDAR
------------------------	----------------------------------

SUBJECT:

Approval of the addition of two (2) full-time positions to the City's position control budget, an Administrative Assistant position for City Hall (Administration) and an Administrative Analyst for the Fire Department and appropriate \$46,000 from the General Fund for fiscal year 2024/2025 for the additions.

RECOMMENDATION:

Recommendation: That the City Council, by motion, approve the addition of two fulltime positions to the City's position control budget, an Administrative Assistant position for City Hall (Administration) and an Administrative Analyst for the Fire Department and appropriate \$46,000 from the General Fund for fiscal year 2024/2025 for the additions.

BACKGROUND:

The addition of two full-time positions, an Administrative Assistant for City Hall (Administration) and an Administrative Analyst for the Fire Department, is recommended due to impending vacancies and to enhance operational efficiency, improve service delivery, and address increasing administrative demands. The financial impact to the General Fund is offset by cost reductions and efficiencies that greatly reduce the impact to maintain viability long-term. Typically, new position requests would be included in formal budget adoptions or reviews, however, due to the timing of looming vacancies/need this is brought to Council for earlier consideration. Below is the justification for each role:

1. Administrative Assistant for City Hall (Administration)

The Administrative Assistant position will provide critical support to City Hall's administrative operations directly with the City Manager/City Clerk's offices and Parks as well as Community Services, ensuring smooth and efficient workflows for various department's in city hall.

Key Justifications:

- **Continuity in service:** The City can maintain reliable continuity in service at the City Hall front counter in order to provide guidance to public visitors and customer service for Parks and Community Services, passport assistance, and needed support to city administrative functions.
- **Cost-Effectiveness:** By hiring a full-time Administrative Assistant, the City can avoid over-

reliance on higher-salaried staff for routine administrative tasks, optimizing resource allocation, with a relatively. Part-time salaries currently budgeted in Parks and Community Services for admin support will be eliminated as this position would take on some tasks to assist.

- **Improved Responsiveness:** The addition of this role will enable more timely responses to public inquiries, interdepartmental coordination, and documentation needs, enhancing overall resident satisfaction.
- **Operational Support:** The position will support key functions such as scheduling, correspondence management, record-keeping, and facilitating communication between departments and external stakeholders.
- **Increased Workload:** As the City continues to grow, administrative demands on City Hall staff have risen significantly. This position will alleviate workload pressures on current staff, allowing them to focus on higher-level tasks such as economic development, public records, risk and internal services.

2. Administrative Analyst for the Fire Department (future Measure H position)

The Administrative Analyst position will strengthen the Fire Department's administrative and operational capabilities, enabling the department to focus more effectively on public safety. In the upcoming months there will be clerical/administrative vacancy in the department which warrants a need for administrative support functions. Staff recommends that this position look to be filled and paid for initially by the General Fund, before the implementation date of Measure H (July 1, 2025). Upon final review and adoption of Measure H funds, this position would then be funded by Measure H (according to the voter approved expenditure plan).

Key Justifications:

- **Future funding with Measure H:** This is a position that was identified in the Measure H Expenditure Plan. Accordingly it is anticipated to be funded July 1, 2025 with Measure H funds (after review by the Measure H Oversight Board, and approval by City Council). This would not be a long term impact to the General Fund and would not negatively impact future General Fund budget.
- **Complex Reporting Requirements:** The Fire Department faces increased reporting and compliance requirements, including grant management, performance metrics tracking, and budget reporting. An analyst will ensure these tasks are handled accurately and efficiently.
- **Strategic Planning Support:** This position will assist in long-term planning, data analysis, and resource allocation, helping the department meet community safety goals and prepare for future challenges.
- **Grant Opportunities and Budget Management:** The analyst will identify and secure grant funding opportunities and provide detailed analysis to ensure the department operates within budget constraints.
- **Operational Efficiency:** By taking on these responsibilities, the analyst will free up senior fire department staff to focus on core operational priorities, such as training, emergency response, and community engagement.

Conclusion

Adding these two positions will not only enhance the City's administrative capacity but also improve overall efficiency, service quality, and responsiveness to the needs of residents and staff. These roles represent a proactive investment in the City's ability to sustain growth, meet increasing demands, and maintain high-quality service delivery across departments.

FISCAL IMPACT:

Table 1: Additional Cost to the General Fund, summarizes the financial impact to the city. In short, there is a \$46,000 impact fiscal year 2024/2025, and an ongoing impact of \$181,500 (Measure H \$115,000, General Fund \$88,618). The General Fund final financial impact will be limited to approximately \$34,000, due to the allocation of costs to other funds because of the administrative nature of the position. The impact to the General Fund for fiscal year 2024/2025 is projected to be higher than future years, as it is proposed to be temporary funding of the Administrative Analyst position by the General Fund (future funded with Measure H). All costs are estimated based on a hiring date of April 1, 2025. It could be proposed in the future to the Measure H Oversight Board (once formed) to reimburse the General Fund for the position, and if so, considered by the City Council at future budget adoption.

Although there is a long-term costs to the assistant position for the City, in compliance with budget objectives it does lead to other operating cost savings, potential increase in passport revenues and operational efficiencies for city operations.

Table 1: Additional Cost to the General Fund

		Additional Costs for the City of Hanf		
	Annual Costs	Annual Total with all benefits	Costs (25% year) FY25 with all benefits	Cost
Administrative Assistant	61,116	88,618	22,155	
Administrative Analyst (Fire)	79,164	114,788	28,697	1
P/T salaries removed (Parks)		(22,000)	(5,500)	(
Estimated Total Costs	All Funds	181,406	45,352	1
	General Fund (after allocations)		34,274	

ATTACHMENTS:

None



AGENDA STAFF REPORT

MEETING DATE: 2/4/2025	AGENDA SECTION: GENERAL BUSINESS
-------------------------------	---

SUBJECT:

Presentation to the City Council of the Draft Active Transportation Plan and direction from Council as warranted.

RECOMMENDATION:

Recommendation: That the Council receive the presentation and provide input on the Draft Plan as appropriate.

BACKGROUND:

The 2020 Parks and Recreation Master Plan was developed through extensive community engagement. The plan strongly indicated the priority and need for walking and biking trails, which Hanford lacks. Throughout the past 133 years, the City has been developed as a car-centric community. As the City continues to expand, the need for a comprehensive Active Transportation Plan (ATP) is critical to the City's future plan for growth.

In 2022, the City received the Sustainable Transportation Planning Grant for \$224,423 to update the 2016 Pedestrian and Bicycle Plan. With unanimous council approval, Alta Transportation + Planning was awarded the contract to develop the ATP through a competitive bid process. Since March 2023, Alta has engaged with the public through community outreach, online and paper surveys, public meetings, a dedicated webpage, and pop-up events. On January 13, 2025, the Draft ATP was presented to the Parks and Recreation Committee for input. The draft ATP will be given to the City Council on February 4th to receive Council input. On February 10th, the ATP will return to the Parks and Recreation Commission as a voting agenda item. The plan will then be returned to the City Council on February 18th to propose the adoption of the plan.

If adopted, the ATP provides the framework to improve the safety and well-being of Hanford residents by enhancing their active transportation options. The ATP strategically positions the City with the ability to apply for grant funding to support the plan's implementation financially. The Administrative Draft of the ATP is attached for your review. Below is the Executive Summary of the Draft ATP.

Executive Summary

Hanford is well positioned to increase walking and bicycling for transportation. The city has a flat topography, and most destinations are within a 20-minute bicycle ride. The many quiet, tree-shaded streets offer pedestrians and cyclists shade from the intense summer heat. The City has initiated

efforts to improve pedestrian safety in the Downtown area and commenced planning for a cross-city trail, The People's Trail, with a bike and pedestrian crossing over Highway 198 linking north and south Hanford. The future High-Speed Rail station and the Cross Valley Corridor will be transformative projects that will significantly expand mobility options, and this Plan recommends non-motorized connections to those anticipated stations.

These future investments and natural assets provide the foundation upon which the City can continue to build a high-quality citywide network for walking and bicycling – accessible and comfortable for everyday use by residents and visitors of all ages and abilities.

Developed through a robust two-phase engagement process, the Plan Update 2024 is organized around four overarching goals:

1. **Access, Connectivity, and Multi-modal Consistency:** Provide a well-connected multi-modal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of the City of Hanford.
2. **Health, Wellbeing, and Sustainability:** Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent usage and improve access to other non-vehicle modes of travel.
3. **Public Safety and Comfort:** Provide a safer and more comfortable environment for people walking, bicycling, and using other active modes.
4. **Collaboration and Community Partnerships:** Develop a network of pedestrian and bicycle facilities through a collaborative process that builds and maintains community trust.

The Plan Update 2024 calls for a significant expansion of Hanford's existing bicycle network and pedestrian infrastructure, using a data-driven approach using the bicycle- and pedestrian-involved collision data and active travel demand data.

Nearly 93 miles of new bikeways are proposed in the Plan Update 2024, which would be triple the current 31 miles of bikeways in the city. The proposed bike network projects significantly enhance the existing bike network by adding Shared-Use Path (Class I) – including the People's Trail) – Buffered Bike Lanes (Class IIB) and Separated Bikeways (Class IV) facilities to the city. The Plan Update 2024 also recommends improvements to the pedestrian infrastructure at 59 locations centralized around 3 Pedestrian Priority Zones in North and South Hanford and Downtown Hanford. Four Pedestrian Priority Corridors are recommended for sections of Hanford Armona Road, E Lacey Boulevard, 11th Avenue, and N Douty Street. The Plan calls for these improvements to be phased over time. Phase 1 improvements include a backbone network of 16 miles of enhanced bikeways and 33 locations where pedestrian improvements are urgently needed.

In addition to infrastructure improvements, the Plan Update 2024 recommends policies and programs to support active transportation. Among these recommendations, an expanded partnership with the city's school districts would enhance Safe Routes to School programs for K-12 children. At the same time, temporary car-free street events, a bike lending library, and bicycling skills courses could encourage more Hanford residents to walk or bike to their destinations.

The Plan Update 2024 establishes a vision for the future of active transportation in Hanford that ties into the city's General Plan and Parks and Recreation Plan. As recommendations are implemented, the City will improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors of Hanford.

FISCAL IMPACT: THE FISCAL IMPACT OF IMPLEMENTING THE ACTIVE TRANSPORTATION PLAN (ATP) IS UNKNOWN. WITHIN THE PLAN, FUTURE FUNDING SOURCES ARE IDENTIFIED FOR FURTHER CONSIDERATION.

ATTACHMENTS:

1. Hanford-ATP Public-Draft

JANUARY 2025

ACTIVE TRANSPORTATION PLAN HANFORD PLAN DE TRANSPORTE ACTIVO



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Introduction

CHAPTER
ONE



PURPOSE OF THE PLAN

The Active Transportation Plan Update 2024 establishes a long-term vision for improving walking and bicycling in Hanford by updating the previous plan adopted by the City Council in 2016.

The Plan Update 2024 provides a strategy to develop a comprehensive bicycle and walking network to connect Hanford residents across Highway 198 and improve access to transit, schools, and downtown alongside support facilities like bicycle parking and pedestrian amenities. The plan also recognized the transformative transportation changes the new High-Speed Rail (HSR) station and the Cross Valley Corridor will bring to Hanford. The Plan integrates the new HSR station with the City's long-term active transportation network. These transportation and trail recommendations are paired with education, encouragement, enforcement, and evaluation programs. This document also identifies a plan to implement these projects and programs

through prioritization and phasing to ensure implementation is manageable and fundable. This Plan Update 2024 represents a long-term, aspirational vision for walking and bicycling in Hanford. It recognizes that limited funding and resources will require phased implementation of the proposed improvements over many years.

The Plan Update 2024 process provided opportunities for elected and appointed members of the City's Boards and Commissions, as well as the public, to participate in the development process of the Plan Update 2018 by evaluating, commenting, and suggesting ideas for walking and bicycling. Updates to the Plan are necessary as a progressive city is rarely static, and the needs of a viable city are dynamic. Ideally, the Plan Update 2024 should be reviewed every two years to update maps, project lists, and priorities as facilities are completed and to keep pace with the development landscape.



BENEFITS OF WALKING AND BICYCLING

♥ Public Health

Physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes, and each year, approximately 280,000 adults in the United States die prematurely due to obesity-related illnesses. A 2004 study published in the American Journal of Preventive Medicine by Frank et al. reported that for each additional 60 minutes spent in a car daily, there is a six percent increase in the chances of being obese¹. Creating a physical environment that encourages walking and bicycling and improves access to parks and active recreation opportunities in other neighborhoods is a key strategy to fight obesity and inactivity. It has been shown to impact health substantially with a relatively small public investment. Hanford is well-positioned to encourage active travel because the small city size makes most destinations accessible within a 20-minute bike ride.

✦ Collision Reduction

Conflicts between people walking, bicycling, and driving can result from poor behavior as well as insufficient or ineffective design. Encouraging development and redevelopment in which bicycling and walking are supported can enhance safety and comfort levels for all users. Designated bicycling and walking facilities, well-designed crossings, and continued education and enforcement can reduce the risk of crashes and injuries.

⚖ Equity

Bicycling and walking are inexpensive and broadly accessible forms of transportation. A bicycle's average annual operating cost is \$308, compared to \$8,220 for the average car. Bicycling and walking are affordable means of transportation for low-income and disadvantaged residents. Access to active transportation provides added freedom and independence for youth and parents (who may otherwise be transporting their children) as well as for some people who cannot drive and those who have chosen not to drive.

🌟 Quality of Life

Creating conditions where walking and bicycling are accepted and encouraged increases a community's livability in ways that are difficult to measure but should not be overlooked. The built environment (i.e., architectural design, land use patterns, and transportation systems) profoundly impacts quality-of-life issues. The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and green space is reserved for facilities that allow people of all ages to recreate and travel in pleasant settings.

¹Frank, Lawrence D et al. "Obesity relationships with community design, physical activity, and time spent in cars." *American journal of preventive medicine* vol. 27,2 (2004)



RELATIONSHIP TO OTHER DOCUMENTS

Hanford's 2016 Pedestrian and Bicycle Master Plan guides the development of the City's Active Transportation Network and sets out a vision:

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

The Active Transportation Plan Update 2024 helps the City realize this ambitious vision along with implementing goals, policies, and recommendations adopted through complementary City planning efforts such as the Parks and Recreation Master Plan, Downtown Pedestrian Safety & Traffic Circulation Project Update, Downtown East Precise Plan and Local Roadway Safety Plan.

The Active Transportation Plan Update 2024 also helps the City do its part to achieve larger regional and state goals embraced in:

- ▶ Kings County's General Plan 2035
- ▶ Regional Climate Action Plan 2014
- ▶ Kings County Association of Governments 2019 Regional Active Transportation Plan
- ▶ Cross Valley Corridor Plan
- ▶ Kings-Tulare High-Speed Rail Station Plan
- ▶ Toward an Active California: State Bicycle and Pedestrian Plan.

This Plan Update 2024 will help Hanford continue to meet the following goals.

Hanford

2016 PEDESTRIAN AND BICYCLE MASTER PLAN

- ▶ Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.
- ▶ Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, employment centers, and the future High-Speed Rail station.
- ▶ Improve roadway safety and integrate pedestrian and bicycle facilities with public transit.

HANFORD DOWNTOWN EAST PRECISE PLAN

- ▶ Promote equitable, affordable housing and revitalization within downtown for residential and commercial purposes.
- ▶ Providing more mixed uses, increasing residential density, personal services, and entertainment, with shared streets for safer, more pedestrian-friendly experiences.

KINGS-TULARE HIGH-SPEED RAIL STATION TRANSIT-ORIENTED DEVELOPMENT AND CONNECTIVITY PLAN

- ▶ Connect transit services from downtown Hanford to the Kings-Tulare HSR Station along Lacey Boulevard.
- ▶ Promote transit-oriented and economic development and encourage context-appropriate development in areas surrounding the Kings-Tulare HSR Station.



Kings County

2019 REGIONAL ACTIVE TRANSPORTATION PLAN

- Support the goals under the Kings County Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS) of a more balanced transportation system and serve as the foundation for the non-motorized transportation chapter of the 2018 update of the RTP/SCS.

REGIONAL CLIMATE ACTION PLAN

- Reduce regional greenhouse gas emissions by 15% below 2005 levels by 2020.

California

TOWARDS AN ACTIVE CALIFORNIA: STATE BICYCLE AND PEDESTRIAN PLAN

- Triple bicycling and double walking and transit trips statewide by 2020 (relative to 2010).



PLAN ORGANIZATION

Chapter 01 Introduction

Outlines the Plan Update 2024's purpose and explains its place in the context of other planning efforts and initiatives.

Chapter 02 Vision & Goals

Captures the vision and policy framework for Hanford's Active Transportation Plan Update 2024. The chapter includes performance metrics because what fails to be measured fails to get done.

Chapter 03 Hanford Today

Provides an inventory of present-day walking and bicycling in Hanford, including physical conditions of facilities as well as education, enforcement, and encouragement programs.

Chapter 04 Outreach

Chronicles how stakeholders, businesses, and thousands of community members shaped the Plan Update 2024 through a comprehensive engagement process.

Chapter 05 Projects, Programs & Policies

Describes and maps the specific projects, programs, and policy changes recommended to meet the active transportation needs of Hanford's residents and visitors.

Chapter 06 Implementation Plan

Presents a strategy to evaluate and prioritize projects and provides details on funding opportunities to advance the Plan Update 2024 through phased implementation. Presents the People's Trail as a priority project for the City.

Appendices

Recommendations Table: Provides a list of the recommendations with details on specific locations and priorities.

Design Guidelines: Provides the City with information on dimensions, materials, and other relevant engineering considerations when designing and constructing walking and bicycling infrastructure.

Funding Sources: Provides the City with a list of funding mechanisms to help implement the recommendations in the plan.



EXECUTIVE SUMMARY

Hanford is well positioned to increase walking and bicycling for transportation. The city has a relatively flat topography, and most destinations within a 20-minute bicycle ride. The many quiet, tree-shaded streets offer pedestrians and cyclists shade from the intense summer heat. The City has initiated efforts to improve pedestrian safety in the Downtown area and initiated planning for a cross-city trail, The People's Trail, with a bike and pedestrian crossing over Highway 198 linking north and south Hanford. The future High-Speed Rail station and the Cross Valley Corridor will be transformative projects that will significantly expand mobility options, and this Plan recommends non-motorized connections to those anticipated stations.

These future investments and natural assets provide the foundation upon which the City can continue to build a high-quality citywide network for walking and bicycling – one that is accessible and comfortable for everyday use by residents and visitors of all ages and abilities.

Developed through a robust two-phase engagement process, the Plan Update 2024 is organized around four overarching goals:

- 1. Access, Connectivity, and Multi-modal Consistency:** Provide a well-connected multi-modal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of the City of Hanford.



2. Health, Wellbeing, and Sustainability:

Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent usage and improve access to other non-vehicle modes of travel.

3. Public Safety and Comfort: Provide a safer and more comfortable environment for people walking, bicycling, and using other active modes.

4. Collaboration and Community

Partnerships: Develop a network of pedestrian and bicycle facilities through a collaborative process that builds and maintains community trust.

The Plan Update 2024 call for a significant expansion of Hanford's existing bicycle network and pedestrian infrastructure, using a data-driven approach using the bicycle- and pedestrian-involved collision data and active travel demand data.

Nearly 93 miles of new bikeways are proposed in the Plan Update 2024, which would triple the current 31 miles of bikeways in the city. The proposed bike network projects significantly enhance the existing bike network by adding Shared-Use Path (Class I) – including the People's Trail – Buffered Bike Lanes (Class IIB), and Separated Bikeways (Class IV) facilities to the city. The Plan Update 2024 also recommends improvements to pedestrian

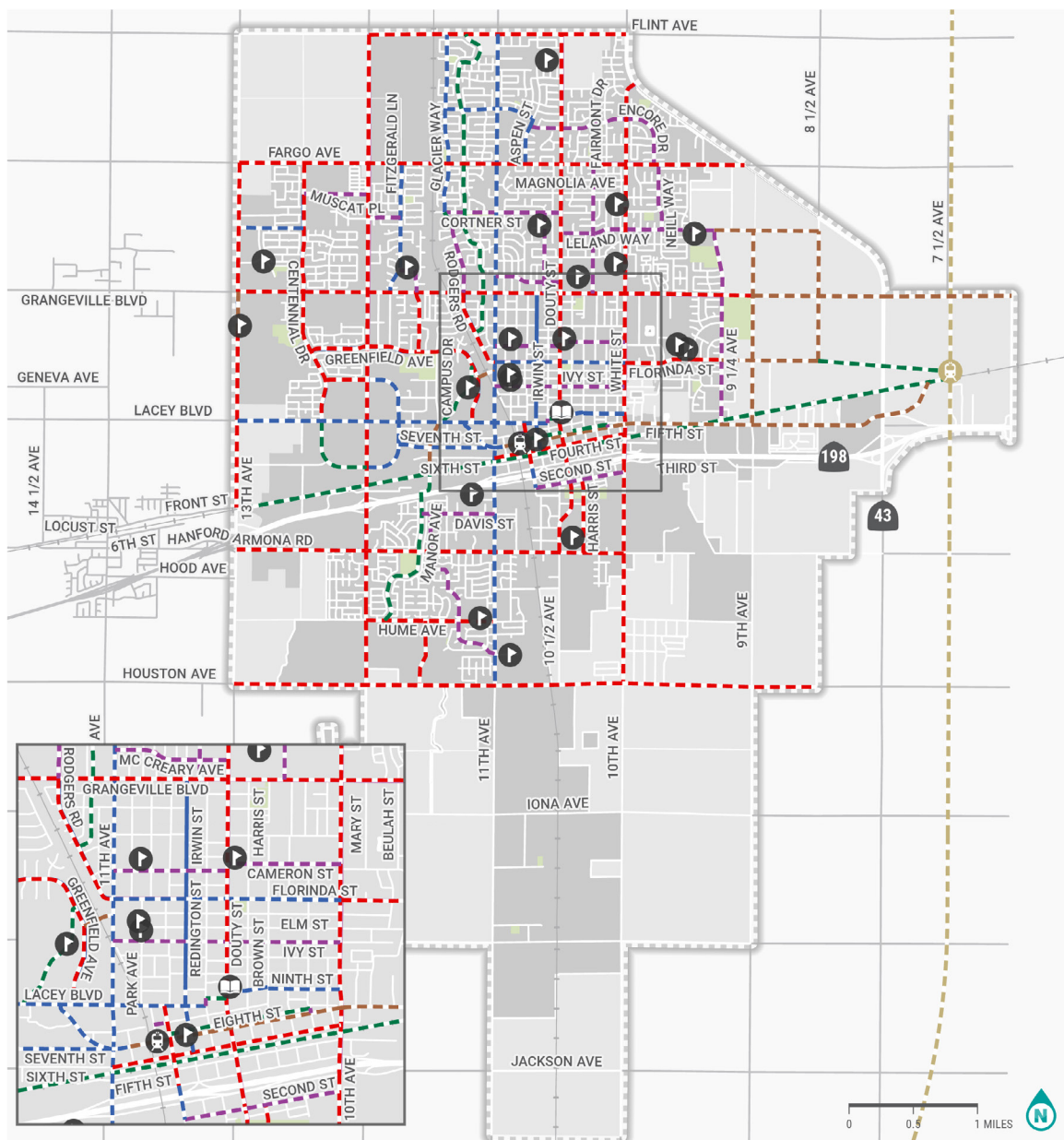
infrastructure at 59 locations centralized around 3 Pedestrian Priority Zones in North and South Hanford as well as Downtown Hanford. Four Pedestrian Priority Corridors are recommended for sections of Hanford Armona Road, E Lacey Boulevard, 11th Avenue, and N Douty Street. The Plan calls for these improvements to be phased over time, with Phase 1 improvements including a backbone network of 16 miles of enhanced bikeways and 33 locations where pedestrian improvements are urgently needed.

In addition to infrastructure improvements, the Plan Update 2024 recommends policies and programs to support active transportation. Among these recommendations, an expanded partnership with the city's school districts would enhance Safe Routes to School programs for K-12 children, while temporary car-free street events, a bike lending library, and bicycling skills courses could encourage more Hanford residents to walk or bike to their destinations.

The Plan Update 2024 establishes a vision for the future of active transportation in Hanford that ties into the city's General Plan and Parks and Recreation Plan. As recommendations are implemented, the City will improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors of Hanford.



Bike Network Recommendations Map



Data provided by the City of Hanford & Kings County. Date saved: 8/19/2024.

RECOMMENDED BIKE NETWORK - COMPLETE NETWORK

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN

alta

EXISTING BIKE NETWORK

- Class II: Bike Lane
- Class III: Bike Route

COMPLETE BIKE NETWORK

- Class I: Shared-Used Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lanes
- Class IIIB: Bike Boulevard
- Class IV: Separated Bikeway

DESTINATIONS + BOUNDARIES

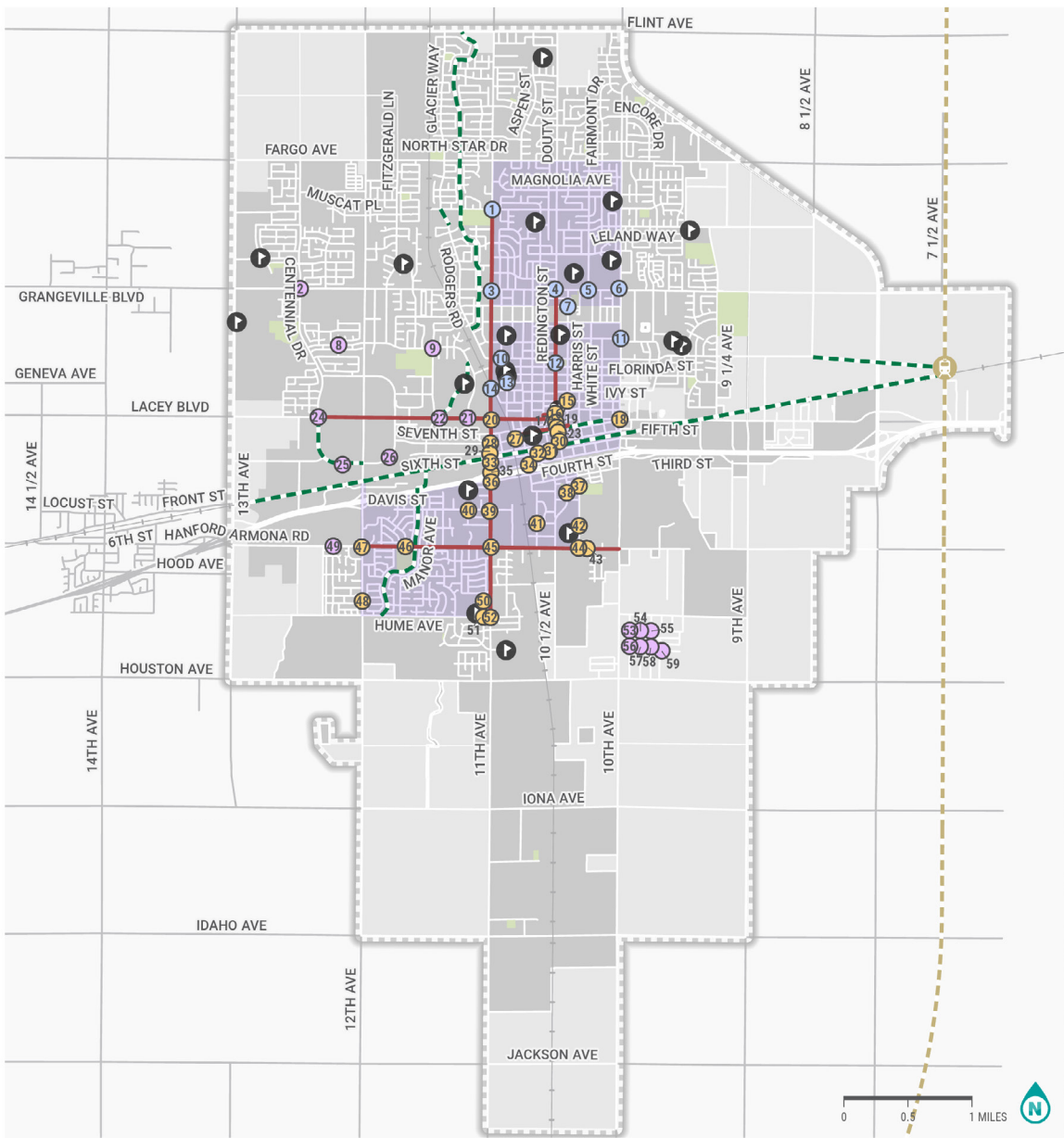
- Railroad
- Future High Speed Rail
- Future High Speed Rail Station
- Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

**Bikeway Network Mileage By Classification**

Class	Existing (mi.)	Recommended (mi.)
Class I: Shared-Use Path	0	12.6
Class II: Bike Lanes	6	9.4
Class IIB: Buffered Bike Lanes	0	50.8
Class III: Bike Routes	25	1.3
Class IIIB: Bike Boulevards	0	14.2
Class IV: Separated Bikeways	0	6.9
TOTAL	31	95.2



Pedestrian Network Recommendations Map



Data provided by the City of Carson, & CalEnviroScreen 4.0. Date saved: 11/21/2024.

PEDESTRIAN RECOMMENDATIONS

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN



RECOMMENDATIONS

- Tier 1
- Tier 2
- Tier 3
- Pedestrian Priority Corridors
- Class I: Shared-Used Path
- Pedestrian Priority Zone

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



Pedestrian Recommendations by Tier

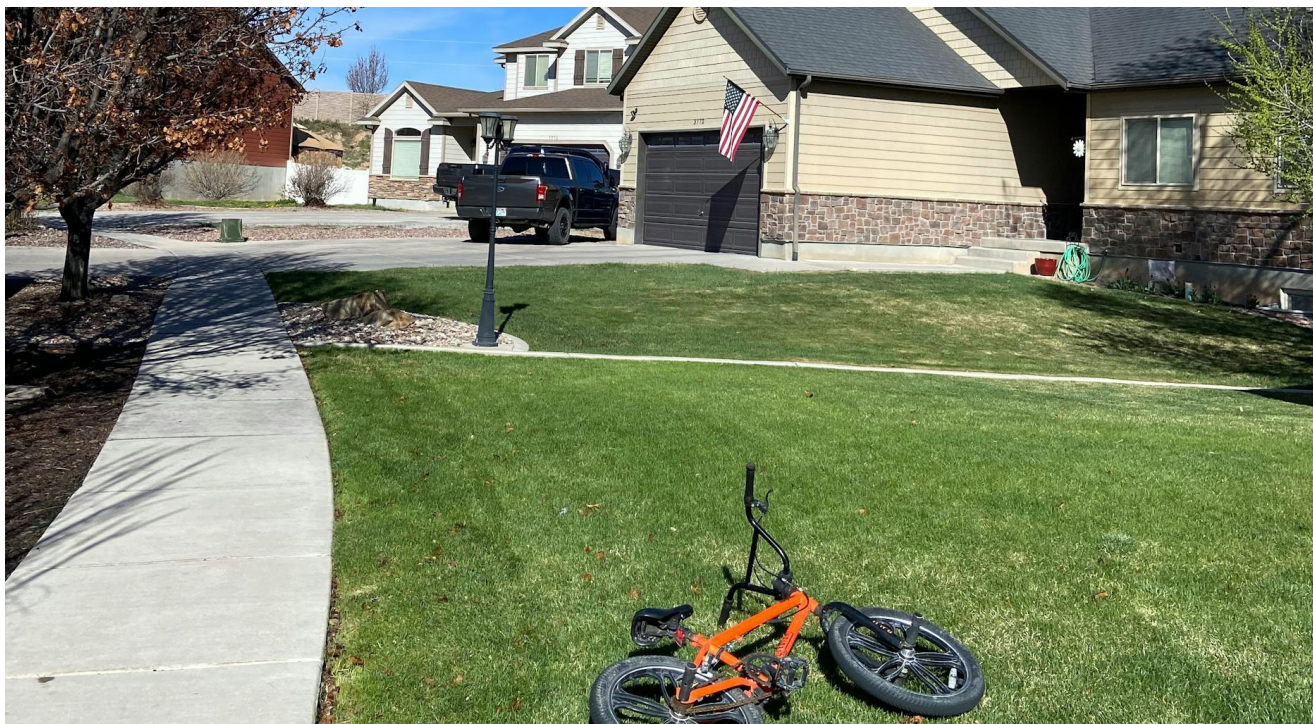
Tier	Number of Locations
Tier 1 – Urgent Action	33
Tier 2 – Safe Streets Network	6
Tier 3 – Future Study	20
TOTAL	59

A person walking a bicycle on a path lined with trees with yellow autumn leaves.

Visions, Goals, and Objectives

A person walking a bicycle on a path lined with trees with yellow autumn leaves.

CHAPTER TWO



OVERVIEW

The Plan's vision, goals, and policies build off the **2016 Hanford Pedestrian and Bicycle Plan** and other City documents. The goals and policies reflect the priorities expressed by the community throughout the public outreach phase of this Plan Update 2024. Discussions with City departments, best practices across the nation, and input from community stakeholders have shaped the proposed strategies and policies intended to help the City achieve these goals.

VISION

The City of Hanford will strive to enhance mobility and safety by creating a well-connected network of bicycle and pedestrian facilities, including safe roadway crossings, on-street bicycle accommodations, and off-street facilities designed for a wide variety of users and trip purposes. These enhancements will be achieved collaboratively with the community and other local agencies. The City will also strive to improve health and safety, encourage mode shift, and enhance the quality of life for residents and visitors of the City of Hanford.

The Plan Update 2024 is organized around a vision statement, four overarching goals tied to relevant objectives, and a series of specific policies and actions.



GOALS AND OBJECTIVES

GOAL ACCESS, CONNECTIVITY, AND MULTI-MODAL CONSISTENCY:

01

Provide a well-connected multi-modal transportation network that offers safe, comfortable, and convenient mobility options for all residents and visitors of the City of Hanford.

Objectives	Actions
Support access to jobs, shopping centers, parks, recreation centers, transit, and other local destinations, including the future Kings Tulare High-Speed Rail station.	▶ Build low-stress bicycle facilities that provide access to local destinations and existing/future transit stations. ▶ Increase the supply of secure bicycle parking at local destinations. ▶ Install sidewalks where they are missing. ▶ Collaborate across City departments to routinely identify and integrate active transportation improvements into all standard maintenance. ▶ Support the development of a policy to include shared-use paths, sidewalks, and bikeways as part of development agreements. ▶ Develop a program for a land development fee and utilize funds to implement and maintain the active transportation network.
Plan for Safe Routes to Schools that allow for increased mode choice and safety for students traveling to and from school.	▶ Work with the school districts, KART and other regional transit agencies, and the school community (teachers, administrators, students, parents/ caregivers, and neighbors) to identify infrastructure improvements that make walking and bicycling to school a safer option for students. ▶ Identify infrastructure improvements in the Capital Improvement Program (CIP) to enhance pedestrian and bicycle safety to adjacent schools. ▶ Create a walking/bicycling bridge (overcrossing) across Highway 198 to help students living in South Hanford reach their closest high school. ▶ Assist the school districts, as needed, with providing bicycle racks to public schools or adding additional racks at schools in need of more bicycle parking. ▶ Install traffic calming and other speed reduction measures to incentivize drivers to reduce travel speeds in school zones.



Objectives	Actions
Support multi-modal trips through first- and last-mile connections and amenities.	▶ Design bikeways and pedestrian facilities that safely facilitate first- and last-mile connections to transit. ▶ Install secure long-term bicycle parking at transit stations. ▶ Ensure and install appropriate sidewalks and ramps with width to accommodate and improve access for pedestrians with mobility challenges. ▶ Work with KART to increase the percentage of its fleet with racks that accommodate three bicycles.
Conduct before and after studies of new bicycle and pedestrian facilities to measure effectiveness.	▶ Track rates of people biking/walking, motorist speed, and number of bicycle- and pedestrian-involved collisions.



GOAL HEALTH, WELLBEING, AND SUSTAINABILITY:

02

Advance public health, environmental quality, and economic prosperity by providing inviting sidewalks, bikeways, and trails that encourage frequent usage and improve access to other non-vehicle modes of travel.

Objectives	Actions
Support the health of residents in the community by reducing air pollution, asthma rates, and greenhouse gas emissions.	▶ Coordinate the development of bicycle and pedestrian networks that allow residents and visitors of the City of Hanford to choose active modes of transportation by providing low-stress, well-connected facilities and integrating bicycling and walking with transit. ▶ Coordinate implementing programs, policies, and physical improvements to support targeted reductions in automobile vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, biking, and using transit. ▶ Work with the County's Department of Public Health to address chronic disease or health sensitivities by providing travel options that support an active lifestyle.
Promote an active lifestyle that includes biking and walking.	▶ Enhance access to parks, open spaces, recreational facilities, local businesses, and other key destinations throughout the City. ▶ Support active, walkable streets and safe travel conditions for all users. ▶ Support programs that incorporate bicycling into the school districts' physical education programs.
Apply best practices in environmental stewardship.	▶ Follow best practices in environmental stewardship during planning, design, and construction of active transportation facilities in or near environmentally sensitive areas and habitats. ▶ Pursue policies and incentives that reduce vehicle miles traveled and vehicle travel speeds. ▶ Consider innovation and demonstrative technologies that contribute to sustainable maintenance practices.



GOAL PUBLIC SAFETY AND COMFORT:

03

Provide a safer and more comfortable environment for people walking, bicycling, and using other active modes.

Objectives	Actions
Reduce conflicts between transportation modes by utilizing a layered approach to road safety.	▶ Install more streetlights and prioritize new lighting installations at locations with higher pedestrian and bicycle activity or where known safety concerns exist. ▶ Design for appropriate and context-sensitive safe crossings and visibility of pedestrians and bicyclists at high-volume intersections. ▶ Use innovative designs to create safety enhancements using guidance from organizations such as the National Association of City Transportation Officials (NACTO) and the Institute of Transportation Engineers (ITE), as well as applicable state and federal design guidelines, including the Safe Systems Approach.
Facilitate multi-modal transportation through first- and last-mile mobility options and smooth transitions between modes.	▶ Ensure regular maintenance of sidewalks, bikeways, and trails through maintenance agreements to enhance user experience, safety, and comfort. ▶ Coordinate with KART and Amtrak to improve pedestrian amenities such as benches and covered waiting areas at transit stops. ▶ Plan for low-stress bike connections to the High-Speed Rail Station. ▶ Ensure transit stations meet ADA compliance.
Apply Best Practices for the development of bicycle and pedestrian facilities.	▶ Designate and classify a network for bicycle and pedestrian facilities and amend existing design standards accordingly to allow for multi-modal use of the local road network. ▶ Apply Complete Streets and trail design standards that meet best practices and community needs, monitor effectiveness, and update the recommendations as needed.
Reduce the frequency and severity of bicycle and pedestrian collisions	▶ Monitor crash factors and provide targeted multi-modal education on transportation safety best practices. ▶ Fund safety education programs for people driving, walking, and biking that encourage safe behaviors. ▶ Adopt a City Council resolution authorizing school zone speed limits as low as 15 MPH.


GOAL 04 COLLABORATION AND COMMUNITY PARTNERSHIPS:

- 04** Develop a network of pedestrian and bicycle facilities through a collaborative process that builds and maintains community trust.

Objectives	Actions
Increase the participation of community members and vulnerable groups through the planning process.	▶ Collaborate internally across City departments and with community-based and non-government organizations as part of future planning processes. ▶ Ensure project-based outreach for any Plan recommendations follows inclusive public engagement practices. ▶ Target outreach efforts to reach community members who may not be able to participate in traditional, in-person public meetings.
Coordinate the implementation of bicycle and pedestrian projects and facilities with other local agencies.	▶ Coordinate the implementation of bicycle and pedestrian facilities with the City's road maintenance operations to deliver enhancements cost-effectively and improve roadway conditions. ▶ Actively pursue alternative maintenance and capital funding opportunities with collaboration and support from KART, Amtrak, and the CA High-Speed Rail Authority. ▶ Continue joint planning efforts with other agencies to deliver enhancements cost-effectively and improve roadway conditions for a multi-modal environment.



Hanford Today

CHAPTER
THREE



LOCAL CONTEXT

The City of Hanford is the most populous city in Kings County, with about 59,000 residents located between Selma and Corcoran. Highway 198 cuts through the City of Hanford from east to west and connects to Interstate 5 and the City of Lemoore to the west. Moreover, Highway 198 isolates the south side, which has no high schools, from the rest of the city. With the development of the High-Speed Rail station on the city's east side, Hanford's population is expected to grow by 30,000 people. A robust bicycle and pedestrian network will help address Hanford's existing barriers to active travel while accommodating the transportation needs of new residents and visitors from the high-speed rail station. Currently, Hanford has an Amtrak station downtown that connects to Fresno and Bakersfield.

Hanford's central downtown area has a well-connected street grid with cul-de-sac residential neighborhoods extending to the city limits. However, large transportation corridors bisect the City and isolate neighborhoods. In addition to Highway 198, Highway 43 is at-grade and runs north-south along the city's eastern edge. Highway 43 will be a barrier to the future High-Speed Rail Station if bicycle and pedestrian connections are not established. Furthermore, two railroad tracks also bisect the City north-south and east-west, intersecting the downtown area where the existing Amtrak station is located.



TRANSIT ACCESS

Hanford is served by two transit providers, Amtrak and Kings Area Rural Transit (KART), that offer route connections to local and regional destinations. KART offers nine local bus routes that extend out from the downtown, connecting to medical centers, schools, and shopping areas. Regionally, the Hanford Amtrak station is located downtown and provides connections to Bakersfield, Fresno, Stockton, and the Bay Area. Low-income residents, residents without vehicle access, and youth depend on transit for daily transportation needs. Additionally, many bicyclists may use transit for a portion of their trip, making bicycling access to transit stops and train stations an important part of the active transportation network.

EQUITY

Equity issues are important to all planning processes, including developing this Plan Update 2024. Historically, communities with large populations of people of non-white races or ethnicities and low-income households have received less investment from their local governments, including an uneven spatial distribution of facilities and safety improvements for people walking and bicycling. A review of citywide factors related to social and physical conditions identified neighborhoods disproportionately burdened by environmental pollutants. These and other considerations informed the projects and prioritization recommended in this Plan Update 2024.

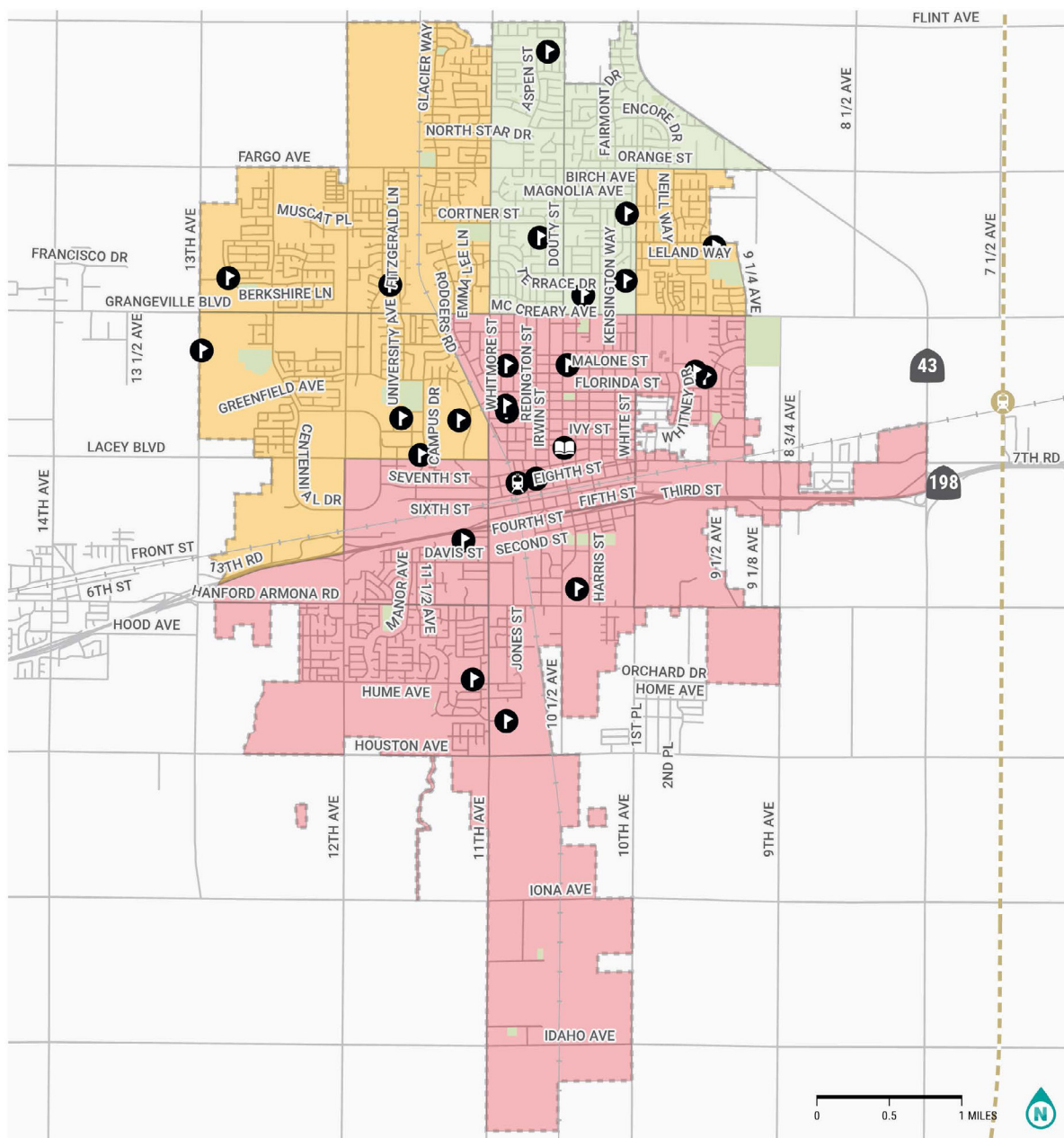
CalEnviroScreen 4.0 is a tool created by the California Office of Environmental Health Hazard Assessment to identify communities with higher pollution burdens. The tool uses population characteristics to identify sensitive populations such as those with high asthma or cardiovascular disease rates, housing-burdened low-income households, and linguistically isolated households. These population characteristics are combined with pollution burdens like the amount of smog, diesel particulate matter, and drinking water contaminants in a community. Each California census tract is given a score based on these indicators, with higher scores experiencing higher pollution burdens. Communities scoring over 75% are considered disadvantaged by the state. This is also a tool used in California's Active Transportation Program grant application scoring. Communities that score in the most burdened 25% of the state are considered disadvantaged and receive a slight advantage in the competitive funding process. Areas in Hanford that meet this threshold are mapped in **Figure 1**.

As shown in **Figure 1**, the entire area south of Highway 198 and the downtown are is disproportionately impacted by environmental pollutants. Some factors that contribute to the disproportionate impacts are rates of poverty and unemployment, exposure to particulate matter, and groundwater threats. The community of south Hanford is cut off from the rest of the City by Highway 198, the east-west railroad track, and large arterials like Lacey Boulevard. The only routes for residents to travel northward are along major arterials with multiple travel lanes and no bicycle facilities (11th Avenue, Douty Street, and 10th Avenue). Similarly, the environmentally burdened area below Grangeville Boulevard and east of the north-south railroad track is bounded by large arterials and collectors, including 11th Avenue, Grangeville Boulevard, and 10th Avenue.

The areas of the City northwest of Lacey Boulevard and 12th Avenue and east of 10th Avenue between Fargo Avenue and Grangeville Boulevard rank in the 50 – 75% of the CalEnviroScreen score. This means these areas experience more pollution and socioeconomic burdens than half of similar census tracts. Finally, the newest part of the city on the northern edge, bounded by Grangeville Boulevard on the south and 11th Avenue and 10th Avenue on the east and west, is more affluent and experiences much less pollution burden than the rest of the City.



Figure 1: Equity Map



Data provided by the City of Hanford, Kings County, & CalEnviroScreen 4.0. Date saved: 1/18/2024.

EQUITY - CALENVIROSCREEN

CITY OF HANFORD
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CALENVIROSCREEN SCORE

- 100% to 75% (Highest Score)
- 75% to 50%
- 50% to 25%
- 25% to 0% (Lowest Score)

CalEnviroScreen is a statewide composite score with values between 0 and 100 and represents environmental injustice.

DESTINATIONS + BOUNDARIES

- Hanford Boundary
- Park
- Railroad
- Future High Speed Rail
- School
- Library
- Rail Station
- Future High Speed Rail Station

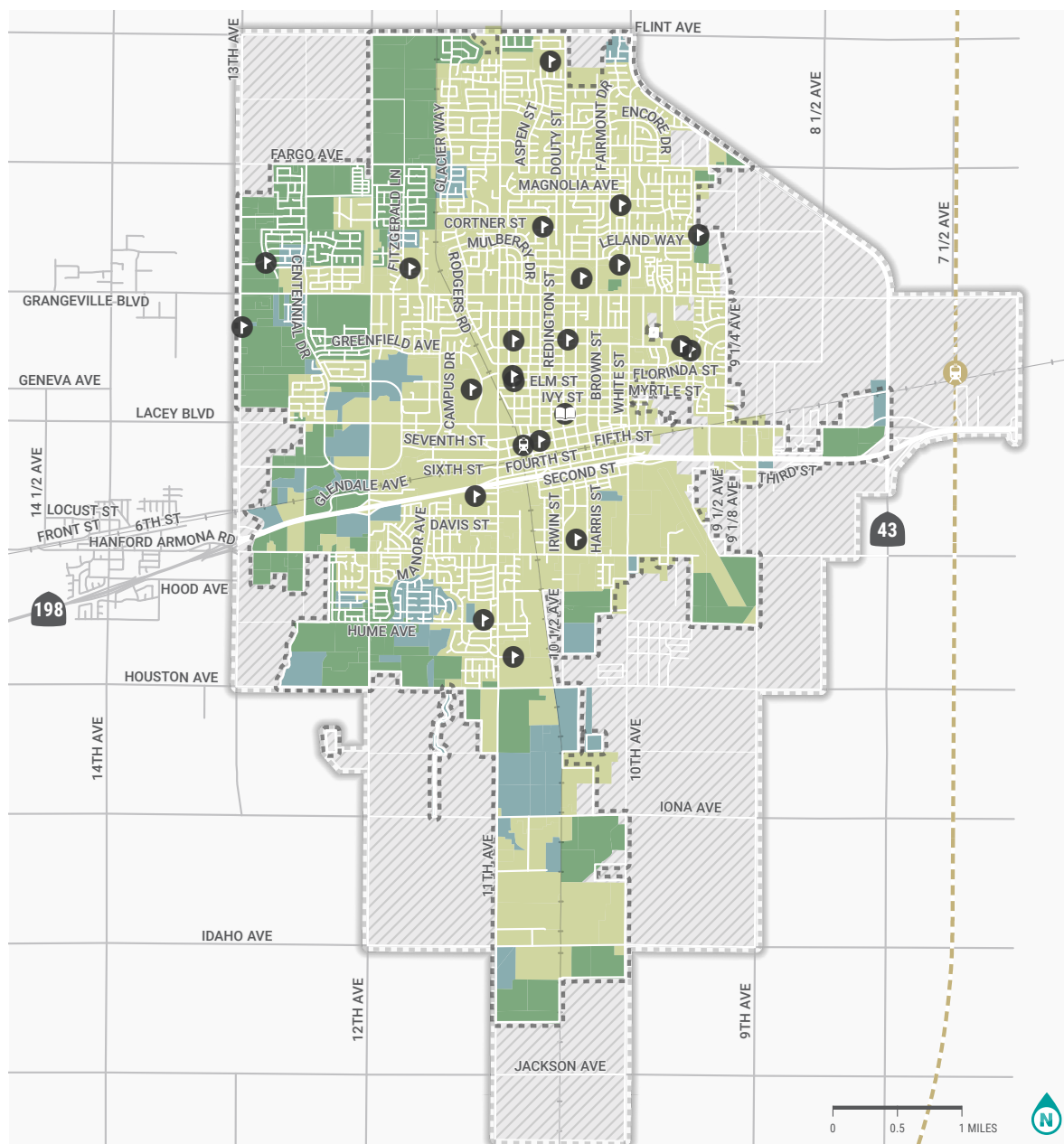
LAND USE

The primary land use of the area within the Hanford city limits is urban, with few agricultural areas on the west and south sides (**Figure 2**). It is important to note that some of the areas identified as urban are used as industrial sites, particularly the areas around the Highways. Currently, the areas outside the city limits are unincorporated areas primarily used as agricultural land. However, with the construction of the Kings Tulare High-Speed Rail Station and the Cross Valley Corridor, the city boundary will grow by annexing much of the unincorporated area, as seen in **Figure 2**. Many of the roadways in the unincorporated areas currently do not have sidewalks or are unpaved. Therefore, the City will have the opportunity to build low-stress bikeways and new sidewalks along annexed roads to enhance connections to the future High-Speed Rail Station. Hanford's existing and planned land uses will inform the recommendations in this Plan Update 2024 to maximize the number of people with access to walking and bicycling networks.

Major destinations in Hanford include schools, parks, healthcare facilities, shopping centers, city hall, county administration, and transit stations, mapped in **Figure 2**. These destinations are concentrated on the north side of Highway 198 between 11th Avenue and 10th Avenue. They will require a comprehensive network of active transportation facilities to allow people to walk or bicycle instead of driving.



Figure 2: Land Use Map



Data provided by the City of Hanford. Date saved: 3/1/2024.

DEMAND ANALYSIS - LAND USE

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LAND USE

- Agriculture
- Nature
- Urban
- Future Growth Area

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Future High Speed Rail Station
- Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford City Limit



EXISTING BICYCLE NETWORK

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities:

- ▶ **Class I: Shared-Use Paths**
- ▶ **Class II: Bicycle Lanes**
- ▶ **Class III: Bicycle Routes**
- ▶ **Class IV: Separated Bikeways**

Descriptions of each bikeway class are included in the following section.

The city's existing bicycle network has approximately 6 miles of Class II Bicycle Lanes and 25 miles of Class III Bicycle Routes (**Figure 3**). Unfortunately, the Class II Bicycle Lanes are discontinuous and often end before the intersection, creating many gaps in the bike network. Moreover, the Class III Bicycle Routes run along large arterials with no separate lane markings for bikes. Hanford has no Class I Shared-Use Paths that would provide off-road recreation and travel routes for residents. The lack of quality facilities is discouraging and unsafe for most cyclists, as it forces people to ride on high-stress roads or provide no safe crossing through large arterials.



Virginia Corridor Trail in Modesto CA

Class I Shared Use Paths

Class I shared-use paths are paved trails completely separated from the street. They allow two-way travel by people bicycling and walking and are often considered the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

No existing Class I Shared Use Paths in Hanford.



Bike Lane on Hanford Armona Rd in Hanford

Class II Bicycle Lanes

Class II bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open doors into the bicycle lane.

There are currently 6 miles of existing Class II Bicycle Lanes in Hanford.



Bike Route on Douty St in Hanford

Class III Bicycle Routes

Class III bicycle routes are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are only appropriate on quiet, low-speed streets with relatively low traffic volumes. Some Class III bicycle routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that bicyclists may be present. Per the California Streets and Vehicle Code Section 891.9, local jurisdictions shall not install a new sharrow on a highway that has a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection. Other Class III bicycle routes include more robust traffic-calming features to promote bicyclist comfort and are known as “bicycle boulevards.” The Hanford Fire Department should be included in discussions about new or altered bicycle boulevard features to maintain access for emergency responders.

There are currently 25 miles of existing Class III Bicycle Routes in Hanford.



Separated Bikeway in Modesto CA

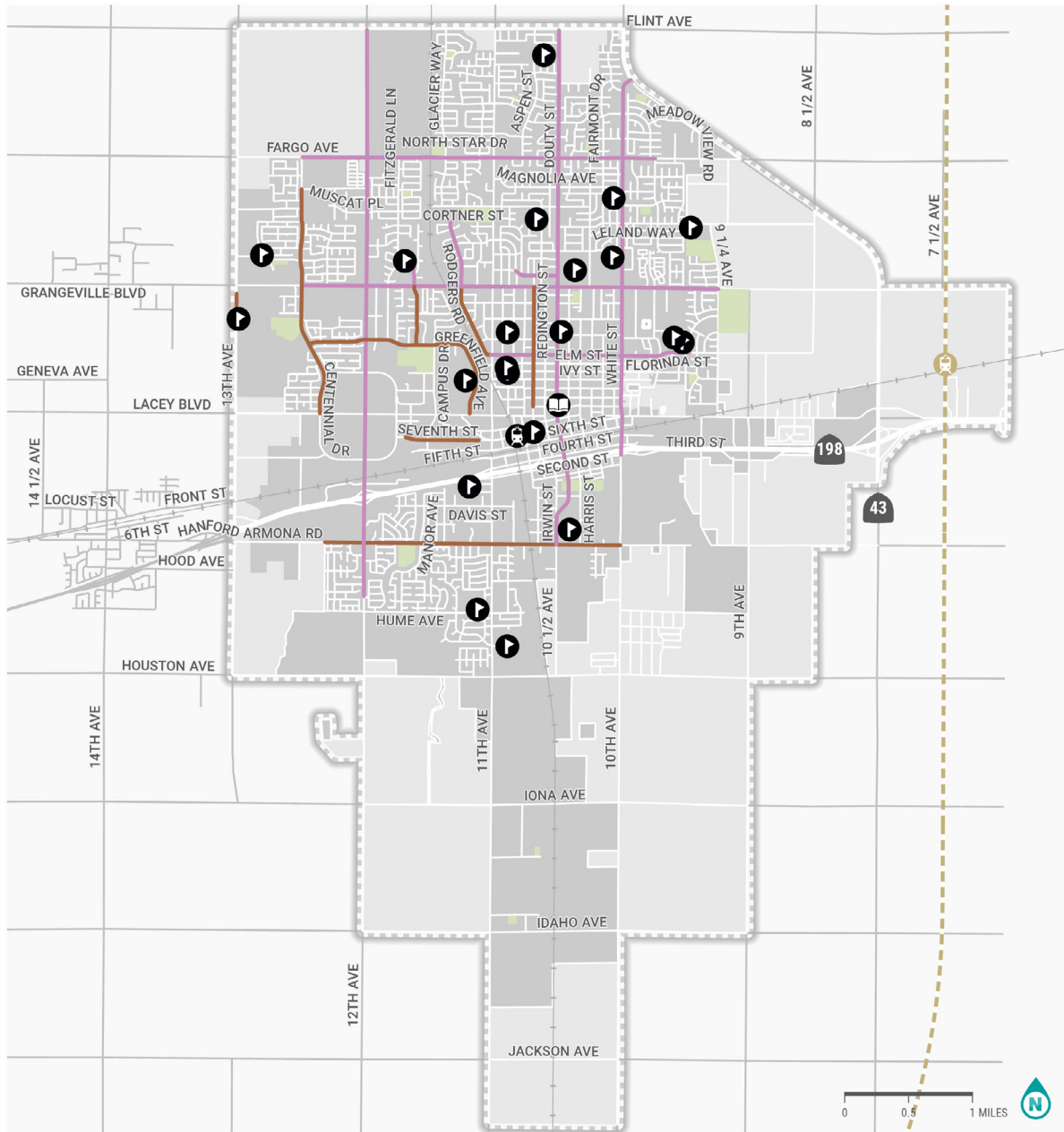
Class IV Separated Bikeways

Class IV separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.

No existing Class IV Separated Bikeways in Hanford.



Figure 3: Existing Bike Network Map



Data provided by the City of Carson, & CallErwinScreen 4.0. Date saved: 4/29/2024.

EXISTING BIKE NETWORK

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN



EXISTING BIKE NETWORK

- Class II: Bike Lane
- Class III: Bike Route

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

EXISTING PEDESTRIAN NETWORK

There are many features that contribute to a convenient and comfortable walking environment. Significant investments and commitments to future improvements have been made that continue enhancing Hanford's pedestrian experience.



Sidewalk in Downtown Hanford

Sidewalks

Sidewalks form the backbone of the pedestrian transportation network. Most streets in the city have sidewalks or pathways on at least one side. Within the city limits, sidewalk maintenance is the responsibility of the property owner. While the city's sidewalk network is mostly complete, some streets are missing sidewalks. These include Houston Avenue, McCreary Avenue, W 6th Street, and portions of 11th Avenue.



High-Visibility Crosswalk In Downtown Hanford

High-Visibility Crosswalks

Crosswalks are a legal extension of the sidewalk and guide pedestrians who are crossing roadways by defining and delineating their path of travel. Crosswalks are not required to be marked; however, marked crosswalks alert drivers of a pedestrian crossing point and increase yielding to pedestrians. Markings can be standard parallel lines or the "continental" high visibility pattern shown in the image above, which enhances the visibility of the crossing and is becoming the best practice. Crosswalks in school zones are yellow.



Pedestrian Hybrid Beacon in Modesto CA

Pedestrian Hybrid Beacons

Pedestrian hybrid beacons are used to enforce motorist yielding to pedestrians at uncontrolled crosswalk locations. The beacon, when activated by a person wishing to cross, flashes yellow before displaying a solid red signal to motorists, requiring them to stop. Pedestrians are then shown a WALK signal and may cross the road. When the WALK phase is complete, the beacon flashes yellow before returning to a dark inactive state. The operation of the beacon is illustrated in the graphic below.



Rectangular Rapid Flashing Beacon in Modesto CA

Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons, or RRFBS, increase the visibility of uncontrolled or midblock crosswalks with bright LED lights activated by a pedestrian push button.



BARRIERS TO ACTIVE TRANSPORTATION

The city is divided by Highway 198, which runs east-west on the south side of the downtown. Additionally, a railroad track runs adjacent to Highway 198, and a second one runs northwest-southeast along the western side of downtown. These extensive infrastructure facilities cut off residents on the west and south sides from the city's main destinations. No high schools are on the south side; therefore, students must cross Highway 198 to get to school. The only north-south corridors that cross Highway 198 are large, multi-lane arterials with no bicycle lanes and heavy traffic (i.e., 11th Avenue, Douty Street, and 10th Avenue). For residents on the west side, 11th Avenue is a major barrier to downtown. The only east-west corridors with access across the railroad tracks are Lacey Boulevard, Grangeville Boulevard, and Elm Street, all with multi-lane crossings at 11th Avenue. Moreover, Highway 43 runs along the eastern city edge and is a barrier to the future High-Speed Rail Station. These transportation features create challenges for walking and biking in some places, as crossings are limited.



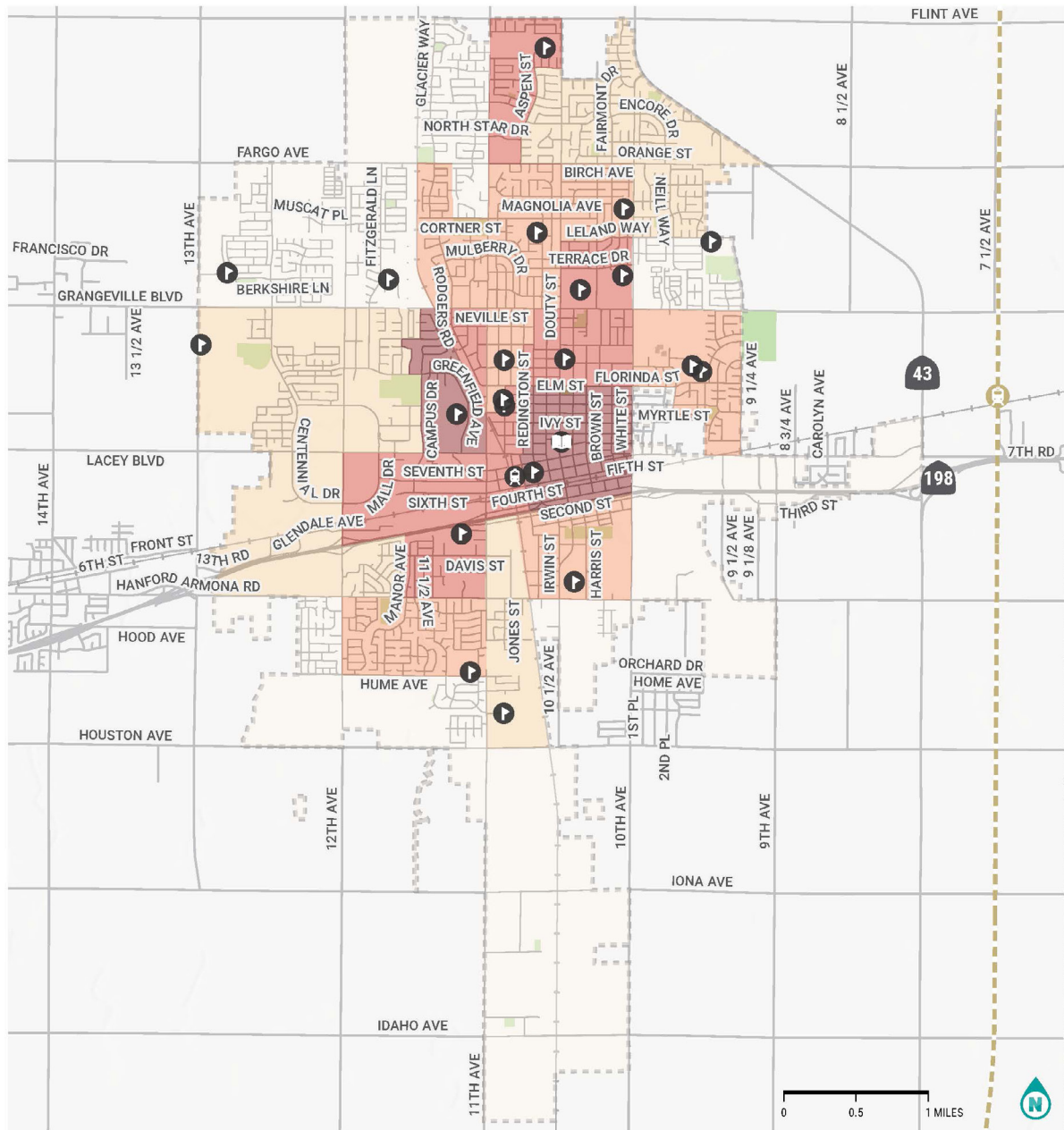
ACTIVE TRIP DENSITY

The colocation of residences and destinations is crucial for supporting active transportation. Active modes are more often used when residents live close to their destinations. Understanding the spatial distribution of Hanford's residential and employment centers can help the City guide development to support sustainable transportation by identifying where people are already choosing to walk and bike.

From this analysis, the downtown area, bounded by Grangeville Boulevard, 11th Avenue, Campus Dr, and Highway 198, has the highest gross activity density (**Figure 4**). The public library and the Amtrak station are within walking distance of each other, and the KART bus routes all meet in this area. Unfortunately, the streets that bound this area serve as barriers for walking and biking. Additionally, the northern area of the city surrounding Pioneer Middle School had a high gross activity density relative to the surrounding areas. Improving roadway safety in these areas will support the high density of active trips happening today.



Figure 4: Active Trip Density Map



Data provided by the City of Hanford & the Environmental Protection Agency (EPA) Smart Location Database (SLD). Date saved: 1/9/2024.

DEMAND ANALYSIS

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN



GROSS ACTIVITY DENSITY ON
UPROTECTED LAND

- Higher Density
- Lower Density

Gross activity is defined as the combination of employment and households.

DESTINATIONS + BOUNDARIES

- Hanford City Limit
- Park
- Railroad
- Future High Speed Rail
- School
- Library
- Rail Station
- Future High Speed Rail Station



ACTIVE TRIP POTENTIAL

Sustainable and active transportation is a key part of a climate strategy that involves reducing carbon emissions from transportation. Active modes often fill first- and last-mile gaps for transit trips and, on their own, may provide more flexibility for short trips that are not well-served by transit. Understanding the demand for active transportation can help the City of Hanford guide growth and development in supporting sustainable transportation by identifying areas where latent demand for active transportation may exist.

Active-trip potential measures the proportion of all trips that may reasonably be made by active modes—like walking, biking, or e-micromobility—in a particular area. As trip distance is an important factor in mode choice, assumptions about reasonable distances for vehicle trips that could be replaced by walking, biking, and e-micromobility, are based on trip distances from the 2017 National Household Travel Survey:

To this end, a neighborhood with high active-trip potential reflected a relatively larger percentage of trips beginning in that area that were under five miles. A neighborhood with lower active-trip potential reflected a more significant percentage of longer trips starting in that area. Areas of the city with a higher proportion of short trips are areas with the highest potential to convert vehicle trips to active trips.

As shown in **Figure 5**, the western side of the city bounded by Grangeville Boulevard, Lacey Boulevard, and Campus Drive, has the highest active trip potential. This area of the City is mainly residential and home to the Tara Estate Senior Mobile Home Park. Also in this area are the Youth Athletic Facility and other municipal buildings. The downtown also has a high active trip potential; however, it is lower than the area mentioned above. The northern regions of the city have the lowest active trip potential.

<1 mile:  **WALKING**

1 – 3 miles:  **BIKING**

3 – 5 miles:  **E-BIKES OR SCOOTERS**

SAFETY

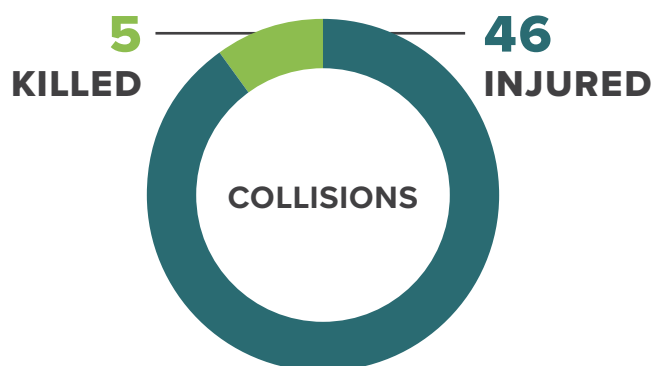
Data on bicycle- and pedestrian-related collisions can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. These insights will inform the recommendations in this Plan Update 2024 to address challenges facing people bicycling and walking.

Collision data involving people walking and bicycling was acquired from the Berkeley Transportation Injury Mapping System (TIMS), a public tool for accessing and mapping crash data from the California Integrated Traffic Records System (SWITRS). Four years of data were evaluated from January 1, 2018, through December 31, 2022.

Collision Analysis

During the study period, 48 collisions in Hanford involved a person riding a bicycle or walking. Five of these victims were killed, and 46 were injured. Bicycle and pedestrian-involved collisions were concentrated in the area bounded by Grangeville Boulevard, 11th Avenue, 10th Avenue, and Highway 198 (**Figure 6**). This area encompasses the downtown area, which is the city's most walkable area and may explain the concentration of collisions. A significant number of collisions occurred on 11th Avenue, a four-lane arterial connecting to Highway 198 (**Table 1**).

Additionally, there is a significant concentration of collisions between the Amtrak station and the public library in the downtown area. Furthermore, the 11th Avenue and Lacey Boulevard intersection was identified as the highest collision intersection in Hanford, with a total of 3 collisions involving people walking or biking (**Table 2**). This intersection serves as a western gateway into the downtown area.



**Table 1:** Top 5 Collision Segments

Street	To/From	Total Collisions	Bicycle Fatality	Bicycle Severe Injury	Bicycle Visible Injury	Pedestrian Fatality	Pedestrian Severe Injury Fatality	Pedestrian Visible Injury
11th Ave	Ivy St – Lacey Blvd	3	0	0	0	0	2	1
11th Ave	Fifth St – Fourth St	2	0	0	0	1	1	0
Hanford Armona Rd	Phillips St – Doris St	2	0	0	2	0	0	0
Seventh St	Phillips St – Redington St	2	0	0	0	0	1	1
Grangeville Blvd	Douty St – Harris St	2	0	1	0	0	0	1

*2018 to 2022 collision data was gathered from the Berkeley Transportation Injury Mapping System (TIMS) to identify the top collision street segments. To do this, collisions that occurred along street segments were defined using the TIMS data where “INTERSECTION” equals “N”. The top 5 street segments with the highest number of collisions were selected. For street segments with the same number of collisions, the collisions with the highest severity were selected.

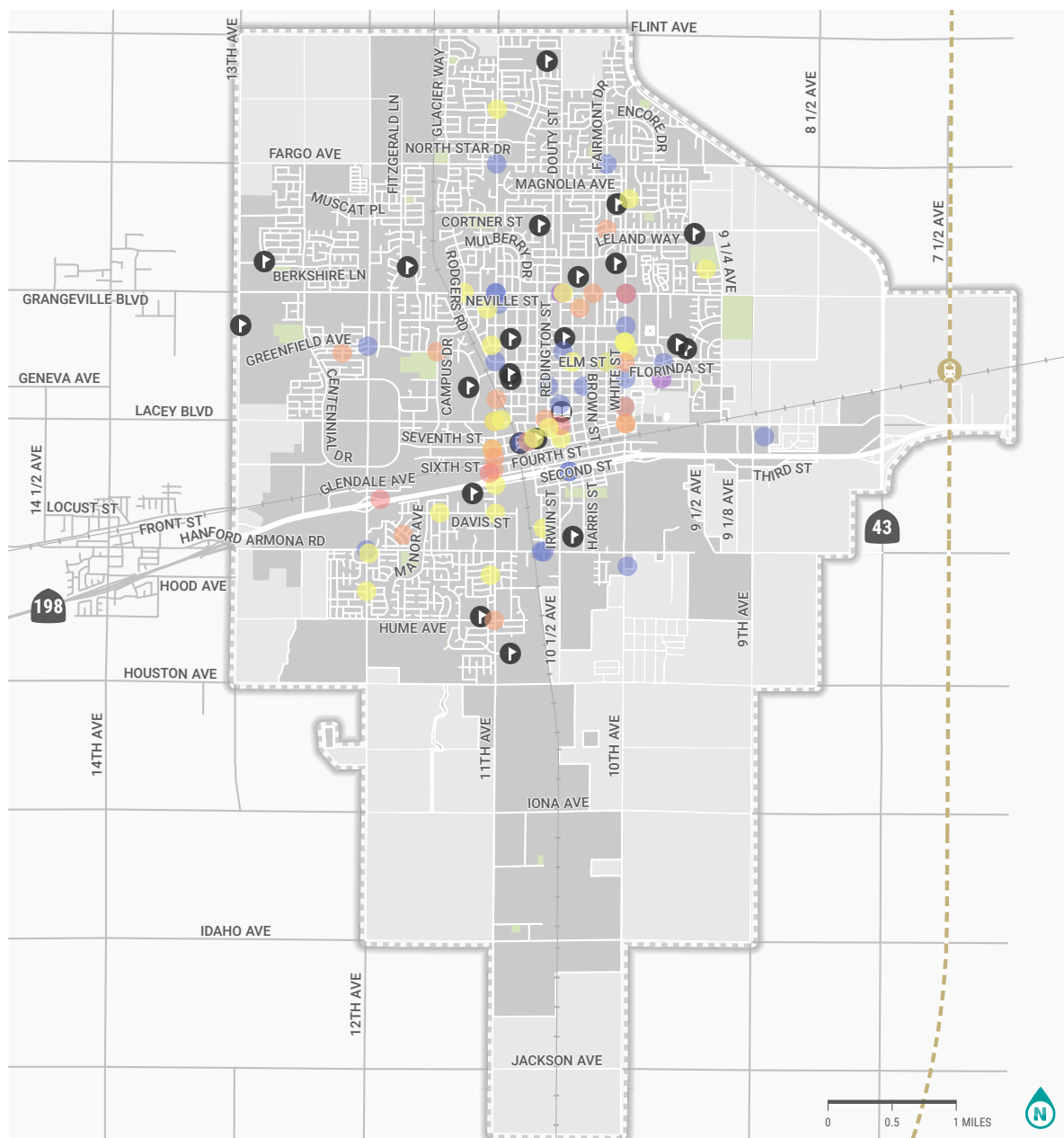
Table 2: Top 10 Collision Intersections

Intersection	Total Collisions	Bicycle Fatality	Bicycle Severe Injury	Bicycle Visible Injury	Pedestrian Fatality	Pedestrian Severe Injury Fatality	Pedestrian Visible Injury
Lacey Blvd/11th Ave	3	0	0	0	0	1	2
Grangeville Blvd/ Douty St	2	0	1	0	0	0	1
Hanford Armona Rd/ 12th Ave	2	0	0	1	0	0	1
Florinda St/White St	2	0	0	1	0	0	1
Hanford Armona Rd/ Phillips St	2	0	0	0	0	0	2
Grangeville Blvd/11th Ave	2	0	0	0	0	0	2
5th St/11th Ave	2	0	0	0	1	1	0
Lacey Blvd/10th Ave	1	0	0	0	1	0	0
Eighth St/Douty St	1	0	0	0	1	0	0
12th Ave/Glendale Ave	1	0	0	0	1	0	0

*2018 to 2022 collision data was gathered from the UC Berkeley’s Transportation Injury Mapping System (TIMS) to identify the top collision intersections. To do so, collisions within 200 feet of an intersection were associated with said intersection. For intersections with the same number of collisions, collisions with the highest severity were selected.



Figure 6: Collision Map



Data provided by the City of Hanford, & UC Berkeley Transportation Injury Mapping System (TIMS). Date saved: 3/1/2024.

BICYCLE AND PEDESTRIAN COLLISIONS

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN

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COLLISIONS

Pedestrian Collision

- Visible Injury
- Severe Injury
- Killed

Bicycle Collision

- Visible Injury
- Severe Injury
- Killed

Collision data from 2018 to 2022 was sourced from the UC Berkeley Transportation Injury Mapping System (TIMS).

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



USER EXPERIENCE & PERCEIVED COMFORT

Traffic stress is the perceived sense of danger associated with riding in or adjacent to vehicle traffic. Studies have shown that traffic stress is one of the most significant deterrents to bicycling. The less stressful a bicycle facility is and, therefore, more comfortable, the wider its appeal to a broader segment of the population. A bicycle network will attract a large portion of the population if it is designed to reduce the stress associated with potential motor vehicle conflicts and if it connects people bicycling with where they want to go.

Bikeways are considered low-stress if they involve very little traffic interaction by nature of the roadway's vehicle speeds and volumes (e.g., a shared, low-traffic neighborhood street) or if greater degrees of physical separation are placed between the bikeway and traffic lane on roadways with higher traffic volumes and speeds (e.g., a separated bikeway on a major street).

Types of Bicyclists

Research indicates that the majority of people in the United States (56-73%) would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3%) are willing to ride if no facilities are provided.¹ This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories, illustrated below.



STRONG & FEARLESS:

Very comfortable and willing to ride on streets without designated facilities



ENTHUSIASTIC & CONFIDENT:

Very comfortable, but prefer streets with designated bike lanes



INTERESTED, BUT CONCERNED:

Comfortable on trails and streets with buffered or separated bike lanes and interested in biking more



NOT CURRENTLY INTERESTED:

Physically unable or very uncomfortable even on streets with separated bike lanes



BICYCLE LEVEL OF TRAFFIC STRESS

To better meet the needs of the “Interested, But Concerned” cyclist, planners developed the Bicycle Level of Traffic Stress (Bicycle LTS) analysis as an objective, data-driven evaluation model to help identify streets with high levels of traffic stress. The analysis uses roadway network data (i.e., posted speed limit, street width, number of travel lanes, intersection conditions, presence and character of bikeway facilities, and land use context) to determine bicyclist comfort level. Combining these criteria creates four levels of traffic stress for the existing roadway network. The lower the number, the lower the stress and the higher the comfort level for people on bicycles. LTS 1 & 2 roads are typically the roadways that appeal to the “Interested, but Concerned” cyclists.

A Bicycle LTS analysis was conducted to provide insight into network gaps or focus areas for improving the bicycle network. In addition, the results also identify existing low-stress routes which may be good for bicycling. The analysis also identified barriers to bicycling, such as routes along and across high-stress roadways.

Figure 7 illustrates level of stress scores and how they relate to both the type of bicycle rider and the characteristics of a roadway. There are four levels of traffic stress:

Figure 7: Bicycle Level of Traffic Stress Scores

Level 1

All Ages and Abilities



Level 1 includes off-street shared-use paths and some very low-stress roadways suitable for all ages and abilities.

Level 2 Average Adult



Level 2 includes comfortable roadways that the mainstream adult population would ride a bicycle on them.

Level 3



Level 3 includes arterial roadways with bicycle facilities that are probably only comfortable for an experienced, confident bicyclist.

Level 4 Fearless Adult



Level 4 includes arterial roadways with no bicycle facilities ridden only by strong or fearless bicyclists.

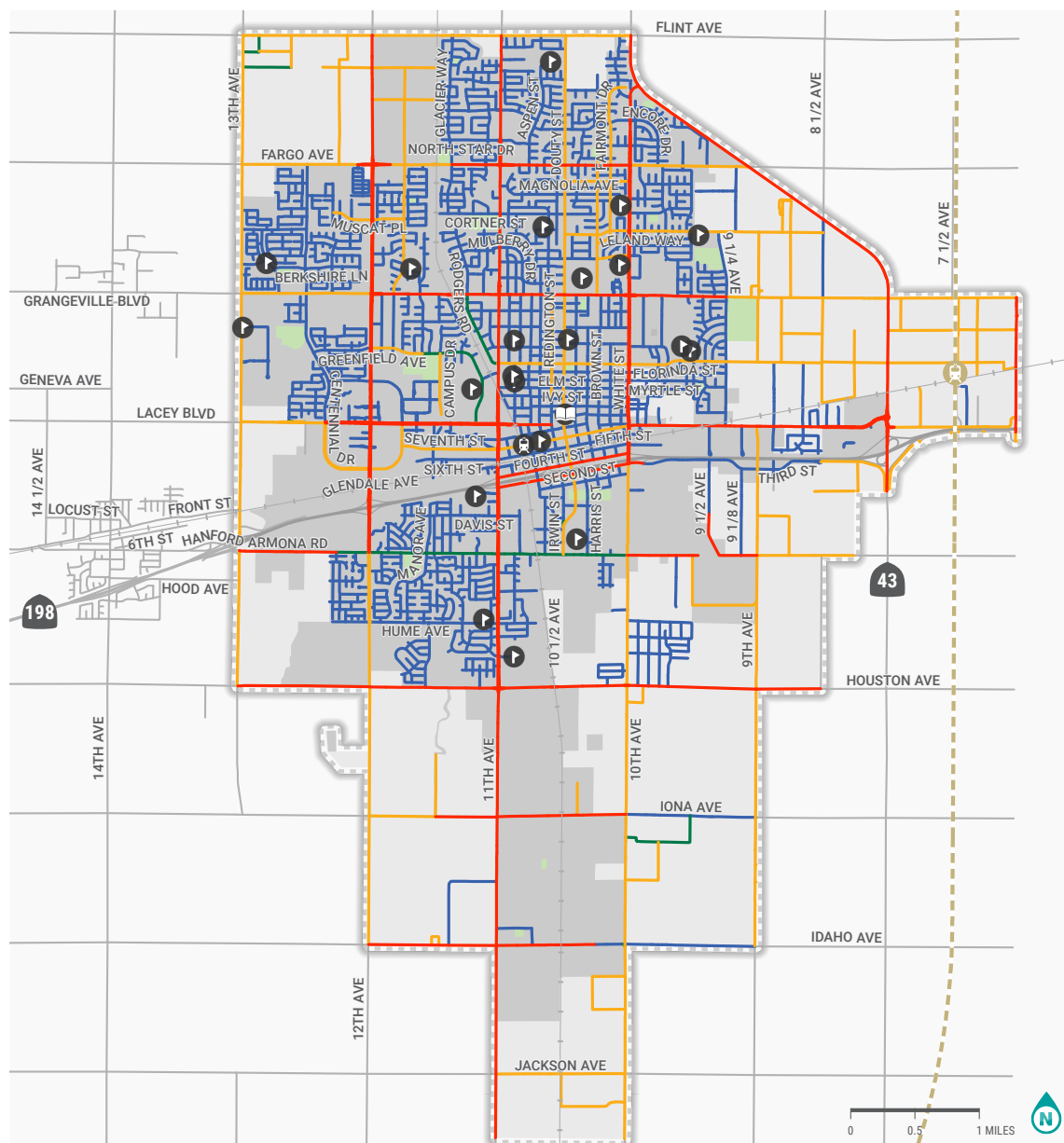


The bicycle level of traffic stress scores shown in **Figure 8** illustrate the low-stress connections and gaps throughout Hanford. The BLTS map approximates the user experience for the majority of Hanford residents. However, people may have differing opinions of traffic stress depending on their own experiences. The City is characterized by low-stress BLTS 1 cul-de-sac streets bounded by higher-stress collector and arterial roadways that score as BLTS 3 and 4. Key findings include:

- ▶ The most direct cross-city streets are those with the highest BLTS scores. These include 11th Avenue, 10th Avenue, 12th Avenue, Grangeville Boulevard, and Fargo Avenue, many of which are considered bike routes.
- ▶ All three streets to provide access across Highway 198 have a BLTS of 3 or 4.
- ▶ The secondary streets connecting neighborhoods have a BLTS of 3.
- ▶ Local residential streets have the lowest BLTS at a score of 1 and offer indirect travel paths that often end in dead-ends.
- ▶ Many schools are near or adjacent to roadways with BLTS scores of 3 or 4.



Figure 8: Bicycle Level of Traffic Stress Map



Data provided by the City of Hanford & OpenStreetMap (OSM). Date saved: 3/7/2024.

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)

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BLTS SCORE

- BLTS 1 (Low Stress)
- BLTS 2
- BLTS 3
- BLTS 4 (High Stress)

BLTS represents the level of stress people may experience when biking on specific roadways. BLTS scores vary depending on available bicycle facilities, number of travel lanes, and vehicle speeds and volumes. For this analysis, Highways were excluded as bikes are not legally allowed on them.

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



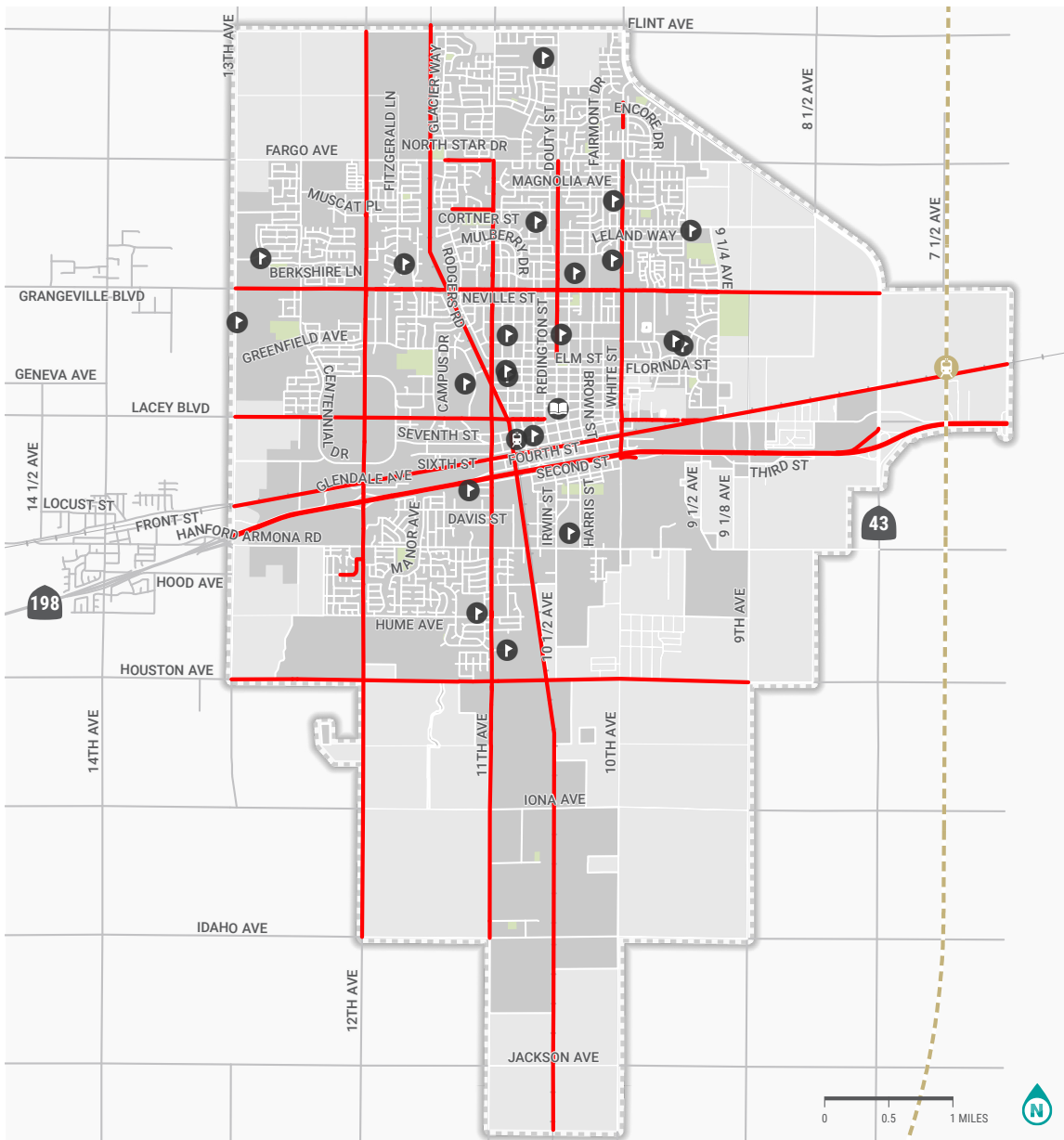
PEDESTRIAN BARRIERS

Barriers to walking were identified as existing or missing infrastructure that has the potential to inhibit pedestrian trips. This includes missing sidewalks, wide roads with few safe crossings, railroad tracks, and highways. As shown in **Figure 9**, the pedestrian barriers fall in line with the high BLTS streets. Residents also identified some local streets with missing sidewalks as barriers. Like the BLTS, the multi-lane arterials and cross-city corridors are barriers due to their unsafe crossing conditions. The major barriers

are Highway 198 and the two railroad tracks that cut through the City, which offer few to no safe pedestrian crossings and no pedestrian walkways along the corridors. The next major barriers are multilane arterials connecting to regional corridors with few traffic control devices and safe crossings. These arterials include 11th Ave, 12th Ave, and Grangeville Blvd. Some of the minor barriers residents called out were along residential streets with no sidewalks or fast travel speeds.



Figure 9: Pedestrian Barriers to Walking Map



Data provided by the City of Hanford, & OpenStreetMap (OSM). Date saved: 3/1/2024.

PEDESTRIAN BARRIERS TO WALKING

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ACTIVE TRANSPORTATION PLAN



BARRIERS TO WALKING

— Barriers

Barriers to walking were identified as infrastructure that has the potential to inhibit pedestrian trips. This includes wide roads with few safe crossings and railroad tracks and highways.

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



Outreach

ALTA PLANNING +
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CHAPTER FOUR



Engaging the Hanford community has been a priority throughout the Plan Update 2024 process. A variety of outreach opportunities were used to seek input from diverse Hanford residents and community members. The plan development process also included extensive coordination with partner agencies and other City departments to ensure that Plan Update 2024 meets community needs, advances initiatives of local and regional partners, and includes projects and programs that can be implemented feasibly. Ongoing outreach ensured a continuous feedback loop that informed the final project list and Plan Update 2018. Specific events and opportunities included:

Online Engagement Tools

- ▶ Survey
- ▶ Interactive Mapping Tool
- ▶ City Website and Social Media

Community Meetings

- ▶ Community Workshops/Open Houses
- ▶ Pop Up Events

City Board, Commission, and Council Meetings

- ▶ Parks and Recreation Commission
- ▶ City Council

This chapter presents an overview of the format and approach for each outreach opportunity, along with a summary of feedback received.



ONLINE SURVEY

A community survey was developed to gather input on walking and bicycling challenges, preferences, and opportunities throughout Hanford. The survey was available online in Spanish and English from January through September 2024. It was advertised at all outreach events and through the City's newsletter and email notifications, as well as on posters displayed at Winter Wonderland events and KART bus stops throughout the city. Participation in the survey was also encouraged by awarding a gift card to a randomly selected respondent. More than 112 people responded to the survey.

A summary of responses is provided below.

- ▶ One-fifth of respondents said they use active modes to reach their destinations daily.
- ▶ Popular destinations include Civic Center, Downtown District, Hidden Valley Park, Target/Walmart, and Freedom Park.
- ▶ Respondents avoid walking and biking on major roads due to the lack of bike lanes and perceived speeding drivers.

When asked about their primary mode of transportation, 85% of respondents said automobile or motorcycle. This is symbolic of Hanford's auto-centric design and high-stress bike network. However, about 20% said they use active modes to reach their destination daily. Moreover, respondents listed the following places as the top destinations they would like to walk, bike, or roll to: Civic Center, Downtown District, Hidden Valley Park, Target/Walmart, and Freedom Park.

Of note, 66% of respondents said Highway 198 is not a barrier for walking, biking, or rolling between North and South Hanford. However, some respondents said they avoid walking, biking, or rolling on main streets because there are no bike lanes and drivers are often speeding. Many of the written comments described driver behavior and major roads as the main deterrents for bicycling. Additionally, respondents cited the sidewalk network as discontinuous or in poor condition, which makes it difficult to get between neighborhoods. Trip needs, followed by distance and travel time, ranked the highest among the factors that limit one's ability to take active modes.

When asked about walking, biking, or rolling to communities outside of Hanford, 41% of respondents were interested. Lemoore was the most popular destination outside Hanford, located west along Highway 198. Additionally, written comments suggested increasing the bus/train service frequency between Lemoore and Hanford.



ONLINE INTERACTIVE MAPPING TOOL

An interactive mapping tool was posted on the City's website and used throughout the development of this Plan Update 2024 to gather input and feedback from the community directly on a city map.

In Phase 1, community members were encouraged to draw routes or place pins on the map and add comments to identify desired walking or bicycling improvements, challenging locations, and other information about the walking and bicycling environment. Nearly 800 comments were received during the three-month comment period, between September 18 and December 31, 2023. This input informed the recommended bicycling and walking network improvements.

In Phase 2, the draft recommended walking and bicycling networks were displayed on the map, and community members were invited to “like” or “dislike” projects to show their preferences, in addition to adding comments on specific projects and seeing the feedback left by others. The map was available for four weeks, from September 23 through October 19, 2024. This input helped prioritize projects and refine the networks.



CITY WEBSITE AND SOCIAL MEDIA

For all community outreach opportunities, including the online survey and interactive mapping tool, the City leveraged its existing website and social media accounts to share information about the Plan Update 2024 process and encourage Hanford residents to engage with the project team.



Website

The City created a section on their website for this Bicycle and Pedestrian Master Plan Update 2024. All online communications and project flyers pointed to this website, where community members were able to learn about the planning process, see upcoming outreach events, and download draft maps and other deliverables at key milestones.



Flyers & Posters

Flyers and posters were also created in both English and Spanish with the project website and Community Open Houses listed. The cards were placed at various businesses, community centers, and libraries throughout the City.



Social Media

The City has nearly 18,000 followers on Facebook, more than 5,300 followers on Instagram and more than 13,000 members on Nextdoor. Throughout the Plan Update 2018 process, posts on these platforms notified residents of upcoming events, draft documents available for review, online engagement tools, and other project milestones.



Bus Shelter Posters

Posters were displayed at Kings Area Regional Transit (KART) bus stops throughout the City. The posters encouraged transit riders and passersby to visit the Plan Update 2024 website and provide feedback using the online interactive mapping tool.



Thursday Night Marketplace Pop-up Event.



PHASE 1 EVENTS: COMMUNITY WORKSHOPS AND POP-UP EVENTS

Community workshops and pop-up events created opportunities for community members to learn about the Plan, ask questions, and provide feedback at multiple stages of Plan development.

These events were held during the earlier stages of the Plan and sought to collect feedback from the community regarding the vision and goals for the Plan and to ask for locations with opportunities and challenges to walking and rolling in the city. The project team prepared three large engagement boards. Two of the boards included information on potential bicycling and walking facilities. The third board was a large map of the City of Hanford, where attendees were able to write comments regarding active travel in the City.

Community workshops and pop-up events were held at the following locations and dates:

- ▶ Community Workshop #1 at the Hanford Civic Auditorium, September 20, 2023
- ▶ Community Workshop #2 at the Hanford Civic Auditorium, September 21, 2023
- ▶ Pop-Up: Thursday Night Marketplace at the Civic Center Park, September 21, 2023

The two community workshops and the pop-up event in September 2023 introduced the project to Hanford residents. Community members were encouraged to ask questions and give feedback about the Plan during this workshop. Participants identified areas where improved bicycle and pedestrian infrastructure is needed and shared local knowledge on walking and biking trends in Hanford. Many residents identified Highway 198 as a major barrier for residents living on the south side and cross-city travel. Furthermore, they also identified Grangeville Boulevard, Fargo Avenue, 11th Avenue, 10th Avenue, and Lacey Boulevard as major barriers. Community members also shared that many students walk to the cluster of neighborhood schools located between 10th Avenue, Fargo Avenue, and Grangeville Boulevard. Residents also suggested regional bike connections to neighboring cities and bike safety campaigns to increase awareness of using lights when biking at night.

DESTINATIONS + BOUNDARIES / DESTINOS Y LÍMITES

- RAIL STATION / ESTACIÓN DE TREN
- FUTURE HIGH SPEED RAIL STATION / FUTURA ESTACIÓN DE TREN DE ALTA VELOCIDAD
- LIBRARIES / BIBLIOTECAS
- SCHOOLS / ESCUELAS
- RAILROAD / FERROCARRIL
- FUTURE HIGH SPEED RAIL / FUTURA TREN DE ALTA VELOCIDAD
- CITY BOUNDARY / LÍMITE DE LA CIUDAD

EXISTING BIKeways / CICLOVÍAS EXISTENTES

- CLASS II BIKE LANES / CLASE II CICLO-CARRIL
- CLASS III BIKE ROUTES / CLASE III RUTAS

Handwritten Notes:

- Wife for work? on class 3* (near top left)
- Grangeville could use some bike infrastructure* (near top right)
- home park* (near top right)
- Put shoulders to Lemoore* (near left edge)
- Put bike lane to Lemoore* (near bottom left)
- 10th Ave is dark, needs lights* (near bottom right)
- missing sidewalks* (near bottom right)
- Consider shoulder with dual roads that could make that an extension (to Lemoore)* (near bottom center)

Scale: 0 0.5 1 MILES

North Arrow: N



Project Team and Residents Discussing Crossing Issues Along Douty St During the Walk Audit



WALK AUDIT

Project staff conducted a walk audit with Hanford residents in September 2023, which allowed community members to give in-person feedback about areas of Hanford. The audit also allowed the project team to see barriers to active transportation travel in real-time and to experience what it is like to walk using existing infrastructure. The audits also allowed participants to observe the behaviors of people walking, biking, and driving in the study area. The audits were hosted by the project team but were designed to allow community members to lead the audit by showing the project team where there were opportunities and concerns within the audit study area. The walk audit began at the Hanford Civic Center Park and continued along Douty Street, Florinda Street, N 11th Avenue, and W 7th Street. Participants were given checklists of specific items to observe during the audits, such as characteristics of the roadway and intersections and how safe and comfortable the participants felt during the audit.

During the walk audit, participants documented curb ramps to be non-compliant with ADA standards, a lack of shade along streets and at bus stops, perceived speeding, and unsafe mid-block crossings as primary active transportation issues. More specifically, perceived speeding vehicles were a major concern along Florinda Street and 11th Avenue, which made biking along these streets feel unsafe. Moreover, community members shared that drivers often fail to yield for pedestrians crossing at mid-block crosswalks along 7th Street and Douty Street.



Figure 11: Feedback Sheet from Walk Audit Participant.

Walk Assessment/Evaluación a pie

Name / Nombre: REBECCA BELL

Email / Correo electrónico: _____

Phone / Teléfono: _____ City/Ciudad: _____

Zip / Código Postal: _____

Gender/Género: Female / Femenino ☐ Male / Masculino ☐

Age/Edad: Under/Menor a 18 ☐ 18-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ Over/Mayor a 65 ☐

Instructions: We will be walking along a designated route. As we walk and make stops, please answer the questions on your form. **Instrucciones:** Estaremos caminando por una ruta designada. Mientras caminamos y hacemos paradas, responda las preguntas del formulario por favor.

Assessment Route – Ruta de la evaluación

- Douty Street / Calle Douty
- Florinda Street / Calle Florinda
- N 11th Avenue / Avenida 11 Norte
- KART Transit Center & Hanford Amtrak Station / Centro de Tránsito KART & Estación Hanford Amtrak
- W 7th Street / Calle 7 Oeste

Map and Notes:

Handwritten notes on the map:

- Top Left:** Crosswalk urban/HW
- Top Right:** Walk Sign on HW Red!
- Right Side:** Curve 5³-7
- Right Side (circled):** Right Crosswalk the FASTEN TOO MUCH
- Center (circled):** Sidewalk Keller Damaged Duty
- Top Right (circled):** Kaweah/Florinda Crosswalk
- Right Side (circled):** Between HW & Lacey 11th Too Long (Red Arrow)
- Right Side (circled):** Cra. 1st/2nd/3rd/4th/5th/6th/7th/8th/9th/10th/11th/12th/13th/14th/15th/16th/17th/18th/19th/20th/21st/22nd/23rd/24th/25th/26th/27th/28th/29th/30th/31st/32nd/33rd/34th/35th/36th/37th/38th/39th/40th/41st/42nd/43rd/44th/45th/46th/47th/48th/49th/50th/51st/52nd/53rd/54th/55th/56th/57th/58th/59th/60th/61st/62nd/63rd/64th/65th/66th/67th/68th/69th/70th/71st/72nd/73rd/74th/75th/76th/77th/78th/79th/80th/81st/82nd/83rd/84th/85th/86th/87th/88th/89th/90th/91st/92nd/93rd/94th/95th/96th/97th/98th/99th/100th
- Left Side (circled):** Douty/8th (Ramp)
- Left Side (circled):** Bustop (Shade) 1, 2, 3 needs Bench Kaweah/Woodrow
- Left Side (circled):** Douty/Myrtle white paint stop
- Left Side (circled):** Douty Lighted crosswalks (Make crosswalk lighted)
- Bottom Left (circled):** Can Wash N. Sidewalk Raised
- Bottom Center (circled):** 11th/Lacey Repainted
- Bottom Right (circled):** Move Bus Stop to NY RR track Paint Palm
- Right Side (circled):** Irwin/Florinda Repaint Red/Flor.
- Right Side (circled):** Woodrow Light Cross
- Right Side (circled):** Sommy CAO Dentist
- Right Side (circled):** Vegetation

Map Labels: Group, Ramirez Law Firm, Inc., AAA Hanford Branch, W Elm St, W Ivy St, Porter St, Ford St, W 8th St, Hanford, Deli, IHOP, Starbucks, Burger King, Children's Storybook Garden & Museum, Smart & Final, Park Ave, N Harris St, Florinda, E Elm St, E Myrtle, E Ivy St, E 11th St, E 12th St, E 13th St, E 14th St, E 15th St, E 16th St, E 17th St, E 18th St, E 19th St, E 20th St, E 21st St, E 22nd St, E 23rd St, E 24th St, E 25th St, E 26th St, E 27th St, E 28th St, E 29th St, E 30th St, E 31st St, E 32nd St, E 33rd St, E 34th St, E 35th St, E 36th St, E 37th St, E 38th St, E 39th St, E 40th St, E 41st St, E 42nd St, E 43rd St, E 44th St, E 45th St, E 46th St, E 47th St, E 48th St, E 49th St, E 50th St, E 51st St, E 52nd St, E 53rd St, E 54th St, E 55th St, E 56th St, E 57th St, E 58th St, E 59th St, E 60th St, E 61st St, E 62nd St, E 63rd St, E 64th St, E 65th St, E 66th St, E 67th St, E 68th St, E 69th St, E 70th St, E 71st St, E 72nd St, E 73rd St, E 74th St, E 75th St, E 76th St, E 77th St, E 78th St, E 79th St, E 80th St, E 81st St, E 82nd St, E 83rd St, E 84th St, E 85th St, E 86th St, E 87th St, E 88th St, E 89th St, E 90th St, E 91st St, E 92nd St, E 93rd St, E 94th St, E 95th St, E 96th St, E 97th St, E 98th St, E 99th St, E 100th St.



PHASE 2 EVENTS: COMMUNITY OPEN HOUSES AND POP-UP EVENTS

A series of draft recommendations engagement events were held to gather community feedback on the proposed bicycle and pedestrian improvements in fall 2024. The project team held two community workshops at the City Civic Center and two pop-up events. The pop-up events at the Thursday Night Marketplace and the Longfield Center included the same content but were held at different locations to reach Hanford’s diverse residents.

The project team prepared six large engagement boards that were displayed at the events. Two boards featured the recommend bikeway improvements, including the Backbone and Complete Network (including the Future Network). A Pedestrian Recommendations board illustrated the locations identified by project team’s technical analysis and Phase 1 feedback for pedestrian improvements, accompanied by a chart of recommended infrastructure at each location. Two boards featured the People’s Trail, including a map of the proposed route and concept designs for the trail. Community members were given time to review maps of the recommendations; prioritize improvements and recommend additional locations using stickers, and provide feedback with sticky notes.

The People’s Trail boards received the most attention, with many residents sharing their support for its development. Many attendees expressed support for the recommended improvements, particularly in Downtown Hanford and along the Pedestrian Priority Corridors. Some attendees encouraged the project team to consider improvements along the current city boundaries as well as areas planned for future annexation.

Table 3 summarizes common feedback provided during this final round of community engagement. **Figures 12** and **13** show the Recommended Bike Network - Complete Network and Pedestrian Recommendations with community member feedback.



Phase 2 Community Open House

Table 3: Common Community Feedback

Concerns	Requests	Specific Projects
Lack of separation between cars and cyclists on most bike routes	Need trails	Support for the People’s Trail
Removal of street trees	Additional pedestrian crossings	Improvements in Home Garden, an unincorporated area planned for future annexation into the city



Figure 12: Bikeway Recommendations with Community Prioritization

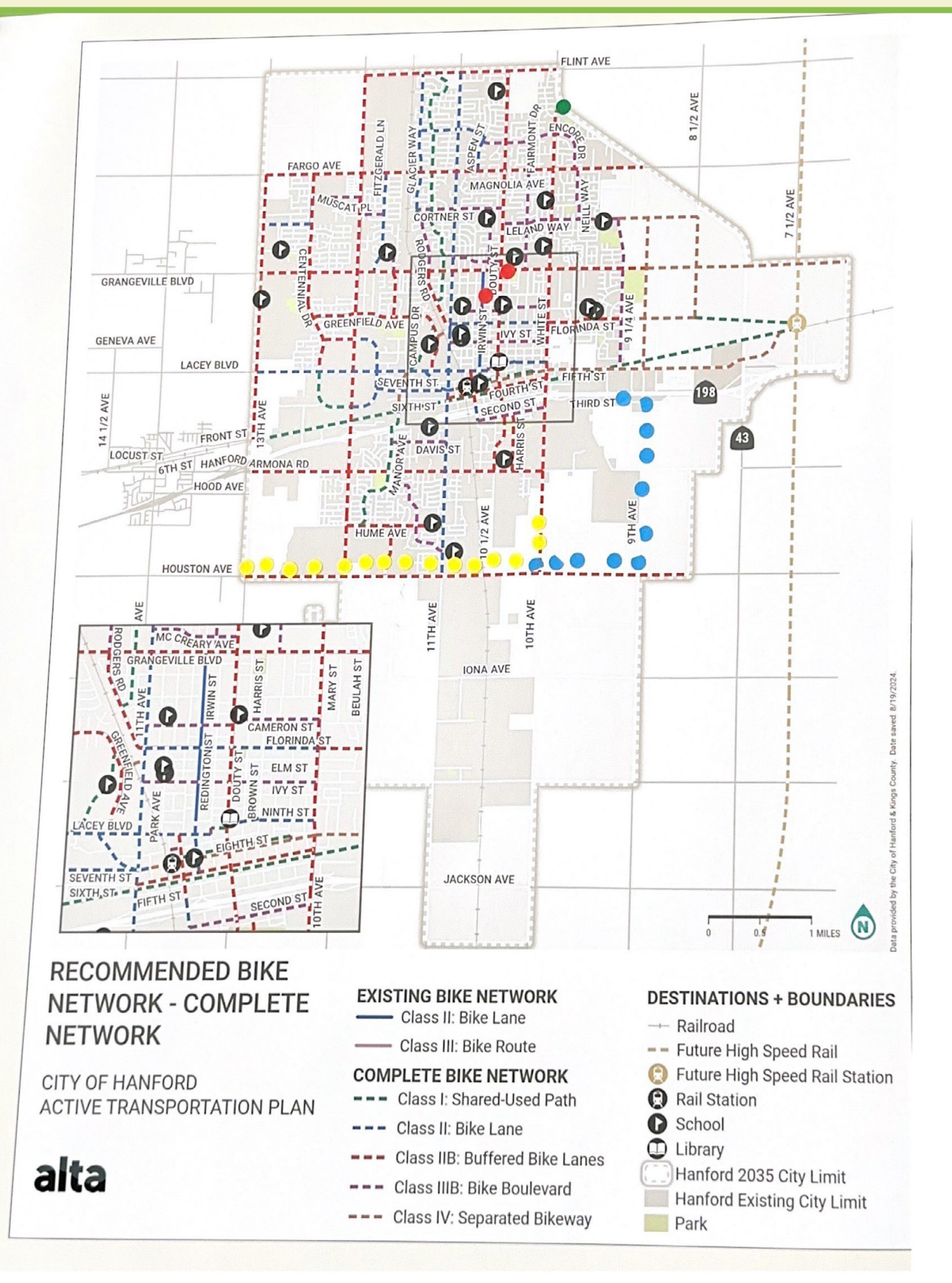
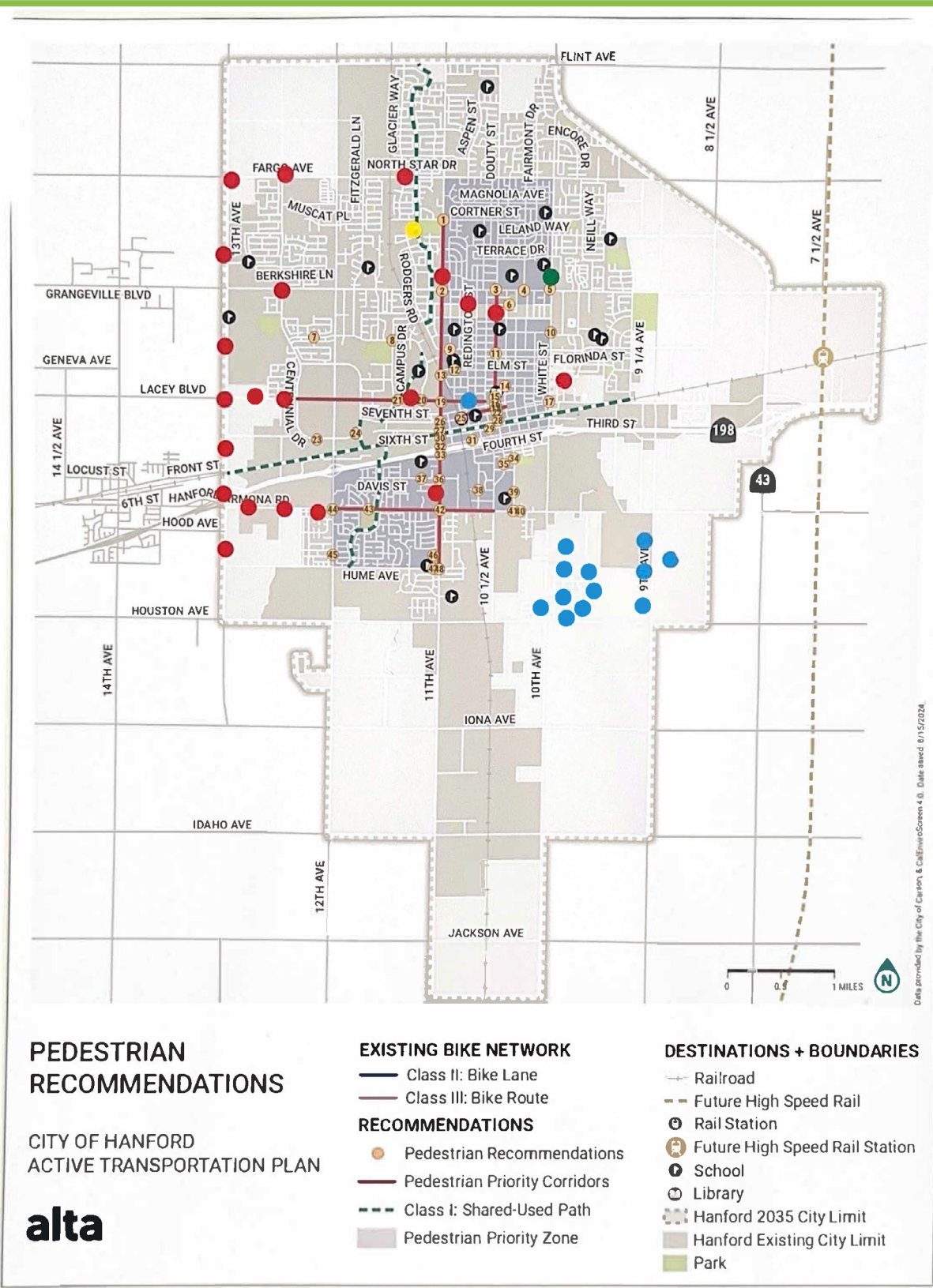




Figure 13: Pedestrian Recommendations with Community Prioritization



A person wearing a light blue cap, a black t-shirt with a graphic, and light-colored shorts is riding a dark blue bicycle on a paved path. The path is bordered by a brick-paved area in the foreground and a grassy field with large trees in the background. The scene is captured in a cinematic style with soft lighting.

Recommendations

CHAPTER
FIVE

This chapter presents the projects, programs, and policy changes for the City of Hanford. The active transportation network described in this Plan Update 2024 seeks to provide the Hanford community with convenient, comfortable, and healthy transportation choices. Recommendations come from the needs and opportunities identified through the evaluation of existing conditions, evaluation of progress made since the development of the 2016 Plan, extensive community input, and data-driven analyses. Improvements identified during previous planning efforts or studies were also reviewed for this Plan Update 2024, including the four low-stress bikeways and numerous crossing improvements.

Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic impact analysis and more detailed design analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

RECOMMENDATIONS PROCESS

Developing recommendations for bicycle and pedestrian infrastructure and programs is a multi-step process that synthesizes the data collected throughout the development of this Plan, including feedback from community members, and identifies solutions that will best create a connected and safe active transportation network. These recommendations aim to build robust local pedestrian and bicycle transportation networks, identify potential cross-city trails that can be used instead of high-stress major roads, and establish school walking and biking routes to support the future growth of Hanford that will come with the new High-Speed Rail Station. These recommendations also consider a changing transportation landscape, designing for and incorporating new sustainable mobility transportation options while ensuring equitable accessibility.





PEDESTRIAN RECOMMENDATIONS

Identifying pedestrian recommendations requires consideration of Hanford's varying road types, nearby destinations, and the people who would use the future facilities. The following location typologies provide examples of the types of pedestrian improvements the City should consider implementing based on a street's characteristics. In some cases, a street or intersection will fit the criteria for several typologies; in other cases, a street may not fit within these parameters. These location typologies and their accompanying recommended improvements should be used to guide the City in creating further detailed recommendations. Some tools will require Council adoption and citywide guidelines and policies to list the type of street and situations that warrant installation. Implementing measures will also be a companion to the engineering assessment, following standard engineering practices and guidelines. The complete list of pedestrian recommendations can be found in the **Appendices Pedestrian Recommendations**.

- ▶ **Major Intersections:** Intersections of high-speed multi-lane roadways may feel uncomfortable to cross when walking. Pedestrian improvements at these major intersections should focus on providing adequate crossing time (pedestrian intervals) or creating staged crossing opportunities to shorten individual crossing distances, such as curb extensions and pedestrian islands.
- ▶ **Mid-block Crossings:** When signalized intersections are far apart, mid-block crossings provide a safe place for pedestrians to cross the street without having to go out of their way. Mid-block crossings exist on some streets in Hanford, such as the segment of 7th Street that runs through Downtown. Mid-block crossing locations should have infrastructure

that increases the visibility of crossing pedestrians to drivers. Curb extensions that position pedestrians closer to the roadway and flashing pedestrian beacons are both examples of strategies to warn drivers to stop for crossing pedestrians.

- ▶ **Pedestrian Priority Zones:** Streets within the Pedestrian Priority Zones should provide safe walking infrastructure for a level of pedestrian activity. Opportunities to cross the street should be frequent to allow people walking to reach local destinations without needing to walk long distances and/or out of direction to reach a crosswalk. Traffic calming infrastructure should slow down vehicles through these busy pedestrian areas, and transit should be easily accessible and comfortable.
- ▶ **School Perimeter:** The Pedestrian Priority Zones incorporate most of the K-12 schools in the city. Pedestrian infrastructure within walking zones of schools, such as along Florinda Street near Woodrow Wilson Junior High, must consider the needs of young people. High-visibility yellow school crosswalks should be installed to alert motorists that students may be in the area. Longer crossing intervals may be needed to allow enough time for students and families to cross the street. Wider sidewalks may be needed to accommodate a high volume of pedestrian traffic before and after school, and landscaped buffers separating the sidewalk from the street can create additional distance between people on the sidewalk and drivers.
- ▶ **Pedestrian Priority Corridors:** The Pedestrian Priority Corridors are pedestrian network projects that aim to enhance connections between the Pedestrian Priority Zones.



PEDESTRIAN IMPROVEMENT TOOLBOX

The following pages show a toolbox of improvements that can be used based on each typology. Each colored circle within the improvement represents the typology where the improvement may best fit; however, the City will consider all possibilities when further evaluating specific design treatments.



ADVANCE YIELD LINES:

Advance yield lines discourage drivers from stopping too close to mid-block crosswalks.



ALL-WAY STOP/ WARRANT ANALYSIS:

All-way stops prevent motorists, bicyclists, and pedestrians from having to cross free-flowing lanes of traffic and reduce the risk on crashes.



CURB EXTENSIONS:

Curb extensions shorten crossing distances for pedestrians and slow vehicle turning movements.



HIGH VISIBILITY CROSSWALKS:

Crosswalks that make pedestrians more visible from further distances. Crosswalks should be yellow in school zones.



LEADING PEDESTRIAN INTERVALS (LPIs):

LPIs give pedestrians a 3-7 second head start in the crosswalk before the signal turns green for drivers.



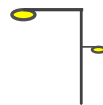
PEDESTRIAN HYBRID BEACONS (PHBs):

PHBs are actuated devices used at busier unsignalized crossing locations to stop drivers for a pedestrian to cross.



PEDESTRIAN REFUGE ISLANDS:

Pedestrian refuge islands provide a safe place for pedestrians to wait while crossing a multi-lane street.



PEDESTRIAN-SCALE LIGHTING:

Pedestrian-scale lighting illuminates pedestrian paths, creating a safer and more comfortable walking experience.



RAISED CROSSWALKS:

Raised crosswalks slow down vehicles while also allowing pedestrians to cross at-grade with the sidewalk.



RECTANGULAR RAPID- FLASHING BEACONS (RRFBs):

RRFBs are activated by pedestrians and alert drivers that a pedestrian is trying to cross the street.



Pedestrian Priority Zones

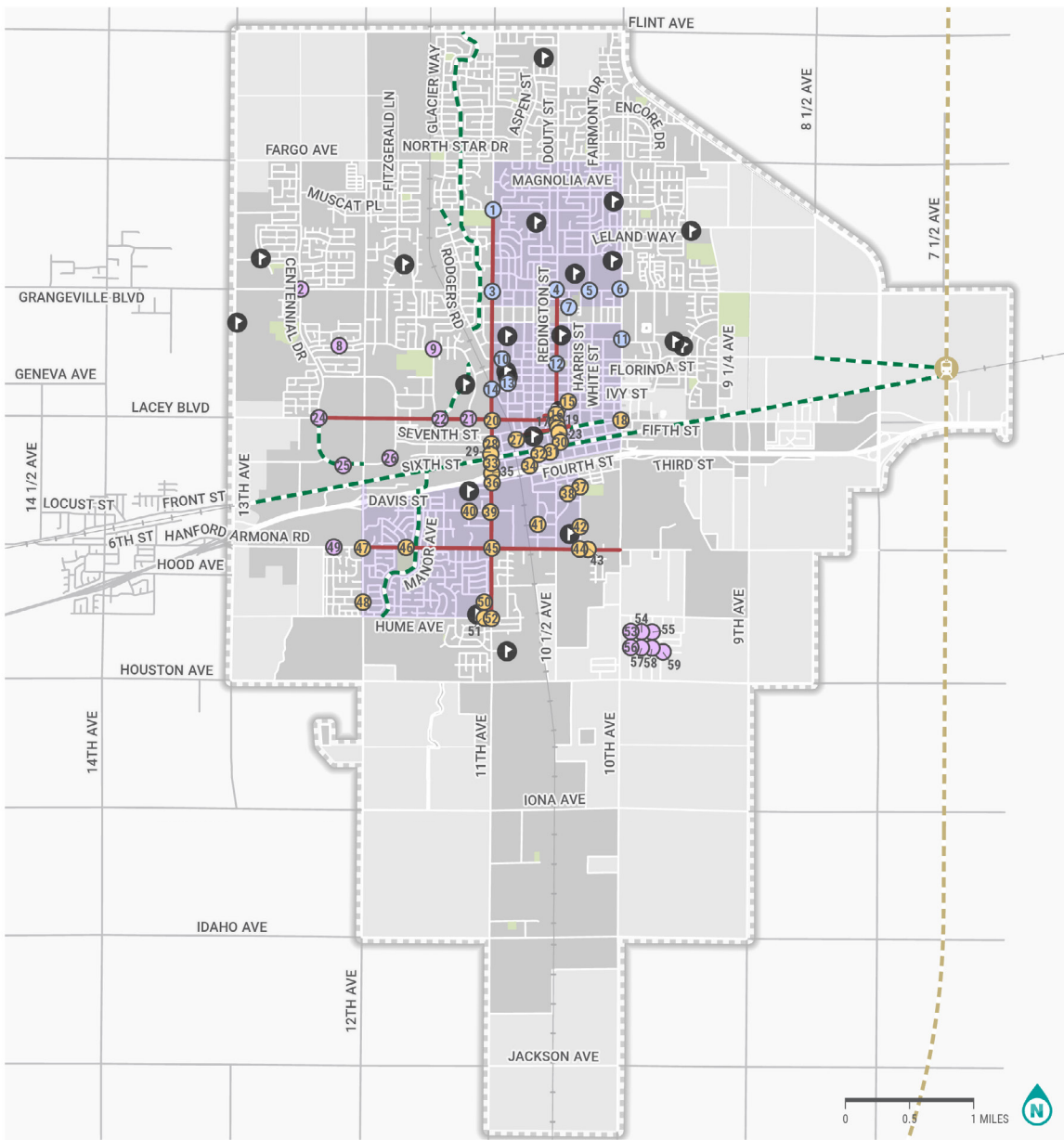
Three Pedestrian Priority Zones were identified using the bicycle- and pedestrian-involved collision data and active travel demand data (**Figure 14**). The zones encompass both the areas with the highest active travel demand and bicycle- and pedestrian-involved collisions. The Downtown Pedestrian and Traffic Study report was also used to help define the zones. The three zones fall between 10th and 12th Avenues; two are north of Highway 198, and one is south of Highway 198. One of the northern zones encompasses the downtown area, and the other includes the residential neighborhoods between Fargo Ave and Grangeville Blvd. These northern zones contain the city's main commercial area in the downtown area, the Civic Center, multiple schools and parks, and many of the collisions along 11th Ave and 12th Ave. The southern zone encompass residential neighborhoods centered around 11th Ave, each containing a school, a park, and transit stops.

Pedestrian Priority Corridors

Four Pedestrian Priority Corridors were identified to enhance connectivity for people walking in Hanford. These corridors provide the most direct travel path between residential neighborhoods, major destinations, and the pedestrian priority zones. The Local Road Safety Plan and the Downtown Revitalization Plan informed the selection of the pedestrian priority corridors. The corridors run along Hanford Armona Road, E Lacey Boulevard, 11th Avenue, N Douty Street. To improve people's experience walking along these corridors, the City should consider conducting parking utilization studies and implementing pedestrian improvements at intersections and along street segments.



Figure 14: Pedestrian Recommendations Map



Data provided by the City of Carson, & CalEnviroScreen 4.0. Date saved: 11/21/2024.

PEDESTRIAN RECOMMENDATIONS

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN



RECOMMENDATIONS

- Tier 1
- Tier 2
- Tier 3
- Pedestrian Priority Corridors
- - - Class I: Shared-Used Path
- Pedestrian Priority Zone

DESTINATIONS + BOUNDARIES

- Railroad
- - - Future High Speed Rail
- Rail Station
- Future High Speed Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



Figure 15: North Pedestrian Priority Zone Recommendations

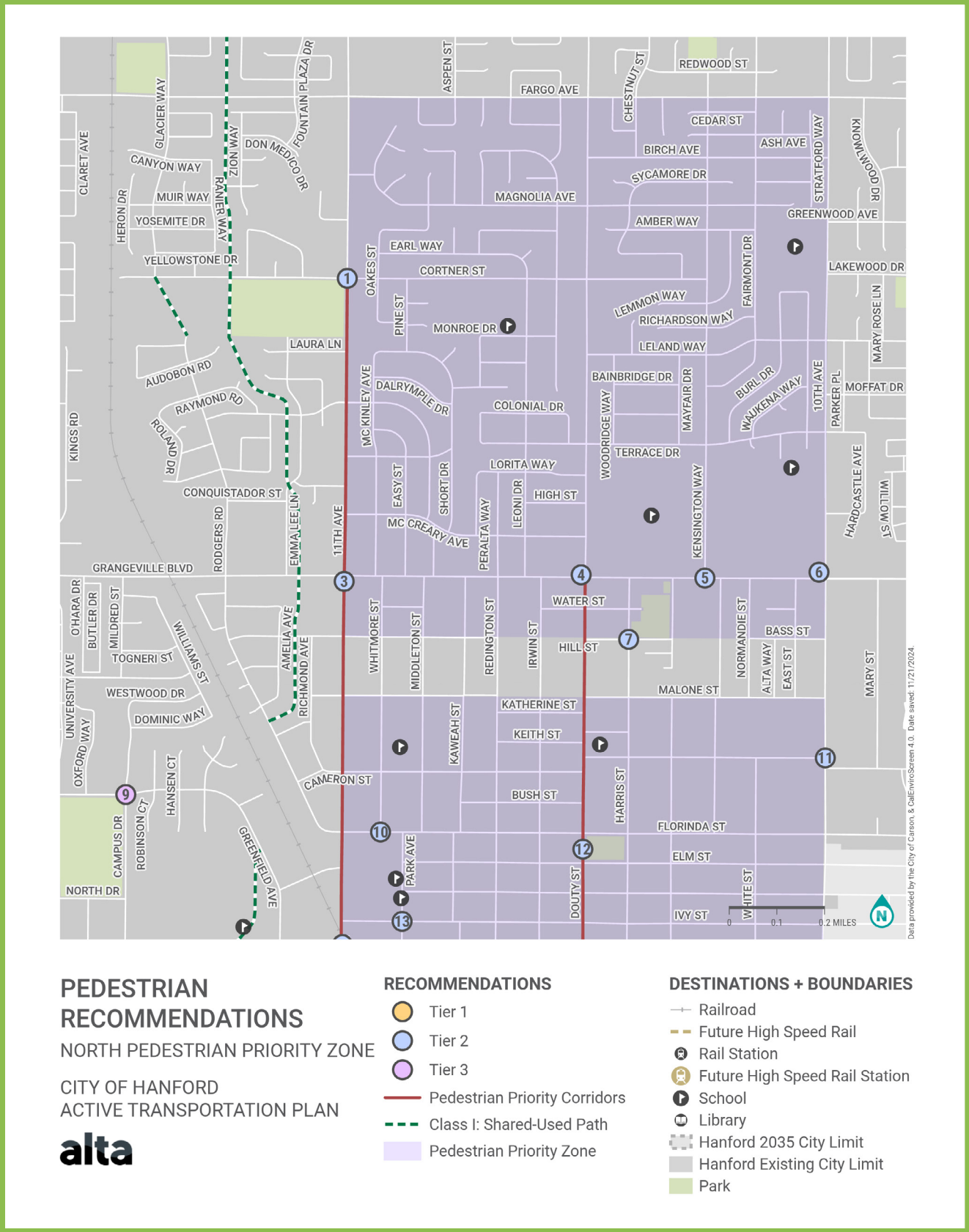
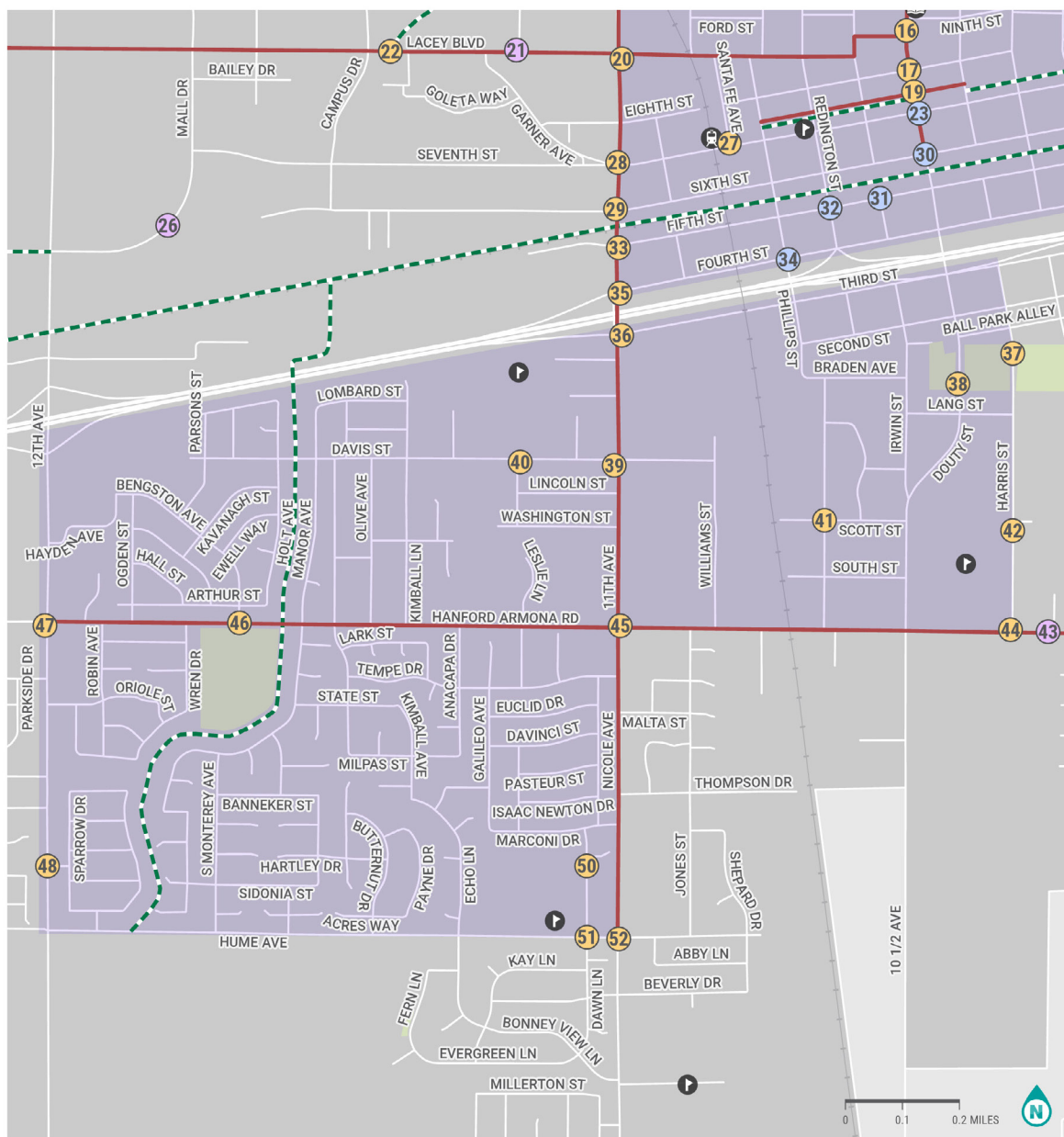




Figure 16: South Hanford Pedestrian Priority Zone Recommendations



Data provided by the City of Carson, & CalEnviroScreen 4.0. Date saved: 12/11/2024.

PEDESTRIAN RECOMMENDATIONS

SOUTH HANFORD PEDESTRIAN PRIORITY ZONE

CITY OF HANFORD ACTIVE TRANSPORTATION PLAN

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RECOMMENDATIONS

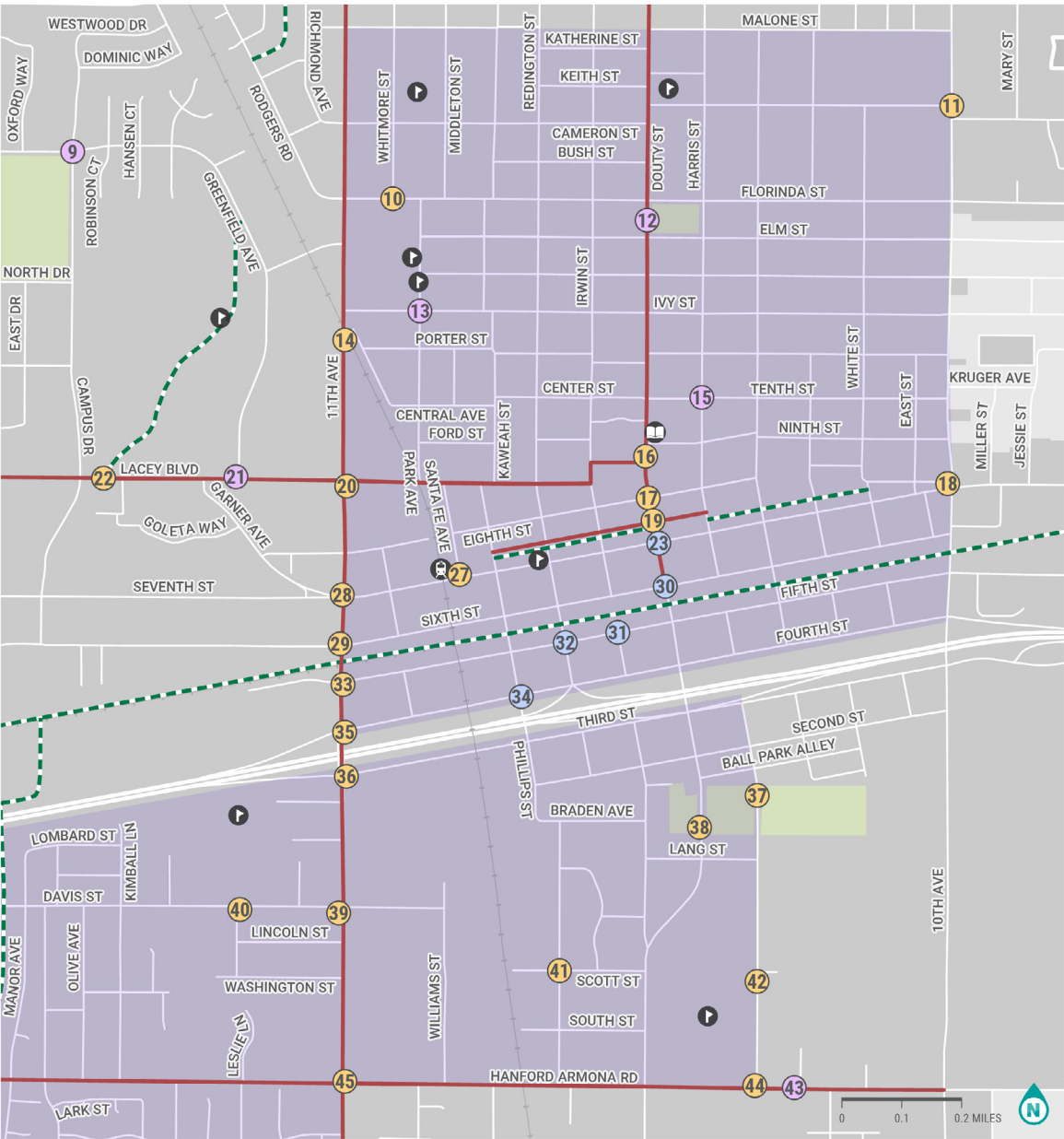
- Tier 1
- Tier 2
- Tier 3
- Pedestrian Priority Corridors
- - - Class I: Shared-Used Path
- Pedestrian Priority Zone

DESTINATIONS + BOUNDARIES

- Railroad
- Rail Station
- School
- Hanford Existing City Limit
- Park



Figure 17: Downtown & South Pedestrian Priority Zone Recommendations



Data provided by the City of Carson, & CalEnviroScreen 4.0. Date saved: 12/11/2024.

**PEDESTRIAN
RECOMMENDATIONS**
DOWNTOWN & SOUTH PEDESTRIAN
PRIORITY ZONE
CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN
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- RECOMMENDATIONS**
- Tier 1
 - Tier 2
 - Tier 3
 - Pedestrian Priority Corridors
 - Class I: Shared-Used Path
 - Pedestrian Priority Zone

- DESTINATIONS + BOUNDARIES**
- Railroad
 - School
 - Library
 - Hanford Existing City Limit
 - Park

**Table 4:** Tier 1 Urgent Action Locations

Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
1	W Cortner St/N 11th Ave	●	●								●
2	Grangeville Blvd/N 11th Ave	●	●				●				●
3	Centennial Dr/Grangeville Blvd		●								●
4	E Grangeville Blvd/N Douty St		●				●				●
5	E Grangeville Blvd/N Kensington Way							●			
6	E Grangeville Blvd/10th Ave		●								●
7	Hill St/Harris St		●								
8	Greenfield Ave/Cerritos Ave		●	●					●		
9	Greenfield Ave/Campus Dr	●	●								
10	Florida St/Whitmore St							●			●
11	Cameron St/N 10th Ave		●			●			●		
12	Douty St/Elm St		●	●					●		
13	Ivy St/Park Ave		●	●				●			
14	N 11th Ave/Ivy St		●	●		●		●	●		
15	E 10th St/N Harris St	●	●					●			
16	N Douty St/Court St			●					●		
17	N Douty St/E 8th St		●		●						
18	N Lacey Blvd/N 10th St	●	●								●
19	N Douty St/China Alley			●							
20	Lacey Blvd/11th Ave	●	●	●		●	●				●



Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
21	W Lacey Blvd/Greenfield Ave	●	●			●					
22	W Lacey Blvd/Campus Dr (People's Trail)			●	●					●	
23	7th St/Douty St		●	●							
24	W Lacey Blvd/Centennial Dr	●	●								●
25	Centennial Dr/Shopping Mall Entrance	●	●			●					
26	Mall Dr/Adventists Hospital Entrance		●								
27	7th Ave/Santa Fe Ave		●				●		●		
28	7th St/11th Ave	●	●								●
29	6th St/11th Ave		●				●				
30	6th St/Douty St		●								
31	5th St/Irwin St		●								
32	5th St/Redington St		●								
33	5th St/11th Ave	●	●								●
34	4th St/11th Ave		●	●					●		
35	4th St/11th Ave		●	●			●				
36	3rd St/11th Ave		●	●			●				
37	Harris St/Between Coe Park and Ball Park				●						
38	Douty St/Longfield Center	●	●	●		●			●		
39	Davis St/ 11th Ave	●	●	●			●				●



Project ID	Location	Recommended Improvements									
		Crossing Improvements						Signs and Signals			
		Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
40	Davis St/Grant St	●	●								
41	Scott St/S Phillips St		●					●			
42	Harris St/Lincoln Elementary	●	●	●	●						
43	Hanford Armona Rd/Hanford Soccer Complex		●	●		●			●		
44	Hanford Armona Rd/S Harris St	●	●	●			●				
45	Hanford Armona Rd/11th Ave	●	●	●		●	●				●
46	Hanford Armona Rd/ Bengston Ave	●	●	●			●				
47	12th St/Hanford Armona Rd	●	●	●			●				●
48	12th St/Graham St		●								
49	Hanford Armona Rd/Casa Del Sol Apartments		●			●			●		
50	Dawn Ln/Martin Luther King Elementary		●	●	●						
51	Dawn Ln/Hume Ave	●			●						
52	Dawn Ln/11th Ave	●	●			●					●
53	1st Pl/Home Ave		●								
54	2nd Pl/Home Ave		●								
55	3rd Pl/Home Ave		●								
56	1st Pl/Garden Dr		●								
57	2nd Pl/Garden Dr		●								
58	3rd Pl/Garden Dr		●					●			
59	Temple Dr/Shawn Pl		●								



BICYCLE RECOMMENDATIONS

Developing bicycle network projects requires consideration of the existing conditions of active transportation facilities in Hanford, as well as meeting the safety needs of community members. The recommendations process also requires using community member comments to understand where bicycle facilities are most needed and where existing facilities need to be improved. Bicycle network projects are categorized based on the four classifications recognized by Caltrans, along with two sub-classifications, described in detail in **Chapter 3** and the Bicycle and Pedestrian Facility Guidelines in the **Appendices**. These include:

Class I

Shared Use Paths

Dedicated paths for walking and bicycling are completely separate from the roadway and suitable for all ages and abilities.

Class II

Bike Lanes

Dedicated lanes for bicycle travel adjacent to the motor vehicle travel lane are separated with a painted line.

Class IIB

Buffered Bike Lanes

Bicycle lanes that include a striped “buffer” area either between the bicycle lane and travel lane or between the bicycle lane and parked cars.

Class III

Bike Routes

Signage and pavement markings on streets that bicyclists share with motorists.

Class IIIB

Bike Boulevards

Signed bicycle routes on low-speed, low-volume streets with additional traffic-calming infrastructure.

Class IV

Separated Bikeways

On-street bikeways that are physically separated from motor vehicles with vertical elements such as bollards, planters, or curbs.



Nearly 93 miles of new bikeways are proposed in this Plan Update 2024, which would be triple the current 31 miles of bikeways in the City. The proposed bike network projects significantly enhance the existing bike network by adding Shared-Use Path (Class I) and Separated Bikeways (Class IV) facilities. A major facility of the recommended bike network is the People's Trail, a Shared-Use Path running through the City north-south along the western side of 11th Avenue. Additionally, there will be another Shared-Use Path along the northern side of Highway 198 going through the City east-west along the China Alley. Separated Bikeways will build off the Class I facilities by providing cross-city connections on the City's large arterials. Bike Lanes (Class II), Buffered Bike Lanes (Class IIB) and Bike Boulevards (Class IIIB) will bridge the remaining network gaps and provide connections to local destinations. As the City plans to build out the recommended bike network, it can start by using restriping projects to paint buffered bike lanes, which will eventually become separated bikeways. In this fashion, the City can implement immediate improvements while laying the foundations for a more robust network.

Implementing the recommended bicycle network in Hanford will require coordination between City staff, residents, business owners, neighboring jurisdictions, and other organizations and stakeholders. Implementing the bicycle network also requires investment from the City or grant funds from federal or state opportunities. For this reason, the recommended bike network in the Plan is structured to address project phasing and project scale.

The primary network needed to establish a baseline set of routes is referred to as the "Backbone Network" (**Figure 19**). These routes should take priority for implementation.

The "Complete Network" illustrates the completed build-out of Hanford's bikeway network, including the prioritized Backbone Network (**Figure 18**). While the Backbone Network includes the most important routes for early implementation, the City should seize opportunities to construct facilities shown in the Full Network if the ability to do so arises before the Backbone Network is complete.

The full list of bicycle recommendations is provided in the **Appendices Bicycle Recommendations**.



STREET PHASING NETWORK

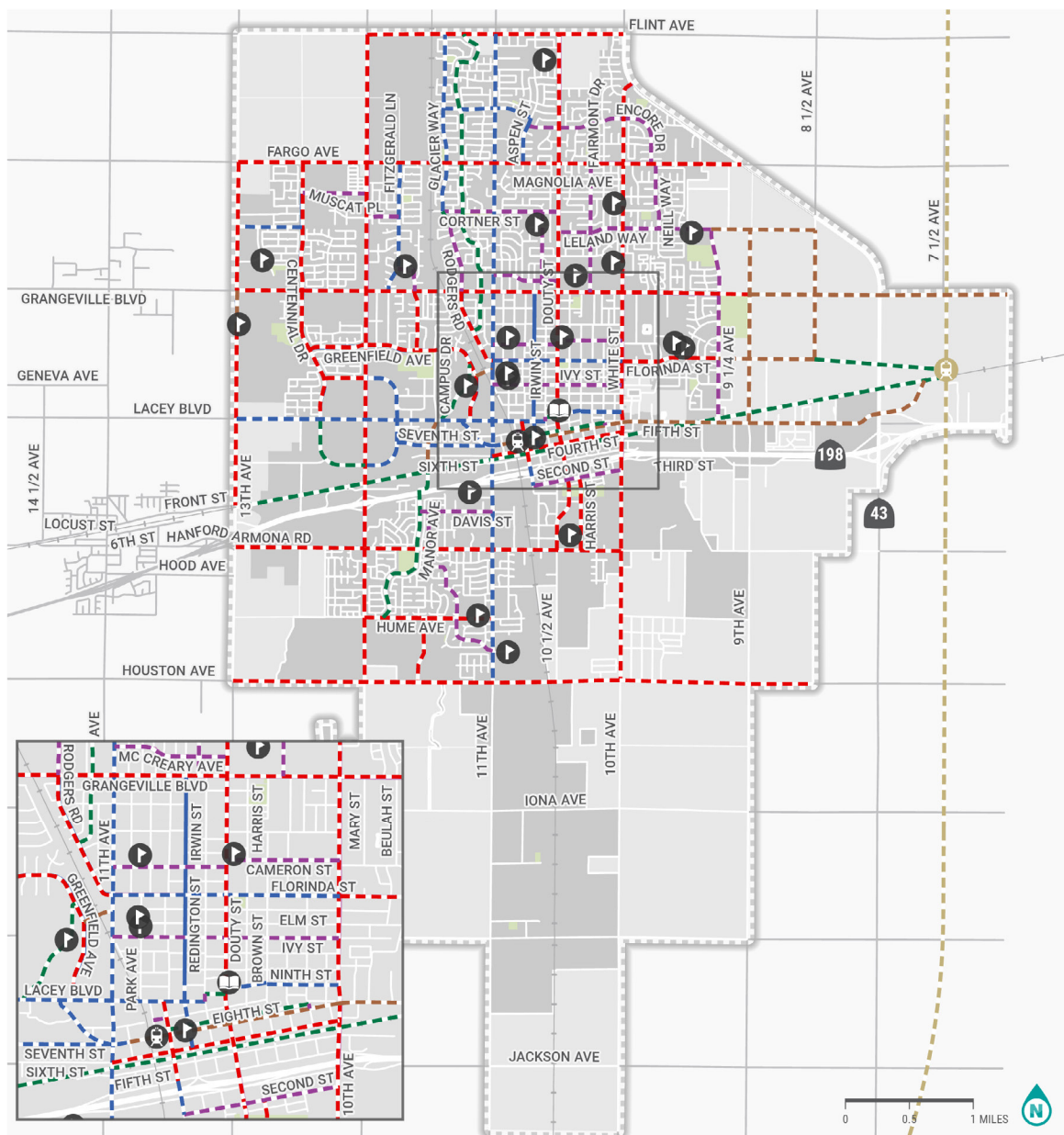
- ▶ **Backbone Network:** These streets create the backbone of the bicycle network in Hanford, upgrading the current bikeway network. These streets can connect people biking to destinations across Hanford and to neighboring jurisdictions. Projects on this network are generally easier to implement and provide a foundation to build-on for current bicyclists in Hanford.
- ▶ **Complete Network:** The Complete Network is the next phase of bicycle infrastructure. This network provides a more comprehensive network of bikeways around the entire city of Hanford. This network is more widespread, providing bicycle access and multiple route choices to all parts of the city. Development of the Complete Network would encourage more city residents to bike through the city, providing safe conditions along Hanford's major travel routes.

LEVEL OF PROTECTION

- ▶ **Basic-Comfort Facilities:** This bicycle network shows a lower-tier option for bicyclist protection. Class II, IIB, and III bikeways are typically less costly to construct. Bike lanes can also be implemented with other street projects, like resurfacing.
- ▶ **High-Comfort Facilities:** This bicycle network follows major roadways and provides cross-city routes. Class IV bikeways provide more physical protection from motor vehicles and will be comfortable for most adult bicyclists. Class I Shared-Use Paths provide off-street connections that are comfortable for all users. Class II, IIB, III, and IIB bikeways supplement the Class IV and Class I bikeways, but these other bikeway types are mostly along slower neighborhood streets. Most of the Basic-Comfort bike network projects can be implemented and later improved to create the High-Comfort facilities network.



Figure 18: Recommended Complete Bike Network



Data provided by the City of Hanford & Kings County. Date saved: 8/19/2024.

RECOMMENDED BIKE NETWORK - COMPLETE NETWORK

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN

alta

EXISTING BIKE NETWORK

- Class II: Bike Lane
- Class III: Bike Route

COMPLETE BIKE NETWORK

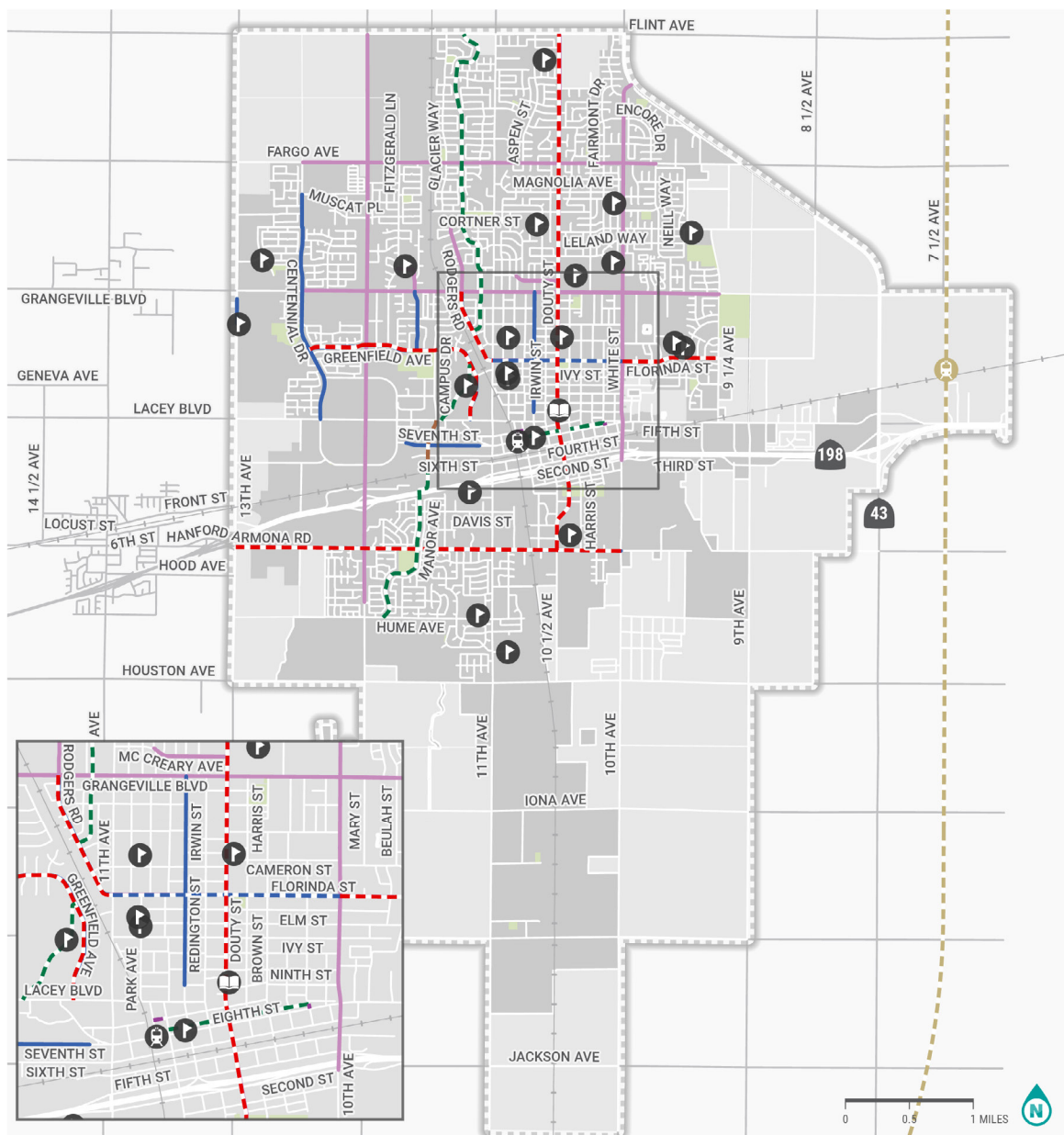
- Class I: Shared-Used Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lanes
- Class IIIB: Bike Boulevard
- Class IV: Separated Bikeway

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Future High Speed Rail Station
- Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park



Figure 19: Recommended Backbone Bike Network



Data provided by the City of Hanford & Kings County. Date saved: 8/19/2024.

RECOMMENDED BIKE NETWORK - BACKBONE NETWORK

CITY OF HANFORD
ACTIVE TRANSPORTATION PLAN

alta

EXISTING BIKE NETWORK

- Class II: Bike Lane
- Class III: Bike Route

BACKBONE BIKE NETWORK

- Class I: Shared-Used Path
- Class II: Bike Lane
- Class IIB: Buffered Bike Lanes
- Class IIIB: Bike Boulevard
- Class IV: Separated Bikeway

DESTINATIONS + BOUNDARIES

- Railroad
- Future High Speed Rail
- Future High Speed Rail Station
- Rail Station
- School
- Library
- Hanford 2035 City Limit
- Hanford Existing City Limit
- Park

**Table 5:** Bicycle Recommendations

Street Name	From Street	To Street	Class
10th Ave	Hwy 43	Houston Ave	IIB
11 1/2 Ave	Davis St	State St	IIIB
11th Ave	Flint Ave	Houston Ave	IIB
12th Ave	Flint Ave	Houston Ave	IIB
13th Ave	Fargo Ave	Front St	IIB
2nd St	Phillips St	10th Ave	II2b
6th St	11th Ave	10th Ave	II2b
7th St	Mall Dr	Williams St	II2
7th St	Williams St	Lacey Blvd	IV
8 1/2 Ave	Leland	Florinda	IV
8th St	Santa Fe Ave	Phillips St	IIIB
9 1/4 Ave	Leland Way	Lacey Blvd	IIIB
9th Ave	Leland	Lacey Blvd	IIB
9th St	Douty St	10th Ave	IIIB
Alpine Ave	Hume Ave	Houston Ave	IIB
Aspen St	W Pepper Dr	Fargo Ave	II
Berkshire Way/ Kings Rd	Fitzgerald Ln	Grangeville Blvd	IIIB
Cameron St	11th St	10th Ave	IIIB
Campus Dr	Lacey Blvd	Railroad Tracks	IV
Centennial Dr	Lacey Blvd	12th Ave	I
Centennial Dr	Lacey Blvd	Fargo Ave	IIB
China Alley	Phillips St	White St	I
Court St	Irwin St	Douty St	I
Courtner St	Glacier Way	Douty St	IIIB
Davis St	People's Trail	11th Ave	IIIB
Devon St	13th Ave	Centennial Dr	IIB
Douty St	Flint	Hanford Armona	IIB
E Lacey Blvd	10th Ave	Light Rail Station	IV
Elm St	Greenfield Ave	11th Ave	IV
Encore Dr	Aspen St	Fargo Ave	IIIB
Fargo Ave	13th	Hwy 43	IIB
Fitzgerald Ln	Fargo Ave	Grangeville Blvd	II
Flint Ave	12th Ave	Hwy 43	IIB



Street Name	From Street	To Street	Class
Flood Channel from Flint Ave to Rodgers Road (People's Trail)	Flint	Rodgers	I
Flood Channel from RR to Hume Ave (People's Trail)	Railroad	Hume	I
Flood Control From Greenfield to Lacey Blvd (People's Trail)	Greenfield	Lacey	I
Florinda St	8 1/2 Ave	High Speed Rail Station	I
Florinda St	11th Ave	10th Ave	II
Florinda St	9 1/4 Ave	8 1/2 Ave	III
Florinda St	10th Ave	9 1/4 Ave	IIB
Garner Ave	Seventh	Lacey	II
Glacier Way	Flint Ave	Courtner St	II
Grangeville Blvd	9th Ave	7th Ave	IV
Grangeville Blvd	13th Ave	9th Ave	IIB
Green St	China Alley	China Alley	IIIB
Greenfield	Centennial	Lacey Blvd	IIB
Hanford Armona	13th	10th Ave	IIB
Harris St	2nd St	Hanford Armona	IIIB
Houston Ave	12th Ave	10th Ave	IIB
Hume Ave	12th Ave	11th Ave	IIB
Irwin St	W Lacey Blvd	Civic Center Park	IIIB
Ivy St	11th Ave	10th Ave	IIIB
Kensington Way	Fargo Ave	Grangeville Blvd	IIIB
Kings County Dr	12th Ave	Lacey Blvd	II
Leland Way	9 1/4 Ave	8 1/2 Ave	IV
Leland Way	Douty St	9 1/4 Ave	IIIB
Leoni Dr	Cortner St	Grangeville Blvd	IIIB
Liberty St	Centennial Dr	12th Ave	IIB
Mall Dr	Lacey Blvd	12th Ave	II
McCreary Ave	11th Ave	Douty St	IIIB
Muscat Pl	12th Ave	Fitzgerald Ln	IIIB
Neill Way	Fargo Ave	Leland Way	IIIB
Pepper Dr	Aspen St	Glavier Way	II
Phillips St	Fourth St	2nd St	II



Street Name	From Street	To Street	Class
Phillips St	Lacey Blvd	Fourth St	IIB
Railroad Tracks	Western City Limit	Light Rail Station	I
Redington St	6th St	Dewey	II
Rodgers Rd	Dead End north	Cortner St	I
Rodgers Rd	Grangeville Blvd	Dead End north	III
Rodgers Rd	11th Ave	Grangeville Blvd	IIB
Sangiovese St	Centennial Dr	12th Ave	IIB
State St/Kimball St/ Echo Ln/Bonnyview Ln	11th 1/2 Ave	11th Ave	IIIB
University Ave	Grangeville Blvd	Greenfield	IIB
W Lacey Blvd	Irwin St	13th Ave	II
White St	China Alley	7th St	IIIB

Table 6: Bikeway Network Mileage By Classification

Class	Existing (mi.)	Recommended (mi.)
Class I: Shared-Use Path	0	12.6
Class II: Bike Lanes	6	9.4
Class IIB: Buffered Bike Lanes	0	50.8
Class III: Bike Routes	25	1.3
Class IIIB: Bike Boulevards	0	14.2
Class IV: Separated Bikeways	0	6.9
TOTAL	31	95.2



Non-Infrastructure Policy and Program Recommendations

CHAPTER SIX



Non-infrastructure programming supports the recommended infrastructure in this Plan by encouraging and educating community members about the full potential of active transportation infrastructure. The City and surrounding jurisdictions already have many programs in place for both children and adults to learn how to safely walk, bike, and roll on Hanford's streets. This section reviews these existing programs and recommends additional programs to increase active transportation use in the city.

Policy Recommendations

COMMITMENT TO PLAN IMPLEMENTATION

- A-1** The City will incorporate the Active Transportation Plan into the City's General Plan and seek resources to implement the recommendations of the Plan.
- A-2** As other roadway improvements are constructed by the City and other agencies, the City will evaluate opportunities to integrate pedestrian and bicycle infrastructure to advance the implementation of the Active Transportation Plan.

SAFE ROUTES TO SCHOOL

- A-3** The City will act as an engaged partner with the Hanford Elementary School and Joint Union High School districts, local schools, and Kings County in support of Safe Routes to School activities and programs.

PEOPLE'S TRAIL MASTER PLAN

- A-4** The City will pursue funding to develop a Master Plan for the People's Trail.

LOWER SPEED LIMITS

- A-5** The City will evaluate how new legislation could be applied within current legislative restrictions on lowering speed limits on streets with bicycle facilities, in pedestrian priority zones, on streets with a disproportionate number of crashes resulting in a fatality or serious bodily injury, and in other locations with a concentration of vulnerable road users (e.g., children and seniors).

LEADING PEDESTRIAN INTERVALS

- A-6** The City supports Leading Pedestrian Intervals (LPI) and will evaluate opportunities to implement LPI at signalized intersections where feasible while taking into consideration transit needs.

MAINTENANCE

- A-7** Bicycle facilities will be resurfaced at the time that the street on which they reside is resurfaced, to ensure equitable maintenance between vehicle and bicycle facilities.
- A-8** The City will ensure sufficient funding for the maintenance of bicycle and pedestrian infrastructure.

PLAN EVALUATION

- A-9** When the Active Transportation Plan is updated, the City will assess citywide bicycle and pedestrian data and conduct additional counts as needed.
- A-10** When and where feasible, bicycle and pedestrian counts should be conducted before and after new projects are constructed.
- A-11** The City will establish a centralized database to track the implementation status of the bicycle and pedestrian network proposed in the Active Transportation Plan. The database and its mapping component will allow for the rapid creation of reports and maps to be deployed to officials and the public.



PROGRAMMATIC RECOMMENDATIONS

Pedestrian and bicycle programs, such as education and encouragement programs, are essential in increasing the desirability and safety of walking, biking, and rolling. Programs help build the “human infrastructure”¹ of a walking and bicycling culture and encourage more people to walk, bike, or roll. Many programs can be categorized according to the following “E’s”:

- ▶ **Equity:** The equity recommendations below encompass actions that could have been listed under many of the other program subheadings. However, by bringing them together under the framework of equity, the plan ensures that the ATP reaches all populations by including communities of various ethnicities, addressing the needs of all people regardless of age or ability, and reaching low-income communities.
- ▶ **Encouragement:** Encouragement programs provide incentives and support to help people leave their car at home and try walking or bicycling instead. Bicycle encouragement programs, in particular, target “interested but concerned” people who would like to ride a bike but who may not be confident in their skills or in their interactions with people driving.
- ▶ **Education:** Education programs are designed to improve safety and awareness. They can include in-classroom or after-school programs that teach students how to safely cross the street or bicycle in the road. They may also include brochures, posters, or other information aimed at people walking, bicycling, or driving.

- ▶ **Evaluation:** Evaluation programs are an important component of any engineering or programmatic investment. They help the City measure its success at meeting the goals of this Plan and to identify adjustments that may be necessary.

A note on enforcement: Enforcement programs have historically been part of Active Transportation Plan recommendations. However, in many instances, police enforcement makes people feel less safe walking, bicycling, and rolling, particularly for people of color. As a result, this Plan does not recommend general enforcement programs. Instead, the Plan seeks to use engineering to solve many of the common challenges historically addressed through enforcement, such as speeding and bike lane encroachment. This Plan also supports City collaboration with the Hanford Police Department on active transportation safety education and encouragement activities.

¹The term “human infrastructure” was coined by urban anthropologist Adonia Lugo to refer to the social relationships and communities that support bicycling.



Equity Program Recommendations

TARGETED OUTREACH AND PROGRAMS

Hanford is committed to supporting its diverse residents, underserved communities, and populations that typically do not walk, bike, or roll. Traditional methods of encouraging active transportation may not reach these groups (e.g., English outreach to non-English speakers) or address the unique needs of these groups (e.g., women are more likely to need to travel with a child). A focused effort to engage with these populations will help the City encourage walking, biking, and rolling for all residents.

B-1 Recommendation:

Advertise and promote all programs in languages used by Hanford residents, such as English and Spanish. Offer programs specifically for women, families, non-English speaking communities, and other specific demographic groups.

BICYCLE ACCESSORIES GIVEAWAY PROGRAM

A barrier to safe bicycling is often the lack of necessary equipment (e.g., helmet, bike lights, locks, reflective attire, etc.) The City can pursue a program to provide essential gear at no or reduced costs to low-income residents.

B-2 Recommendation:

Subsidize or provide free bicycle equipment to residents who qualify for CalFresh or SCE CARE/FERA utility discount. The City could consider working with local bike shops to implement this program.

BICYCLE/PEDESTRIAN INFRASTRUCTURE EQUITY PROGRAM

People biking, walking, and rolling may be inequitably accommodated by infrastructure such as lighting, bathrooms, water fountains, bus stops, and sidewalk improvements.

B-3 Recommendation:

Revise the Capital Improvement Program per recommendations from the Plan with a review of equitable distribution of infrastructure that supports people walking and biking, especially in areas with a disproportionate number of pedestrian or bicycle-related crashes.



Encouragement Program Recommendations

CAR-FREE STREET EVENTS

Car-free street events promote health and community connection by creating a safe and attractive space for physical activity and social contact. Car-free street events temporarily close streets to motor vehicles and open them to the public for walking, bicycling, shopping, dancing, and other activities. These events are cost-effective compared to building new parks for the same purpose. The events have many names: Ciclovías (originating in South America), Open Streets, Summer Streets, Sunday Streets, and Sunday Parkways. Car-free events have been very successful internationally and are rapidly becoming popular throughout California and the United States. Events can be regularly scheduled or one-time occasions.

By working with businesses along corridors where the events take place, they have time to promote the event and support travel alternatives to their business during the event. These events increase foot traffic, often resulting in increased profits for food and drink establishments and local retailers; however, the perception of losing access to car traffic and parking for a day can cause initial opposition. To mitigate these concerns, a small-scale pilot event is recommended where a block or two is restricted from car traffic. Following a successful pilot, the event's scope can expand as people experience car-free streets and become more receptive to larger events.

B-4 Recommendation:

Support a regular, recurring, car-free street event. While specific locations and times for these events should be developed through community outreach and support, one possibility for the City of Hanford would be to combine a car-free street event with the Thursday Night Market Place program and/or work with Main Street Hanford and businesses in the Downtown Business District for a separate event. Possible locations include Douty Street, 7th Street, and Hanford Armona Road.

BICYCLE FRIENDLY COMMUNITY

The League of American Bicyclists (LAB) recognizes communities that improve bicycling conditions through education, encouragement, enforcement, and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle-friendliness can indicate that a community is healthy and vibrant. Like good schools and attractive downtowns, bicycle-friendliness can increase property values, spur business growth, and increase tourism. Once Bicycle Friendly Community status is attained, the City should promote the milestone to the community through a press release or marketing campaign highlighting the amenities that warrant the designation.

B-5 Recommendation:

Apply for Bicycle Friendly Community status after implementation of the priority projects and many of the recommended programs identified in this Plan.



EMPLOYER-BASED ENCOURAGEMENT PROGRAMS / BICYCLE-FRIENDLY BUSINESS PROGRAMS

Hanford's rapidly growing employment base means that working with employers may be an effective means of achieving the goals of this Plan. Walking, biking, and rolling to work have many benefits, including reducing the stress associated with driving in traffic, reducing health costs by improving worker health, and helping businesses market their environmental sustainability.

The City can work with or provide information to employers about commuting by foot or by bicycle. Employers can host bicycle classes and participate in International Bike to Work Day/Week in mid-May. Employers can also set up a National Bike Challenge (lovetoride.net) account so that employees can log their hours and set up an internal contest for who logs the most hours. These programs also present the opportunity to promote other shared commute modes to encourage multimodal trips and connections to transit. For example, the City could host a promotional campaign or trip planning event that demonstrates linking bicycle and walking trips with KART transit trips. This campaign/event can increase participation among employees who live too far from work to travel by foot or by bicycle, such as commuters who could use regional transit routes connecting to Hanford via Amtrak station, KART Transit Center, and/or – in coming years – the California High-Speed Rail station.

Hanford could also start a Bicycle Friendly Business Program, recognizing businesses that make it easy and convenient for both employees and customers to arrive by walking, biking, or rolling. To begin, the City could develop partnerships with businesses in areas of high visitor traffic (such as 7th Street),

suggesting they display trip planning resources for active modes that are visible to visitors as part of the Bicycle Friendly Business Program. Businesses might also offer a small discount, periodic raffle prizes, or incentives to visitors who ride their bikes to their business as a promotion to increase foot traffic into their business. This program partners well with car-free street events.

B-6 Recommendation:

Work with or provide information to employers about walking and cycling with the intention of reducing the number of Hanford workers who drive alone to work. The City should also establish a Bicycle Friendly Business Program. The City should support Bike to Work Day/Week as a car-free event and explore additional policies and programs that can encourage walking and biking to work. The City should serve as a role model by actively promoting alternative commute modes for City employees.

BIKE PARKING RETROFIT PROGRAM

Accessible bike parking is a key feature of a robust and seamless active transportation network. New developments in Hanford are required to provide bike parking in accordance with the California Building Code; however, older developments do not have the same requirements. With limited options for renters and visitors of older developments, the City should pursue a program to help implement bike parking in these private locations.

B-7 Recommendation:

Consider opportunities to fund or subsidize a bike parking retrofit program to help existing private developments add bike parking to their property. The City could create a bike parking request program and fund public bike parking or lockers in areas of high demand. Funding sources may limit parking to publicly accessible locations.



SAFE ROUTES TO SCHOOL PROGRAMS

Safe Routes to School (SRTS) is a program that helps children get to school by walking, bicycling, carpooling, or transit. It envisions active kids using safe streets, helped by engaged adults, including teachers, parents, and police officers, complemented by responsible drivers.

Hanford offers conditions for effective and cost-efficient SRTS programs. Several schools are in proximity of each other, near other destinations that attract pedestrian and bicycle trips, and along or near major thoroughfares with a history of crashes resulting in injuries and fatalities. Monroe Elementary, Hanford High School, and Earl F. Johnson High School are located a few blocks apart along Douty Street. Crosswoods Charter Academy and Kings Academy II are a few blocks apart on 7th Street by the Hanford Amtrak Station and KART Transit Center. All five schools are within a 1-mile radius of Downtown Hanford. Woodrow Wilson Junior High School and Jefferson Academy are within two blocks of each other near 11th Street. Hanford West High School and Hanford Adult School share the same campus. These schools are also between the Hanford Mall and Adventist Health facilities, which could offer safe routes to medical appointments, job/internship sites, and after-school social activities. Armona Union Elementary and Parkview Middle School also share a campus on Hanford Armona Road. Sierra Pacific High School and Frontier, Simas, and Jefferson Academy elementary schools are located near Grangeville Boulevard between 12th and 14th Avenues, a corridor recommended for a Class IV separated bikeway. Roosevelt and MLK elementary schools are located along 11th Avenue near the proposed People's Trail.

Partnerships between schools and transit providers are also growing across California and the United States. KART provides significant service within Hanford, with at least one KART route serving stops within a comfortable walking (1/2-mile) and biking (3-mile) distance of all Hanford schools. KART offers a \$10 discount on 30-day passes for students; children under 11 ride free with a parent or guardian. The recent launch of the KART Flex Route in Lemoore also provides an opportunity to expand this transit option to transport students safely and affordably throughout Hanford. The City could work with KART to expand the current Flex service area or establish a second Flex zone with partial funding from the City and/or school districts. The City already partners with KART to transport students from middle and high schools to the Hanford Boys and Girls Club, laying the foundation for expanding this partnership to other destinations. By partnering with KART, the school districts could create cost efficiencies in their transportation budgets for morning and afternoon busing, resulting in more funding for classroom activities and other cost-saving benefits to Hanford residents and taxpayers.

B-8 Recommendation:

Collaborate with Hanford Elementary and Hanford Joint Union High school districts, as well as charter and private schools, to establish an SRTS program. This program should start with a site assessment at qualifying schools and incorporate infrastructure recommendations from this ATP. The City should work with KART and the school districts to determine the feasibility of establishing an expanded or second KART Flex Route zone in Hanford and creating a centralized or subsidized pass program as part of an SRTS program.



WAYFINDING

Wayfinding provides direction and creates a sense of place for people biking and rolling. Installing pedestrian-scale wayfinding signs throughout the City's active transportation network will improve the quality and usability of the existing and proposed network.

There are various design options for wayfinding signs. Guide signs may follow California's Manual on Uniform Traffic Control Devices (MUTCD) standards, which use additional plaques that display destinations and mileage. The City would mount these plaques under existing bike routes and lane signs. Alternatively, the City may decide to design wayfinding signs that exhibit Hanford's unique style and commitment to public art. These signs display the community's identity and support of bicyclists.

The development of a wayfinding signage plan requires interdepartmental and stakeholder collaboration to determine sign display design, the frequency at which signs should be installed, and the destinations to be displayed on each sign. Staff, consultants, or volunteers with significant bicycling and walking experience and local network knowledge should be involved to ensure local needs are met.

B-9 Recommendation:

Develop and install comprehensive wayfinding or directional signage to support easy navigation for people walking and bicycling, building upon the Downtown Renovation Project's signage element. A citywide wayfinding system can raise awareness and improve access for residents and visitors to community assets such as the Civic Center, parks, medical facilities, and transit hubs. Signs may also include "distance to" information, which displays mileage to community destinations. This wayfinding could

leverage the proximity of KART bus stops, the KART Transit Center, the Amtrak station, and – eventually – California High-Speed Rail Station. Signs could include a stop/station vicinity map showing major destinations and multimodal routes within a half-mile radius for walking and a two or three-mile radius accessible by bicycle.

ACTIVE TRANSPORTATION ADVISORY COMMITTEE

The project's Active Transportation Program Advisory Committee could be transitioned into a permanent group to manage the non-infrastructure elements of this plan and support the City in developing and promoting potential programs that maximize the City's investments in physical infrastructure. The committee would be tasked with ensuring progress is made toward programmatic goals and provide the City officials with guidance and coordination to maximize policy and programmatic successes. The committee would be tasked with ongoing stakeholder coordination, funding identification, and advocacy. Special attention could be given to the timing of when new infrastructure is operational to build excitement about new travel opportunities. The committee should operate under a set of defined objectives and meet regularly to discuss challenges, shared vision, and solutions to improve mobility in Hanford.

The scope of a committee can vary and grow depending on the level of partner coordination and program management necessary. If the demands of a committee become too high, the City could consider the formation of a transportation management association to facilitate more travel options and commute programs.



B-10 Recommendation:

Establish a permanent Active Transportation Advisory Committee to oversee the non-infrastructure elements of this Plan. This group would be tasked with building partnerships and working towards plan recommendations, particularly initiatives that require community involvement, outreach, and coordination. As these programs expand, the City should consider working with Main Street Hanford or other community-based organizations to establish a transportation management association.

CASH REWARDS FOR PEOPLE WHO BIKE TO WORK

A small cash incentive has been successful in encouraging residents to commit to trading a car trip for traveling by foot or by bike. This incentive could apply on a daily or per-trip basis, leaving flexibility to encourage those who may need to drive or use other modes during other days of the week. One example could be a month-long campaign (such as during National Bike Month in May) that supports people who commit to giving up their car for bike or walk trips in exchange for \$3 a day. These programs are typically more successful when hosted by a community-based organization, business improvement district, transportation management association, or employer.

B-11 Recommendation:

Pay people to ride their bicycles or make trips on foot instead of driving their car during a specific period. Non-monetary incentives, such as a drawing for a grand prize item, could also be successful.

HOST PROMOTIONAL EVENTS

Promotional events, fairs, or challenges can be effective in encouraging people to change their travel behavior from driving to walking or biking. When all travel options are presented at an event with high foot traffic, more people are exposed to travel options they may not have considered or even known about. The events should be staffed by City staff, advocates, bike shop owners, or other enthusiastic people who are knowledgeable about the available travel options. Event organizers should distribute physical resources and collateral to help people consider different trip scenarios that may work for them. These events can be particularly important to highlight new infrastructure, focusing on how improvements can facilitate active transportation trips.

These events could be integrated into the car-free events discussed above or could be smaller tabling and outreach events that highlight new infrastructure or programs from this plan. All promotional events, fairs, or challenges are opportunities to promote other City programs and all infrastructure projects supporting how people access Hanford.

B-12 Recommendation:

Host promotional events, fairs, or challenges that provide resources to passersby in areas of high traffic. These events provide resources to people interested in learning more about how to travel by biking or walking.



BIKE LENDING LIBRARY

Bike libraries provide bicycles to people who want to test bicycle travel before purchasing a bike or do not have the resources to purchase a quality bike. These libraries offer bike rentals for longer durations than a single trip, typically providing a personal bike for weeks or months. These programs are significantly less expensive to manage and maintain than a traditional bike share system, which typically requires docking stations within ½ mile of each other. By centralizing pick up and drop off at a single location hub, bike libraries also create a captive audience for education and safety courses and materials to support Vision Zero goals.

The bike library should offer a variety of bikes, such as e-bikes, cargo bikes, and tricycles, to provide options for people to use during different trip purposes, abilities, and seasons. To accommodate riders with the highest need, rental fees should be subsidized or free based on social services eligibility or for students and seniors. Bike libraries can be City-operated or managed in partnership with local bike shops and advocacy groups that can provide and maintain the bikes. The City can pursue grant opportunities to fund the bike library through the Active Transportation Program and Regional Early Action Planning (REAP) programs and leverage California Air Resources Board rebate programs for e-bike purchases to facilitate a bike-to-own model.

B-13 Recommendation:

Establish a bike library to rent out bikes to individuals who may not have access to one or are curious about getting around by bike. Integrate safety and education courses to support users, especially those who are new to traveling by bicycle.



Education Program Recommendations

ADULT BICYCLING SKILLS CLASSES

Most adults biking have not received training on safe bicycling practices, the rules of the road, and bicycle handling skills. Bicycling skills classes can address this education gap. With a large increase in bicycle infrastructure planned in the coming years, the City should sponsor and partner with other organizations to provide Adult Bicycle Skills classes to encourage people who are inexperienced or less comfortable biking to try out new facilities. The League of American Bicyclists (LAB) offers classes taught by certified instructors.

B-14 Recommendation:

Sponsor and host a range of adult bicycling skills classes or partner with County or regional activities on an ongoing basis.

FAMILY BICYCLING SKILLS CLASSES

Like adult bicycling skills classes, family bicycling skills classes support parents and children. Classes may teach parents how to ride safely with their children in an urban environment (either on the bike with them or riding on the sidewalk next to them) with neighborhood rides or may teach children how to bicycle safely and follow the rules of the road through games and fun.

B-15 Recommendation:

Sponsor and host family bicycling skills classes or partner with County or regional activities on an ongoing basis.

DRIVER EDUCATION PROGRAM/ CAMPAIGN

The California Office of Traffic Safety (OTS) regularly offers grant opportunities to fund educational campaigns that support pedestrian, bicycle, and roadway safety. A driver education campaign can help educate drivers about safe driving around people walking, biking, and rolling. For example, people driving should look for people bicycling when making a right turn to avoid the “right hook” collision. They should also look for people walking in the crosswalk when making a left turn to avoid the “left hook” collision.

B-16 Recommendation:

Implement a driver education program and/or campaign.



EVALUATION PROGRAMS

ANNUAL TRAFFIC COUNTS

Pedestrian and bicycle counts and community surveys act as methods to evaluate not only the effectiveness of specific pedestrian and bicycle improvement projects but can also function as way to measure progress towards reaching City goals.

B-16 Recommendation:

Require large new developments to conduct pedestrian and bicycle counts, and should expand traffic counts by:

- ▶ Conducting before and after pedestrian, bicycle, and vehicle counts on all roadway projects.
- ▶ Exploring the possibility of using automatic counters to collect data on key pedestrian and bicycle corridors. Automatic count technologies can be useful for bicycle count efforts. In-pavement loop detectors accurately count bicycle activity on-street, and infrared counters can count pedestrian and bicycle activities on paths.

ACTIVE TRANSPORTATION REPORT CARD

Cities around the world have begun monitoring their active transportation programs to track the number of non-motorized users, gauge user perceptions of the bicycle and pedestrian networks, and identify safety trends. Results are often published in a periodic active transportation report card, which can be distributed to the public as a means of publicizing the City's commitment to improving walking, bicycling, and rolling conditions.

B-18 Recommendation:

Establish an annual or semi-annual pedestrian and bicycle report card to track progress toward meeting the goals, policies, and action items presented in this Plan. Data collection may include a community and workforce survey, pedestrian and bicycle counts, and summary of collision and hospital records.



Implementation

CHAPTER SEVEN

This Plan Update 2024 includes projects, programs, and policy changes intended to create a more walkable, bikeable Hanford. Implementation of this Plan Update 2024 will require community support and political leadership in addition to significant funding. Bicycle and pedestrian improvements shall be implemented based on the industry's best practices and the most up-to-date design guides described in the **Appendices Design Guides**.



PRIORITIZATION

Methodology

Prioritizing the recommended bicycle and pedestrian projects helps the City identify a strategic process for creating a safe, connected, and useful active transportation network.

Bicycle Recommendations

The bicycle recommendations are divided into three tiers of implementation: Backbone Network, Complete Network, and Complete Network - Future Study. Recommended bicycle projects that provide the safest and most direct connections to major destinations make up the Backbone Network, or "Tier 1." These projects also require less planning since they mainly upgrade existing facilities. A major component of this Backbone Network is the People's Trail, which will run across the City from south to north with a bicycle and pedestrian bridge over Highway 198. This trail will connect the communities of South Hanford to the rest of the City. When completed, the Backbone Network will provide safe bicycle connections across the City and to major destinations.

The Complete Network (Tier 2) enhances the Backbone Network by providing a grid of bikeways that connect the city's residential neighborhoods with major destinations, including schools, parks, major shopping centers, Downtown Hanford, and other job centers. All Tier 1 and 2 recommendations include roadways with sufficient roadway space to add separated bikeways.



Tier 3, the Complete Network - Future Study, incorporates facilities on major roadways that will require significant planning to implement and should be added based on future growth and travel patterns. These Future Study corridors primarily include planned major roads that would extend the recommended Tier 1 and 2 bikeway corridors. Many of the Tier 3 corridors are under evaluation through other city projects, particularly those focused on connections to the future California High Speed Rail station.

Table 7 shows the full breakdown of mileage between the Backbone and Complete Networks (including Future Study). **Table 8** lists the Tier 1 corridors. A complete list of all bicycle projects, their tiers, and projected costs in FY2024 dollars, is included in the **Appendices Bicycle Recommendations**.

Table 7: Bikeway Network Mileage By Classification (Prioritized)

Classification	Existing (mi.)	Recommended (mi.)	
		Backbone	Complete
Class I Shared-Use Path	0	5.0 (Tier 1)	12.6 (Tiers 1-3)
Class II Bike Lanes	6	1.0	9.4
Class IIB Buffered Bike Lanes	0	9.6	50.8
Class III Bike Routes	25	0	1.3
Class IIIB Bike Boulevards	0	0.1	14.2
Class IV Separated Bikeways	0	0.4	6.9
TOTAL	31	16.1	95.2

Table 8: Tier 1 Backbone Network

Street Name	From Street	To Street	Class
8th St	Santa Fe Ave	Phillips St	3b
China Alley	Phillips St	White St	1
Douty St	Flint	Hanford Armona	2b
Florinda St	10th Ave	9 1/4 Ave	2b
Florinda St	11th Ave	10th Ave	2
Green St	China Alley	China Alley	3b
Greenfield Ave	Centennial	Lacey Blvd	2b
Hanford Armona Rd	13th	10th Ave	2b
People's Trail - Flood Channel from Flint Ave to Rodgers Rd	Flint	Rodgers	1
People's Trail - Campus Dr	Lacey Blvd	Railroad Tracks	4
People's Trail - Flood Channel from Railroad to Hume Ave	Railroad	Hume	1
People's Trail - Flood Control From Greenfield to Lacey Blvd	Greenfield	Lacey	1
White St	China Alley	7th St	3b



Pedestrian Recommendations

The pedestrian recommendations are prioritized into three tiers based on safety, equity, proximity to destinations and transit stops, and cost: Urgent Action, Safe Streets Network, and Future Study. The Urgent Action pedestrian recommendations in Tier 1 focus on improving access and safety for Hanford’s disadvantaged communities and addressing hot spots where crashes have caused fatalities or significant injuries to pedestrians. These recommendations are concentrated in the South Hanford and Downtown Pedestrian Priority Areas. Tier 2, the Safe Streets Network,

aims to further enhance safety and access to transit stops, schools, parks, shopping centers, and other job centers, while balancing fiscal constraints by including projects with an estimated cost of less than \$50,000. Tier 2 recommendations are concentrated in the North Hanford and Downtown Pedestrian Priority Areas. Finally, Tier 3 recommendations encompass high-cost improvements (more than \$250,000) and recommendations outside the identified Pedestrian Priority Areas. **Table 9** shows the number of locations by tier. **Table 10** shows the locations of Tier 1 Urgent Action improvement recommendations. The full list of recommendations, with projected costs in FY2024 dollars, can be found in the **Appendices Pedestrian Recommendations**.

Table 9: Pedestrian Recommendations by Tier

Tier	Number of Locations
Tier 1 – Urgent Action	33
Tier 2 – Safe Streets Network	6
Tier 3 – Future Study	20
TOTAL	59

Table 10: Tier 1 Urgent Action Locations

Location	Recommended Improvements									
	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
E Grangeville Blvd/N Douty St		●				●				●
E Grangeville Blvd/N Kensington Way							●			
E Grangeville Blvd/10th Ave		●								●
Hill St/Harris St		●								
Florida St/Whitmore St							●			●
Cameron St/N 10th Ave		●			●			●		
N 11th Ave/Ivy St		●	●		●		●	●		



Location	Recommended Improvements									
	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal
N Douty St/Court St			●					●		
N Douty St/E 8th St		●		●						
N Lacey Blvd/N 10th St	●	●								●
N Douty St/China Alley			●							
Lacey Blvd/11th Ave	●	●	●		●	●				●
W Lacey Blvd/Campus Dr (People's Trail)			●	●					●	
7th Ave/Santa Fe Ave		●								
7th St/11th Ave	●	●								●
6th St/11th Ave		●				●				
5th St/11th Ave	●	●								●
4th St/11th Ave		●	●			●				
3rd St/11th Ave		●	●			●				
Harris St/Between Coe Park and Ball Park				●						
Douty St/Longfield Center	●	●	●		●			●		
Davis St/11th Ave	●	●	●			●				●
Davis St/Grant St	●	●								
Scott St/S Phillips St		●					●			
Harris St/Lincoln Elementary	●	●	●	●						
Hanford Armona Rd/S Harris St	●	●	●			●				
Hanford Armona Rd/11th Ave	●	●	●		●	●				●
Hanford Armona Rd/Bengston Ave	●	●	●			●				
12th St/Hanford Armona Rd	●	●	●			●				●
12th St/Graham St		●								
Dawn Ln/Martin Luther King Elementary		●	●	●						
Dawn Ln/Hume Ave	●			●						
Dawn Ln/11th Ave	●	●			●					●

AFTER



BEFORE



Photo rendering of what the People's Trail could look like.

Priority Project: People's Trail

The People's Trail project includes the construction of 3.7 miles of new trails and paths (**Figure 20**). This proposed multi-use trail aligns with the Peoples Ditch, which serves as a north-south corridor and irrigation canal carrying water from the Kings River to farms in Kings County. Landscaping, irrigation, solar lighting, road crossings, 4-foot chain link fencing, park benches, and road stripping would be included. Protected pedestrian crossings will be utilized in the crossings where pedestrians will be crossing roads with higher vehicle speeds and higher traffic volumes. The protected road crossings will include installing a raised median and additional striping to create a buffer zone for pedestrians in the center of the roadways. The City will also utilize pedestrian hybrid beacons for increased visibility at all road crossings (See the **Appendices** for Design Concepts).

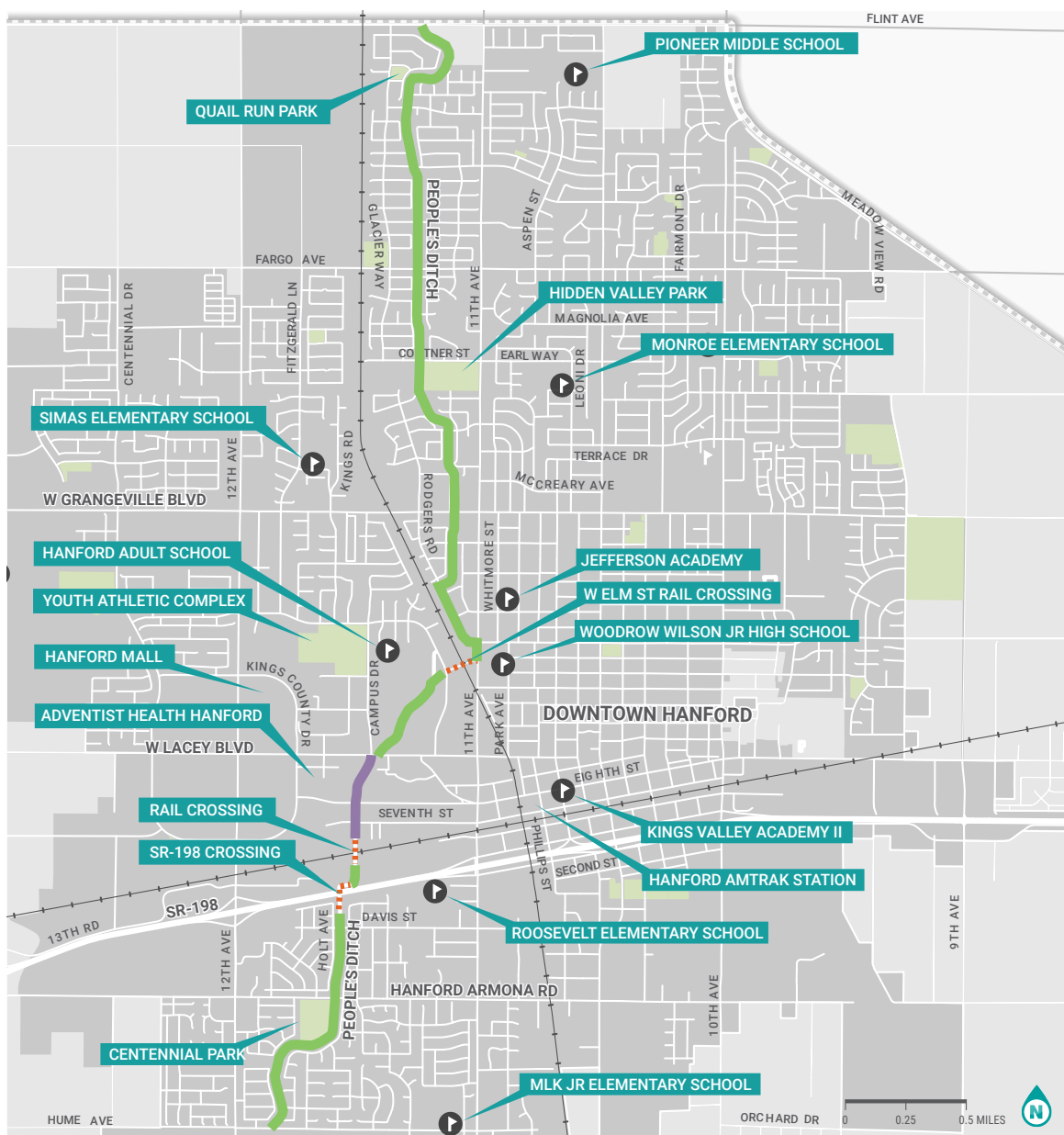
The proposed People's Trail project will connect residents living in disadvantaged neighborhoods to Hanford's largest employment center. The employment center spans 1.25 square miles and bisects the City north of Highway 198. The employment center includes locally-owned stores and boutiques as well as big-box stores like Target, Walmart, Lowe's, and Home Depot. There are also many local and chain restaurants scattered throughout the employment center. The multi-use trail will also provide easier access to medical providers, local schools, and parks. It will provide safe, alternative, non-motorized transportation routes for commuters going to work and children traveling to and from school. It will link the community, improve air quality, and reduce road congestion by lessening dependence on automobile travel for all trips. This project will be a hugely beneficial addition to the City that is critically park-deprived. A community-wide survey conducted in conjunction with the 2020 Parks and Recreation Master Plan identified walking/bicycle trails as the number one recreation need. The City of Hanford currently has no Class I trails.



Figure 20: People's Trail

City of Hanford Active Transportation Plan

PEOPLE'S TRAIL RECOMMENDATIONS



Data provided by the City of Hanford. Kings County Date: 8/21/2024.

LEGEND

- Class I: Shared-Use Path
- Class IV: Separated Bikeway
- Crossings
- +— Railroad
- Schools
- Parks



Appendices

A photograph of a modern urban parkway. On the left, there are lush green trees and a paved walkway with people walking. In the center, a child is riding a bicycle on a designated bike lane marked with white dashed lines and zigzag borders. To the right, a long, colorful mural wall runs along the path, featuring various abstract and nature-inspired designs. In the background, a green metal bridge spans over the area. The sky is overcast.

DESIGN GUIDES

The following section serves as an inventory of pedestrian and bicycle design treatments and provides guidelines for their development. These treatments and design guidelines are important because they represent the tools for creating a pedestrian- and bicycle-friendly, accessible community. The guidelines are not, however, a substitute for a more thorough evaluation by a professional engineer before the implementation of facility improvements.

- ▶ The National Association of City Transportation Officials' (NACTO) **Urban Bikeway Design Guide (2012)** and **Urban Street Design Guide (2013)** are collections of nationally recognized street design standards, and offers guidance on the current state of the practice designs.
- ▶ U.S. Department of Transportation Federal Highway Administration: **Small Town and Rural Multimodal Networks**
 - » Addresses challenges to specific rural areas, recognizes how many rural roadways are operating today, and focuses on opportunities to make incremental improvements despite the geographic, fiscal, and other challenges that many rural communities face.
- ▶ FHWA Separate Bike Lane Planning and Design Guide (2015)
 - » Latest national guidance on the planning and design of separated bike lane facilities released by the Federal Highway Administration (FHWA). The resource documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation and design flexibility.
- ▶ FHWA Safe Transportation for Every Pedestrian (STEP)
 - » Informs pedestrian improvements
- ▶ FHWA STEP: Improving Visibility at Trail Crossings (2021)
 - » Informs pedestrian and bicycle improvements at trail crossings
- ▶ FHWA Proven Safety Countermeasures
 - » Supplements pedestrian and bicycle recommendations as needed based on location
- ▶ FHWA Road Diet Informational Guide
 - » Informs road diet feasibility determination
- ▶ FHWA Bikeway Selection Guide (2019)
 - » Informs facility type recommendation based on roadway speed, volume, and urban/rural context.
- ▶ FHWA California Manual on Uniform Traffic Control Devices (CAMUTCD) (2014)
 - » Amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws and requirements with regards to signing, striping and other traffic control devices.
- ▶ Caltrans 7th Edition Highway Design Manual (HDM) – Chapter 1000 Bicycle Transportation Design (2015)
 - » Informs the design and implementation of bicycle facilities. References FHWA Bikeway Selection Guide
- ▶ Caltrans Design Information Bulletin Number 94 – Complete Streets Contextual Design Guidance (2024)
 - » Informs decision to maximize the use of the public right of way to achieve sustainable and equitable mobility



- ▶ Caltrans Design Information Bulletin Number 89-02 – Class IV Bikeway Guidance (2022)
 - » Informs the design and implementation of Class IV bicycle facilities
- ▶ Caltrans Traffic Calming Guide (2023)
 - » Informs design and implementation of different traffic calming treatments
- ▶ Caltrans Design Flexibility in Multimodal Design (2014)
 - » Encourages flexibility in highway design. The memo stated that “Publications such as the National Association of City Transportation Officials (NACTO) “Urban Street Design Guide” and “Urban Bikeway Design Guide,”... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads.”
- ▶ Caltrans Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010)
 - » Reference guide presents information and concepts related to improving conditions for bicyclists and pedestrians at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.
- ▶ Main Street, California: A Guide for Improving Community and Transportation Vitality (2013)
 - » Reflects California’s current manuals and policies that improve multimodal access, livability and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets.
- ▶ California Highway Design Manual (HDM) (Updated 2015)
 - » Establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.

CONCEPT DESIGNS

People's Trail Alignment

Figure 21: People's Trail Alignment at W Elm St and the Railroad Tracks

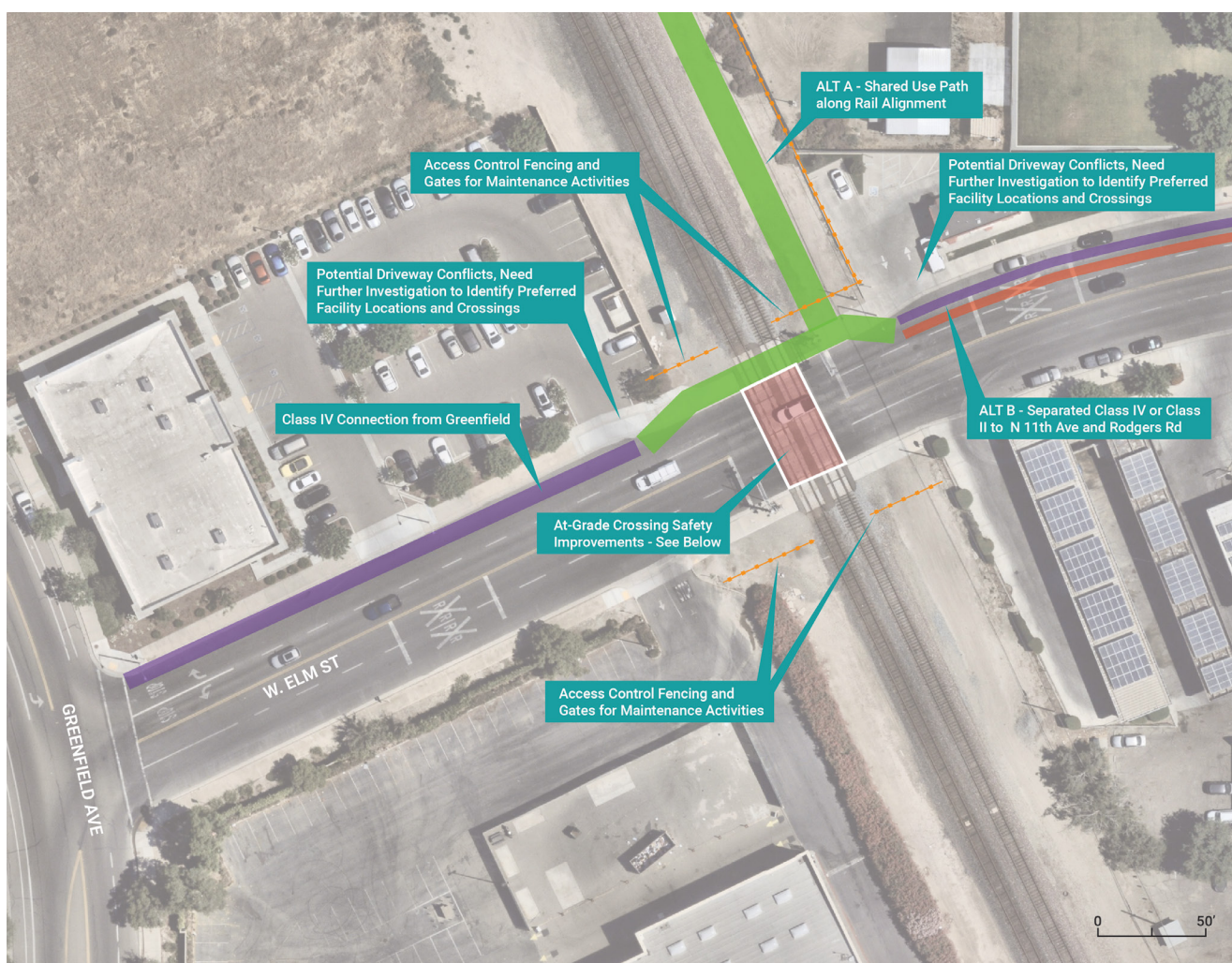
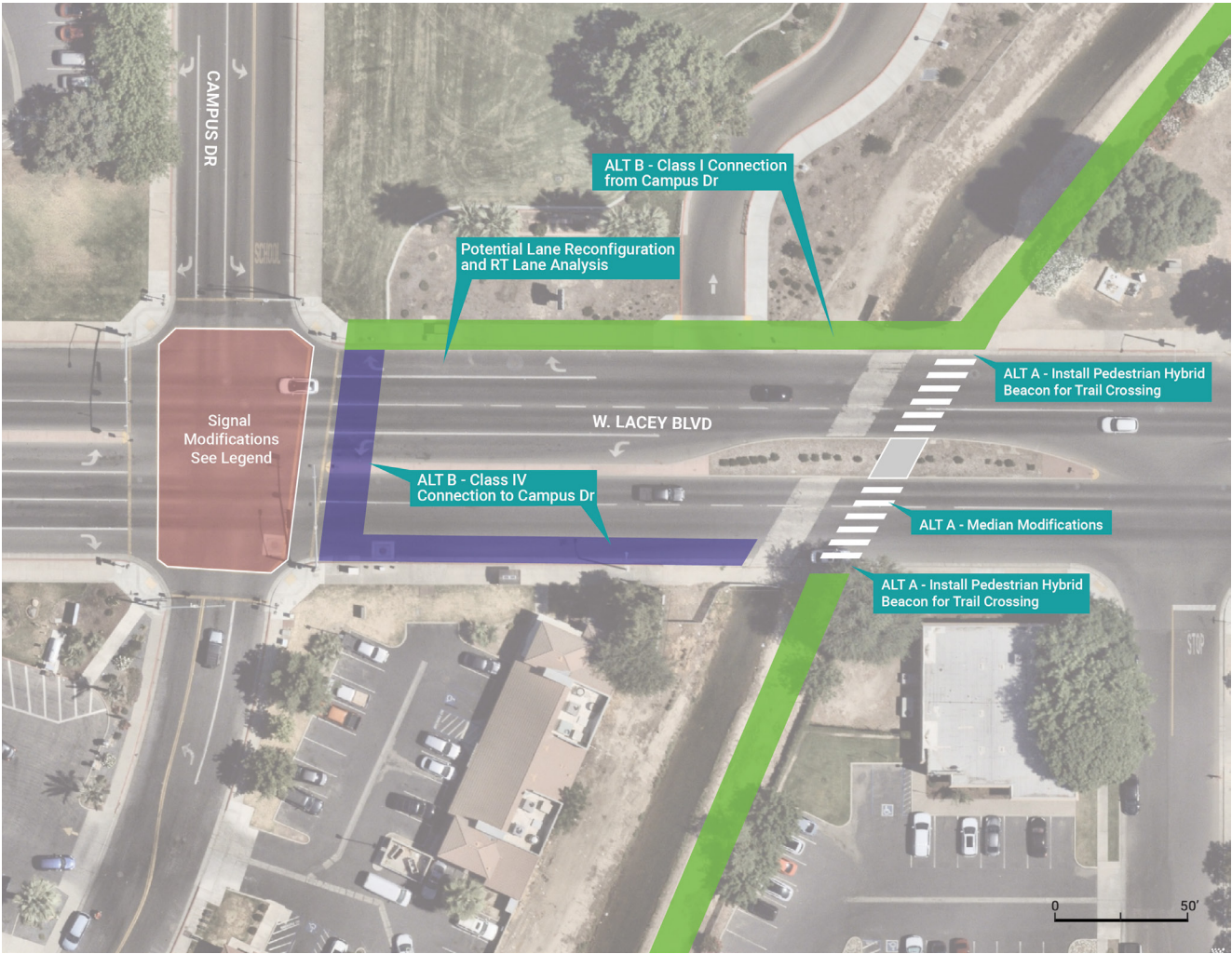




Figure 22: People’s Trail Alignment at the West Lacey Blvd Crossing Tracks



FUNDING SOURCES

Various sources exist to fund bicycle and pedestrian infrastructure projects, programs, and studies. Local and regional funding sources that can be used for the construction or maintenance of bicycle or pedestrian improvements, along with statewide and federal grant programs, are described on the following pages. Eligibilities for the funding programs listed in this section are summarized in **Table 11**.

Local and Regional Funding Sources

CITY OF HANFORD

The City of Hanford can implement bicycle and pedestrian projects in conjunction with other projects, including pavement resurfacing, new developments, and frontage development. Funds for implementing bicycle and pedestrian projects can also come from a dedication of a certain dollar amount in the City's Capital Improvements Program (CIP).

General Fund

The City can utilize revenues from the General Fund to build and maintain pedestrian and bicycle facilities or match State and Federal Funds.

Developer Fees

The City can implement bicycle and pedestrian improvements using revenues generated from developer fees. These improvements should accommodate the new development.

Developer Agreements

When permitting new developments, the City can require the developer to implement portions of bicycle and pedestrian improvements where the construction becomes part of the new development.

Other Local Programs

The City can leverage private donations to develop pedestrian or bicycle facilities through programs such as "adopt-a-highway" and memorials.



Regional

California Clean Air Act (CCAA) – SJVAPCD Remove II Program

Clean Air Funds generated by a surcharge on automobile registration imposed by authorized air districts in California to provide funds to meet responsibilities mandated under the California Clean Air Act (CCAA). This Program can assist with developing and expanding a comprehensive bicycle transportation network.

Congestion Management and Air Quality (CMAQ) Program

Funds transportation projects and programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standard for ozone and carbon monoxide by reducing congestion and improving air quality. The program will fund the construction of bicycle and pedestrian facilities and bicycle support programs such as brochures, maps, and public service announcements.

Local Transportation Fund (LTF)

Up to two percent of each county's LTF can be claimed annually by local jurisdictions to be used for installing or maintaining bicycle and pedestrian facilities (Public Utilities Code, Section 99233.3). This amount would provide around \$90,000 each year for bicycle and pedestrian projects. The RTPA may also reserve an amount so designated, up to 2% of the LTF, each year for later allocation to claimants for pedestrian and bicycle facilities or bicycle safety programs. If the RTPA finds that all or any portion of the amount reserved could be used more appropriately for other purposes, that amount can be added to the total apportionment available the following year. Generally, local jurisdictions prefer to use LTF allocations claimed for street and road purposes for bicycle and pedestrian projects to minimize administrative costs. The Kings County Association of Governments could apportion

an amount of LTF to provide a bicycle facilities maintenance fund. If the funds are not needed for bicycle facility maintenance, the funds can be returned to the following fiscal year's estimated LTF for reapportionment.

REAP 2.0

The California Department of Housing and Community Development (HCD), in collaboration with the Governor's Office of Planning and Research, the Strategic Growth Council, and the California Air Resources Board, established the Regional Early Action Planning (REAP) 2.0 program. The purpose of REAP 2.0 is to support transformative planning and implementation activities such as accelerating infill and affordable housing development, reducing vehicle miles traveled, and increasing transit ridership, walking, and biking as primary modes of transportation. The Kings County Association of Governments (KCGA) was awarded \$2,060,590 in REAP 2.0 for eligible activities. KCAG submitted an Advance Application for \$206,059 to fund the administration of grant funds, development of the REAP 2.0 program, public education and stakeholder outreach, and preparation of the Full Application for the remainder of the funds. KCAG submitted a Full Application for \$1,854,531. The proposed use of the funds will be sub-allocated to local agencies for eligible activities.



State Funding Sources

ACTIVE TRANSPORTATION PROGRAM

The Active Transportation Program (ATP) was created to encourage the use of active transportation through encouragement and safety measures. Eligible projects include infrastructure projects, education, encouragement, and enforcement of non-infrastructure projects that further the goals of the ATP, a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 (SB 1) stipulates that \$100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus on making California a national leader in active transportation. Applications are typically submitted in July.

Typical projects funded by the ATP include Safe Routes to School programming, Safe Routes to Transit programming, New or improved bicycle infrastructure, including bike lanes and bike parking, New or improved pedestrian facilities, including sidewalks and crosswalks, and Network links to trails and parks.

The goals of the ATP are to Increase the proportion of walking and biking trips, Increase safety and mobility for non-motorized users, Reduce greenhouse gas emissions, Enhance public health, and Ensure disadvantaged communities share the program's benefits.

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

The Sustainable Transportation Planning Grant Program supports transportation planning processes that address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities. The Sustainable Communities Grants has \$29.5 million in funding to encourage local and regional planning that furthers state greenhouse gas emission reduction goals. The Strategic Partnership Grant has \$4.5 million to identify and address statewide or regional deficiencies on the State highway system in partnership with Caltrans. The overarching objectives to guide grant applications are sustainability, preservation, accessibility, safety, innovation, economy, health, and social equity. Past awarded project types include active transportation, complete streets, and transit.



CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK

The California Infrastructure and Economic Development Bank (IBank) was created in 1994 to finance public infrastructure and private development that promotes a healthy climate for jobs, contributes to a strong economy, and improves the quality of life in Californian communities. IBank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. IBank's current programs include the Infrastructure State Revolving Fund (ISRF) Loan Program, the Expanding Venture Capital Access Program, the Climate Catalyst Revolving Loan Fund, the Small Business Finance Center, and the Bond Financing Program.

CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state agencies for improving roadway safety for all users. Through grant funding made available to California by the National Highway Traffic Safety Administration (NHTSA), the OTS funds more than \$100 million dollars annually in innovative, evidence-based education and enforcement programs and technologies designed to improve road safety. The OTS has grant programs that fund projects that protect bicyclist and pedestrian safety raise awareness about traffic rules, and provide training and programs for high-risk communities like children and older adults.

CALIFORNIA TRANSPORTATION COMMISSION LOCAL PARTNERSHIP PROGRAM (LPP)

This program provides \$200 million in funding for local and regional transportation agencies with voter-approved taxes, tolls, or fees dedicated solely to transportation improvements. The program funds aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits. The LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component.

CLEAN MOBILITY OPTIONS

Administered by the California Air Resources Board, the Clean Mobility Options grant funds projects like bike share, scooter share, car share, electric vehicle charging stations, infrastructure for clean mobility, and community transportation needs assessments. Funds are available for disadvantaged communities in the state.

GAS TAX

Funds from the State gas tax are based on the historical apportionments provided to Kings County jurisdictions. The passage of Senate Bill 1, which aims to generate an estimated \$52 billion more money by increasing gasoline tax and imposing new transportation improvement fee to help repair and maintain the state's transportation system for the next decade, allows a significant increase in funding for bicycle and pedestrian improvement programs.



LAND AND WATER CONSERVATION FUND PROGRAM

Provides grants to plan, acquire, and develop recreation parks and facilities, including bikeways and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total project costs.

MELLO-ROOS COMMUNITY FACILITIES DISTRICT ACT OF 1982

Allows the sponsoring agency to issue a special tax bond for a community facilities district to finance public facilities and services such as parks, recreation areas, parkways, and open space. Bicycle and pedestrian projects could be included in any proposed public facility.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

The SHOPP program is designed to maintain the state highway system; however, it includes opportunities to address Complete Streets elements and improve pedestrian and bicycle facilities. Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop improvements, and pedestrian lighting. Funds can also be used for projects that have climate action efforts and provide low-emission transportation choices. SHOPP projects are administered by Caltrans and the California Transportation Commission.

STATE OF CALIFORNIA INFILL INFRASTRUCTURE GRANT PROGRAM (IIG)

The objective of the IIG program is to promote infill housing development by providing financial assistance for Capital Improvement Projects that are an integral part of, or necessary to facilitate, the development of affordable and mixed-income housing. Eligible costs include, but are not limited to, the creation, development, or rehabilitation of Parks or Open Spaces; water, sewer or other utility service improvements (including internet and electric vehicle infrastructure); streets; roads; Transit Station Structured Parking; transit linkages or facilities; facilities that support pedestrian or bicycle transit; traffic mitigation, sidewalk, or streetscape improvements; Factory-Built Housing components; Adaptive Reuse; and site preparation or demolition.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The capital improvement program is funded by state and federal monies. Available funding is divided into two programs: the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP).

TRANSFORMATIVE CLIMATE COMMUNITIES (TCC)

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. In addition to reducing greenhouse gas emissions, the goals of the TCC program are to fund projects that maximize community health and environmental benefits, avoid displacement, have comprehensive community involvement, and offer technical assistance. Previous rounds have had \$115 million available for implementation and planning projects.



TRANSPORTATION DEVELOPMENT ACT FUNDS (TDA)

TDA provides funding from State Transit Assistance (STA) and Local Transportation Fund (LTF). This program funds a variety of transportation programs, including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.

URBAN GREENING GRANT PROGRAM

The Urban Greening Program, funded by the General Fund, is a grant program designed to promote a comprehensive, long-term approach to addressing climate change to improve the environment. Specifically, the program funds urban greening and urban forestry projects that reduce GHG emissions and provide additional benefits. A competitive project will maximize opportunities to reduce GHG emissions through project design and implementation and incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes.

Federal Funding Sources

ACTIVE TRANSPORTATION INFRASTRUCTURE INVESTMENT PROGRAM (ATIIP)

ATIIP will provide competitive grants for projects that connect active transportation networks and spines. Eligible projects should create an active transportation network connecting destinations, including schools, workplaces, residences, businesses, recreation areas, and other community areas, or create an active transportation spine connecting two or more communities. The project should also integrate active transportation facilities with transit services. Funding was approved in December 2022, and USDOT has not yet released information on the application timeline or criteria.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The goals of AHSC are to support compact development to preserve land, reduce greenhouse gas emissions, and increase the supply of affordable housing near jobs, stores, transit, and other key destinations. Eligible projects include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs encouraging residents to walk, bike, and use public transit.

CARBON REDUCTION PROGRAM

Authorized with the BIL in 2022, the Carbon Reduction Program is a DOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.



ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. The program will fund bicycle improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities, which receive an 80% federal share.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

Funds infrastructure projects aimed at reducing traffic fatalities and serious injuries. Projects may include intersection improvements, pavement, and shoulder widening, rumble strips, skid-restraint surfaces, bike/ped safety improvements, and traffic calming.

HOUSE TRANSPORTATION & INFRASTRUCTURE (T&I) COMMITTEE APPROPRIATIONS

The House T&I Committee invites Members of Congress to request funding for projects in their communities. Project funds can be used for planning, final design, and construction projects. Eligible projects include bicycle & pedestrian infrastructure projects that increase access, strengthen multimodal connections, reduce greenhouse gas emissions, and enhance environmental justice.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

The current federal transportation infrastructure bill aims to rebuild the nation's deteriorating roads and bridges and fund new climate resilience, such as repairing and replacing aging public works projects, moving communities vulnerable to climate change, reconnecting communities divided by highway construction, and providing safe commutes for pedestrians. At least \$25 million annually is reserved for "small and disadvantaged communities."

METROPOLITAN, STATEWIDE & NON-METROPOLITAN PLANNING

This federal source provides funding for multimodal transportation planning in metropolitan areas. Funds can be used for planning activities that support the economic vitality of a metropolitan area, increase the safety and security of transportation systems, increase mobility, protect the environment, or connect transportation systems.

NATIONAL ENDOWMENT FOR THE ARTS – GRANTS FOR ART PROJECTS

Grants for Arts Projects (GAP) provides expansive funding opportunities to strengthen the nation's arts and culture ecosystem. Through project-based funding, the program supports opportunities for public engagement with the arts and arts education, the integration of the arts with strategies promoting the health and well-being of people and communities, and the improvement of overall capacity and capabilities within the arts sector. This funding source could be used for incorporating public art into a streetscape redesign or adding thoughtful art elements that represent the local community.



NEIGHBORHOOD ACCESS AND EQUITY GRANTS

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features.

PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT PLANNING

This program aims to improve America's public transportation system by providing funds to integrate land use and transportation planning. Funding is available for projects that improve multimodal transportation, accessibility, and pedestrian and bicycle access to transit and enable mixed-use development near transit.

REBUILD AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY

RAISE grants are for capital investments in surface transportation infrastructure for projects with a significant local or regional impact. RAISE grants are awarded on a competitive basis, based on criteria related to safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation.

RECREATION TRAILS PROGRAM

A federal assistance program administered by the U.S. Department of Transportation's Federal Highway Administration (FHWA). It provides funds to states for the acquisition of Right-of-Way, development and maintenance of recreational trails, trail-related facilities for both motorized and nonmotorized recreational trail uses, and education programs. The program is part of the National Trails System, which includes National Recreation Trails, National Scenic Trails, and National Historic Trails.

RAISE GRANTS

Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the U.S. Department of Transportation, the RAISE grant allows sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional funding initiatives.

REVISE SURFACE TRANSPORTATION PROGRAM

Funds bicycle facilities and pedestrian walkways and modification of public sidewalks to comply with ADA standards.

SAFE STREETS AND ROADS FOR ALL

Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety Action Plans like Vision Zero, and in implementing infrastructure, including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to \$1 billion is available each year of the program.



SURFACE TRANSPORTATION BLOCK GRANTS

Extended by the Bipartisan Infrastructure Law, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, install pedestrian and bicycle infrastructure and implement transit capital projects. Additional Transportation Alternatives set aside funds for active transportation, and active transportation access to transit improvements.

THRIVING COMMUNITIES PROGRAM (TCP)

The TCP provides technical assistance to disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes, including technical tools and organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive. A community organization must be the primary applicant.

TRANSPORTATION ALTERNATIVES

The Bipartisan Infrastructure Law continues the Transportation Alternatives set aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

**Table 11:** Funding Opportunities Matrix

Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional								
City of Hanford								
General Fund	P/D/C	●	●	●	●	●		●
Developers Fees	C	●		●	●	●		
Developer Agreements	C	●		●	●	●		
Other Local Programs	C	●	●				●	
Regional								
California Clean Air Act – SJVAPCD Remove II Program	P/D/C	●	●	●	●	●		
Congestion Management and Air Quality Program	C	●	●	●	●	●		
Local Transportation Fund	C	●	●					
REAP 2.0	C	●			●	●		
State								
Active Transportation Program	P/D/C	●	●	●	●	●	●	●
Caltrans Sustainable Planning Grants	P							●
California Infrastructure and Economic Development Bank	P/D/C	●		●	●	●		
California Office of Traffic Safety	-						●	



Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
California Transportation Commission Local Partnership Program	C	●	●	●	●	●		
Clean Mobility Options	-						●	●
Gas Tax	P/D/C	●	●			●		
Land and Water Conservation Fund Program	C		●					
Mello-Roos Community Facilities District Act of 1982	P/C	●	●			●		
State Highway Operation and Protection Program	D/C	●	●			●		
State of California Infill Infrastructure Grant Program	D/C	●	●			●		
State Transportation Improvement Program	P/D/C	●	●	●	●	●		
Transformative Development Act Funds	P	●	●	●	●	●		●
Urban Greening Grant Program	C	●	●	●	●			
Federal								
Active Transportation Infrastructure Investment Program	C	●	●	●	●	●		



Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Affordable Housing and Sustainable Communities Program	C	●			●		●	
Carbon Reduction Program	C	●	●	●	●	●		
Enhanced Mobility of Seniors and Individuals with Disabilities	D/C	●	●		●	●		
Highway Safety Improvement Program	C	●				●		
House Transportation & Infrastructure Committee Appropriations	P/D/C	●	●		●	●		●
Infrastructure Investment and Jobs Act	D/C	●	●	●	●	●		
Metropolitan, Statewide & Non-Metropolitan Planning	-			●			●	
National Endowment for the Arts – Grant for Art Projects	-		●				●	
Neighborhood Access and Equity Grants	D/C	●	●	●	●	●		
Pilot Program for Transit-Oriented Development Planning	P/D/C	●			●	●	●	



Funding Source	Planning/ Design/ Construction	On-Street Bikeways/ End-of-Trip	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Rebuilding American Infrastructure with Sustainability and Equity	D/C	●	●			●		
Recreation Trails Program	C		●					
RAISE Grant	P/D/C	●	●	●	●	●		●
Revise Surface Transportation Program	D/C	●				●		●
Safe Streets and Roads for All	D/C	●		●	●	●		
Surface Transportation Block Grants	C	●	●	●	●	●		
Thriving Communities Program	-						●	●
Transportation Alternatives	D/C	●		●	●	●		●



BICYCLE RECOMMENDATIONS

Table 12: Bicycle Recommendations

Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
10th Ave	Hwy 43	Houston Ave	IIB	5.0	2	\$971,100	\$3,082,620
11 1/2 Ave	Davis St	State St	IIIB	0.9	2	\$372,000	\$651,000
11th Ave	Flint Ave	Houston Ave	IIB	5.1	2	\$986,700	\$3,132,140
12th Ave	Flint Ave	Houston Ave	IIB	5.1	2/3	\$986,700	\$3,132,140
13th Ave	Fargo Ave	Front St	IIB	2.7	2	\$522,600	\$1,658,920
2nd St	Phillips St	10th Ave	IIB	0.7	2	\$134,550	\$427,110
6th St	11th Ave	10th Ave	IIB	1.0	2	\$200,850	\$637,570
7th St	Mall Dr	Williams St	II	0.8	2	\$ 94,400	\$495,200
7th St	Williams St	Lacey Blvd	IV	1.0	3	\$400,000	\$1,750,000
8 1/2 Ave	Leland	Florinda	IV	1.0	2	\$400,000	\$1,750,000
8th St	Santa Fe Ave	Phillips St	IIIB	0.1	1	\$ 24,000	\$42,000
9 1/4 Ave	Leland Way	Lacey Blvd	IIIB	1.5	2	\$604,000	\$1,057,000
9th Ave	Leland	Lacey Blvd	IIB	2.0	2	\$393,900	\$1,250,380
9th St	Douty St	10th Ave	IIIB	0.5	2	\$200,000	\$350,000
Alpine Ave	Hume Ave	Houston Ave	IIB	0.5	2	\$99,450	\$315,690
Aspen St	W Pepper Dr	Fargo Ave	II	0.3	2	\$35,400	\$185,700
Berkshire Way/ Kings Rd	Fitzgerald Ln	Grangeville Blvd	IIIB	0.3	2	\$116,000	\$203,000
Cameron St	11th St	10th Ave	IIIB	1.0	2	\$404,000	\$707,000
Campus Dr	Lacey Blvd	Railroad Tracks	IV	0.4	1	\$164,000	\$717,500
Centennial Dr	Lacey Blvd	12th Ave	I	0.6	2	\$615,000	\$879,000
Centennial Dr	Lacey Blvd	Fargo Ave	IIB	2.0	2	\$390,000	\$1,238,000
China Alley	Phillips St	White St	I	0.5	1	\$553,500	\$791,100
Court St	Irwin St	Douty St	I	0.1	2	\$92,250	\$131,850
Courtner St	Glacier Way	Douty St	IIIB	0.9	2	\$360,000	\$630,000
Davis St	People's Trail	11th Ave	IIIB	1.0	2	\$400,000	\$700,000
Devon St	13th Ave	Centennial Dr	IIB	0.5	2	\$ 97,500	\$309,500
Douty St	Flint	Hanford Armona	IIB	4.1	1	\$793,650	\$2,519,330
E Lacey Blvd	10th Ave	Light Rail Station	IV	2.5	3	\$1,004,000	\$4,392,500
Elm St	Greenfield Ave	11th Ave	IV	0.1	2	\$ 52,000	\$227,500
Encore Dr	Aspen St	Fargo Ave	IIIB	1.3	2	\$508,000	\$889,000



Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
Fargo Ave	13th	Hwy 43	IIB	3.0	2	\$575,250	\$1,826,050
Fitzgerald Ln	Fargo Ave	Grangeville Blvd	II	1.0	2	\$120,360	\$631,380
Flint Ave	12th Ave	Hwy 43	IIB	2.0	2	\$390,000	\$1,238,000
Flood Channel from Flint Ave to Rodgers Road (People's Trail)	Flint	Rodgers	I	2.6	1	\$2,665,000	\$3,809,000
Flood Channel from RR to Hume Ave (People's Trail)	Railroad	Hume	I	1.4	1	\$1,404,250	\$2,007,050
Flood Control From Greenfield to Lacey Blvd (People's Trail)	Greenfield	Lacey	I	0.5	1	\$522,750	\$747,150
Florinda St	8 1/2 Ave	High Speed Rail Station	I	1.0	3	\$1,025,000	\$1,465,000
Florinda St	11th Ave	10th Ave	II	1.0	1	\$118,000	\$619,000
Florinda St	9 1/4 Ave	8 1/2 Ave	III	0.8	3	\$ 88,000	\$164,000
Florinda St	10th Ave	9 1/4 Ave	IIB	0.8	1	\$146,250	\$464,250
Garner Ave	Seventh	Lacey	II	0.3	2	\$ 36,580	\$191,890
Glacier Way	Flint Ave	Courtner St	II	1.4	2	\$162,840	\$854,220
Grangeville Blvd	9th Ave	7th Ave	IV	1.0	2	\$400,000	\$1,750,000
Grangeville Blvd	13th Ave	9th Ave	IIB	4.0	2	\$780,000	\$2,476,000
Green St	China Alley	China Alley	IIIB	0.0	1	\$4,000	\$ 7,000
Greenfield	Centennial	Lacey Blvd	IIB	1.8	1	\$349,050	\$1,108,010
Hanford Armona	13th	10th Ave	IIB	3.0	1	\$585,000	\$1,857,000
Harris St	2nd St	Hanford Armona	IIIB	0.6	2	\$228,000	\$399,000
Houston Ave	12th Ave	10th Ave	IIB	4.5	3	\$877,500	\$2,785,500
Hume Ave	12th Ave	11th Ave	IIB	1.0	2	\$195,000	\$619,000
Irwin St	W Lacey Blvd	Civic Center Park	IIIB	0.0	2	\$12,000	\$ 21,000
Ivy St	11th Ave	10th Ave	IIIB	1.0	2	\$404,000	\$707,000



Street Name	From Street	To Street	Class	Length (mi)	Tier	Cost Estimate (Low)	Cost Estimate (High)
Kensington Way	Fargo Ave	Grangeville Blvd	IIIB	1.0	2	\$400,000	\$700,000
Kings County Dr	12th Ave	Lacey Blvd	II	0.5	2	\$ 60,180	\$315,690
Leland Way	9 1/4 Ave	8 1/2 Ave	IV	0.8	2	\$320,000	\$1,400,000
Leland Way	Douty St	9 1/4 Ave	IIIB	1.2	2	\$480,000	\$840,000
Leoni Dr	Cortner St	Grangeville Blvd	IIIB	0.6	2	\$248,000	\$434,000
Liberty St	Centennial Dr	12th Ave	IIB	0.3	2	\$ 62,400	\$198,080
Mall Dr	Lacey Blvd	12th Ave	II	0.5	2	\$ 62,540	\$328,070
McCreary Ave	11th Ave	Douty St	IIIB	0.5	2	\$204,000	\$357,000
Muscat Pl	12th Ave	Fitzgerald Ln	IIIB	0.2	2	\$ 96,000	\$168,000
Neill Way	Fargo Ave	Leland Way	IIIB	0.5	2	\$204,000	\$357,000
Pepper Dr	Aspen St	Glavier Way	II	0.7	2	\$ 82,600	\$433,300
Phillips St	Fourth St	2nd St	II	0.2	2	\$ 23,600	\$123,800
Phillips St	Lacey Blvd	Fourth St	IIB	0.4	2	\$ 68,250	\$216,650
Railroad Tracks	Western City Limit	Light Rail Station	I	5.7	3	\$5,791,250	\$8,277,250
Redington	6th St	Dewey	II	0.3	2	\$ 33,040	\$173,320
Rodgers Rd	Dead End north	Cortner St	I	0.1	2	\$102,500	\$146,500
Rodgers Rd	Grangeville Blvd	Dead End north	III	0.5	2	\$ 55,000	\$102,500
Rodgers Rd	11th Ave	Grangeville Blvd	IIB	0.6	2	\$117,000	\$371,400
Sangiovese St	Centennial Dr	12th Ave	IIB	0.5	2	\$ 97,500	\$309,500
State St/ Kimball St/ Echo Ln/ Bonnyview Ln	11th 1/2 Ave	11th Ave	IIIB	1.0	2	\$392,000	\$686,000
University Ave	Grangeville Blvd	Greenfield	IIB	0.5	2	\$ 89,700	\$284,740
W Lacey Blvd	Irwin St	13th Ave	II	2.4	3	\$284,380	\$1,491,790
White St	China Alley	7th St	IIIB	0.0	1	\$8,000	\$14,000



PEDESTRIAN RECOMMENDATIONS

Table 13: Pedestrian Recommendations

Recommended Improvements													
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
W Cortner St/ N 11th Ave	●	●								●	3	\$203,000	\$344,000
Grangeville Blvd/N 11th Ave	●	●				●				●	3	\$303,000	\$484,000
Centennial Dr/ Grangeville Blvd		●								●	3	\$23,000	\$44,000
E Grangeville Blvd/N Douty St		●				●				●	1	\$123,000	\$184,000
E Grangeville Blvd/ N Kensington Way							●				1	\$5,000	\$10,000
E Grangeville Blvd/10th Ave		●								●	1	\$23,000	\$44,000
Hill St/Harris St		●									1	\$5,000	\$8,500
Greenfield Ave/ Cerritos Ave		●	●					●			3	\$41,000	\$70,000
Greenfield Ave/ Campus Dr	●	●									3	\$200,000	\$334,000
Florida St/ Whitmore St							●			●	1	\$6,500	\$15,000
Cameron St/ N 10th Ave		●			●			●			1	\$50,000	\$117,000
Douty St/Elm St		●	●					●			3	\$46,000	\$78,500



Recommended Improvements												
	Crossing Improvements						Signs and Signals					
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)
												Cost Estimate (High)
Ivy St/Park Ave		●	●				●				3	\$27,000
N 11th Ave/Ivy St		●	●		●		●	●			1	\$78,500
E 10th St/ N Harris St	●	●					●				3	\$195,000
N Douty St/ Court St			●					●			1	\$31,000
N Douty St/ E 8th St		●		●							1	\$35,000
N Lacey Blvd/ N 10th St	●	●								●	1	\$203,000
N Douty St/ China Alley			●								1	\$1,000
Lacey Blvd/ 11th Ave	●	●	●		●	●				●	1	\$323,500
W Lacey Blvd/ Greenfield Ave	●	●			●						3	\$155,000
W Lacey Blvd/ Campus Dr (People's Trail)			●	●					●		1	\$408,000
7th St/Douty St		●	●								2	\$22,000
W Lacey Blvd/ Centennial Dr	●	●								●	3	\$116,000
Centennial Dr/ Shopping Mall Entrance	●	●			●						3	\$220,000



Recommended Improvements													
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
Mall Dr/ Adventists Hospital Entrance		●									3	\$5,000	\$8,500
7th Ave/ Santa Fe Ave		●				●		●			1	\$45,000	\$68,500
7th St/11th Ave	●	●								●	1	\$206,000	\$354,000
6th St/11th Ave		●				●					1	\$60,000	\$87,000
6th St/Douty St		●									2	\$20,000	\$34,000
5th St/Irwin St		●									2	\$5,000	\$8,500
5th St/ Redington St		●									2	\$10,000	\$17,000
5th St/11th Ave	●	●								●	1	\$193,000	\$327,000
4th St/11th Ave		●	●					●			2	\$31,500	\$55,000
4th St/11th Ave		●	●			●					1	\$116,500	\$170,000
3rd St/11th Ave		●	●			●					1	\$116,500	\$170,000
Harris St/ Between Coe Park and Ball Park				●							1	\$7,500	\$15,000
Douty St/ Longfield Center	●	●	●		●			●			1	\$121,000	\$236,500
Davis St/ 11th Ave	●	●	●			●				●	1	\$305,000	\$490,000
Davis St/Grant St	●	●									1	\$145,000	\$242,000
Scott St/ S Phillips St		●					●				1	\$15,000	\$27,000



Recommended Improvements												
	Crossing Improvements						Signs and Signals					
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)
												Cost Estimate (High)
Harris St/Lincoln Elementary	●	●	●	●							1	\$103,000
Hanford Armona Rd/Hanford Soccer Complex		●	●		●			●			3	\$31,000
Hanford Armona Rd/S Harris St	●	●	●			●					1	\$145,500
Hanford Armona Rd/11th Ave	●	●	●		●	●				●	1	\$335,000
Hanford Armona Rd/Bengston Ave	●	●	●			●					1	\$126,000
12th St/Hanford Armona Rd	●	●	●			●				●	1	\$305,000
12th St/Graham St		●									1	\$5,000
Hanford Armona Rd/Casa Del Sol Apartments		●			●			●			2	\$30,000
Dawn Ln/Martin Luther King Elementary		●	●	●							1	\$13,500
Dawn Ln/Hume Ave	●			●							1	\$187,500
Dawn Ln/11th Ave	●	●			●					●	1	\$223,000
1st Pl/Home Ave		●									3	\$10,000
2nd Pl/Home Ave		●									3	\$10,000
3rd Pl/Home Ave		●									3	\$10,000



Recommended Improvements													
	Crossing Improvements						Signs and Signals						
Location	Curb Extensions	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Raised Crossing	Pedestrian Refuge Island	Pedestrian-Scale Lighting	All-Way Stop/ Warrant Analysis	Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian Hybrid Beacon/HAWK	Leading Pedestrian Signal	Tier	Cost Estimate (Low)	Cost Estimate (High)
1st PI/Garden Dr		●									3	\$10,000	\$17,000
2nd PI/Garden Dr		●									3	\$10,000	\$17,000
3rd PI/Garden Dr		●					●				3	\$15,000	\$27,000
Temple Dr/ Shawn PI		●									3	\$5,000	\$8,500

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Council Future Agenda Items				
Originated Date	Item	Originator	Staff Lead	Date Estimate
10/1/2024	Presentation to the City Council of a comprehensive needs analysis of the City's Historic Buildings and options for future uses and possible funding mechanisms	Council Direction	Various Staff	4/1/2025
11/19/2024	Update to the City Council regarding initial planning of the Civic Auditorium Anniversary ceremony.	Council Direction	Brad Albert	2/18/2025
12/3/2024	Presentation to the City Council regarding City resources used to address homelessness in the City of Hanford.	Council Direction	Various Staff	2/18/2025
12/3/2024	Update to the City Council on the rollout of the My Hanford App	City Manager	Brian Johnson	3/18/2025
12/17/2024	Presentation to the City Council on the City's draft Social Media Policy and discussion of guidelines for the City's various social media platforms.	Council Direction	Brian Johnson	3/4/2025
12/17/2024	Presentation to the City Council on the collection and approved uses of past and future Park Impact Fees under the current Impact Fee Study adopted by Council in 2019.	Council Direction	Various Staff	4/15/2025
1/21/2025	Further discussion of future changes to Council Compensation as allowed under SB329.	City Manager	Mario Cifuentez	8/5/2025