

**ALL CELL PHONES AND ELECTRONIC DEVICES MUST BE
TURNED OFF IN THE COUNCIL CHAMBERS**

**A G E N D A
REEDLEY CITY COUNCIL MEETING**

ORIGINAL

7:00 P.M.

TUESDAY, November 10, 2020

**Meeting Held in the Council Chambers
845 "G" Street, Reedley, California**

The Council Chambers are accessible to the physically disabled. Requests for additional accommodations for the disabled, including auxiliary aids or services, should be made 48 hours prior to the meeting by contacting the City Clerk at 637-4200 ext. 212.

Any document that is a public record and provided to a majority of the City Council regarding an open session item on the agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such documents may be posted on the City's website.

Unless otherwise required by law to be accepted by the City at or prior to a Council meeting or hearing, no documents shall be accepted for Council review unless they are first submitted to the City Clerk by the close of business one day prior to said Council meeting/hearing at which the Council will consider the item to which the documents relate, pursuant to the adopted City Council Protocols.

In recognition of the guidance from the California Department of Public Health in response to the COVID-19 pandemic, those who choose to attend the City Council meeting physically must wear a mask or face covering and practice social distancing by remaining at least 6 feet apart from other attendees. Hand sanitizer will be available at the entrance to the Council Chambers for use upon entering and exiting the room. If you are sick, please do not attend the meeting in person. The meeting is available via live stream at the web link noted below following the City's website address and public comments will be accepted during the appropriate comment periods by calling (559) 637-4200 ext. 290. Please note there is approximately a 60 second delay for the live stream. Thank you for your cooperation. Our community's health and safety is our highest priority.

City of Reedley's Internet Address is www.reedley.ca.gov
City Council Meeting live stream is available at <http://www.reedley.com/livestream.php>

Frank Piñon, Mayor

Mary Fast, Mayor Pro Tem
Anita Betancourt, Council Member

Robert Beck, Council Member
Ray Soleno, Council Member

MEETING CALLED TO ORDER

INVOCATION – Silvia Rios-Estrada, Chaplain Support Team with Reedley Police Department

PLEDGE OF ALLEGIANCE

ROLL CALL

AGENDA APPROVAL – ADDITIONS AND/OR DELETIONS

PRESENTATION

1. RECOGNITION OF SARAH REID FOR BEING AWARDED THE 2020 HEALTH AND HUMAN SERVICES HERO BY FRESNO STATE

PUBLIC COMMENT – *Provides an opportunity for members of the public to address the City Council on items of interest to the public within the Council's jurisdiction and which are not already on the agenda this evening. It is the policy of the Council not to answer questions impromptu. Concerns or complaints will be referred to the City Manager's office. Speakers should limit their comments to not more than three (3) minutes. No more than ten (10) minutes per issue will be allowed. For items which are on the agenda this evening, members of the public will be provided an opportunity to address the Council as each item is brought up for discussion.*

NOTICE TO PUBLIC

CONSENT AGENDA items are considered routine and a recommended action for each item is included, and will be voted upon as one item. If a Councilmember has questions, requests additional information, or wishes to comment on an item, the vote should not be taken until after questions have been addressed or comments made, and the public has had an opportunity to comment on the **Consent Agenda** items. If a Councilmember wishes to have an item considered individually or change the recommended action, then the item should be removed and acted upon as a separate item. A Councilmember's vote in favor of the **Consent Agenda** is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of the **Consent Agenda** are deemed to include a motion to waive the full reading of any ordinance on the **Consent Agenda**. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered **Consent** items.

CONSENT AGENDA (Item 2-7)

Motion _____ 2nd _____

2. APPROVAL OF MINUTES OF THE REGULAR AND SPECIAL COUNCIL MEETINGS OF OCTOBER 13, 2020 - (City Clerk)
Staff Recommendation: Approve
3. REJECT ALL BIDS RECEIVED FOR THE ROADWAY SAFETY SIGNING AUDIT PROJECT BID OPENING HELD ON OCTOBER 29, 2020– (Engineering)
Staff Recommendation: Approve Rejection
4. APPROVE AND AUTHORIZE THE CITY MANAGER TO SUBMIT THE 2022-2026 AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) DATA SHEETS TO THE FEDERAL AVIATION ADMINISTRATION (FAA) – (Community Services)
Staff Recommendation: Approve
5. STAFF RECOMMENDS THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS TO AWARD THE COMMUNITY RECREATION GRANTS:
 - A. APPROVE AND AWARD THREE (3) \$350 GRANTS TO THE REEDLEY PARKS AND RECREATION FOUNDATION, REEDLEY'S RIVER CITY THEATRE COMPANY AND THE REEDLEY HIGH SCHOOL (RHS) FOR A SOBER GRADUATION.

- B. APPROVE AND AWARD AN ADDITIONAL GRANT FOR \$350 TO THE BOYS AND GIRLS CLUB OF FRESNO COUNTY FOR THE HARVEST FESTIVAL GALA.

- 6. ADOPT RESOLUTION NO. 2020-096 APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT AND SIGN THE GRANT DEED ON BEHALF OF THE CITY OF REEDLEY TO ACCEPT STREET RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT FROM APN 363-152-34 RELATED TO THE MANNING AVENUE SIDEWALK PROJECT, FEDERAL-AID PROJECT NO. CML 5216(055) – (Engineering)
Staff Recommendation: Approve
- 7. ADOPT RESOLUTION NO. 2020-097, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING DESTRUCTION OF SPECIFIED CITY RECORDS AS LISTED ON EXHIBIT A.- (City Clerk)
Staff Recommendation: Approve

ADMINISTRATIVE BUSINESS

- 8. APPROVE AND AUTHORIZE CITY MANAGER OR DESIGNEE TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH WILLDAN FINANCIAL SERVICES TO PROVIDE SPECIAL DISTRICT ANNUAL ADMINISTRATION AND ANNEXATION SERVICES, INCLUDING ASSESSMENT ENGINEERING SERVICES FOR UNDERFUNDED LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT ZONES - Report, discussion and/or other Council action to approve, modify, and/or take other action as appropriate. – (Administrative Services)
Staff Recommendation: Approve
- 9. INTRODUCE ORDINANCE NO. 2020-001 OF THE CITY COUNCIL OF THE CITY OF REEDLEY AMENDING SECTION 1-7-4 OF CHAPTER 7 AND SECTIONS 1-9A-1 THROUGH 1-9A-3 OF CHAPTER 9 OF TITLE 1 OF THE REEDLEY MUNICIPAL CODE AMENDING THE APPROVAL OF PAYMENT DEMANDS AND ISSUANCE OF WARRANTS, AND CLARIFYING THAT THE APPOINTED FINANCE DIRECTOR MAY ALSO SERVE AS THE CITY TREASURER - Report, discussion and/or other Council action to approve, modify, and/or take other action as appropriate. – (Administrative Services)
Staff Recommendation: Approve
- 10. ADOPT RESOLUTION NO. 2020-092 ESTABLISHING A BALANCED BUDGET POLICY- Report, discussion and/or other Council action to approve, modify, and/or take other action as appropriate.- (Administrative Services)
Staff Recommendation: Approve
- 11. ADOPT RESOLUTION NO. 2020-094 APPROVING THE SUBDIVISION MAP IMPROVEMENT AGREEMENT AND FINAL MAP FOR PHASE ONE OF TENTATIVE SUBDIVISION MAP 6178 (FRANKWOOD COMMONS)- Report, discussion and/or other Council action to approve, modify, and/or take other action as appropriate.- (Community Development and Engineering)
Staff Recommendation: Approve

12. APPROVE RESOLUTION 2020-098 ADOPTING THE FRESNO COUNTY SB 743 IMPLEMENTATION REGIONAL GUIDELINES AND SETTING OF ASSOCIATED 13% THRESHOLD FOR THE CITY OF REEDLEY VEHICLE MILES TRAVELED (VMT) ANALYSIS WITHIN THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) Report, discussion and/or other Council action to approve, modify, and/or take other action as appropriate.- (Administrative Services)
Staff Recommendation: Approve

WORKSHOP

13. PRESENTATION AND INFORMATION PERTAINING TO SB 1383 ORGANICS WASTE RECYCLING MANDATE. – Public Works

RECEIVE INFORMATION & REPORTS

These items are formal transmittals of information to the Reedley City Council. They are not voted upon by the Reedley City Council. Members of the public who have questions on these items are suggested to call City staff members during regular business hours.

14. REEDLEY'S RIVER CITY THEATRE COMPANY, PROFIT & LOSS STATEMENT FOR THE PERIOD OF JULY 1 – SEPTEMBER 28, 2020– (Community Services)
15. REEDLEY AIRPORT COMMISSION MINUTES OF REGULAR MEETING OF JUNE 18, 2020 – Community Services
16. REEDLEY FAMILIES ASSISTED IN TRANSITIONAL HOUSING (FAITH HOUSE) UPDATE – City Manager

COUNCIL REPORTS

17. BRIEF REPORT BY COUNCIL MEMBERS ON CITY RELATED ACTIVITIES AS AUTHORIZED BY THE BROWN ACT AND REQUESTS FOR FUTURE AGENDA ITEMS.

STAFF REPORTS

18. UPDATES AND/OR REPORTS BY CITY MANAGER AND/OR STAFF MEMBERS.

ADJOURNMENT


Dates to Remember:

November 24, 2020 – Going Dark

December 8, 2020-Meeting Rescheduled

December 15, 2020-Special Meeting; Election Result Certification and Reorganization of Council.

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing revised agenda was posted in accordance with the applicable legal requirements. Dated this 5th day of November 2020.


Ruthie Greenwood, City Clerk

FRESNO STATE

College of Health and Human Services

October 14, 2020

Sarah Reid
1733 9th Street
Reedley, CA 93654

Dear Ms. Reid,

Congratulations! You have been selected to be the **2020 Health and Human Services Hero** of the Department of Recreation Administration in the College of Health and Human Services at Fresno State.

It is an annual tradition for our college to recognize dedicated and giving individuals within the health and human services sector of the Central Valley. This year with the extraordinary circumstances of the COVID-19 pandemic we believe it is especially important to honor those CHHS alumni who are at the forefront of caring for our community and making a positive impact during these unprecedented times.

Perhaps you don't consider yourself a hero, but we sure do! We'll be celebrating you and our other 2020 Heroes **in a virtual ceremony in early December (invitation and Zoom details to follow)**. We encourage you to invite your family and those significant in your life to join you in this celebration.

You will hear from Beth Wilkinson (bwilkinson@csufresno.edu) in our Development Office, and our Communications Specialist, Melissa Tav (mtav@csufresno.edu), to set up a virtual interview with you in October. If you have questions, please contact Beth at 559-278-5276.

We are so proud to call you a CHHS alum!



Denise Seabert, Dean
College of Health and Human Services

cc: Sam Lankford, Chair

CHHS Development Office

2345 E San Ramon Ave, M/S MH26 Fresno, CA 93740
559-278-5590 amillis@csufresno.edu fresnostate.edu/givenow

REEDLEY CITY COUNCIL MEETING – October 13, 2020

A complete audio record of the minutes is available at www.reedley.ca.gov

The meeting of Reedley City Council called to order by Mayor Piñon at 7:06 p.m. on Tuesday, October 13, 2020 in the City Hall Council Chambers, 845 “G” Street, Reedley, California.

INVOCATION – Russ Robertson, Public Works Director

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Council Member Fast.

ROLL CALL

Council Members

Present: Robert Beck, Anita Betancourt, Mary Fast, Ray Soleno, Frank Piñon.

Absent: None.

AGENDA APPROVAL – ADDITIONS AND/OR DELETIONS

City Manager, Nicole Zieba asked for item number 4 to be removed from the agenda. Item will be brought back before Council on October 27, 2020.

Council Member Betancourt moved, Council Member Fast seconded to accept and approve agenda.

Motion unanimously **carried**.

PRESENTATION

- 1. **RECOGNITION OF CONNIE RABINO, PRE-SCHOOL TEACHER AID.**
Sarah Reid, Community Service Director and Council thanked Ms. Rabino for her 26 years of service.
- 2. **RED RIBBON PROCLAMATION** was presented by Madison Mitchell, Recreation Coordinator.

PUBLIC COMMENT

Matthew Tuttle spoke to Council regarding Red Ribbon Week. Mr. Tuttle informed Council he was excited about item 9 on the agenda and the project moving forward. He also thanked Council for the barricades located downtown Reedley. Mr. Tuttle said he was impressed with City staff and the parklets going in around town.

CONSENT AGENDA (Item 3-8)

Motion _____ 2nd _____

Council Member Beck moved, Council Member Soleno seconded to accept, approve and adopt all items listed under the **CONSENT AGENDA**.

- 3. **APPROVAL OF MINUTES OF THE REGULAR COUNCIL MEETINGS OF JULY 28, 2020, AUGUST 25, 2020, AND SPECIAL CITY COUNCIL MEETING OF AUGUST 6, 2020- *Approved***
- 4. **APPROVE MAYOR’S NOMINATION TO FILL ONE VACANCY ON AIRPORT COMMISSION AND THREE VACANCIES ON THE STREETScape COMMITTEE - *Item Removed from Agenda***
- 5. **APPROVE AND AUTHORIZE CITY MANAGER TO SIGN AN AGREEMENT WITH SANCHEZ DESIGN AND DRAFTING SERVICES TO PROVIDE BUILDING DIVISION STAFF SUPPORT SERVICES. – *Approved***

REEDLEY CITY COUNCIL MEETING – October 13, 2020

6. APPROVE AND AUTHORIZE THE CITY MANAGER TO EXECUTE A POWER PURCHASE AGREEMENT WITH VISTA SOLAR, DOING BUSINESS AS CENTRICA BUSINESS SOLUTIONS, FOR THE INSTALLATION OF A PHOTOVOLTAIC PROJECT AND THE PURCHASE OF GENERATED POWER RESULTING IN EXPECTED IMMEDIATE AND LONG-TERM ENERGY SAVINGS FOR THE CITY– *Approved*

Council Member Fast asked for clarification regarding the map and the solar contract cost savings. Russ Robertson, Public Works Director answered Ms. Fast's questions.

7. ADOPT RESOLUTION NO. 2020-073, ACCEPTING THE CONSTRUCTION IMPROVEMENTS FOR THE ROYAL VALLEY PARKING LOT, AND AUTHORIZE THE DIRECTOR OF PUBLIC WORKS TO FILE A NOTICE OF COMPLETION WITH THE COUNTY OF FRESNO RECORDER'S OFFICE– *Approved*
8. ADOPT RESOLUTION NO. 2020-078, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY ADOPTING COMPREHENSIVE CITY COUNCIL PROTOCOLS AND POLICIES – *Approved*

Motion unanimously **carried**.

ADMINISTRATIVE BUSINESS

9. APPROVE AND AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH OTANI PROPERTIES FOR REIMBURSEMENT OF ENVIRONMENTAL ANALYSIS FEES FOR PROPERTY AT MANNING AVENUE AND THE KINGS RIVER

Community Development Director, Rob Terry stated that the purpose of this item was to allow City Manager to execute an agreement with Otani to allow for annexation of the property located at Manning Avenue and the Kings River. Mr. Terry said this is the largest piece of area in Reedley's sphere of influence. Total area proposed annexation area includes about 57 acers and 30 acers as commercial. Currently there is limited commercial inventory within our existing city limits.

Council Member Fast moved, Council Member Soleno seconded to accept, and APPROVE AND AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH OTANI PROPERTIES FOR REIMBURSEMENT OF ENVIRONMENTAL ANALYSIS FEES FOR PROPERTY AT MANNING AVENUE AND THE KINGS RIVER.

Motion unanimously **carried**.

10. APPROVE AND AUTHORIZE THE CITY MANAGER TO EXECUTE ALL DOCUMENTS AND PLAN CHANGES NECESSARY FOR THE PROVISION OF DENTAL, MEDICAL & VISION COVERAGE FOR ELIGIBLE CITY EMPLOYEES, RETIREES, AND DEPENDENTS FOR THE 2021 CALENDAR YEAR

Paul Melikian Assistant City Manager informed Council that in the past the City has offered Anthem Blue Cross. The City switched to Blue Shield 2 years ago due to the cost savings they offered at the time. Mr. Melikian stated after consulting with Horstmann Financial he was requesting approval to switch back Anthem Blue Cross due to the quote that was significantly cheaper than Blue Shield. Horstmann Financial representatives answered questions that Council had regarding changing medical coverage.

Council Member Betancourt moved, Council Member Beck seconded to accept, APPROVE AND AUTHORIZE THE CITY MANAGER TO EXECUTE ALL DOCUMENTS AND PLAN CHANGES NECESSARY FOR THE PROVISION OF DENTAL, MEDICAL & VISION COVERAGE FOR ELIGIBLE CITY EMPLOYEES, RETIREES, AND DEPENDENTS FOR THE 2021 CALENDAR YEAR

Motion unanimously **carried**.

11. APPROVAL OF ITEMS PERTAINING TO THE COUNTY OF FRESNO'S ALLOCATION OF 2020 CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY (CARES) ACT FUNDING TO RURAL CITIES

REEDLEY CITY COUNCIL MEETING – October 13, 2020

- A. ADOPT RESOLUTION NO 2020-090 AMENDING THE FY 2020-21 ADOPTED BUDGET RECOGNIZING \$244,047 OF 2020 CORONAVIRUS AID RELIEF AND ECONOMIC SECURITY (CARES) ACT FUNDS, AND APPROPRIATING \$75,000 IN THE GENERAL FUND FOR IMMEDIATE PUBLIC HEALTH & BUSINESS ASSISTANCE ACTIVITIES
- B. AUTHORIZE A PAYMENT OF \$50,000 TO THE SEQUOIA SAFETY COUNCIL FOR EMERGENCY MEDICAL RESPONSE EXPENSES RELATED TO COVID-19

Assistant City Manager, Paul Melikian explained that this agenda item was Part 2 of CARES Act Funding. Last month staff was notified Fresno County Board of Supervisors established a grant program that allocated a portion of their CARES Act funding to the Fresno County cities.

Council Member Fast questioned if the \$50,000 payment was necessary and requested the payment to be reduced to \$25,000. Council Member Fast requested a separate vote for item A and item B.

- A. ADOPT RESOLUTION NO 2020-090 AMENDING THE FY 2020-21 ADOPTED BUDGET RECOGNIZING \$244,047 OF 2020 CORONAVIRUS AID RELIEF AND ECONOMIC SECURITY (CARES) ACT FUNDS, AND APPROPRIATING \$75,000 IN THE GENERAL FUND FOR IMMEDIATE PUBLIC HEALTH & BUSINESS ASSISTANCE ACTIVITIES

Council Member Betancourt moved, Council Member Fast seconded to accept and ADOPT RESOLUTION NO 2020-090 AMENDING THE FY 2020-21 ADOPTED BUDGET RECOGNIZING \$244,047 OF 2020 CORONAVIRUS AID RELIEF AND ECONOMIC SECURITY (CARES) ACT FUNDS, AND APPROPRIATING \$75,000 IN THE GENERAL FUND FOR IMMEDIATE PUBLIC HEALTH & BUSINESS ASSISTANCE ACTIVITIES

Motion unanimously **carried**.

- B. AUTHORIZE A PAYMENT OF \$50,000 TO THE SEQUOIA SAFETY COUNCIL FOR EMERGENCY MEDICAL RESPONSE EXPENSES RELATED TO COVID-19

Council Member Fast moved, to REDUCED THE AMOUNT AND AUTHORIZE A PAYMENT OF \$20,000 TO THE SEQUOIA SAFETY COUNCIL FOR EMERGENCY MEDICAL RESPONSE EXPENSES RELATED TO COVID-19.

Motion died due to lack of a second.

Council Member Betancourt moved, Council Member Beck seconded to accept, and AUTHORIZE A PAYMENT OF \$50,000 TO THE SEQUOIA SAFETY COUNCIL FOR EMERGENCY MEDICAL RESPONSE EXPENSES RELATED TO COVID-19

AYES: Betancourt, Beck, Soleno, Pifion.
NOES: Fast.
ABSTAIN: None.
ABSENT: None.

RECEIVE INFORMATION & REPORTS

These items are formal transmittals of information to the Reedley City Council. They are not voted upon by the Reedley City Council. Members of the public who have questions on these items are suggested to call City staff members during regular business hours.

- 12. RECEIVE, REVIEW, AND FILE THE QUARTERLY INVESTMENT REPORT FOR 1ST QUARTER ENDING SEPTEMBER 30, 2020 FOR FISCAL YEAR 2020-21. – Administrative Services
- 13. TEMPORARY BUSINESS UTILITY BILL & STREETScape ASSESSMENT DISTRICT FORGIVENESS PROGRAM REPORT OF UTILIZATION-Administrative Services
- 14. RECEIVE, REVIEW AND FILE THE 2019-20 FISCAL YEAR ANNUAL DEVELOPMENT IMPACT FEE REPORT-Administrative Services

REEDLEY CITY COUNCIL MEETING – October 13, 2020

15. REEDLEY COMMUNITY SERVICES COMMISSION MINUTES OF REGULAR MEETING OF MARCH 31, 2020 AND JUNE 25, 2020-Community Services

COUNCIL REPORTS

16. BRIEF REPORT BY COUNCIL MEMBERS ON CITY RELATED ACTIVITIES AS AUTHORIZED BY THE BROWN ACT AND REQUESTS FOR FUTURE AGENDA ITEMS.

Council Member Soleno:

- Asked about the upcoming fall community cleanup event. Public Works Director, Russ Robertson answered questions regarding the event.
- Asked questions regarding Mosquito Abatement District, which were answered by Mr. Robertson.

Council Member Betancourt:

- Attended the services for Forrest Brown and thanked staff for their contribution.
- Discussed Kings Canyon Unified resuming in person school.

Council Member Beck:

- Attended the services for Forrest Brown and also thanked staff.

Council Member Fast:

- Attended the services for Forrest Brown and also thanked staff.
- Attended virtual COG meeting and provided brief report of items discussed.
- Attended virtual Constitution Week at Reedley College.
- Attended virtual League of California Cities Annual Meeting and provided a brief report.
- Attended the reverse drive through Fiesta Parade. Thanked the Chamber, Fire Department and Community Center for their contribution to the event.

Mayor Piñon

- Thanked staff for contribution to reverse drive through Fiesta Parade.

STAFF REPORTS

17. UPDATES AND/OR REPORTS BY CITY MANAGER AND/OR STAFF MEMBERS.

City Manager, Nicole Zieba

- Provided Council an update on COVID statistics.
- Participated a Facebook live event and provided an update regarding the Armory.
- Discussed how Tesla started to make deliveries using a pilotless plane. The idea was to suggest to Tesla switching from a gas powered plane to an electric plane which ties in to the electric plane program.

Police Chief Garza

- Thanked everyone for attending services for Forrest Brown.
- Answered Mayor Piñon's question regarding the reverse Fiesta Parade.

ADJOURNMENT

Mayor Piñon adjourned the regular meeting at 8:55 p.m.

Mayor Frank Piñon

ATTEST:

Ruthie Greenwood, Deputy City Clerk

REEDLEY CITY COUNCIL MEETING – October 13, 2020

A complete audio record of the minutes is available at www.reedley.ca.gov

The Special meeting of Reedley City Council called to order by Mayor Frank Piñon at 6:30 p.m. on Tuesday, October 13, 2020 in the City Hall Council Chambers, 845 “G” Street, Reedley, California.

ROLL CALL

Council Members

Present: Robert Beck, Anita Betancourt, Mary Fast, Ray Soleno, Frank Piñon

Absent: None.

CLOSED SESSION

1. GOVERNMENT CODE SECTION 54957
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager

2. PURSUANT TO GOVERNMENT CODE SECTION 54957.6
CONFERENCE WITH LABOR NEGOTIATOR
Agency designated representative: City Attorney Scott G. Cross
Unrepresented Employee: City Manager

City Attorney, Scott Cross reported that no action was taken.

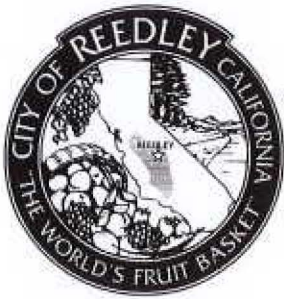
ADJOURNMENT

Mayor Piñon adjourned the regular meeting at 7:06 p.m.

Mayor Piñon

ATTEST:

Ruthie Greenwood, Deputy City Clerk



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 3

DATE: November 10, 2020

TITLE: REJECT ALL BIDS RECEIVED FOR THE ROADWAY SAFETY SIGNING AUDIT PROJECT BID OPENING HELD ON OCTOBER 29, 2020

PREPARED: Linda Thao *LT*
Senior Engineering Assistant

SUBMITTED: Marilu S. Morales, P.E. *MM*
City Engineer

APPROVED: Nicole R. Zieba *NZ*
City Manager

RECOMMENDATION

Staff recommends that the City Council reject all bids received for the Roadway Safety Signing Audit (Project) bid opening held on October 29, 2020.

EXECUTIVE SUMMARY

Staff is recommending that the City Council reject all bids for the Project. The Project scope is to install and/or upgrade signing, striping and pavement marking on minor arterials and arterial roadway segments throughout the City (Reed Avenue, Manning Avenue, I Street, 11th Street, Dinuba Avenue, Frankwood Avenue, Olson Avenue, and Buttonwillow Avenue).

Due to only receiving one bid and it having higher than anticipated cost for some of the bid items including traffic control, slurry seal, and traffic striping and pavement marking, the available HSIP funding is not enough to fully fund construction of the improvements, construction management, and contingencies.

Should Council reject all bids, the Project will be released to bid again with minor revisions. More outreach will be done to contractors so that the City receives more competitive bids.

PROJECT DESCRIPTION/BACKGROUND

In 2018, the City and Mark Thomas completed a Systemic Safety Analysis Report (SSAR) which analyzed various roadway segments and intersections throughout the City to identify potential safety projects that could receive Highway Safety Improvement Program (HSIP) funding.

The City applied for and received funding from the HSIP program to perform a Roadway Safety Signing Audit (RSSA) that analyzed the City's signs along major and minor arterials. The RSSA not only evaluated the existing sign's features (i.e. retro-reflectivity, size, height, and type) but also its location and appropriateness to the existing roadway conditions. The audit also identified missing signs or signage pollution that distracts drivers from receiving important information. Plans and specifications for the installation, relocation, and/or removal of signs were put out to bid on October 8, 2020 and advertised for three weeks.

Only one bid was submitted. The cost was approximately \$80,000 more than the estimated. Staff is recommending that the sole bid be rejected and the Project be rebid at a later date.

Should Council reject all bids the project will be released to bid in December anticipating that construction will slow some to allow for more contractors to bid the Project.

PRIOR COUNCIL ACTIONS

City Resolution No. 2019-073 authorized the City Manager to enter into a contract for professional consultant services with Mark Thomas to perform a RSSA along with construction documents.

FISCAL IMPACT

There is no impact to the General Fund. HSIP grant funding is available to cover the cost of the Project.

ATTACHMENTS

1. Bid Tabulation for Roadway Safety Signing Audit Project

Roadway Safety Signing Audit
Bid Tabulation

Prepared By: S. Gonzalez
 Checked By: L. Thao
 Approved By: M. Morales
 Date: 10/30/2020

Item No.	Description	Quantity	Units	Cost Estimate		Sterndahl Enterprises Inc	
				Unit Cost	Total	Unit Cost	Total
1	Mobilization	1	LS	\$ 11,540.00	\$ 11,540.00	\$ 20,000.00	\$ 20,000.00
2	Insurance and Bonds	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 5,500.00	\$ 5,500.00
3	Provide and Maintain Traffic Control	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 48,000.00	\$ 48,000.00
4	Remove Sign	56	EA	\$ 100.00	\$ 5,600.00	\$ 25.00	\$ 1,400.00
5	Relocate Sign and Post	19	EA	\$ 220.00	\$ 4,180.00	\$ 200.00	\$ 3,800.00
6	Relocate Sign Panel	32	EA	\$ 180.00	\$ 5,760.00	\$ 75.00	\$ 2,400.00
7	Replace Sign Panel (In Kind)	138	EA	\$ 250.00	\$ 34,500.00	\$ 150.00	\$ 20,700.00
8	Install Sign and Post	173	EA	\$ 300.00	\$ 51,900.00	\$ 300.00	\$ 51,900.00
9	Install Sign Panel	15	EA	\$ 200.00	\$ 3,000.00	\$ 125.00	\$ 1,875.00
10	Slurry Seal (Type II)	6	TN	\$ 150.00	\$ 900.00	\$ 5,000.00	\$ 30,000.00
11	Traffic Stripping and Pavement Marking	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 25,000.00	\$ 25,000.00
Subtotal for Base Bid:					\$ 130,380.00		\$ 210,575.00



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 4

DATE: November 10, 2020

TITLE: APPROVE AND AUTHORIZE THE CITY MANAGER TO SUBMIT THE 2022-2026 AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) DATA SHEETS TO THE FEDERAL AVIATION ADMINISTRATION (FAA).

SUBMITTED: Sarah Reid
Community Services Director

APPROVED: Nicole R. Zieba
City Manager

RECOMMENDATION

Approve and authorize the City Manager to submit the 2022-2026 Airport Capital Improvement Program (ACIP) Data Sheets to the Federal Aviation Administration (FAA).

BACKGROUND

Staff met with FAA representatives on October 29, 2020 to discuss Reedley's ACIP. The project priorities have stayed consistent over the past few years, which the FAA praised the City for preparing for the upcoming project years. The construction of the apron pavement rehabilitation will be phased over the next three years as identified in the ACIP. The City is currently in the design work for the apron and on track to start construction for FY21. The FAA did recommend some additional projects be added to years 2023-2025.

2011 was the last time the Reedley Airport had an evaluation of the pavement quality. The FAA has requested a new report be conducted since these should be done every 5-10 years. The report findings are what determines the pavement needs of the Airport and the justification to request the project funding. This report will be conducted in year 2023 and is reflected on the ACIP as the Pavement Maintenance and Management Program (PMMP). Without the completion of this report, the FAA will not support any additional pavement projects past year 2023.

The current Reedley Municipal Airport Master Plan is reaching expiration in 2020. A narrative update has been slated for year 2024. This document is a tool used by the FAA for project justification and the roadmap for the future of the Reedley Airport.

Cal-Trans Aviation conducts an annual inspection which is required because of the matching funds provided for the ACIP projects. During this year's inspection, a finding was discovered listing incorrect runway lighting sequence. During the Runway Rehabilitation Project for FY18, a GPS approach was published for the Reedley Airport. This change took the visual approach with a three light sequence at

the end of the runway, to an instrument approach which requires a four light sequence at the end of the runway. During the ACIP meeting, the FAA agreed with this project, so it was added to year 2025.

FISCAL IMPACT

There are three funding sources for ACIP projects. The costs per project are broken into percentages covered by the three funding agencies. The FAA pays 90% and the State (Cal-Trans) covers 4.5% of the project costs. The local match is 5.5%, which is the City's responsibility. All City matching funds and staff expenses are covered by the Airport Enterprise Account, not the General Fund.

COMMITTEE/COMMISSION REVIEW/ACTIONS

The Airport Commission recommended approval of the 2022-2026 Airport Capital Improvement Program at the meeting on October 15, 2020.

ATTACHMENTS

2022-2026 Airport Capital Improvement Program (ACIP) Data Sheets

Motion: _____

Second: _____



**CITY OF REEDLEY - REEDLEY MUNICIPAL AIRPORT
AIRPORT CAPITAL IMPROVEMENT PROGRAM
FY 2022-2026**

DATE: 11/3/2020

Airport: City of Reedley	State:	California			NPIAS#:	3-06-0196	LOCID:	O32
Project Description & Year	Federal Funds	State Funds	Local	Total	NPIAS	Environmental	Start Date	Comp. Date
2021								
Apron Pavement Reconstruction (Tie-Down Apron) , Phase I - Construction	\$562,500	\$28,125	\$34,375	\$625,000	60	CATEX approved 10/15/2019	June 2021	December 2021
TOTAL (FY2021)	\$562,500	\$28,125	\$34,375	\$625,000				
2022								
Apron Pavement Reconstruction (Tie-Down Apron), Phase II - Construction	\$720,000	\$36,000	\$44,000	\$800,000	60	CATEX approved 10/15/2019	June 2022	December 2022
TOTAL (FY2022)	\$720,000	\$36,000	\$44,000	\$800,000				
2023								
Apron Pavement Reconstruction (Tie-Down Apron), Phase III - Construction	\$495,000	\$24,750	\$30,250	\$550,000	60	CATEX approved 10/15/2019	June 2023	December 2023
Pavement Maintenance and Management Program (PMMP)	\$90,000	\$4,500	\$5,500	\$100,000	56	N/A	May 2023	December 2023
TOTAL (FY2023)	\$585,000	\$29,250	\$35,750	\$650,000				
2024								
ALP Narrative Report and Obstruction Survey	\$180,000	\$9,000	\$11,000	\$200,000	68	N/A	May 2024	December 2025
TOTAL (FY2024)	\$180,000	\$9,000	\$11,000	\$200,000				
2025								
Apron Pavement Reconstruction (Transient Apron, Fuel Apron and Hangar Areas) - Design	\$207,000	\$10,350	\$12,650	\$230,000	60	CATEX 2023	June 2025	October 2026
Taxiway Pavement Preservation and Installation of Runway End Lights - Design	\$67,500	\$3,375	\$4,125	\$75,000	66	CATEX 2023	June 2025	October 2026
TOTAL (FY2025)	\$274,500	\$13,725	\$16,775	\$305,000				
2026								
Taxiway Pavement Preservation and Installation of Runway End Lights - Construction	\$166,500	\$8,325	\$10,175	\$185,000	66	CATEX 2023	June 2026	December 2026
TOTAL (FY2026)	\$166,500	\$8,325	\$10,175	\$185,000				
TOTAL (FY2022 - FY2026)	\$1,926,000	\$96,300	\$117,700	\$2,140,000				
ADDITIONAL PROJECTS FOR CALTRANS ACIP								
2027								
Apron Pavement Reconstruction (Transient Apron), Phase I - Construction	\$1,080,000	\$54,000	\$66,000	\$1,200,000	60	CATEX 2023 Revalidate 2026	June 2027	December 2027
TOTAL (FY2027)	\$1,080,000	\$54,000	\$66,000	\$1,200,000				
2028								
Apron Pavement Rehabilitation (Fuel Apron), Phase II - Construction	\$720,000	\$36,000	\$44,000	\$800,000	60	CATEX 2023 Revalidate 2026	June 2028	December 2028
TOTAL (FY2028)	\$720,000	\$36,000	\$44,000	\$800,000				
2029								
Runway Pavement Preservation - Design	\$67,500	\$3,375	\$4,125	\$75,000	70	CATEX 2028	June 2029	October 2030
TOTAL (FY2029)	\$67,500	\$3,375	\$4,125	\$75,000				
2030								
Apron Pavement Rehabilitation (Hangar Areas), Phase III - Construction	\$486,000	\$24,300	\$29,700	\$540,000	60	CATEX 2023 Revalidate 2029	June 2030	December 2030
TOTAL (FY2030)	\$486,000	\$24,300	\$29,700	\$540,000				

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2021		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Reconstruction (Tie-Down Apron), Phase I - Construction	\$ 562,500	\$ 28,125	\$ 34,375	\$ 625,000
TOTAL			\$ 562,500	\$ 28,125	\$ 34,375	\$ 625,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Remove and replace approximately 45,000 SF of asphalt concrete pavement of the north tie-down apron area, install new tie-downs and apply pavement markings. (Per Caltrans 2011 APMS, the apron area has a PCI of 59)						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2021 1 - Anticipated Construction to begin June 2021 1 - Anticipated grant closeout December 2021						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX submitted 09/20/2019, approved 10/15/2019						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2021



LEGEND

1 APRON PAVEMENT RECONSTRUCTION (TIE-DOWN APRON), PHASE I - CONSTRUCTION ~ 45,000 SF

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2022		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Rehabilitation (Tie-Down Apron), Phase II - Construction	\$ 720,000	\$ 36,000	\$ 44,000	\$ 800,000
TOTAL			\$ 720,000	\$ 36,000	\$ 44,000	\$ 800,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Remove and replace approximately 55,000 SF of asphalt concrete pavement of the central tie-down apron area, install new tie-downs and apply pavement markings. (Per Caltrans 2011 APMS, the apron area has a PCI of 59)						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2022 1 - Anticipated Construction to begin June 2022 1 - Anticipated grant closeout December 2022						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX submitted 09/20/2019, approved 10/15/2019						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2022



LEGEND

  APRON PAVEMENT RECONSTRUCTION (TIE-DOWN APRON), PHASE II - CONSTRUCTION ~ 55,000 SF

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2023		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Reconstruction (Tie-Down Apron), Phase III - Construction	\$ 495,000	\$ 24,750	\$ 30,250	\$ 550,000
Y	P	2 - Pavement Maintenance and Management Program (PMMP)	\$ 90,000	\$ 4,500	\$ 5,500	\$ 100,000
TOTAL			\$ 585,000	\$ 29,250	\$ 35,750	\$ 650,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Remove and replace approximately 36,000 SF of asphalt concrete pavement of the central tie-down apron area, install new tie-downs and apply pavement markings. In addition, upgrades to existing drainage structures will be included, as recommended in a 2014 Drainage Study. (Per Caltrans 2011 APMS, the apron area has a PCI between 53-59)						
2 - This project will inventory the existing airport pavement to determine the PCI's, as well as recommend future maintenance and rehabilitation.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2023						
1 - Anticipated Construction to begin June 2023						
1 - Anticipated grant closeout December 2023						
2 - Project Kick-off: May 2023						
2 - Submit Draft Report: July 2023						
2 - Submit Draft Final Report: August 2023						
2 - Anticipated Grant Closeout: December 2023						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX submitted 09/20/2019, approved 10/15/2019						
2 - N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			




REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2023



LEGEND

-   APRON PAVEMENT RECONSTRUCTION (TIE-DOWN APRON), PHASE III - CONSTRUCTION ~ 36,000 SF
-  PAVEMENT MAINTENANCE AND MANAGEMENT PROGRAM (PMMP) ~ NOT DEPICTED

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2024		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	P	1 - ALP Narrative and Obstruction Survey	\$ 180,000	\$ 9,000	\$ 11,000	\$ 200,000
TOTAL			\$ 180,000	\$ 9,000	\$ 11,000	\$ 200,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Project involves updating the current ALP Narrative and performing an Obstruction Survey.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Begin Study May 2024 1 - Close Study August 2024 1 - Anticipated grant closeout December 2025						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - N/A						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2024



LEGEND

1 AIRPORT LAYOUT PLAN NARRATIVE REPORT AND OBSTRUCTION SURVEY (NOT DEPICTED)

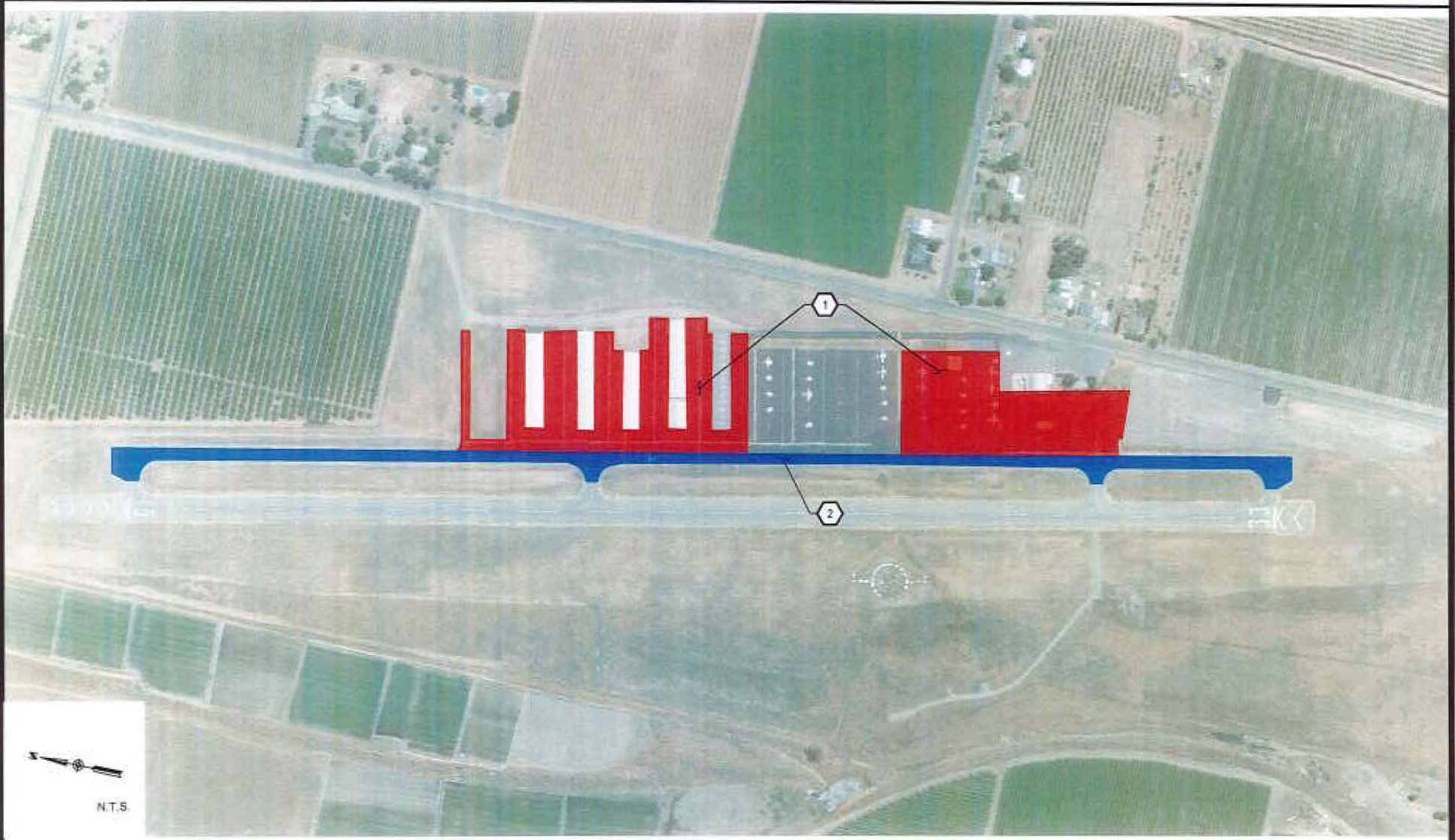
CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2025		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Reconstruction (Transient Apron, Fuel Apron, and Hangar Areas) - Design	\$ 207,000	\$ 10,350	\$ 12,650	\$ 230,000
Y	D	2 - Taxiway Pavement Preservation and Installation of Runway End Lights - Design	\$ 67,500	\$ 3,375	\$ 4,125	\$ 75,000
TOTAL			\$ 274,500	\$ 13,725	\$ 16,775	\$ 305,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
<p>1 - Removal and replacement of approximately 378,000 SF asphalt concrete pavements of the transient apron area (PCI 60), the Fuel Apron (PCI 66), and the Hangar areas (PCI between 59-97). Improvements to these areas will also include the installation of new tie-downs and the application of pavement markings. In addition, upgrades to existing drainage structures and new drainage measures will be included, as recommended in a 2014 Drainage Study.</p> <p>2 - This project is to design the pavement crack seal and seal coat improvements for the taxiway, approximately 102,000 SF. (Per Caltrans 2011 APMS, the taxiway area has a PCI of 97). Additionally, the Threshold/Runway End Lights at both ends of the runway will be changed from groups of three, signifying visual operations, to groups of four, signifying instrument operations. This change is based upon the recently FAA approved non-precision GPS Instrument Approach Procedures for Runway 16-34 in place.</p>						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
<p>1 - 100% Design to be Submitted to FAA in February 2026 1 - Anticipated bid opening March 2026 1 - Anticipated grant closeout October 2026</p> <p>2 - 100% Design to be Submitted to FAA in February 2026 2 - Anticipated bid opening March 2026 2 - Anticipated grant closeout October 2026</p>						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
<p>1 - CATEX to be submitted 2024 2 - CATEX to be submitted 2024</p>						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2025



LEGEND

-   APRON PAVEMENT RECONSTRUCTION (TRANSIENT APRON, FUEL APRON AND HANGAR AREAS) - DESIGN
-   TAXIWAY PAVEMENT PRESERVATION AND INSTALLATION OF RUNWAY END LIGHTS - DESIGN

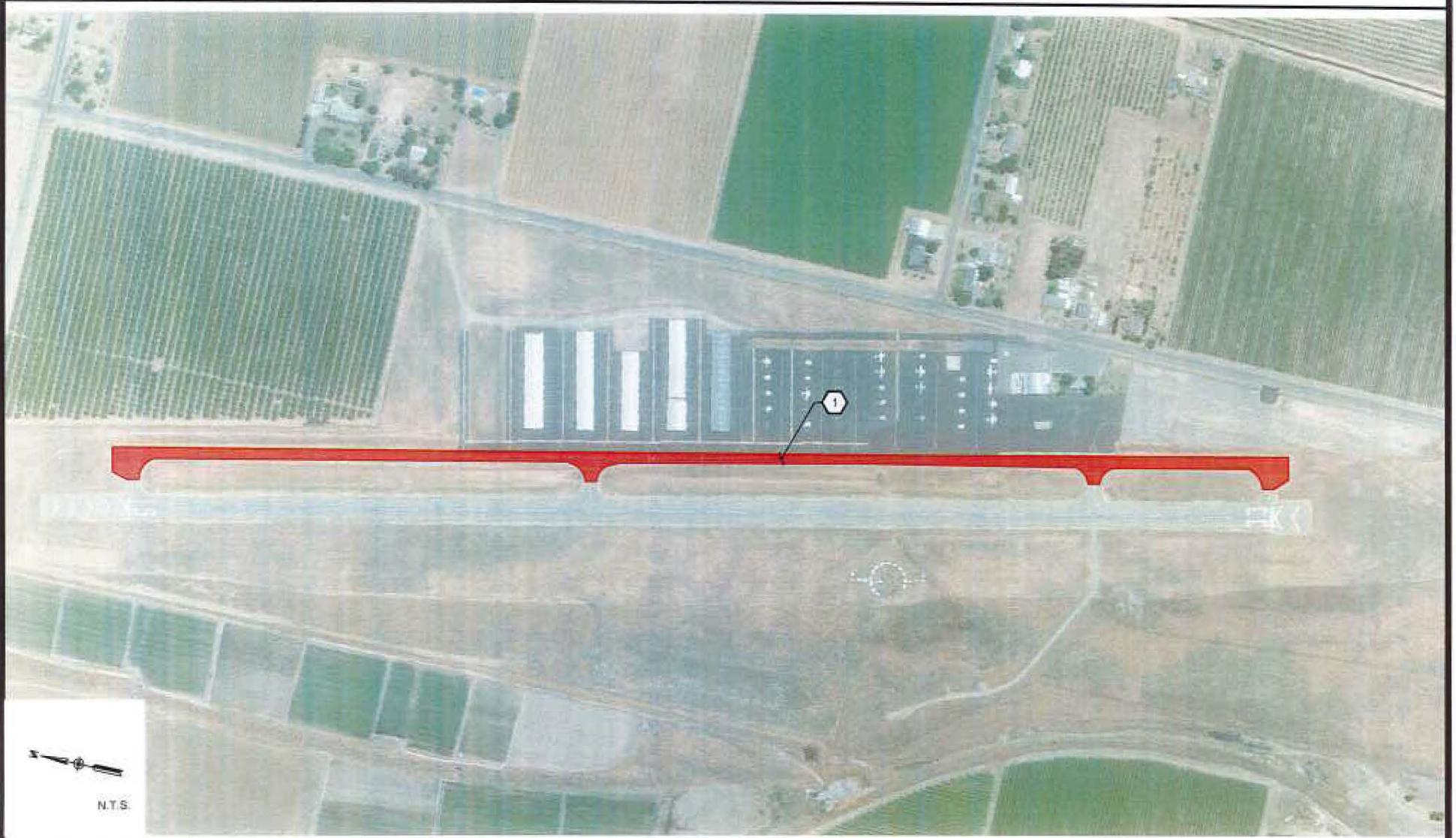
CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2026		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Taxiway Pavement Preservation and Installation of Runway End Lights - Construction	\$ 166,500	\$ 8,325	\$ 10,175	\$ 185,000
TOTAL			\$ 166,500	\$ 8,325	\$ 10,175	\$ 185,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (Include information on Square/Lineal Footage or Length/Width)						
1 - This project is to construct the pavement crack seal and seal coat improvements for the taxiway, approximately 102,000 SF. (Per Caltrans 2011 APMS, the taxiway area has a PCI of 97). Additionally, the Threshold/Runway End Lights at both ends of the runway will be changed from groups of three, signifying visual operations, to groups of four, signifying instrument operations. This change is based upon the recently FAA approved non-precision GPS Instrument Approach Procedures for Runway 16-34 in place.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2026 1 - Anticipated Construction June 2026 1 - Anticipated grant closeout December 2026						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX to be submitted 2024						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2026



LEGEND

  TAXIWAY PAVEMENT PRESERVATION AND INSTALLATION OF RUNWAY END LIGHTS - CONSTRUCTION

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2027		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Rehabilitation (Transient Apron), Phase I - Construction	\$ 1,080,000	\$ 54,000	\$ 66,000	\$ 1,200,000
TOTAL			\$ 1,080,000	\$ 54,000	\$ 66,000	\$ 1,200,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Rehabilitate the transient apron area pavement (approximately 90,000 SF) (Per Caltrans 2011 APMS, the transient apron area has a PCI of 60). Improvements to this area will also include the installation of new tie-downs and the application of pavement markings. In addition, upgrades to existing drainage structures and new drainage measures will be included, as recommended in a 2014 Drainage Study.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2027 1 - Anticipated Construction June 2027 1 - Anticipated grant closeout December 2027						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX to be submitted 2024						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature			Date		Contact Phone	

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2027



LEGEND

  APRON PAVEMENT RECONSTRUCTION (TRANSIENT APRON), PHASE I - CONSTRUCTION - 90,000 SF

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2028		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Rehabilitation (Fuel Apron), Phase II - Construction	\$ 720,000	\$ 36,000	\$ 44,000	\$ 800,000
TOTAL			\$ 720,000	\$ 36,000	\$ 44,000	\$ 800,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Rehabilitate the fuel apron area pavement (approximately 65,000 SF) (Per Caltrans 2011 APMS, the fuel apron area has a PCI of 66). Improvements to this area will include the application of pavement markings. In addition, upgrades to existing drainage structures and new drainage measures will be included, as recommended in a 2014 Drainage Study.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2028 1 - Anticipated Construction June 2028 1 - Anticipated grant closeout December 2028						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX to be submitted 2024						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2028



LEGEND

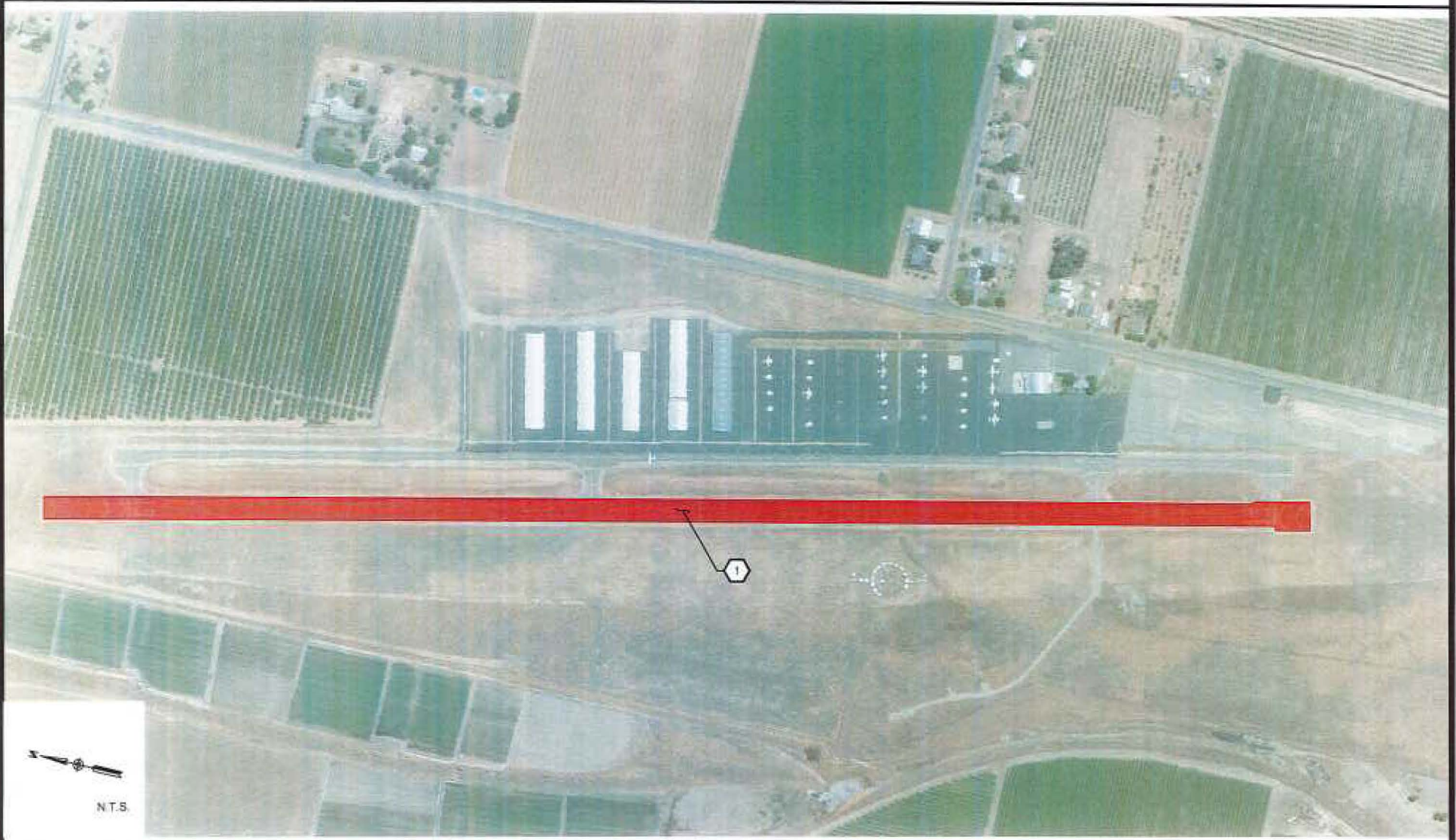
  APRON PAVEMENT REHABILITATION (FUEL APRON), PHASE II - CONSTRUCTION ~ 65,000 SF

CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2029		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Runway Pavement Preservation - Design	\$ 67,500	\$ 3,375	\$ 4,125	\$ 75,000
TOTAL			\$ 67,500	\$ 3,375	\$ 4,125	\$ 75,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - The asphalt surface of the runway is in need of treatment (3,300' x 60'). This project is to design the crack seal, seal coat and re-striping improvements. (Per Caltrans 2011 APMS, the Runway area has a PCI of 79)						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - 100% Design to be Submitted to FAA in February 2030 1 - Anticipated bid opening May 2030 1 - Anticipated grant closeout October 2030						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX to be submitted 2028						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM
ACIP FY 2029



LEGEND

  RUNWAY PAVEMENT PRESERVATION DESIGN

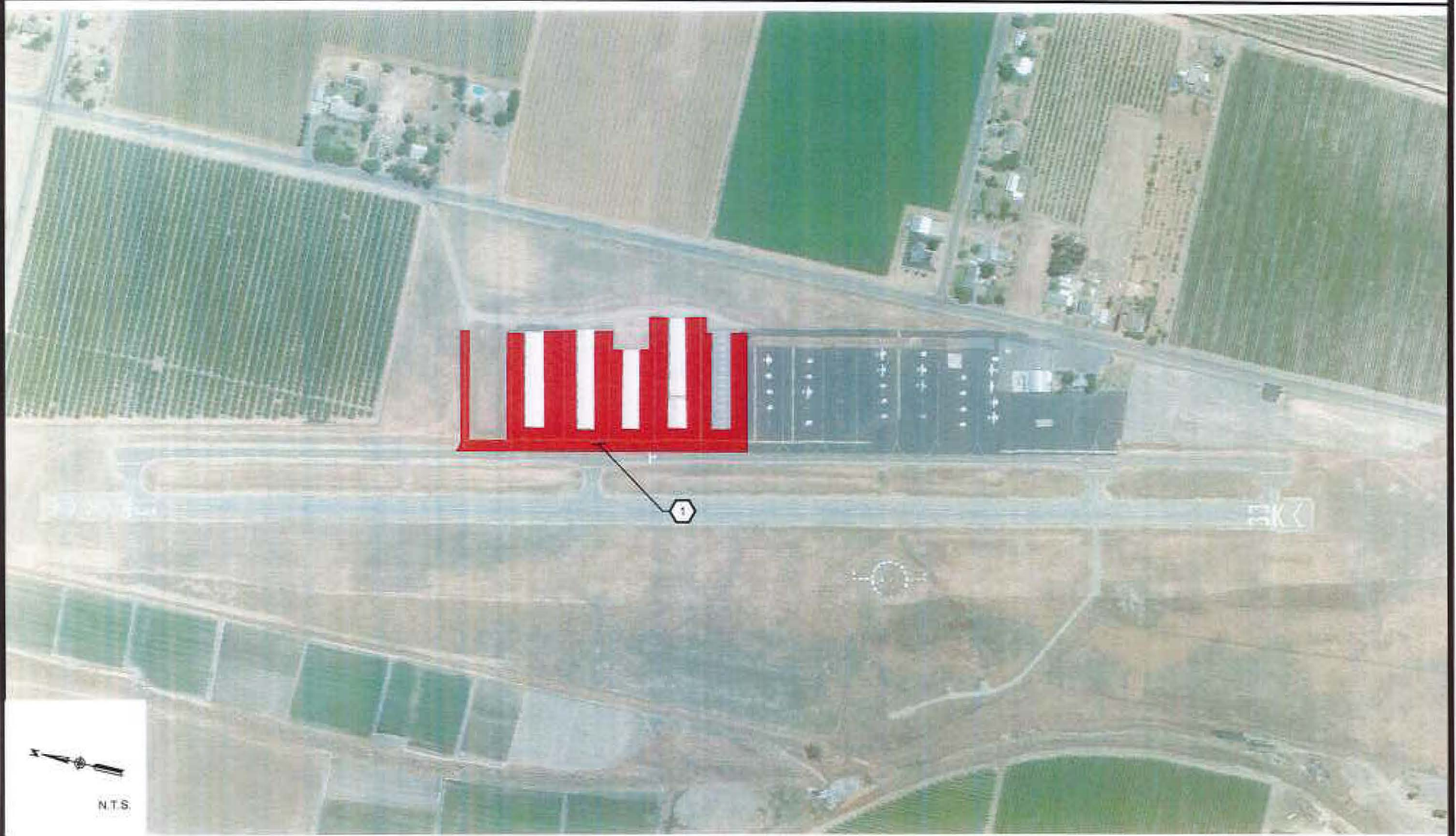
CITY OF REEDLEY ACIP DATA SHEET

Airport Name		REEDLEY MUNICIPAL AIRPORT	Fiscal Year	2030		
Shown On ALP	Project Type*	Project Description	Federal Share	State Share	Local Share	Total
Y	D	1 - Apron Pavement Rehabilitation (Hangar Areas), Phase III - Construction.	\$ 486,000	\$ 24,300	\$ 29,700	\$ 540,000
TOTAL			\$ 486,000	\$ 24,300	\$ 29,700	\$ 540,000
* D - Development; P - Planning; E - Environmental						
PROVIDE THE FOLLOWING DETAILED INFORMATION FOR PROJECTS ANTICIPATED WITHIN 1-2 YEARS						
Detail Project Description (include information on Square/Lineal Footage or Length/Width)						
1 - Rehabilitate the hangars areas pavement (approximately 180,000 SF) (Per Caltrans 2011 APMS, the hangar areas have a PCI between 59-97). Improvements to this area will include the application of pavement markings. In addition, upgrades to existing drainage structures and new drainage measures will be included, as recommended in a 2014 Drainage Study.						
Project Schedule (Anticipated date for bids or negotiated prices, consultant selection for planning or environmental projects, length of construction or design, planning or environmental process)						
1 - Anticipated bid opening March 2030 1 - Anticipated Construction June 2030 1 - Anticipated grant closeout December 2030						
NEPA Environmental Status (with grant application include copy of ROD, FONSI or CATEX letter of approval)						
1 - CATEX to be submitted 2024						
Land Title Status & Date of Exhibit "A" Status			Date			
Exempted property, owned by the City of Reedley.			Exhibit A: 01/24/2014			
Open AIP Funded Projects			Expected Close-out Date			
AIP 020-2020: Reconstruct Apron - Design			December 2021			
Certification: To the best of my knowledge and belief, all information shown in the ACIP Data Sheet is true and correct and has been duly authorized by the Sponsor.						
Nicole R. Zieba, City Manager			Sarah Reid, Airport Manager			
Name and Title of Authorized Representative (Print or Type)			Contact Name and Title (Print or Type)			
			(559) 637-4203			
Signature		Date	Contact Phone			

REEDLEY AIRPORT

AIRPORT CAPITAL IMPROVEMENT PROGRAM

ACIP FY 2030



LEGEND

 1 APRON PAVEMENT REHABILITATION (HANGAR AREAS), PHASE III - CONSTRUCTION ~ 180,000 SF



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 5

DATE: November 10, 2020

TITLE: STAFF RECOMMENDS THAT THE CITY COUNCIL TAKE THE FOLLOWING ACTIONS TO AWARD THE COMMUNITY RECREATION GRANTS:

- A) APPROVE AND AWARD THREE (3) \$350 GRANTS TO THE REEDLEY PARKS AND RECREATION FOUNDATION, REEDLEY'S RIVER CITY THEATRE COMPANY AND THE REEDLEY HIGH SCHOOL (RHS) FOR A SOBER GRADUATION.
- B) APPROVE AND AWARD AN ADDITIONAL GRANT FOR \$350 TO THE BOYS AND GIRLS CLUBS OF FRESNO COUNTY FOR THE HARVEST FESTIVAL GALA.

SUBMITTED: Sarah Reid
Community Services Director

APPROVED: Nicole R. Zieba
City Manager

RECOMMENDATION

Staff recommends that the City Council take the following actions to award the Community Recreation Grants: A) Approve and award three (3) grants in the amount of \$350 to the Reedley Parks and Recreation Foundation, Reedley's River City Theatre Company and the Reedley High School (RHS) for a Sober Graduation. B) Approve and award an additional grant for \$350 to the Boys and Girls Clubs of Fresno County for the Harvest Festival Gala.

BACKGROUND

The Community Recreation Grant Guidelines specifies these funds are intended for local, non-profit organizations who support recreational activities in Reedley.

A notice was published in the Mid Valley Times, on the City's website and the Community Services Department's Facebook page announcing three (3) \$350 grants. The notice indicated that applications were available at the Reedley Community Center and on the City's website with a due date of October 22, 2020 by 5:00 pm. Letters were mailed to past applicants announcing the grant opportunity as well. Three applications were received from the Reedley Parks and Recreation Foundation, Reedley's River City Theatre Company and RHS Parents of a Sober Graduation.

All applications were received by the due date. Staff made contact with each group to inform the representative of the Community Services Commission meeting scheduled for October 30, 2020 at 4:30 pm. A requirement in the grant guidelines is a representative of the organization needs to be present at the Community Services Commission meeting where the grants are reviewed and recommended. Representatives from all three organizations were present at the meeting to provide the reason for the request and answer questions as to how the funds will be spent.

The Reedley Parks and Recreation Foundation will use the funds to create a landscaped area on the Parkway to host a plaque honoring Dale Melville for his work on the trail. Reedley's River City Theatre Company requested the grant to support production of live theater shows in the Reedley Opera House. RHS Parents for a Sober Graduation will use the funds to cover costs associated with the "free" sober graduation event or RHS swag given to seniors.

Due to Covid-19, the Boys and Girls Club of Fresno County is hosting the annual fundraiser in a virtual setting. This fundraiser specifically supports the Clubs in Reedley and Orange Cove. The City has showed support in the past by purchasing tickets for delegates to attend the event. Attending the event in person is not an option this year since the event is virtual. The Reedley Boys and Girls Club is housed at the Reedley Community Center and has provided opportunities for the youth of Reedley. To continue support for the Reedley Club, Staff is recommending an additional grant for \$350 be awarded to the Boys and Girls Club of Fresno County.

FISCAL IMPACT

\$1,050 has been appropriated in the Fiscal Year 2020-21 Budget for three (3) grants. Additionally, the \$350 for the Boys and Girls Club of Fresno County will be covered by lower than anticipated expenses within the Community Services Department budget. Upon Council approval, four (4) grants totaling \$1400 will be issued from the Community Services Administration account.

COMMITTEE/COMMISSION REVIEW/ACTIONS

Applications were reviewed at the October 30, 2020 meeting by the Community Services Commission. The Commission's recommendation is to fund the Reedley Parks and Recreation Foundation, the Reedley's River City Theatre Company, the Reedley High School for a Sober Graduation and the Boys and Girls Club of Fresno County in the amount of \$350 each.

PRIOR COUNCIL ACTIONS

\$1,050 was approved for this purpose with the adoption of the Fiscal Year 2020-21 City of Reedley Budget.

ATTACHMENTS

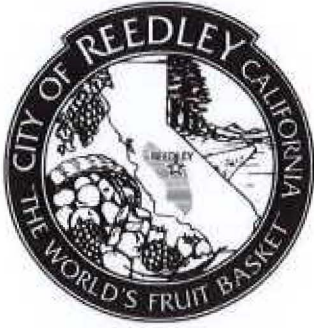
City of Reedley Community Recreation Grant Guidelines

Motion: _____

Second: _____

CITY OF REEDLEY COMMUNITY RECREATION GRANT GUIDELINES

1. Community Cash Donations from the City of Reedley will be limited to the total amount appropriated by the City Council in the City Budget.
2. Donations will be limited to non-profit groups who provide direct recreational activities to Reedley residents. Non-profit as used herein shall mean those tax-exempt groups that present written evidence that the organization has obtained non-profit status under the Internal Revenue Code Section 501(c)(3).
3. No funding will be granted to any fundraiser or cause.
4. Grants will be limited to a maximum of \$350.00 per group per fiscal year. *If not, all grants are awarded, the Commission may make a recommendation to City Council to increase the award amount up to the maximum budgeted amount.*
5. **The deadline for submission of applications is the 4th Thursday in October by 5:00 p.m.** Grant proposals will be reviewed by the Community Services Commission at their meeting the following week. If you are not notified, please ask the Community Services staff for information regarding the meeting.
6. The Grant process will be as follows:
 - a. Grant proposals shall be submitted to:
Director of Community Services, 100 N. East Avenue, Reedley, California 93654
 - b. Grant proposals will include:
 - 1) Name of Organization.
 - 2) State Non-Profit Number.
 - 3) Statement of groups purpose for requesting funds (organizations are encouraged to use the funding to pay for participants that could not otherwise afford to participate).
 - 4) Number of Reedley participants estimated to be served.
 - 5) Financial Statement Form attached.
 - 6) Other information as may be specified by the Community Services Director.
 - c. Due to the competitive nature of the grants, if all of the information listed in item 6b. is not included with the application, the organization may be disqualified.
 - d. The Community Services Director shall review requests and submit eligible requests to the Community Services Commission for evaluation.
 - e. A representative of the organization needs to be present at the Community Services Commission meeting where the grants are reviewed and recommended. This will give the applicant an opportunity to clarify information submitted.
 - f. The Community Services Commission shall submit grant award recommendations to the City Council for approval. Recommendations will be based on several factors. Does this event....
 - 1) ... encourage the health and well-being of Reedley citizens?
 - 2) ... teach or encourage recreational, enrichment and/or outdoor skills?
 - 3) ... help organizations or individuals with limited financial means?
 - 4) ... encourage or promote our local parks?
 - 5) ... encourage or promote youth?
 - 6) ... encourage or promote local activities?
 - g. Upon approval, the Community Services Director shall have funds disbursed.
7. All other community groups who are not covered under these guidelines should be referred by the Director to the appropriate agency for potential funding.



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 6

DATE: November 10, 2020

TITLE: ADOPT RESOLUTION NO. 2020-096 APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT AND SIGN THE GRANT DEED ON BEHALF OF THE CITY OF REEDLEY TO ACCEPT STREET RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT FROM APN 363-152-34 RELATED TO THE MANNING AVENUE SIDEWALK PROJECT, FEDERAL-AID PROJECT NO. CML-5216(055)

PREPARED: Linda Thao *LT*
Senior Engineering Assistant

SUBMITTED: Marilu S. Morales, P.E. *mm*
City Engineer

APPROVED: Nicole R. Zieba *NZ*
City Manager

RECOMMENDATION

Staff recommends that the City Council of the City of Reedley take the following action: Adopt Resolution No. 2020-096 approving and authorizing the City Manager to execute a purchase agreement and sign the grant deed on behalf of the City of Reedley to accept street right of way and temporary construction easement from APN 363-152-34 related to the Manning Avenue Sidewalk Project, Federal-Aid project No. CML-5216(055).

EXECUTIVE SUMMARY

The Manning Avenue Sidewalk project (Project) is scheduled to begin construction in the summer of 2021. The Project will include the installation of sidewalk, curb ramps, and a driveway upgrade on the north side of Manning from Frankwood to Reed Avenue. One property will require the acquisition of right of way (ROW) and temporary construction easement (TCE) to accommodate the improvements.

The City contracted with a consultant, Bender Rosenthal Inc., for appraisal and negotiation purposes. Bender Rosenthal met and negotiated with the property owner and have agreed to a total compensation equal to \$500 for ROW to be dedicated for street purposes for the installation of sidewalk and a driveway upgrade and TCE.

BACKGROUND

The City of Reedley is using CMAQ lifeline federal funding for the Manning Avenue Sidewalk project from Frankwood to Reed Avenue. The project is scheduled to begin construction in the summer of 2021.

Included in the proposed improvements is the installation of sidewalks, curb ramps, and a driveway upgrade. In order to construct these improvements, it is necessary to obtain ROW for street purposes and a TCE from one property owner. The City is currently under construction on the same stretch of roadway with the Manning Phase 1 project that will install new ADA compliant driveways, except for this property that right of way was just negotiated on. Once that project is complete, this Project will install sidewalk.

The City hired right of way consultant Bender Rosenthal, Inc. to appraise the required ROW and TCE and negotiate compensation with the property owner based on fair market value.

The property information, amount of required ROW, amount of required TCE and appraised fee is shown below:

Project Parcel No.	APN of Subject Property	Address	Amount of ROW in Fee	Amount of TCE	Appraised fee
1	363-152-34	472 W. Manning Ave	820 SF	410 SF	\$500.00

The property owner has agreed to the offered purchase price listed above and has signed the purchase agreement and grant deed. Staff is requesting that the City Council grant authority to the City Manager to sign all required documents, execute the purchase agreement, and disburse to the property owner the amount agreed to in the purchase agreement. Staff will then file the grant deed with the County of Fresno's Recorder's office and will update all City maps to show the newly acquired street right of way.

FISCAL IMPACT

The agreed to amount shown in the purchase agreement and Bender Rosenthal's fee for performing their work are eligible for reimbursement from federal aid funds for this project. The City's required matching portion will be paid through Measure C funds. There is no impact to the general fund.

ATTACHMENT

1. Resolution No. 2020-096
2. Appendix A – APN 363-152-34 Purchase Agreement and Grant Deed

RESOLUTION NO. 2020-096

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING AND AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT AND SIGN THE GRANT DEED ON BEHALF OF THE CITY OF REEDLEY TO ACCEPT STREET RIGHT OF WAY AND TEMPORARY CONSTRUCTION EASEMENT FROM APN 363-152-34 RELATED TO THE MANNING AVENUE SIDEWALK PROJECT, FEDERAL-AID PROJECT NO. CML-5216(055)

WHEREAS, the City of Reedley has received federal aid funds for improvements to Manning Avenue from Frankwood to Reed (Project); and

WHEREAS, the proposed Project includes acquiring right of way for the installation of sidewalk and a driveway upgrade along the frontage of one parcel; and

WHEREAS, the Project is necessary to accommodate improvements to Manning Avenue; and

WHEREAS, the contract City surveyor prepared the necessary grant deed defining the required area; and

WHEREAS as required by the federal aid guidelines, the City of Reedley hired a right of way consultant to appraise the required area shown in the grant deed and begin negotiation with the property owner; and

WHEREAS, the consultant has obtained a signed purchase agreement and grant deed from the property owner.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Reedley, using their independent judgment, approves Resolution No. 2020-096 based on the following:

1. That the above recitals are true and correct.
2. This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on this 10th day of November, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Frank Piñon, Mayor

Ruthie Greenwood, City Clerk

APPENDIX A

Assessor's Parcel #	Grantor	Site Address	Project / Agency
363-152-34	Sandra J. Sandoval, an unmarried woman	472 W. Manning Avenue, Reedley, CA 93654	Manning Avenue Sidewalk Project / City of Reedley

PURCHASE AGREEMENT

This Agreement for Purchase of Real Property is between CITY OF REEDLEY, A Municipal Corporation, (Grantee) and Sandra J. Sandoval, an unmarried woman (Grantor).

In consideration of which, and the other considerations hereinafter set forth, it is mutually agreed as follows:

1. (A) The parties have herein set forth the whole of their agreement. The performance of this Agreement constitutes the entire consideration for said document and shall relieve City of Reedley of all further obligation or claims on this account, or on account of the use, location, grade, or construction of the proposed public improvement.
- (B) The property to be conveyed pursuant to this Agreement is described in the Grant Deed and Temporary Construction Easement, identified as Exhibit "A" (the "Property") and includes fee title, as shown in Exhibit A and Temporary Construction Easement map as Exhibit "B".
- (C) Grantee requires the Property for roadway and sidewalk improvement purposes, a public use for which Grantee has the authority to exercise the power of eminent domain. Grantor is compelled to sell, and Grantee is compelled to acquire the property.
- (D) Both Grantor and Grantee recognize the expense, time, effort, and risk to both parties in determining the compensation for the property by eminent domain litigation. The compensation set forth herein for the Property is in compromise and settlement, in lieu of such litigation.

2. Purchase Price

- (A) City of Reedley shall pay the undersigned Grantor the sum of (the "Purchase Price") for the Property when the Property vests in City of Reedley. Proceeds are to be allocated as designated by Seller.
- (B) It is understood and agreed by and between the parties hereto that payment of the Purchase Price as provided in Clause 2(A) includes, but is not limited to: payment for the fair market value of the Property conveyed, including the following improvements: existing public roadway and payment for the Temporary Construction Easement granted by the Grantor to Grantee.
- (D) It is understood by the undersigned Grantor(s) that the laws of the State of California permit the owner of a business located on property, all or a portion of which is to be acquired for a public improvement, to be compensated for the loss of goodwill to the business provided the owner of the business established that:
 - (1) The loss is caused by the acquiring of the property or the injury to the remaining property.
 - (2) The loss cannot reasonably be prevented by a relocation of the business or by taking steps and adopting procedures that a reasonably prudent person would take and adopt in preserving the goodwill.
 - (3) Compensation for the loss will not be included in payment under Section 7262 of the Government Code. (Relocation Assistance Program).
 - (4) Compensation for the loss will not be duplicated in the compensation otherwise awarded to the owner.

It is further understood and agreed that the undersigned Grantor(s), as required by State law, shall make the State tax returns of the business available for audit solely for the purpose of assisting and determining the amount of compensation to be paid for the loss of goodwill. It is understood that payment under Clause 2(A) above does not include compensation for the loss of goodwill, if any.

It is further understood and agreed that compensation, if any, for the loss of goodwill shall be payable to the undersigned grantor at a later date following the establishment of proof of such loss. Claims for such loss must be submitted to the City of Reedley by June 30, 2021.

3. Terms of Temporary Construction Easement

The TCE is needed for the Manning Avenue Sidewalk Project. Said TCE shall be for a period of 30-months, commencing September 1, 2020 and concluding March 31, 2023. Permission is hereby granted to Grantee or its authorized agent to enter upon Grantor's land where necessary within that certain area identified as TCE Area for the purpose described above.

4. Construction Contract Work

- (A) At no expense to Grantor and at the time of construction, Grantee shall conform existing driveway approach. Upon completion of construction, the road approach will be considered as an encroachment under permit on the City roadway and is to be maintained, repaired and operated as such by Grantor, in accordance with and subject to the laws of the City of Reedley and the rules and regulations of the City Engineering Department.
- (B) As additional consideration for the purchase of the Acquisition Area, the Grantee shall, at no expense to the Grantor, terminate, relocate and reinstall any affected irrigation as shown on Exhibit "B" attached and hereby incorporated into this agreement. Grantor hereby grants permission to Grantee and/or Grantee's authorized agent to enter on the Property where necessary to complete said work. Grantor understands and agrees that, after completion of said work, any such improvements shall be considered Grantors' sole property and Grantor will be solely responsible for any maintenance and repair.

The acquisition price of the property being acquired in this transaction reflects the fair market value of the property without the presence of contamination. If the property being acquired is found to be contaminated by the presence of hazardous waste which required mitigation under Federal or State law, the State may elect to recover its cleanup costs from those who caused or contributed to the contamination.

5. Opening of Escrow

On or before thirty (30) days after the Effective Date of this Agreement, the parties shall open an escrow by depositing an executed counterpart of this Agreement with Escrow Holder, and this Agreement shall serve as instructions to Escrow Holder for consummation of the purchase and sale contemplated hereby. Grantor and Grantee agree to execute such additional or supplementary instructions as may be appropriate to enable the Escrow Holder to comply with the terms of this Agreement, and close the transaction; provided, however, that in the event of any conflict between the provisions of this Agreement and any additional supplementary instructions, the terms of this Agreement shall control.

6. Closing of Escrow

The consummation of the purchase and sale contemplated hereby (the "Closing") shall be held and delivery of all items to be made at the Closing under the terms of this Agreement shall be made at the offices of Escrow Holder located at 7643 North Ingra Avenue, Suite 101, Fresno, CA 93711 when title to the Property vests in Grantee free and clear of all liens, encumbrances, assessments, easements, leases (recorded and/or unrecorded), and taxes unless otherwise indicated in the Escrow Instructions. The Closing Date shall be not later than 90 days after the Effective Date, and the parties shall deliver all documents required of them by this Agreement to the Escrow Holder prior to that date. The Closing may not be extended without the prior written approval of both Grantor and Grantee, except as otherwise expressly provided in this Agreement.

7. City of Reedley's Conditions to Closing

The following are conditions precedent to Grantee's obligation to purchase the Property:

- (A) Title Company shall be committed at the Closing to issue to Agency, or its nominee, the Title Policy.

- (B) The transactions contemplated herein shall have been approved by the Grantee, in its sole discretion.
- (C) Grantor shall have delivered the items described in Section 8 below on or before the Closing.

If any Condition Precedent is not satisfied, Grantee shall have the right in its sole discretion either to waive, in writing, the Condition Precedent in question and proceed with the purchase; or terminate this Agreement by written notice to Grantor and the Escrow Holder.

8. Grantor's Delivery of Documents

At or before the Closing, Grantor shall deliver to Grantee through escrow, the following:

- (A) duly executed and acknowledged Grant Deed;
- (B) duly executed and acknowledged subordination agreements, if any;
- (C) duly executed and acknowledged lease amendments or subordination agreements, if any;
- (D) such resolutions, authorizations, or other partnership documents or agreements relating to Grantor and its partners or affiliates as Grantee or the escrow company may reasonably require to demonstrate the authority of Grantor to enter into this Agreement and consummate the transactions contemplated hereby, and such proof of the power and authority of the individuals executing any documents or other instruments on behalf of Grantor to act for and bind Grantor;
- (F) closing statement in form and content satisfactory to Grantee and Grantor.

9. Conveyance of Title to the Property

At the Closing, Grantor shall convey to the City of Reedley as Grantee, or to its nominee, marketable and insurable title, by duly executed and acknowledged Grant Deed.

10. City of Reedley Delivery of Documents and Funds

At or before the Closing, Grantee shall deliver to Grantor through escrow, the following:

- (A) acceptance of Grant Deed executed by Grantee;
- (B) closing statement in form and content satisfactory to Grantee and Grantor; and
- (C) Purchase Price.

11. Immediate Possession and Use

It is agreed and confirmed by the parties hereto that notwithstanding other provisions in this Agreement, the right of possession and use of the Property by the City of Reedley, including the right to remove and dispose of improvements and to construct roadway improvements, shall commence on the later of: execution of this Agreement by both parties and deposit of the Purchase Price into escrow. The amount shown in Clause 2(A) herein includes, but is not limited to, full payment for such immediate possession and use, including damages, if any, from said date.

12. Grantor's Representations and Warranties

Grantor represents, warrants to, and covenants with Grantee as follows:

- (A) Grantor has received no notice that there are now, nor at the time of the Closing will be, any material violations of any laws, rules, or regulations applicable to the Property.
- (B) To the best of Grantor's knowledge, there are no easements or rights of way which have been acquired by prescription or which are otherwise not of record with respect to the Property. There are no disputes with regard to the location of any fence or other monument of the Property's boundary nor any claims or actions involving the location of any fence or boundary.

- (C) Grantor is the legal and equitable owner of the Property, with full right to convey the same, and without limiting the generality of the foregoing, Grantor has not granted any option, or right of first refusal, or first opportunity to any third party to acquire any interest in any of the Property.
- (D) Grantor hereby represents, warrants to, and covenants with Grantee that the following statements are true and correct, and will be true and correct as of the Closing: (i) the Property is not in violation of any Environmental Laws; (ii) the Property is not now, nor to the best of Grantor's knowledge ever been, used in any manner for the manufacture, use, storage, discharge, deposit, transportation, or disposal of any Hazardous Material; (iii) there has been no release and there is no threatened release of any Hazardous Material in, on, under, or about the Property; (iv) the Property does not consist of any landfill or contain any building materials that contain Hazardous Material; and (v) the Property is not subject to any claim by any governmental regulatory agency or third party related to the release or threatened release of any Hazardous Material. As used herein, the following terms shall have the meanings below:
- For purposes of this Agreement, "Hazardous Material" means any substance which is (i) defined as a hazardous waste, pollutant, or contaminant under any Environmental Law, (ii) a petroleum hydrocarbon, including crude oil, or any fraction thereof, (iii) hazardous, toxic, corrosive, flammable, explosive, infectious, radioactive, carcinogenic, or reproductive toxicant, (iv) regulated pursuant to any Environmental Law, or (v) any pesticide regulated under State or Federal Law; and the term "Environmental Law" means each and every federal, State and local law, statute, ordinance, regulation, rule, judicial or administrative order, or decree, permit, license, approval, authorization, or similar requirement of an agency or other government authority, pertaining to the protection of human health and safety or the environment.
- (E) At the time of Closing there will be no outstanding written or oral contracts made by Grantor for any improvements that have not been fully paid for and Grantor shall cause to be discharged all mechanics' or materialmen's liens arising from any labor or materials furnished to the Property prior to the time of Closing. There are no obligations in connection with the Property which will be binding upon Grantee after Closing.
- (F) Grantor shall indemnify, defend, and hold harmless the City of Reedley, its employees, officers, and agents, and their respective successors and assigns, from and against any and all liabilities, claims, demands, damages, liens, costs, penalties, losses, and expenses, including, without limitation, reasonable attorneys' and consultants' fees, resulting from the existence of Hazardous Material or mechanics or materialmen's liens on or at the Property or arising from any representation made by Grantor in this Agreement.

13. Expenses, Taxes, Special Assessments, and Apportionments

- (A) Closing Costs
- City of Reedley as Grantee shall pay all escrow and recording fees incurred in this transaction, and, if title insurance is desired by Grantee, the premium charged therefore. The escrow and recording charges shall not, however, include documentary transfer tax. The escrow for this transaction shall be handled through Placer Title Company, Order Number P-262396-2. Placer Title Company may be referred to in this Agreement as the "Title Company" or the "Escrow Holder".
- (B) Real Estate Taxes and Special Assessments
- General real estate taxes payable for the tax year prior to year of Closing and all prior years shall be paid by Grantor at or before the Closing. General real estate taxes payable for the tax year of the Closing shall be prorated through escrow by Grantor and Grantee as of the Closing Date. At or before the Closing, Grantor shall pay the full amount of any special assessments against the Property, including, without limitation, interest payable thereon, applicable to the period prior the Closing Date.

(C) Delinquent Taxes

Have the authority to deduct and pay from the amount shown in Clause 2(A) above, any amount necessary to satisfy any bond demands and delinquent taxes due for any year except the tax year in which this escrow closes, together with penalties and interest thereon and/or delinquent and unpaid non-delinquent assessments which have become a lien at the close of escrow.

(D) Disposition of Assessments

The parties hereto agree that City, in acquiring title subject to unpaid assessments as set forth herein, is not assuming responsibility for payment or subsequent cancellation of such assessments. The assessments remain the obligation of the Grantor; and, as between City and Grantor, no contractual obligation has been made requiring their payment.

(E) Other Apportionments

Amounts payable under any contracts assumed pursuant hereto, annual or periodic permit or inspection fees (calculated on the basis of the period covered), and liability for other normal property operation and maintenance expenses and other recurring costs shall be apportioned as of the Closing.

14. Payment of Mortgage or Deed of Trust

Upon demand by a mortgagee under a mortgage or beneficiary under a deed of trust, recorded against the Property, if any, made in writing to Agency prior to the close of Escrow, Grantee may, through escrow, make payable to the mortgagee or beneficiary entitled thereunder, an amount not to exceed the Purchase Price under this Agreement. If this section is made applicable by the demand above described, then as a condition to payment to the mortgagee or beneficiary, at the close of escrow, the mortgagee or beneficiary shall furnish Grantor with good and sufficient receipt showing the monies thus tendered through Escrow credited against the indebtedness secured by said mortgage or deed of trust.

15. Grantor Indemnification

Grantee shall indemnify, defend, and hold harmless Grantor, its employees, officers, and agents, and their respective successors and assigns, from and against any and all liabilities, claims, demands, damages, liens, costs, penalties, losses, and expenses, including, without limitation, reasonable attorneys' and consultants' fees caused by the activities allowed under this Agreement, but only to the extent caused by the active negligence or willful misconduct of the Grantee and its agents, representatives, employees, consultants, and/or contractors. Grantee agrees to assume responsibility for any damages to Grantor's remainder property caused by reason of Grantee's use of the Property under this Agreement, and will, at Agency's option, either repair or pay for such damage.

16. Non Liability of City of Reedley Officials, Employees, and Agents

Notwithstanding anything to the contrary in this Agreement, no City Council Member, officer, employee, or agent of Grantee shall be personally liable to Grantor, its successors or assigns, in the event of any default or breach by Grantee or for any amount which may become due to Grantor, its successors or assigns, or for any obligation of Grantee under this Agreement.

17. Warranty of Authority

Each person signing this Agreement on behalf of a party represents and warrants that he or she has the full right, power, legal capacity, and authority to enter into this Agreement on behalf of the party, and that no further approvals or consents of any persons are necessary in connection with the execution of this Agreement.

18. Successors and Assigns

It is understood and agreed that this Agreement inures to the benefit of, and is binding upon, the parties, their respective heirs, personal representatives, successors, administrators, and/or assigns.

19. Amendments

This Agreement may be amended or modified only by a written instrument executed by Grantee and Grantor.

20. Counterparts

This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

21. Severability

In the event that any provision of this Agreement should be held to be void, voidable, or unenforceable, the remaining portions shall remain in full force and effect.

22. Effective Date

As used herein, the term "Effective Date" shall mean the date of the execution of this Agreement by both parties, or if executed separately the date on which the Agreement is executed by the last party to execute this Agreement, as shown in the signature blocks to this Agreement.

23. Governing Law, Venue, Attorneys' Fees

This Agreement shall be governed by and construed in accordance with the laws of the State of California. Any action regarding this Agreement shall be brought in the Superior Court of Amador County, California. The prevailing party in any such action may recover its reasonable attorneys' fees as costs.

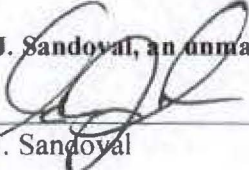
24. Specific Performance

In addition to any other remedy available at law, this Agreement may be enforced by specific performance.

**ALL AGREEMENTS FOR PURCHASE OF PROPERTY ARE CONTINGENT UPON
THE RATIFICATION AND APPROVAL OF THE CITY OF REEDLEY.**

In Witness Whereof, the Parties have executed this Agreement on the dates shown below:

Sandra J. Sandoval, an unmarried woman



Sandra J. Sandoval

Date

10-23-2020

CITY OF REEDLEY

Nicole Zieba
City Manager

Date

ATTEST:

Date

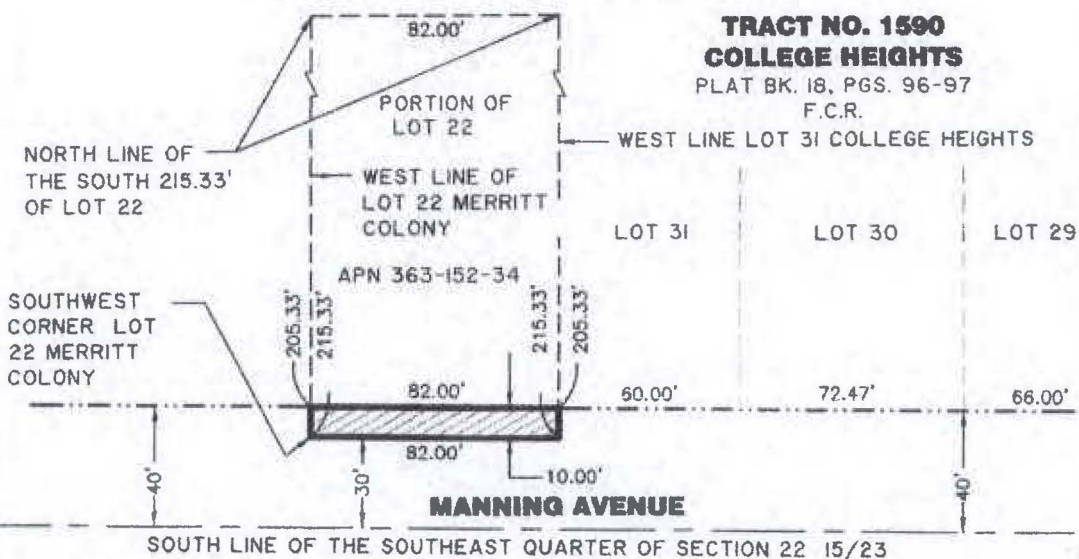
EXHIBIT A

PROPOSED FEE AREA

EXHIBIT "B"

**PORTION OF LOT 22 OF
MAP OF MERRITT COLONY**
BK. 3, PG. 24, RECORD OF SURVEYS, F.C.R.

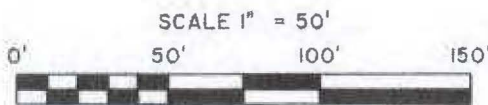
**TRACT NO. 1590
COLLEGE HEIGHTS**
PLAT BK. 18, PGS. 96-97
F.C.R.



LEGEND



820 SQ. FT. AREA ± TO BE
ACQUIRED FOR STREET PURPOSE



Douglas J. Johnson
DOUGLAS JOHN JOHNSON, PLS 6360 DATE *July 28, 2020*

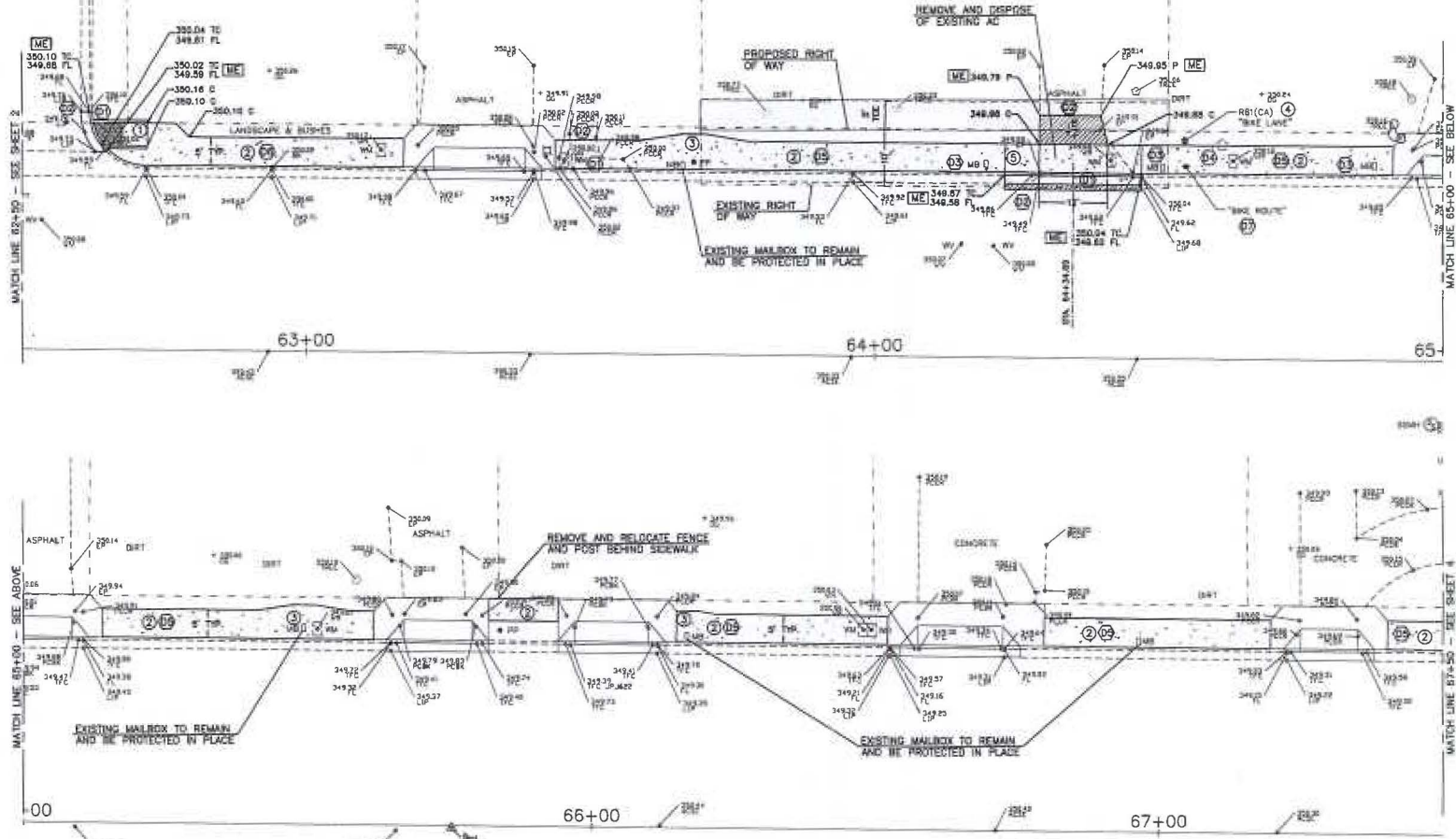
CITY OF REEDLEY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

1733 9th STREET, REEDLEY, CA 93654
Phone: (559) 637-4200 Ext. 214
Fax: (559) 637-2139

DIAGRAM OF:

**RIGHT-OF-WAY
FOR STREET PURPOSE**

REVISIONS:	DATE:	SCALE:
DATE:	JULY 28, 2020	1" = 50"
BY:	DRAWN BY:	
NO.:	DJJ	
DWG. NO. 363-102-34_EXHIBIT_B.DWG		SHEET NO. 1 OF 1



LEGEND:

- CONCRETE IMPROVEMENTS
- REMOVE AND DISPOSE OF EXISTING AC TO CLEAN EDGE. AC PLUG 1" WIDE, 7" HMA/6" CNS IN STREET AND 2" HMA RESIDENTIAL DRIVEWAY, MATCH EXISTING GRADE.
- CURB AND GUTTER (EXISTING)
- R/W LINE
- MATCH EXISTING GRADE

DEMOLITION NOTES

- 01 REMOVE & DISPOSE OF THE EX. CONCRETE IMPROVEMENTS
- 02 SAWCUT EXISTING CONCRETE OR AC PAVEMENT.
- 03 EXISTING MAILBOX TO BE RELOCATED PER CITY STD. ST-62.
- 04 REMOVE EXISTING TREE.
- 05 REMOVE & DISPOSE OF EX. VEGETATION.
- 06 REMOVE & DISPOSE OF EX. LANDSCAPE ROCK/GRAVEL.
- 07 REMOVE & DISPOSE OF EX. SIGN AND POST.

CONSTRUCTION NOTES

- 01 CONSTRUCT MODIFIED CORNER CURB RAMP ONE WAY CROSSING PER CITY STD. PLAN ST-15. VALLEY GUTTER SHALL BE PER CITY STD. PLAN ST-25.
- 02 CONSTRUCT SIDEWALK PER CITY STD. PLAN ST-8.
- 03 CONSTRUCT SIDEWALK OBSTRUCTION PER CITY STD. PLAN ST-11.
- 04 INSTALL SIGN AND POST BEHIND SIDEWALK PER CITY STD. PLAN ST-44.
- 05 CONSTRUCT MINIMAL ENCROACHMENT RESIDENTIAL DRIVEWAY APPROACH PER CITY STD. PLAN ST-20.
- 06 CONSTRUCT CONCRETE MOW STRIP PER CITY STD. PLAN L-15. - NOT USED

GENERAL NOTES

- 1. CONTRACTOR TO MATCH EXISTING IMPROVEMENTS WHERE NEW CONSTRUCTION MEETS EXISTING IMPROVEMENTS.
- 2. SIDEWALK SHALL SLOPE NO MORE THAN 2% CROSS SLOPE, NO MORE THAN 5% GRADE AND NO ABRUPT GRADE CHANGES.
- 3. NEW CURB, GUTTER AND SIDEWALK (INCLUDING WHEELCHAIR RAMP) SHALL BE DOWLED INTO EXISTING OR FOLLOW CONCRETE FLATWORK SECTION PER CITY STD. ST-11.
- 4. PROTECT IN PLACE ALL IRRIGATION SYSTEMS WHETHER SHOWN OR NOT. RELOCATE EXISTING SPRINKLER HEAD AND LINE WITHIN NEW CONSTRUCTION BEHIND FUTURE SIDEWALK WHETHER SHOWN OR NOT SHOWN ON PLANS. RELOCATED IRRIGATION SYSTEMS TO BACK OF NEW IMPROVEMENTS TO BE FUNCTIONING AS WELL OR BETTER THAN EXISTING CONDITION.
- 5. MATCH EXISTING LANDSCAPE BEHIND SIDEWALK WITH 2" MAX. DROP BELOW BACK OF SIDEWALK.
- 6. WATER METER LOCATED IN SIDEWALK SHALL BE RESET AND BE INSTALLED FLUSH WITH SIDEWALK FINISHED GRADE.

APPROVED BY: _____
 DATE: _____

**Manning Avenue Sidewalks:
Frankwood to Reed**

Site Plan
Station 62+50 to 67+50

NO.	DATE	BY	CHK.

CITY OF REEDLEY
 ENGINEERING DEPARTMENT
 1723 9th STREET
 REEDLEY, CA 95368
 Phone: (510)937-3128

AS NOTED 2/17/10
 PREPARED BY: _____
 DATE: _____
 SHEET: 3 of 5

RECORDING REQUESTED BY:
City of Reedley

WHEN RECORDED RETURN TO:
Bender Rosenthal, Inc.
Attn: Rebekah Green
2825 Watt Avenue, Suite 102
Sacramento, CA 95821

No Fee Document – per Government code 27383
No Document Transfer Tax- per R&T Code 11922

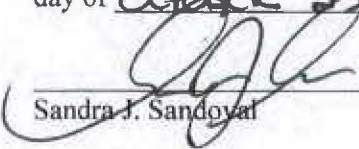
SPACE ABOVE THE LINE FOR RECORDER'S USE

Manning Avenue Sidewalk Project
A portion of APN 363-152-34

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, Sandra J. Sandoval, an unmarried woman, hereby grants to the City of Reedley, a municipal corporation, all of Grantor's right, title, and interest in and to that certain real property situated in the City of Reedley, the County of Fresno, State of California, more particularly described on Exhibit "A" and more particularly depicted on Exhibit "B" attached hereto and made a part hereof.

IN WITNESS WHEREOF, the undersigned Grantor has executed this Grant Deed as of this _____ day of OCTOBER 23, 2020.



Sandra J. Sandoval

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of FRESNO)
On 10/23/2020 before me, JOE A. ZAPATA, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared SANDIA J. SANDOVAL
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature _____
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____
Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
 Corporate Officer -- Title(s): _____
 Partner -- Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer Is Representing: _____

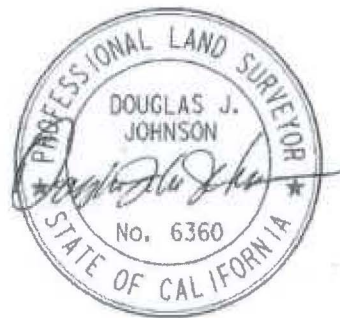
Signer's Name: _____
 Corporate Officer -- Title(s): _____
 Partner -- Limited General
 Individual Attorney in Fact
 Trustee Guardian or Conservator
 Other: _____
Signer Is Representing: _____

EXHIBIT "A"

All that real property situated in the State of California, County of Fresno, City of Reedley and being a Portion of Lot 22 of Merritt Colony, according to the map thereof, filed November 15, 1905 in Book 3 at Page 24 of Records of Surveys, Fresno County Records, more particularly described as follows:

The South 10.00 feet of the West 82.00 feet of said Lot 22.

Containing an approximate area of 820 square feet.



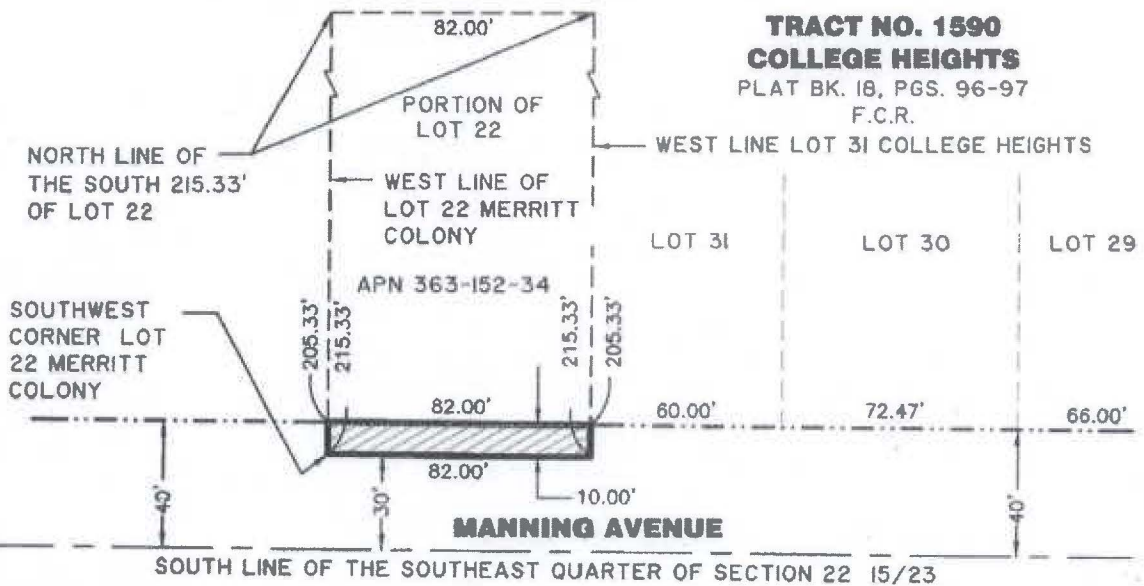
Date: July 28, 2020

EXHIBIT "B"

**PORTION OF LOT 22 OF
MAP OF MERRITT COLONY**
BK. 3, PG. 24, RECORD OF SURVEYS, F.C.R.

**TRACT NO. 1590
COLLEGE HEIGHTS**

PLAT BK. 18, PGS. 96-97
F.C.R.



LEGEND



820 SQ. FT. AREA ± TO BE
ACQUIRED FOR STREET PURPOSE



SCALE 1" = 50'



Douglas J. Johnson July 28, 2020
DOUGLAS J. JOHNSON, PLS 6360 DATE

CITY OF REEDLEY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

1733 9th STREET, REEDLEY, CA 93654
Phone: (559) 637-4200 Ext. 214
Fax: (559) 637-2139

DIAGRAM OF:

**RIGHT-OF-WAY
FOR STREET PURPOSE**

REVISIONS:

DATE:

BY:

NO.:

DWG. NO.

DATE:

JULY 28, 2020

DRAWN BY:

DJJ

SCALE

1" = 50'

SHEET NO. 1 OF 1

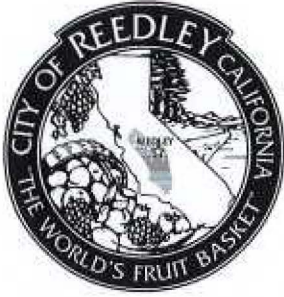
363-152-34_EXHIBIT_B.DWG

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the Grant Deed, dated _____, from Sandra J. Sandoval, an unmarried woman, to the City of Reedley, a municipal corporation, is hereby accepted by the undersigned officer or agent on behalf of the City of Reedley pursuant to authority conferred by Resolution _____ adopted _____ by the City of Reedley City Council and the grantee consents to recordation thereof by its duly authorized officer.

Dated: _____

By: _____



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 7

DATE: November 10, 2020

TITLE: ADOPT RESOLUTION NO. 2020-097, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING DESTRUCTION OF SPECIFIED CITY RECORDS AS LISTED ON EXHIBIT A.

SUBMITTED: Ruthie Greenwood *RG*
City Clerk

APPROVED: Nicole R. Zieba *NZ*
City Manager

RECOMMENDATION

Staff recommends that the Reedley City Council adopt Resolution no. 2020-097, authorizing the destruction of 128 boxes (contents listed on Exhibit "A") of outdated documents eligible for destruction per California Government Code § 34090 and the City of Reedley's Record Retention Guidelines adopted by Council on April 8, 2008.

EXECUTIVE SUMMARY

Government Code of the State of California § 34090 provides for a procedure whereby any City record which has served its purpose and is no longer required can, and in some cases must be destroyed. On April 8, 2008, the City of Reedley adopted the Record Retention Guidelines, which utilized State guidelines to establish a local policy and provided guidelines for the destruction of records. Each department has followed these guidelines and submitted documents to be considered for destruction. As part of the process Department Directors, City Clerk and City Attorney have reviewed the records and have approved the destruction of those records listed on Exhibit A.

FISCAL IMPACT

No additional cost to the city.

ATTACHMENTS

1. Resolution no. 2020-097

RESOLUTION NO. 2020-097

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY
AUTHORIZING DESTRUCTION OF SPECIFIED CITY RECORDS.**

WHEREAS, the records (collectively “**Records**”) of the City of Reedley described in Exhibit “A”, Destruction #001, which is attached to this Resolution and made a part hereof are now obsolete, no longer required by the City of Reedley and should be destroyed without retaining copies of the Records; and

WHEREAS, the attached list of City records represents records which are no long necessary and may at this time be destroyed, per the Record Retention Guidelines adopted by Council on April 8, 2008 and Government Code of the State of California § 34090; and

WHEREAS, the City Attorney has reviewed and provided the City of Reedley with its written approval for the destruction of the Records.

NOW THEREFORE, BE IT RESOLVED that the Reedley City Council hereby approve the destruction of the records identified in Exhibit “A” to this Resolution without retaining copies of the records.

This foregoing resolution is hereby adopted the 10th day of November, 2020, in the City of Reedley, by the following vote:

Ayes:

Noes:

Abstain:

Absent:

Frank Piñon, Mayor

ATTEST:

Ruthie Greenwood, City Clerk

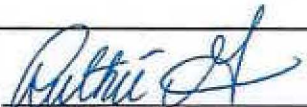
Date: 11/10/2020

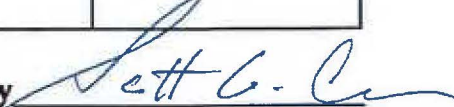
Destruction No. 002

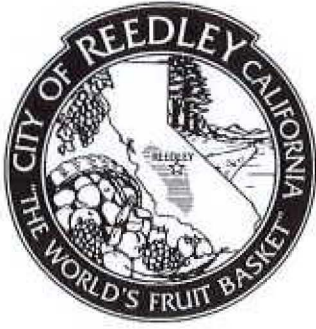
DESTRUCTION OF RECORDS

The original record(s) listed on this form have completed the retention cycle in accordance with the City's adopted Retention Schedule and are eligible for destruction. All listed record(s) have been prepared by Departments, reviewed by City Clerk and City Attorney.

Description of Contents	# of Boxes	Record Start Period	Record End Period	Retention Period
Personnel Files	2	5/2010	12/2016	CU + 2
Internal Investigation Files	1	1993	2013	CL + 5
City Council Meeting Agendas	1	1991	1993	CU + 2
City Council Meeting Agendas	1	9/2014	6/2015	CU + 2
AP, AR, Business License, Cash Receipts, General Ledger Financial Info	123	7/1/1997	6/30/2010	AU+ 5

Submitted for approval by 
City Clerk

Reviewed & Approved by 
City Attorney



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 8

DATE: November 10, 2020

TITLE: APPROVE AND AUTHORIZE CITY MANAGER OR DESIGNEE TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH WILLDAN FINANCIAL SERVICES TO PROVIDE SPECIAL DISTRICT ANNUAL ADMINISTRATION AND ANNEXATION SERVICES, INCLUDING ASSESSMENT ENGINEERING SERVICES FOR UNDERFUNDED LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT ZONES

SUBMITTED: Paul A. Melikian, Assistant City Manager 

APPROVED: Nicole R. Zieba, City Manager 

RECOMMENDATION

Request Council approve and authorize City Manager or designee to execute a professional services agreement with Willdan Financial Services to provide ongoing administration and annexation services for the Community Facilities District No. 2005-1 (CFD) and Landscape and Lighting Maintenance District No. 1 (LLMD), comprising 24 individual zones, at an estimated annual cost of \$27,250 (\$18,325 net cost, explained below), as well as Assessment Engineering Services to address the underfunded status of seven zones for a one-time fee of \$13,500, plus election costs and incidentals.

EXECUTIVE SUMMARY

Staff recommends that Willdan Financial Services be utilized to handle a majority of the City's ongoing required administration and annexation services for the CFD and LLMD special districts for \$27,250 annually, assuming one annexation each year, to be paid from existing special district revenue. The actual net new cost to the City would be \$18,325 since the City currently utilizes a consultant for some of this service, and their services would no longer be required, further discussed below. Willdan has a specialized unit dedicated to special district administration, supporting approximately 200 public agencies in California comprising 1,563 special districts. Willdan's services would be comprehensive to ensure that Reedley's special districts are being managed efficiently, legally, and transparently, including working directly with developers/property owners for annexation proceedings.

The Reedley Community Facilities District No. 2005-1 (CFD), created by the City Council in 2005, constitutes the third largest revenue stream in the General Fund, after sales tax and property tax, and pays for essential public safety and parks maintenance services as a result of new commercial and residential development since inception. The LLMD was established in the mid-1990's to create an ongoing revenue stream to pay for upkeep of enhanced amenities (i.e. landscape and lighting features) associated with new development. The CFD and LLMD collectively generate \$946,000 annually to the City to cover special services to the public in the district areas. The City's use of CFD and LLMDs associated with new development is consistent and commonplace in California alongside hundreds of public agencies.

Aforementioned property and sales taxes are comprehensively administered by Fresno County and the State of California, respectively, with little input from City staff; whereas the City is responsible for all aspects of administering the CFD and LLMD special districts except for the actual collection of the taxes, which is performed by Fresno County Office of the Auditor-Controller/Treasurer-Tax Collector.

City staff currently conduct a majority of ongoing administration of Reedley's special districts, utilizing a limited scope consultant to assist with a small part of the overall interaction with the County. Special district administration is a specialized area of knowledge with many pitfalls that exist to ensure that statutory deadlines are met, and documents are correct and defensible should a challenge occur. Given limited staff size and competing demands on staff time, coupled with increased development activity, staff have come to the point of recognizing that additional assistance is necessary to ensure continuity of service and that this vital revenue stream to the City is properly administered.

BACKGROUND

For many years, staff have utilized a limited scope consultant for partial administration of the City's CFD and LLMD at a cost of \$7,500 annually. The services provided are those that would be difficult for staff to perform, such as providing the specific tax levies for each parcel by Assessor's Parcel Number to the County Auditor/Controller's Office in the media, format, and configuration required by the County of Fresno for placement on the annual property tax roll, and researching parcel exemptions provided by the County. These specialized services ensure there are no issues with placing accurate assessments on the tax roll. Managing the districts and annual annexation activity have complex legal and operational requirements that must be carefully adhered to, especially given the importance of these revenue streams to the City to pay for public services.

The following is a summary of the service areas covered by the proposed agreement with Willdan:

Annual CFD & LLMD Administration Services - \$18,000/year

Please reference Exhibit 'A', pages A-1 and A-3 for a comprehensive discussion of annual administrative services, which closely mirror existing staff activities. Typical activities include, but are not limited to: maintaining the property/parcel database; calculating and apportioning the taxes amongst the service categories; communication with the Fresno County Office of the Auditor-Controller/Treasurer-Tax Collector for development of the tax roll; researching parcel exemptions and special cases; monitoring delinquencies; direct interactions with property owners; and preparation of the Annual Special Tax Report.

Annexation Activity- \$7,500 (CFD) & \$1,750 (LLMD)

The City has traditionally conducted one annexation proceeding for the CFD per year, however staff have occasionally conducted two annexations in a year based on timing and needs of specific developments. Annexations into the LLMD, generally in the form of new 'zones', are tied to specific development (projects) that include amenities such as street medians, landscape buffers and street lighting. Typical LLMD annexations involve only one property owner. Willdan's proposed fees for each type of annexation, \$7,500 for the CFD, and \$1,750 for the LLMD, are reflective of the staff time and complexity associated with each process. The City currently charges a fee to developers of \$1,425 for the LLMD annexation process, therefore the actual impact to the City for this service will be minimal. The annexation services for the CFD can be paid within the current allowable 2.0% administration cost in the special district. The CFD annexation process in particular can involve complex issues with property transfers, ballots, and interactions with property owners. Willdan's team works closely with staff to enhance the service and responsiveness to developers/property owners during the entitlement process.

Underfunded LLMD Zones

In December 2017, the City Council received a presentation regarding the status of the City's Landscape and Lighting Maintenance District, that now comprises 24 individual zones. Seven of the oldest zones do not have cost inflator language in their enabling documents, therefore assessment amounts today are the same as they were established some 25 years ago. As operational and maintenance costs have risen, those zones in particular increasingly do not cover the actual costs incurred to maintain the amenities.

There is a process to address this, which includes specific legal steps to prepare revised enabling documents and engineering reports, and approach property owners through zone specific ballot initiatives to revise assessments. The process includes several areas of public outreach so property owners are fully informed as to what the issues are to be addressed. Since special districts are widely used in California, realigning assessments of older districts (zones) to match current needs and public expectations is a frequently encountered issue. Public agencies regularly utilize a specialized consultant to guide staff through the process. Willdan's special district team is uniquely qualified to advise staff on the process based on best practices of the hundreds of special districts they administer. Willdan has proposed a fee of \$13,500 for this service; however, the City will incur additional costs for the individual elections (printing, mailing, etc.), travel and additional public meetings.

Approval of this agreement with Willdan to provide oversight and guidance to this process is only the first step, with required legal documents for each zone brought forward to the City Council for consideration on future agendas.

FISCAL IMPACT

The annual cost of \$10,000 for the CFD administration and \$7,500 for annual annexation activities will be paid from CFD assessments, and is within the current 2.0% administration budget. The annual cost of \$8,000 for administration of the LLMD will be paid from LLMD assessments and spread amongst the 24 existing zones, as well as to any zones added in the future.

The actual net new annual cost to the CFD and LLMD is \$11,525 and \$6,800, respectively, as staff would no longer utilize the existing limited scope consultant. The City currently charges the developer/property owner for the annexation process into the LLMD. The amount that Willdan has proposed to charge per annexation of \$1,750 is in the range of the City's current fee of \$1,425, therefore there is not a significant fiscal impact to the City for LLMD annexation activity.

If approved, the one-time cost of \$13,500 (plus elections costs) for Willdan to assist in re-engineering the seven zones in the LLMD will be included in the City's annual mid-year budget review and capital rebudget process in February 2021.

ATTACHMENT

Willdan Financial Services Firm Profile
Professional Services Agreement

Firm Profile

Willdan Financial Services is an operating division within Willdan Group, Inc. (WGI), which was founded in 1964 as an engineering firm working with local governments. Today, WGI is a publicly owned company (NASDAQ ticker: WLDN). WGI provides technical and consulting services that ensure the quality, value, and security of our nation's infrastructure, systems, facilities, and environment. WGI has been a consistent industry leader through its subsidiaries and provides professional technical and consulting services that ensure the quality, value and security of our nation's infrastructure, systems, facilities, and environment.

The firm has pursued two primary service objectives since its inception — ensuring the success of its clients and enhancing its surrounding communities. In doing so, Willdan has gained a notable reputation for technical excellence, cost-effectiveness, and client responsiveness in providing superior consulting services. The company's service offerings span a broad set of complementary disciplines that include engineering and planning, energy efficiency and sustainability, and financial and economic consulting. Willdan has crafted this set of integrated services so that, in the face of an evolving environment — whether economic, natural, or built — Willdan can continue to extend the reach and resources of its clients. Today, **WGI has over 1,300 employees operating from offices in 26 states.**

Willdan Financial Services

Willdan Financial Services assists local public agencies by providing the following services:

- Administration of special taxes, assessments, standby charges, and utility rates;
- District formation services for assessment/local improvement districts, Community Facilities Districts (CFDs) Landscaping and Lighting Districts, and special taxes;
- Arbitrage rebate calculations;
- Continuing disclosure reports preparation and dissemination;
- Municipal Advisory services
- Staff augmentation support; and
- Tax increment finance district formation and amendment.

Our staff of 74 full-time employees supports our clients by conducting year-round workshops and on-site training to assist them in keeping current with the latest developments in our areas of expertise.

Willdan's success is based on a corporate philosophy of personal service and we provide continuous support throughout the year. We can always be reached should any questions or issues arise. Our standardized procedures and reporting formats ensure consistency within the District Administration, Federal Compliance and Financial Consulting groups and our "team approach" to servicing contracts means that if your assigned analyst is unavailable someone else will contact you without delay.

AGREEMENT FOR PROFESSIONAL SERVICES

THIS AGREEMENT is made and entered into this ____ day of _____, 2020, by and between **WILLDAN FINANCIAL SERVICES (“WFS”)**, a corporation, and the **CITY OF REEDLEY**, hereinafter referred to as “Client.”

WHEREAS, Client desires to employ WFS to furnish ongoing professional services in connection with **Special District Annual Administration and Annexation Services**, hereinafter referred to as the “Project.”

NOW, THEREFORE, in consideration of the mutual premises, covenants and conditions herein contained, the parties agree as follows:

SECTION I – BASIC SERVICES

WFS shall provide to the Client the basic services described in detail in “Exhibit A,” Scope of Services, attached hereto and incorporated herein by this reference.

SECTION II – ADDITIONAL SERVICES

If authorized, WFS shall furnish additional services, which are in addition to the basic services. To the extent that the additional services have been identified in this Agreement, they are itemized in “Exhibit A” and will be paid for by Client as indicated in Section III hereof. As further additional services are requested by Client, this Agreement may be modified and subject to mutual consent by execution of an addendum by authorized representatives of both parties, setting forth the additional scope of services to be performed, the performance time schedule and the compensation for such services.

SECTION III – COMPENSATION

WFS shall be compensated for basic services rendered under Section I, as in accordance with the terms and conditions indicated in “Exhibit B,” Fees for Services; and WFS will be compensated for any additional services rendered under Section II as more particularly described in a fully approved and executed addendum to this Agreement. If no addendum is executed, then WFS shall be compensated at its then-prevailing hourly rates for such additional services.

WFS may submit monthly statements for basic and additional services rendered. It is intended that Client will make payments to WFS within thirty (30) days of invoice. All invoices not paid within thirty (30) days shall bear interest at the rate of one and one-half (1½) percent per month or the then-legal rate allowed.

SECTION IV – INDEMNITY; INSURANCE REQUIRED

A. **Indemnity.** WFS shall indemnify and hold harmless Client, its officers, officials, directors, employees, designated agents, and appointed volunteers from and against all claims, damages, losses and expenses, including attorney fees, arising out of the performance of the services described herein, to the extent caused in whole or in part by the negligent acts, errors, or omissions of WFS, any subconsultant, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, except where caused by the active negligence or willful misconduct of Client or Client's officers, agents, or employees.

The parties shall cooperate with each other with respect to resolving any claim, liability or loss for which indemnification may be required hereunder, including by making, or causing the indemnified party to make, all commercially reasonable efforts to mitigate any such claim, liability or loss. Neither party shall have an obligation to indemnify the other party for any losses to the extent they are caused, contributed to or exacerbated by the actions or failure to act of the indemnified party, including without limitation, the failure to take actions to mitigate such losses.

B. **Insurance.** Without in any way limiting WFS' liability pursuant to the indemnification described above, WFS shall maintain, during the term of this contract, the following insurance:

Coverage	Minimum Limits
General Liability Comprehensive General Liability, including: Premises and Operations Contractual Liability Personal Injury Liability Independent Contractors Liability (if applicable)	\$1,000,000 Combined Single Limit, per occurrence and general aggregate
Automobile Liability Comprehensive Automobile Liability (including owned, non-owned and hired autos)	\$1,000,000 Combined Single Limit, per occurrence
Workers' Compensation and Employer's Liability Workers' Compensation Insurance Employer's Liability	Statutory, \$1,000,000
Professional Liability Professional Liability Insurance	\$1,000,000 per claim and annual aggregate

SECTION V – INDEPENDENT CONTRACTOR STATUS

WFS shall be an independent contractor and shall have responsibility for and control over the details and means of providing the services under this Agreement.

SECTION VI – OWNERSHIP AND MAINTENANCE OF DOCUMENTS

WFS may rely upon the accuracy of any documents provided to WFS by Client. All documents, including without limitation, reports, plans, specifications, field data, field notes, laboratory test data, calculations, estimates, schedules, spreadsheets, or other documents furnished by WFS pursuant to this Agreement, regardless of media (e.g., paper, electronic, magnetic, optical, Mylar, etc), are instruments of WFS' services in respect to this Project and not products. All such documents shall remain the property of WFS provided, however, that a copy of the final documents shall be made available to Client upon request. These documents are not intended, nor represented to be suitable for reuse by Client or any others on extensions of this Project or on any other project. These documents shall not be changed or reused without the prior written consent of WFS. Any modification or reuse without specific written verification and adoption by WFS for the specific purposes intended will be at user's sole risk. Client agrees to save, keep and hold harmless WFS from all damages, costs or expenses in law and equity including costs of suit and attorneys' fees resulting from such unauthorized reuse. Client further agrees to compensate WFS for any time spent or expenses incurred by WFS in defense of any such claim, in accordance with WFS' prevailing fee schedule.

Client acknowledges that its right to utilize the services and instruments of services of WFS will continue only so long as Client is not in default of the terms and conditions of this Agreement and Client has performed all obligations under this Agreement. Client further acknowledges that WFS has the unrestricted right to use the services provided pursuant to this Agreement, as well as to all instruments of service provided pursuant to this Agreement.

Client agrees not to use or permit any other person to use any instruments of service prepared by WFS, which are not final and which WFS does not sign. Client agrees to be liable for any such use of non-final instruments of service not signed, stamped or sealed by WFS and waives liability against WFS for their use.

WFS shall be entitled to rely upon, with no obligation to verify, the completeness and accuracy of all information, data, reports, studies, plans and specifications provided by Client or by Client's attorney(s), engineer(s), accountant(s), consultant(s) or employee(s) to Consultant. Client shall make no claim against WFS alleging that WFS should not have relied upon such information provided by Client to WFS.

WFS' records, documents, calculations, test information and all other instruments of service shall be kept on file in legible form for a period of not less than two (2) years after completion of the services covered in this Agreement.

SECTION VII – SUSPENSION OF SERVICES

Client may, at any time, by thirty (30) days' written notice, suspend further performance by WFS. All suspensions shall extend the time schedule for performance in a mutually satisfactory manner and WFS shall be paid for all services performed and reimbursable expenses incurred prior to the suspensions date.

SECTION VIII – TERMINATION

Either party may terminate this Agreement at any time by giving thirty (30) days' written notice to the other party of such termination. If this Agreement is terminated as provided herein, WFS will be paid an amount which bears the same ratio to the total compensation as the services actually performed bear to the total services of WFS covered by this Agreement, less payments of compensation previously made.

SECTION IX – COMPLIANCE WITH LAW

Each party hereto will use reasonable care to comply with applicable laws in effect at the time the services are performed hereunder, which to the best of their knowledge, information and belief apply to their respective obligations under this Agreement.

SECTION X – SUCCESSORS AND ASSIGNS

This Agreement shall be binding on the successors and assigns of the parties; but either party, without written consent of the other party, shall not assign it.

SECTION XI – ATTORNEYS' FEES

In the event that any judgment is entered in any action upon this Agreement, the party hereto against whom such judgment is rendered agrees to pay the amount equal to the reasonable attorneys' fees of the prevailing party in such action and that such amount may be added to and made a part of such judgment.

SECTION XII – ALTERNATIVE DISPUTE RESOLUTION

If a dispute arises between the parties relating to this Agreement, the parties agree to use the following procedure prior to either party pursuing other available remedies:

A. A meeting shall be held promptly between the parties, attended by individuals with decision-making authority regarding the dispute, to attempt in good faith to negotiate a resolution of the dispute.

B. If, within thirty (30) days after such meeting, the parties have not succeeded in negotiating a resolution of the dispute, they will jointly appoint a mutually-acceptable neutral person not affiliated with either of the parties (the "neutral"), seeking assistance in such regard if they have been unable to agree upon such appointment within forty (40) days from the initial meeting. The parties shall share the fees of the neutral equally.

C. In consultation with the neutral, the parties will select or devise an alternative dispute resolution procedure ("ADR") by which they will attempt to resolve the dispute, and a time and place for the ADR to be held, with the neutral making the decision as to the procedure, and/or place and time (but unless circumstances require otherwise, not later than sixty (60) days after selection of the neutral) if the parties have been unable to agree on any of such matters within twenty (20) days after initial consultation with the neutral.

D. The parties agree to participate in good faith in the ADR to its conclusion, as designated by the neutral. If the parties are not successful in resolving the dispute through the ADR, then the parties may agree to submit the matter to binding arbitration or a private adjudicator, or either party may seek an adjudicated resolution through the appropriate court.

SECTION XIII – RECORDS

Records of WFS' direct labor costs, payroll costs, and reimbursable expenses pertaining to the Project covered by this Agreement will be kept on a generally recognized accounting basis and made available during normal business hours upon reasonable notice.

WFS' records will be available for examination and audit if and as required.

SECTION XIV – MISCELLANEOUS PROVISIONS

This Agreement is subject to the following special provisions:

A. The titles used in this Agreement are for general reference only and are not a part of the Agreement.

B. This Agreement shall be interpreted as though prepared by both parties.

C. Any provision of this Agreement held to violate any law shall be deemed void, and all remaining provisions shall continue in full force and effect.

D. This Agreement shall be interpreted under the laws of the State of California.

E. This Agreement comprises a final and complete repository of the understandings between the parties and supersedes all prior or contemporary communications, representations, or agreements, whether oral or written, relating to the subject matter of this Agreement.

F. Any notices given pursuant to this Agreement shall be effective on the third business day after posting by first class mail, postage prepaid, to the address appearing immediately after the signatures below.

G. WFS shall not be liable for damages resulting from the actions or inactions of governmental agencies, including, but not limited to: permit processing, environmental impact reports, dedications, General Plans, and amendments thereto; zoning matters, annexations, or consolidations; use or Conditional Use Permits; project or plan approvals; and building permits.

H. WFS' waiver of any term, condition, or covenant, or breach of any term, condition, or covenant, shall not constitute the waiver of any subsequent breach of any other term, condition, or covenant.

I. Client acknowledges that WFS is not responsible for the performance of services by third parties, provided that said WFS has not retained third parties.

IN WITNESS WHEREOF, the parties hereto have accepted, made and executed this Agreement upon the terms, conditions, and provisions above stated, as of the day and year first above written.

WILLDAN FINANCIAL SERVICES

CITY OF REEDLEY

By: _____
Name: Gladys Medina
Title: Vice President, Group Manager
Address: 27368 Via Industria, Suite 200
Temecula, California 92590

By: _____
Name: _____
Title: _____
Address: 845 G Street
Reedley, California 93654

Exhibit A

SCOPE OF SERVICES

Community Facilities District Administration Services

Provided herein are the work plans specific to Community Facilities District No. 2005-1, including annual administration and as-needed annexations.

Annual CFD Administration Services

1. Create, maintain and periodically update an electronic database containing parcel basis data and annual special tax levy amounts by Assessor's Parcel Number.
2. Annually calculate and apportion the special taxes as specified in the Rate and Method of Apportionment (RMA) of Special Tax.
3. Provide special tax levies for each parcel by Assessor's Parcel Number to the County Auditor/Controller's Office in the media, format, and configuration required by the County of Fresno for placement on the annual property tax roll.
4. Research parcel exceptions provided by the County and, if possible, resubmit installment amounts that are unapplied by the County Auditor/Controller's Office. WFS will manually invoice special tax installments that cannot be collected on the County property tax roll on behalf of the Client.
5. Provide a toll-free number to field inquiries from Client staff, property owners, and other interested parties regarding special tax installments and related information.
6. As requested, monitor delinquencies twice a year after obtaining delinquency information from the County and submit periodic delinquency reports to the Client.
7. Prepare an Annual Special Tax report. This report will include:
 - Fiscal Year budget information;
 - The delinquency summaries; and
 - Parcel special tax detail report.
8. Prepare "Notice of Special Tax" as required by the California Government Code, Sections 53340.2(b) and 53341.5, as amended. The fee for this service is \$15 per Notice and is to be paid by the requestor.
9. Calculate written prepayment quotes (if allowable) for individual special tax liens, as described in the Rate and Method of Apportionment of Special Tax or by resolution. For parcels prepaying the special tax, WFS will coordinate the removal of the lien. The fee for this service is \$500 per calculation, which is to be paid by the requestor.
10. At the Client's request, prepare and mail invoices (handbills) to those property owners whose proposed annual special tax for their parcel could not be applied to the County tax roll (parcels for which the County does not generate a tax bill). These invoices would be provided in two (2) installments, similar to the County tax bills, and would be payable directly to the Client.

Client Responsibilities – CFD Administration

WFS will rely on assistance from the Client in obtaining the following information:

- Annual cost recovery information requested by WFS to be included in levy budget.

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- Information regarding land subdivision, issuance of building permits and/or certificates of occupancy (as required by the Client). Although WFS will annually research information, it may still be necessary to obtain additional assistance from the Client.

CFD Annexation Services

WFS will perform the following tasks to annex parcels into the CFD. It is anticipated that WFS will work directly with the developer to complete the following tasks. It is recommended that annexation fees for services be collected up front from the developer/property owner before annexation services begin.

1. Following receipt of authorization to proceed, discuss the annexation process and timeline with Client staff and identify any additional documents or information that may be needed. At the Client's discretion, this discussion may include the developer/landowner and/or their representatives. As needed throughout the project, coordinate with Client staff and with the developer(s), their consultant(s) and other outside agencies that may be directly involved in the project, to gather required information for the annexation proceedings.
2. Prepare a timeline for each annexation. Furthermore, WFS will serve as the primary contact and liaison between the Client and the developer and coordinate the CFD annexation process from start to finish to ensure all documents are distributed and received from the developer to the Client in a timely manner and in accordance with the set schedule.
3. Prepare boundary map of the proposed annexation area that meets the requirements of the Community Facilities Act. An electronic copy of the final boundary map will be provided in PDF for the Client's review.
4. Prepare the Resolution of Intention and approval of the boundary map.
5. Once the map has been approved by City Council, WFS will provide the CFD Annexation boundary map for recordation at the County of Fresno.
6. Prepare the Consent and Waiver forms, property owner ballots, and Public Hearing resolutions.
7. Prepare the Notice of Special Tax to be published. The required noticed publication of Public Hearing in the local newspaper is the responsibility of the City Clerk.
8. Prepare the letter to be sent to the County of Fresno's Registrar of Voters to obtain certification of the number of registered voters in the annexation area.
9. Prepare the Notice of Special Tax Lien.

Client Responsibilities – CFD Annexation Services

WFS will rely on being able to obtain the following information from the Client and/or the developer(s):

- Contact information for the developer/property owner. WFS will need the contact information for the specific contact person who will execute the petition, consent & waiver, and ballot documents.
- A listing of the properties to be included in the annexation area.
- Information regarding current zoning, existing land uses, and proposed property development, as required.
- Either electronically or in hard copy, various maps or diagrams of the new development, improvements, or surrounding properties as needed.
- As needed, assist with obtaining pertinent development information from the developer.

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- Review and approve the draft reports and resolutions before the final documents are prepared for the Council packets. This review is typically performed by the City Attorney. Requested changes shall be submitted to WFS in writing.
- It is recommended that annexation fees be collected up front from the developer/property owner before annexation services begin.

Landscape and Lighting Maintenance District Administration Services

Provided herein are the work plans specific to Landscape and Lighting Maintenance District No. 1 ("LLMD"), including annual administration and as-needed annexations. It is understood that this district is comprised of approximately 21 zones and some of these zones were established prior to Proposition 218 and do not contain an inflator.

Annual LLMD Administration Services

1. Schedule an annual kick-off meeting via teleconference with the Client to review the existing district information. Identify and discuss possible changes to the district/zones(s) for the upcoming fiscal year, including budget issues, annexations, modification or expansion of district improvements, as well as legislative changes that may impact the LLMD.
2. Work with Client staff to prepare an annual levy timeline of key dates and timeframes for pertinent tasks throughout the annual levy process. As needed, the timeline may be adjusted to address scheduling requirements or proposed district changes.
3. Work with Client staff to update the district budgets for the upcoming fiscal year, and coordinate with Client staff to assist with accurate cost-recovery accounting. WFS will work with Client staff to prepare and review the annual district budgets; thus, ensuring the appropriate incorporation of maintenance contract costs, administrative expenses, material costs, capital costs, and other incidental costs into the district budget to achieve maximum cost-to-benefit equity, and verify that adequate and appropriate fund balances are identified. In addition, WFS will use the updated parcel databases for the district to provide estimates of the assessment revenues and city contributions for the upcoming fiscal year. These revenue estimates will be incorporated into the fiscal year budgets for the applicable zone.
4. Maintain and update a parcel levy database by using the parcel information from various sources. As new data becomes available, update the database and enhance the data through parcel research using current secured roll information, County Assessor maps, various third-party resources, and specific information provided by the Client (e.g., up-to-date map approval status, building permits or certificate of occupancy data). Updates to the database will include those necessitated by the addition and/or removal of parcels, land subdivisions and merges, ownership and mailing address changes, and adjusted benefit unit information. This database will then become the source for the calculation of the annual district assessments.

The County secured roll, Assessor's parcel maps, and any other necessary or required data sources for the calculation of the annual assessments will be purchased by WFS; and the cost of such information or documents passed onto the Client.
5. Prepare the annual Engineer's Report in accordance with the Landscape and Lighting Act of 1972 and the provisions of California Constitution Article XIII D (Proposition 218). This report will include the following required items:

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- Plans and specifications that describe the area of special benefit, the proposed assessment, and the improvements.
 - Method of apportionment that outlines the special benefit conferred on properties from the improvements, as well as calculations used to establish each parcel's proportional special benefit assessment; plus, a description of the assessment range formula that establishes the maximum assessment rate in subsequent fiscal years.
 - Budget that outlines the costs and expenses to provide, service and maintain the improvements, including authorized incidental expenses.
 - Assessment diagram(s) that identifies the boundaries of the zones within the district.
 - Assessment roll that contains each of the Assessor Parcel Numbers within the district and the proportional assessments.
 - Affidavit stating that a professional engineer has prepared the report.
6. It is anticipated that the resolutions and staff reports to be presented to Council in conjunction with the annual levy of assessments will be prepared by the Client, but if requested, WFS will review and assist Client staff with the preparation of these documents as needed. The Client acknowledges that the City Attorney will review all resolutions for form and content, as is intended. WFS will assist Client staff with updating resolution language in the event of an annexation.
 7. At the Client's request, attend the annual City Council Intent Meeting and/or Public Hearing to be available to answer questions from the Council and assist with the Client's presentation of the Engineer's Report and assessments to Council
 8. Provide the Client with an electronic copy of the Engineer's Report (unsigned) for presentation at the Intent Meeting. A fully executed (signed electronic copy) of the Report will be provided to the Client at/or shortly after the Public Hearing. Upon request, WFS will provide the Client with an executed bound hard copy of the Report after the Public Hearing.
 9. Provide the approved assessment amounts for each parcel by Assessor's Parcel Number to the County Auditor/Controller's Office in the media, format and configuration required by the County of Fresno for placement on the annual property tax roll.
 10. Obtain from the Client an executed copy of the resolutions ordering the levy, collection of assessments, and any other necessary information that is required to the County Auditor/Controller's Office for the levy submittal.
 11. After the initial levy submittal, research any exceptions upon receipt of a parcel exceptions list from the County. Then update parcel number changes, as well as report the revised parcels and updated levy amounts to the County. As necessary, WFS will prepare for the Client additional County-required correspondences relating to the submittal, correction, or removal of assessments to the County tax roll.
 12. Once the assessments have been finalized with the County, if there are substantial differences in the amount placed on the tax roll and the amounts shown in the Engineer's Report, WFS will prepare and provide the Client with a levy summary report comparing budget amounts to the actual applied levy. This levy summary will include a description of the reasons for any significant variances between the amounts budgeted, and the amounts actually applied to the County tax roll.
 13. Act as primary contact (at the discretion of the Client) to answer property owner questions regarding the LLMD and assessments. WFS typically provides the County our toll-free telephone number for inclusion on the tax bills for property owners to call with questions.

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14. At the Client's request, prepare and mail invoices (handbills) to those property owners whose proposed annual assessment for their parcel could not be applied to the County tax roll (parcels for which the County does not generate a tax bill). These invoices would be provided in two (2) installments, similar to the County tax bills, and would be payable directly to the Client.

Client Responsibilities – LLMD Administration

As required by law, the Client is responsible for publishing the Public Hearing notices in the local newspaper, as well as posting these notices.

WFS will rely on being able to obtain the following information from the Client:

- Annual budget information, including estimated fund balances.
- Recent city annexations, new or expanded land developments, included public facilities (e.g., streetlights and landscaping).
- Changes, modifications or updates to the improvements described in the previous year's Engineer's Report.
- Certified copies of the resolution(s) or other documentation required by the County for submittal of the annual levy.
- Updated boundary diagrams, as required.
- Client will assist WFS in obtaining pertinent development information (if needed).

1972 Act Annexation Services (included with Annual Administration)

The following outlines our proposed scope of work for the annexation of new development to the LLMD. It is anticipated that WFS will work with the developer and Client staff to complete the following tasks. WFS will include the appropriate Client staff on all email correspondence with the developer.

It is recommended that annexation fees for services be collected up front from the developer/property owner before annexation services begin.

Task 1: Annexation Documentation Review

Objective: The initial task for each development/annexation area ("project") will be to obtain from the developer(s) all related development and improvement plans necessary to evaluate the need to annex the project to the LLMD.

Description: Client will request the developer provide electronic copies of the Tract Map/Development Plan and related landscaping, street lighting and/or maintenance for the target development and any related maps or documentation that might be useful in evaluating the project.

Upon request, WFS will assist the Client with a preliminary review of the information received to evaluate whether the project requires the establishment of assessments to support existing and/or new improvements. Based on the improvements and location of the development, a recommendation will be made whether the project should be annexed to an existing district zone or established as a new zone. This review will likely include development of an initial parcel and property owner database, particularly if the development has more than a single

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property owner. This review will also identify if any additional maps, improvement information or specifications, and/or other related documents may be necessary for development of the Engineer's Report.

Meetings: Conference call with Client staff to discuss the proposed project and expectations, which may include discussion of Client goals and objectives, property owner or development issues, anticipated completion date and timeline, the balloting process, and any relevant district specifics, or any other factors that may impact the timeline.

Task 2: Establish Comprehensive Improvement Matrix and Boundaries

Objective: Upon receipt of an authorization to proceed, WFS will begin to develop the initial property database, improvement matrix, and assessment diagram that will be included in the annual Engineer's Report.

Description: Work with the developer to confirm that all related improvements specifically associated with the development are fully identified and incorporated into the annexation territory. In cooperation with the developer and Client staff, identify and quantify the specific improvements maintained in connection with the development of properties in the annexation territory, as well as any other improvements in the vicinity that may be funded in whole or in part through the proposed assessments. In addition, discuss and identify any improvements that may benefit surrounding parcels and/or future developments in the area and prepare an appropriate annual budget for the maintenance and operation of such improvements.

Utilizing documentation provided and electronic parcel information available to WFS for the project, establish and update as needed, an annexation assessment database. Resources to be utilized typically include; the County Secured Roll, Client data and third-party data, such as CD-data. This database will contain properties proposed to be annexed to the district/zone and will incorporate, as needed, key parcel information and characteristics relevant to the development of the method of apportionment and necessary for implementing the proposed assessments and balloting.

WFS will begin the creation of the assessment diagram that depicts the boundaries of the annexation territory, which may include any related existing zone boundaries and/or the location and extent of the improvements in relation to parcels within the annexation territory.

Task 3: Development of Benefit Nexus, Budget and Assessments

Objective: Develop appropriate benefit findings (general versus special), budget model, cost allocation (method of apportionment) and the proposed assessments based on the improvements to be maintained.

Description: Ultimately, utilizing the parcel database, improvement information and the assessment diagram developed in prior tasks, WFS will establish an appropriate methodology for the apportionment of costs. The benefit nexus and cost allocation developed for the annexation must be in compliance with the provisions of the California Constitution and consistent with applicable recent court decisions, specifically focusing on the identification and quantification of special and general benefits. For these reasons, it is likely that the assessments on properties within the annexation territory will not fund 100% of the costs for the improvements, and our analysis and evaluation will identify the general benefit costs the Client would be obligated to fund from other sources.

Based on the improvement matrix identified in Task 2, a comprehensive annual budget will be developed in order to achieve maximum cost-to-benefit equity and ensure the long-term

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financial stability and funding of the improvements. The budgets will be developed in cooperation with the developer and/or Client staff utilizing WFS's budget modeling software that utilizes standard per unit costs for such improvements and the Client's historical maintenance costs. The development of the budgets may incorporate but is not limited to regular annual maintenance and utility expenses; specific servicing cost and administrative expenses; long-term repair and rehabilitation costs; and any other funding deemed appropriate to provide the improvements.

Meetings: Conference call to discuss as needed any potential issues associated with the project.

Task 4: Engineer's Report Inclusion

Objective: Incorporate details of the annexation into the existing annual Engineer's Report based on findings, recommendations and assessments established during prior tasks.

Description: Based on findings and results from the previous tasks and discussions with the developer and Client staff, incorporate into the annual Engineer's Report the method of apportionment and benefit analysis established in prior tasks.

This report, prepared in accordance with the Landscape and Lighting Act of 1972, as well as the provisions of the California Constitution Article XIID (Proposition 218), will be the basis for the assessment ballots and notices to be mailed to property owners.

The Engineer's Report will contain the following information.

- Plans and specifications that describe the area of special benefit, the proposed assessment, and the improvements.
- Method of apportionment that outlines the special benefit conferred on properties from the improvements, as well as calculations used to establish each parcel's proportional special benefit assessment; plus, a description of the assessment range formula that establishes the maximum assessment rate in subsequent fiscal years.
- Budget that outlines the costs and expenses to provide, service and maintain the improvements, including authorized incidental expenses.
- Assessment diagram(s) that identifies the boundaries of the proposed zone and/or annexation territory.
- Assessment roll that contains each Assessor Parcel Number to be annexed to the district/zone and the proportional new maximum assessment.
- Affidavit stating that a professional engineer has prepared the report.

Deliverables: One (1) draft Engineer's Report for review by Client staff prior to submittal to the City Council for approval. Once the Client has reviewed the Report and WFS has implemented agreed upon changes or modifications, provide the Client with an electronic copy of the Engineer's Report (unsigned) for presentation at the Intent Meeting. A fully executed (signed electronic copy) of the report will be provided to the Client at/or shortly after the Public Hearing. Upon request, WFS will provide the Client with an executed bound hard copy of the report after the Public Hearing.

Task 5: Prepare Resolutions (see *Annual Administration step #9*)

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Task 6: Prepare Notices and Ballots

Objective: Prepare the necessary Notice of Public Hearing and Assessment Ballots in compliance with the provisions of the California Constitution (Proposition 218).

Description: Utilizing our experience with similar projects, WFS will prepare drafts of the required Notice of Public Hearing and assessment ballot that will eventually be mailed to the property owner of record subject to the proposed new assessment. Draft copies of these documents will be sent to the Client for review and comment prior to finalization of the documents.

Deliverables: Drafts of the notice and ballot will be delivered to Client staff for review and comment prior to final versions being prepared for printing and mailing.

Task 7: Print and Mail Notices and Ballots

Objective: Print and mail notices and assessment ballots.

Description: After finalizing the notice and ballots and upon the City Council's adoption of the Resolution of Intention, coordinate and facilitate the printing and processing of the notices and ballots for mailing. A return #9 envelope addressed to the City Clerk will be included for the convenience of the property owner(s) to mail back the assessment ballot.

Our proposed fee includes the estimated expense to print and mail the notices and ballots (including postage), based on a standard layout that includes each piece being printed on a single, double-sided page.

Deliverables: Notices and ballots mailed to property owners of record within the proposed annexation territory. Mailing of the ballots and notices will be completed a minimum of 45 days prior to the Public Hearing date as required by law.

Task 8: Council Meeting Attendance

Objective: **Optional:** Attend the Public Hearing to answer questions posed by the City Council.

Description: At the Client's request, a WFS representative will attend the Public Hearing to be available to answer questions from the City Council regarding the Engineer's Report and/or annexation proceeding.

Meetings: At the Client's request, WFS can be available to attend meetings as noted within Exhibit B.

Note: WFS anticipates as the Client becomes more comfortable with the process, our attendance at Council meetings may not be required for most single owner proceedings and will likely be limited to Public Hearings to tabulate ballots when multiple property owners are involved.

Client Responsibilities – 1972 Act Annexation Services

In order to perform the annexation tasks identified above the following information and/or services will likely be needed.

- Detailed listings and descriptions of the improvements, services and/or maintenance to be funded, which needs to be reviewed during the initial part of this project. Provide (as needed) pertinent budget information, which may include estimated construction costs, estimated service costs or rates, specific replacement costs and/or capital expenditures, Client overhead, and available funding from other sources that can be used to offset costs.
- Various maps or diagrams (either electronically or in hardcopy) of the improvement areas and/or parcels to be annexed to the LLMD.

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- Review staff reports and other supporting documents necessary for Council agendas.
- Arrange for any required publication notices of City Council meetings or Public Hearing in the local newspaper.
- Review the draft reports and resolutions before the final documents are submitted for the Council agenda packets. This review is usually performed by department staff but may include the Client's legal counsel. Requested changes shall be submitted to WFS in writing.
- It is recommended that annexation fees be collected up front from the developer/property owner before annexation services begin.

Assessment Engineering Services

WFS proposes to provide Assessment Engineering Services to the Client for seven Zones within the existing Landscape and Lighting Maintenance District No. 1 ("District").

Task 1: Update Assessment Database and Diagrams

Objective: Establish an updated electronic parcel assessment database and assessment diagrams utilizing data from the most recent prior fiscal year.

Description: Using updated parcel information from the current County Assessor's Office secured roll, the Client's current assessment data files, and the Client's GIS shape files (if available), WFS will update the district assessment database, as needed. This database will ultimately contain all benefiting properties within the specific Zones and will identify each parcel's specific land use, assigned benefit units, modified benefit units, current and proposed assessments, related property characteristics used in the updated method of apportionment, and property ownership information (owner name(s) and mailing address).

This base data will serve as the master database for the proposed new assessments to be outlined in the Supplemental Engineer's Report. The information contained in this database will be enhanced and updated, as needed, through parcel research and specific information provided by the Client and will be utilized as the basis for the mailing of notices and ballots.

Deliverables: WFS: Once the working assessment data file is finalized and relevant property owner information is updated, an electronic file and related diagram(s) identifying an overview of the location and extent of the improvements will be provided to the Client upon request.

Task 2: Develop the Improvement Matrix

Objective: Develop a detailed list of improvements associated with the specific Zones, through the use of GIS shape file overlays of the improvement areas.

Description: An accurate and comprehensive improvement list and the ability to quantify the extent and type of lighting and landscaping being maintained is critical to the development of an appropriate and defensible benefit nexus, corresponding budgets, and benefit allocation (special and general). This list will also serve as a useful tool for public outreach efforts.

While a general overview of the improvements is sufficient to develop an initial special benefit nexus, detailed information and a description of the specific improvement, location, acreage, lumens or watts, and service needs are necessary to establish appropriate budgets and refine the benefit nexus.

GIS overlays will provide not only the improvement data necessary to develop an appropriate budget and cost allocation, but also a visual depiction of the improvements that can be

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incorporated into the Supplemental Engineer's Report and utilized at the public outreach workshops.

In addition to identifying the location, type of improvements, and extent of those improvements necessary to develop accurate and proportional budgets, this improvement matrix will allow WFS to adjust the budgets and potential assessments per the service level needs based on input from the Client. WFS will utilize in-house budget modeling software to identify cost based upon square footage and improvement type.

Meetings: As needed, conference calls and e-mails with Client staff to discuss and refine specific improvement information.

Task 3: Benefit and Assessment Methodology Analysis

Objective: Review the existing assessment documentation, improvements and specifications for the specific LLMD Zones. Evaluate various factors that must be considered for compliance and application of special/general benefit. As warranted, develop an expanded discussion of benefit findings (general versus special), to support an appropriate and defensible assessment methodology, based on the provisions of the California Constitution and current case law.

Description: Utilizing budget information, improvement descriptions and specifications, related diagrams and maps, other supporting documentation, WFS will review the existing benefit nexus between the improvements provided and the properties within the specific Zones.

Deliverables: Any new findings from this task will be incorporated into the Supplemental Engineer's Report, Task 5.

Task 4: Develop Proposed Budget and Assessments

Objective: Prepare comprehensive annual budget for specific Zones within the LLMD to achieve maximum cost-to-benefit equity for each of the properties, as well as ensure the long-term financial stability of the maintenance and improvements.

Description: Work with Client staff to develop appropriate and comprehensive annual budgets for the maintenance and servicing of the various improvements. The budgets will be developed utilizing the Client's current budget information and WFS's budget modeling software that utilizes standard per unit costs for calculating annual and long-term maintenance expenses associated with the improvements. The development of the budgets will incorporate specific cost estimates provided by the Client, including:

- Estimates of periodic maintenance expenditures;
- Long term cost recovery (inflationary adjustments and rehabilitation programs);
- Any known capital improvement repairs or rehabilitation expenditures needed in the near future;
- Administration expenses; and
- Any other funding deemed appropriate to provide the improvements.

The proposed budgets prepared will be comprehensive and identify the full cost of providing the improvements. In addition, the budgets will also identify costs considered to be general benefit (if any), current assessment revenues, available fund balances, and current city subsidies, as well as funding needs that may not be currently addressed or funded. The goal of these budgets is to accurately depict the true funding requirements to provide the

Exhibit A

improvements and demonstrate the need for new or increased assessments (revenue shortfall) or potential reductions in levels of service, if the proposed assessments are not approved.

Deliverables: The updated budgets will be incorporated into the Supplemental Engineer's Report, Task 5.

Task 5: Prepare a Supplemental Engineer's Report

Objective: Prepare the Supplemental Engineer's Report.

Description: In accordance with the Landscaping and Lighting Act of 1972 and Article XIID of the California Constitution (Proposition 218), WFS will prepare a Supplemental Engineer's Report for the specific Zones, the corresponding proposed assessments and modifications that will be presented to City Council. The Engineer's Report will include the following items:

- Plans and specifications that describe the ongoing lighting and landscape maintenance to be maintained and serviced.
- Method of apportionment that outlines the special benefit conferred on properties within the specific LLMD Zones and the calculations used to establish each parcel's proportional special benefit assessment. As well as a description of the assessment range formula and Consumer Price Index (CPI), establishing the maximum assessment rate in subsequent fiscal years.
- The budget that outlines the costs and expenses to provide maintenance, including incidental expenses authorized by the 1972 Act.
- Assessment diagram that identifies the boundaries of the Zones/District.
- The assessment roll which contains each Assessor Parcel Number and their proportional maximum assessment.
- An affidavit stating the report has been prepared by a professional engineer.

Deliverables: One (1) electronic copy of the draft Supplemental Engineer's Report will be provided to the Client for review and comment prior to submittal of a final Supplemental Engineer's Report for the City Council's consideration and approval at the Intent Meeting. When finalized with Client staff, a final electronic version and two hard copies of the report will be provided to the Client that the City Clerk may incorporate into the Council agenda package. The proposed assessment roll that is typically incorporated into the Engineer's Report may be provided to the Client as a separate document or electronic file.

Task 6: Prepare Resolutions

Objective: Prepare resolutions for the Intent Meeting and Public Hearing, utilizing the Client's existing document format.

Description: Prepare drafts of the resolutions for Client review and finalization, which will be adopted by Council, in connection with the establishment of a new assessment for the specific LLMD Zones. It is anticipated that the following resolutions will be necessary:

- Resolution Initiating Proceeding, which calls for the Engineer's Report to be prepared;
- Resolution of Intention, confirms the proposed assessments outlined in the Engineer's Report on file, declares the Council's intent to levy and collect such assessments, and sets the Public Hearing date; and

Exhibit A

- Resolution approving the Engineer's Report and Assessment Diagram; confirms the proposed district assessments and orders the levy and collection of those assessments for the current fiscal year.

WFS will also assist in the preparation of staff reports, as necessary.

Deliverables: It is anticipated that there will be a total of three (3) resolutions for the City Council's approval although the final (third) resolution could be split into two resolutions (one approving the report and diagrams and another ordering the levy of assessments).

Task 7: Prepare Notices and Ballots

Objective: Prepare the required Notice of Public Hearing and assessment ballots consistent with Proposition 218.

Description: Prepare a draft of the Notice of Public Hearing and the accompanying assessment ballots to be mailed to each affected property owner. Draft copies will be sent to the Client for review and comment by Client staff and the City Attorney. Based on written comments and edits received, a final sample of the documents will be prepared and provided to the Client, prior to the actual printing of the documents.

It is anticipated that the text of the Notice will be the same for each parcel being balloted and the ballots will be tailored (mail merged), so as to specifically address the assessment and related parcel information for each property.

Deliverables: Draft notices and ballots will be delivered to Client staff for review and comment prior to the final version being printed and processed for mailing.

Task 8: Print and Mail Notices and Ballots

Objective: Cause the printing and mailing of the required notices and assessment ballots.

Description: Upon adoption of the Resolution of Intention, print and assemble notices and ballots for mailing. Notices and ballots will be printed double-sided, so as to save on postage costs. A return #9 envelope addressed to the City Clerk will be included for the convenience of the property owner to mail back the assessment ballot.

Mailing of the notices and ballots will be completed at least 45 days prior to the Public Hearing date as required by law.

Deliverables: Notices and ballots mailed to the property owners of record subject to the new/increased assessment.

Task 9: Public Outreach and Property Owner Workshops

Objective: Provide the public with information to help them make informed decisions regarding the new/increased assessments.

Description: Coordinate with the Client to schedule the time and place to conduct a property owner informational meeting/workshop. Senior members of the WFS team will attend and assist the city representative(s) with the meeting, acting as technical support to answer questions and provide information related to the calculation of the proposed assessment and the balloting process. Generally, an effective communication tool is to conduct property owner workshops prior to the notices and ballots being mailed, but workshops may also be scheduled during the required 45-day period between the mailing of ballots and the Public Hearing.

Exhibit A

Meetings: It is anticipated that the WFS project manager will participate in at least one property owner workshop, the associated fee is outlined within Exhibit B.

Task 10: Public Hearing and Ballot Tabulation

Objective: Attend the Public Hearing to answer questions and assist in the tabulation of returned ballots.

Description: Attend the Public Hearing to be available to answer any questions posed by the City Council. Ballots may be opened and tallied by the City Clerk or their designees. It is anticipated that WFS will be asked to assist the City Clerk with the ballot tabulation. WFS has developed ballot tabulation software that uses barcode scanning to electronically tabulate the ballots quickly. This software provides a summary of the weighted ballot results as well as a record of each ballot tabulated.

Upon the close of the Public Hearing, the City Clerk or designee will be directed to open and tabulate the ballots received. Upon completion of the tally the Clerk will announce the results by dollar amount cast in favor and against, and the City Council will adopt the appropriate resolutions.

Meetings: One (1) City Council Public Hearing to be available to answer questions and tabulate the ballots at City Hall.

Deliverables: Ballot tabulation results.

Client Responsibilities – Assessment Engineering Services

The Client will prepare or provide the following, if necessary, in order to complete the Assessment Engineering previously identified.

- Provide information regarding current zoning, existing land uses, and property development information, as needed.
- Provide pertinent budget information that will assist in developing the district budget and benefit rationale.
- Prepare all internal memos and other supporting documents necessary for City Council agendas.
- Arrange for any required publications notice of Council meetings or Public Hearings in the local newspaper.
- Review the draft reports and presentation materials before the final documents are prepared. This review is typically performed by Client staff but may include the City Attorney. Requested changes shall be submitted to WFS in writing.

Exhibit B

FEES FOR SERVICES

WFS will perform the CFD and LLMD works plans described in Exhibit A for the fixed fees identified underneath each sub heading. Please note the following.

- Telephone conference calls are not considered meetings and are not limited.
- Additional services, including attendance at additional meetings or preparation of handbills, may be authorized by the Client and will require an additional fee.
- If the Client wishes for WFS to attend additional meetings specific to annual administration services and/or CFD/LLMD annexation projects, the fee will be \$1,500 per meeting plus travel expenses.
- In future years, these fees and rates, namely the fees for annual CFD and LLMD administration services, are subject to increase, which will not exceed the most recent annual change in the Consumer Price Index (CPI) within the applicable area, as calculated by the United States Department of Labor.

Annual CFD Administration Services

WFS will annually **administer CFD 2005-1 for the annual fee of \$10,000**. As the work progresses, these fees will be invoiced on a quarterly basis.

CFD Annexation Services

If the Client wishes to annex parcels to the CFD in the future the associated fee will be **\$7,500 per annexation proceeding**. An annexation proceeding may contain multiple developments as required. This fee is not contingent upon the outcome of the annexation process.

Annual LLMD Administration Services

WFS will annually **administer the Landscape and Lighting Maintenance District No. 1 for the annual fee of \$8,000**. As the work progresses, these fees will be invoiced on a percent complete basis.

LLMD Annexation Services

For standard landscape and lighting annexation projects, WFS will perform the tasks outlined within the corresponding work plan for the not-to-exceed fee of \$1,750 per annexation. The fee associated with a one-time initial annual Engineer's Report modification, including annexation language, will be \$1,250. This fee is not contingent upon the outcome of the annexation process.

The level of effort required for annexation projects can vary dramatically and it may be determined that the proposed fee is not applicable for a more complex project and the fee may need to be adjusted. In such a case, WFS will provide the Client with a specific fee quote before work begins on such an annexation project.

Assessment Engineering Services

WFS will provide the Assessment Engineering Services outlined within Exhibit A for the **fixed fee of \$13,500**. This fee includes the public hearing and two public workshop meetings to be held on consecutive days and does not include travel expenses.

Exhibit B

Please note the following:

- This fee does not include costs associated with the printing and mailing of the notices and ballots. The fee is estimated to be \$1.25 per piece.
- Attendance at additional project meetings, such as the Intent Meeting, will be billed at our hourly rates plus travel expenses.
- Telephone conference calls are not considered “meetings” for the purpose of our proposal and are not limited by our Scope of Services.
- WFS will invoice the Client monthly based on percentage of project completion (applicable to Assessment Engineering Services only).

Reimbursable Expenses

WFS will be reimbursed for out-of-pocket expenses and has budgeted the **not-to-exceed amount of \$3,000 annually**. Examples of reimbursable expenses include, but are not limited to postage; travel expenses; mileage (current prevailing rate); maps; electronic data provided from the county and/or other applicable resources; construction cost periodicals; and copying (currently 6¢ per copy).

Any additional expense for reports or from outside services will be billed to the Client. Charges for meeting and consulting with counsel, the Client, or other parties regarding services not listed in the scope of work will be at our then-current hourly rates.

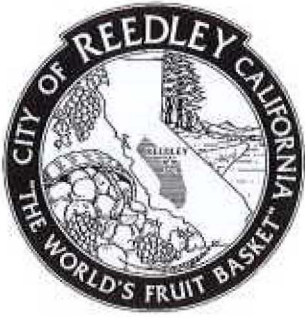
In the event that a third party requests any documents, WFS may charge such third party for providing said documents in accordance with WFS’s applicable rate schedule.

The Client shall reimburse WFS for any costs incurred, including without limitation, copying costs, digitizing costs, travel expenses, employee time and attorneys’ fees, to respond to the legal process of any governmental agency relating to the Client or relating to the services identified herein. Reimbursement shall be at WFS’s rates in effect at the time of such response.

Additional Services

Additional services may be authorized by the Client and will be billed at our then-current hourly overhead consulting rates. The table below lists WFS’s current hourly rates.

Willdan Financial Services Hourly Rate Schedule	
Group Manager	\$210
Principal Consultant	\$200
Senior Project Manager	\$165
Project Manager	\$145
Senior Project Analyst	\$130
Senior Analyst	\$120
Analyst	\$100
Analyst Assistant	\$75
Property Owner Services Representative	\$55



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing
- Receive/Review

ITEM NO: 9

DATE: November 10, 2020

TITLE: INTRODUCE ORDINANCE NO. 2020-001 OF THE CITY COUNCIL OF THE CITY OF REEDLEY AMENDING SECTION 1-7-4 OF CHAPTER 7 AND SECTIONS 1-9A-1 THROUGH 1-9A-3 OF CHAPTER 9 OF TITLE 1 OF THE REEDLEY MUNICIPAL CODE AMENDING THE APPROVAL OF PAYMENT DEMANDS AND ISSUANCE OF WARRANTS, AND CLARIFYING THAT THE APPOINTED FINANCE DIRECTOR MAY ALSO SERVE AS THE CITY TREASURER

SUBMITTED: Paul A. Melikian, Assistant City Manager 

APPROVED: Nicole R. Zieba, City Manager 

RECOMMENDATION

That the City Council introduce Ordinance 2020-001 amending the approval of payment demands and issuance of warrants, and clarifying that the appointed Finance Director may also serve as City Treasurer, consistent with current practice.

EXECUTIVE SUMMARY

Staff proposes to amend the City's Municipal Code to clean up antiquated language concerning the approval of payment demands and issuance of warrants, clarify that the appointed Finance Director (currently the Assistant City Manager), shall also serve as the City Treasurer, and including a statutory requirement that the Finance Director obtain a bond as required per Government Code sections 37209 and 36518. Please find the proposed revisions to the ordinance in the attached resolution, shown in **bold italic font**. Eliminations are shown in ~~strikeout~~ font.

Reedley Municipal Code (RMC) sections 1-9A-1, 1-9A-2, and 1-9A-3 are proposed to be amended to delete references to City Council approval of warrants at a City Council meeting or before payment, which has not been City practice for at least 15 years.

Also, RMC section 1-7-4 (Finance Director) needs to be amended to clearly require the statutory bond required of the city clerk in compliance with GC 37209.

Finally, the City has not had an elected City Treasurer since approximately 1996, when the incumbent worked with the City at that time to do away with the position. Since that time, the appointed Finance Director has performed all duties associated with treasury administration. The City Treasurer provisions will remain in RMC section 1-7-3; however staff proposes to add a provision in RMC section 1-7-4 that clarifies that the City Manager may appoint the Finance Director to also serve as the City Treasurer.

The proposed amendments align the RMC with the City's current modern and secure practices that have evolved from industry best practices.

ATTACHMENTS

Ordinance No. 2020-001

ORDINANCE NO. 2020-001

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REEDLEY AMENDING SECTION 1-7-4 OF CHAPTER 7 AND SECTIONS 1-9A-1 THROUGH 1-9A-3 OF CHAPTER 9 OF TITLE 1 OF THE REEDLEY MUNICIPAL CODE AMENDING THE APPROVAL OF PAYMENT DEMANDS AND ISSUANCE OF WARRANTS, AND CLARIFYING THAT THE APPOINTED FINANCE DIRECTOR MAY ALSO SERVE AS THE CITY TREASURER

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

Section 1. Sections 1-9A-1 through 1-9A-3 of the Reedley Municipal Code are hereby amended to read as follows:

1-9A-1: REQUIREMENTS:

Every demand against the city, except for payroll, payroll benefits and debt service, must be itemized, specifying the goods furnished, the services performed or other basis of the claim, giving the date and the amount of each item, and by whom ordered, or a purchase order number. Every demand must be filed with the director of finance, who shall review and process the demand in accordance with this chapter and applicable provisions of the Section 1-7-4 and city procedures. ~~A demand must be filed with the director of finance at least seven (7) days before the next meeting of the city council at which demands are presented and allowed~~

1-9A-2: CONSIDERATION OF DEMANDS:

~~Demands of an emergency nature, as determined by the city manager, such as payroll, payroll benefits and debt service, may be paid prior to presentation to the city council; however, these checks must also appear on the register of warrants presented to the city council. (Ord. 717, 3-21-1989)~~

The city manager and director of finance shall prescribe the process in which demands against the city are reviewed, approved, and allowed, subject to procedures and restrictions set forth in this chapter or otherwise established by the city council.

1-9A-3: METHOD OF PAYMENT:

All demands when reviewed, approved, and allowed, and all salaries, shall be paid by a check or electronic funds transfer drawn on the city treasury or authorized custodian account. Personnel authorized to sign checks or authorize electronic funds transfers shall be established by resolution. Facsimile signatures on checks are allowed, provided that the register of warrants identifying each check is manually signed, in advance, by those authorized to sign checks. Custody and control of the signature stamp is the responsibility of the director of finance. In addition, checks for any purpose other than payroll ~~processed prior to city council approval~~ shall require the manual signature of at least one authorized city official.

Section 2. Section 1-7-4 of the Reedley Municipal Code is hereby amended to read as follows:

1-7-4: DIRECTOR OF FINANCE:

- A. Office Established: Pursuant to Government Code sections 37209 and 40805.5, there is hereby created and established the office of director of finance. The director of finance shall be the chief accounting officer of the city and shall be vested and charged with the

powers and duties hereinafter set forth.

- B. Appointment: The director of finance shall be appointed by the city manager after the city manager determines that said appointee is possessed of sufficient accounting training, skill and experience to be proficient in the position.
- C. Powers And Duties: The powers and duties of the director of finance are as follows:
1. Administration of the financial affairs of the city as hereinafter set forth, under the direction of the city manager.
 2. Preparation of the annual budget and estimates of revenues.
 3. Maintenance of general accounting system for the city as a whole and for its departments, offices and agencies.
 4. Supervision and control of the disbursement of all monies, and audit of all purchase orders prior to issuance; audit and approval of all bills, invoices, payrolls, demands or other charges against the city to determine that said charges are regular, correct and that funds have been appropriated therefor.
 5. Submission to the city council, through the city manager, of a semiannual statement (January 1) of all receipts and disbursements in sufficient detail to show the exact financial condition of the city, and submission annually (June 30), at the end of the fiscal year, of a complete financial statement and report.
 6. Supervision of the keeping of correct inventories of all property of the city by all city departments, offices and agencies.
 7. Performance of all other financial and accounting duties imposed upon the city clerk by Government Code sections 40802 through 40805.5, inclusive, and performance of all duties imposed upon the city clerk by Government Code sections 37201 through 37208, inclusive, which may not be specifically enumerated herein.
 8. Performance of all functions and duties relating to the administration and collection of all licenses and other city taxes not collected by county or state agencies.
 9. Manage and control the investment of city funds upon and after consultation with the city treasurer.
 10. Performance of such other duties specified by the city manager, *including, but not limited to, serving as the city treasurer*, or as prescribed by resolution of the city council.
- D. Bond: The director of finance shall execute the bond required of the city clerk as provided in Section 1-7-1 of this Code.

Section 2. This Ordinance shall take effect and be in full force thirty (30) days from and after its adoption.

Section 3. The City Clerk is hereby directed to cause a summary of this Ordinance to be published by one insertion in a newspaper of general circulation in the community at least five (5) days prior to adoption and again (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five days prior to the Council meeting at which the ordinance is adopted, and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

I hereby certify that the foregoing Ordinance No. 2020-001 was introduced and given

first reading at a regular meeting of the City Council of the City of Reedley held on the 10th day of November, 2020, and was thereafter duly adopted at a regular meeting of said City Council held on the 12th day of January 2021, by the following vote:

AYES:

NOES:

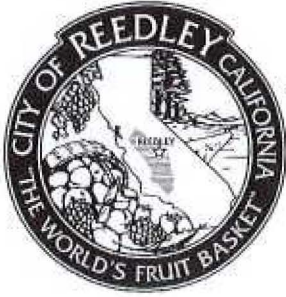
ABSENT:

ABSTAIN:

Frank Piñon, Mayor

ATTEST:

Ruthie Greenwood, City Clerk



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 10

DATE: November 10, 2020

TITLE: ADOPT RESOLUTION NO. 2020-092 ESTABLISHING A BALANCED BUDGET POLICY

SUBMITTED: Paul A. Melikian, Assistant City Manager

APPROVED: Nicole R. Zieba, City Manager

RECOMMENDATION

That the City Council consider and adopt Resolution No. 2020-092 establishing a balanced budget policy for the City of Reedley that memorializes existing practices towards building and maintaining a balanced budget as the foundation for effective decision making and protecting the City's fiscal health.

EXECUTIVE SUMMARY

A municipal, or local government, budget provides the City with a transparent spending plan that represents the City Council's priorities and reflects available revenue. The Government Finance Officers Association of the United States and Canada (GFOA) recommends that all public agencies adopt rigorous policies, for all operating funds, aimed at achieving and maintaining a balanced budget. Although the staff and City Council already utilize Best Practices for the building and maintaining a balanced budget, the City does not have a formal policy in place - which is also now a requirement for the City to continue to receive the national *Distinguished Budget Presentation Award* from the GFOA.

The attached policy includes parameters for achieving and maintaining a balance where revenues and available unrestricted fund balances are equal to expenditures in the adopted budget. The City of Reedley has traditionally operated under a balanced budget, and the provisions in the proposed policy memorialize current budget and financial practices, and follow established Best Practices for public agencies.

BACKGROUND

When clearly articulated and followed, budget and fiscal policies provide an essential foundation for effective financial decision-making and in protecting the City's fiscal health, in both the short and long-term. Clearly articulated policies are a city's "north star" in guiding the preparation and implementation of budgets and financial plans. They help make tough decisions easier by stating an organization's values before they are placed under stress by adverse circumstances. Stated simply, articulating and then following prudent fiscal policies is the most effective and proven way for government agencies to ensure their long-term fiscal health.

Fiscal policies are both preventative and curative: clearly articulated policies help prevent problems from arising in the good times; and help respond to bad times when they do occur. They also help provide continuity as elected officials and staff change. Lastly, budget and fiscal policies are most powerful when

put in place before the need for them arrives. In summary, adopting key fiscal policies is an essential factor for effective stewardship of the City's resources, both in the short and long-term.

EXISTING POLICIES

The City has several existing formal fiscal policies impacting the annual budget process and ongoing operations that are monitored for compliance.

- Fund Balance Policy for City Enterprise Funds ~ Adopted on 02/05/2014
The City has established a target amount of working capital in the Water, Wastewater, and Solid Waste enterprise funds that is equivalent to 45 days of operating expenditures for each fund, not including capital outlay, debt service payments, or depreciation expense.
- Fund Balance Policy for the General Fund ~ Adopted on 04/08/2014
The City currently has both a General Fund and a General Fund Reserve. The City Council authorized the creation of a General Fund Reserve Fund that serves as a "savings account" for the General Fund, and can only be spent with the Council's authority. The City's General Fund Reserve Balance Policy establishes a target amount of cash on hand in the General Fund Reserve fund of no less than two months (60 days) of regular general fund operating expenditures.
- Capital Financing & Debt Management Policy ~ Revised on 11/12/2019
The purpose of the Capital Financing and Debt Management Policy is to provide guidance for the issuance of City debt obligations, and to maintain the City's ability to incur debt and other long-term obligations at favorable interest rates for capital improvements, facilities and equipment beneficial to the City and necessary for essential services.
- Annual Investment Policy ~ Adopted on 03/24/2020
This policy provides guidelines for the prudent investment of the City's temporary idle cash, and outline the policies for maximizing the efficiency of the City's cash management system. The ultimate goal is to enhance the economic status of the City while protecting its pooled cash.

ATTACHMENTS

Resolution No. 2020-092

Exhibit 'A' - City of Reedley Balanced Budget Policy

RESOLUTION NO. 2020-092

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REEDLEY ADOPTING A BALANCED BUDGET POLICY**

WHEREAS, adopting key fiscal policies is an essential factor for effective stewardship of the City's resources, both in the short and long-term; and

WHEREAS, the City of Reedley's Adopted Budget provides the City with a transparent annual spending plan that represents the City Council's priorities, reflects available revenue, and strives to maintain a level of expenditures that support essential services and promote quality-of-life to its citizens; and

WHEREAS, a budget is balanced if it does not spend more on ongoing services than it receives in ongoing revenues plus available unrestricted fund balances. A balanced budget is a necessary component of good financial management and financial discipline and will help sustain the consistent delivery of services to Reedley residents, and

WHEREAS, an unbalanced budget, consistently spending more than is received, undermines the City's ability to deal with financial problems, and may lead to reduced services in the future and inhibit the City's ability to take advantage of opportunities that will periodically occur; and

WHEREAS, the City Council desires to ensure that the City maintain a strong financial foundation for the community for years to come.

NOW, THEREFORE, BE IT RESOLVED THAT the Balanced Budget Policy, attached as Exhibit 'A' is approved and adopted, effective immediately and to remain in effect until modified or rescinded by subsequent resolution of the City Council.

This foregoing resolution is hereby adopted this 10th day of November 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Frank Piñon, Mayor

ATTEST:

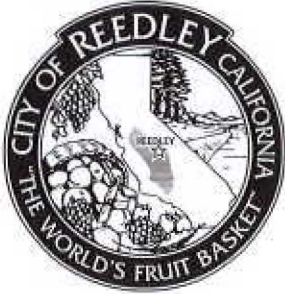
Ruthie Greenwood, City Clerk

Exhibit 'A'

City of Reedley Balanced Budget Policy

The City will adopt a balanced budget annually by June 30, subject to the following provisions:

- A balanced budget shall be achieved through efficiencies, permanent reductions to the expenditure base, and/or ongoing revenue enhancements, and to the extent possible, not rely on reserves or the use of one-time revenues for ongoing expenditures. However, a budget that utilizes reserves or available unrestricted fund balances as a revenue source shall be considered balanced upon approval and adoption of the City Council.
- For each operating fund, annual expenditures should generally not exceed annual revenues plus available unrestricted fund balances.
- With the exception of the General Fund, any individual operating fund that is not balanced (i.e. working capital deficit) at the time of adoption shall not cause the entire City budget to be considered unbalanced, provided the condition of the fund is disclosed during the budget presentations. Any individual fund with an unbalanced budget shall include an explanation and describe the expected approach and time frame for achieving balance.
- The City will estimate revenues and expenditures using an objective and analytical process; in the case of assumption uncertainty, conservative projections will be used.
- The City will avoid targeting revenues for specific purposes whenever possible, allowing maximum flexibility in funding decisions on an annual basis.
- The General Fund budget represents all of the "discretionary funds" that the City collects. Other funds are known as "restricted" funds and, by law, must be spent on specific services.
- Any budgeted use of fund balance resources should not cause the City to drop below the established reserve targets, unless approved by the City Council.
- This policy excludes non-operating funds like capital and debt funds. While the City ensures that these funds are financially sustainable as well, the specific objectives found in this policy are not always a match to the circumstances of non-operating funds.
- For a variety of reasons, including, but not limited to, unanticipated expenses and negative economic trends, a balanced budget may not be possible for the City at a given time in order to sustain essential services. In such a case, using reserves to balance the budget may be considered but only in the context of a plan to return to balance, replenish fund balance, and ultimately remediate the negative impacts of any other short-term balancing actions that may be taken.



REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 11

DATE: November 10, 2020

TITLE: ADOPT RESOLUTION NO. 2020-094 APPROVING THE SUBDIVISION MAP IMPROVEMENT AGREEMENT AND FINAL MAP FOR PHASE ONE OF TENTATIVE SUBDIVISION MAP 6178 (FRANKWOOD COMMONS)

SUBMITTED: Rob Terry *RT*
Community Development Director

Marilu Morales *mm*
City Engineer

APPROVED: Nicole R. Zieba
City Manager *NZ*

RECOMMENDATION

Adopt Resolution No. 2020-094, approving the Phase One Final Map for Tentative Subdivision Map 6178, and authorizing the City Manager to make non-substantive changes to the attached draft agreement and sign final agreement with San Joaquin Valley Homes regarding the associated Subdivision Improvement Agreement.

EXECUTIVE SUMMARY

The owner of Tentative Subdivision Map 6178 is requesting the City Council approve the final map for Phase One associated with the project in accordance with Reedley Municipal Code 11-2-13, and approve entering into a Subdivision Improvement Agreement for timely completion of the public facilities associated with serving Phase One, in accordance with Reedley Municipal Code sections 11-2-11 and 11-2-19.

BACKGROUND

Tentative Subdivision Map 6178 was recommended for approval by the Reedley Planning Commission on December 5, 2018, via Resolution 2018-16; consisting of the development of 150 single-family residential lots and 3 acres of commercial land on 40 gross acres of land. On January 8, 2019, via Resolution 2019-003, the Reedley City Council approved Tentative Subdivision Map 6178. Consequent to this approval, the property owner submitted Tentative Parcel Map 2019-1 (TPM 2019-1) to parcel the singular APN (363-220-01) into four parcels,

consistent with the anticipated phasing of the approved Tentative Subdivision Map, allowing the property owner to sell the land associated with each phase to the developer individually. TPM 2019-1 was approved by the Reedley Planning Commission on March 5, 2020, with the Final Map for TPM 2019-1 approved by the Reedley City Council on August 25, 2020. Said map has been successfully recorded, with the project area now comprised of four APN's: 363-220-38, 363-220-39, 363-220-40, and 363-220-41.

At this time, the applicant/developer (San Joaquin Valley Homes) has submitted a final map for Phase One (APN 363-220-38) of the project site for the City's approval in accordance with Reedley Municipal Code section 11-2-13. The City Engineer has reviewed the Phase One final map submission for conformance to boundaries, public easement locations, dedications, closure calculations and other required information. The City Engineer has consequently found the map to be in substantial compliance to the tentative map approval, has determined that the improvements required for Phase One have been properly identified, and submits said map to the Council for their approval consideration.

In regards to the completion of public improvements associated with Phase One of Tentative Subdivision Map 6178, the developer has requested to enter into a Subdivision Improvement Agreement (Attachment 2) for the development with the City of Reedley, as authorized by Reedley Municipal Code section 11-2-11. This action will allow for the filing of a final map for Phase One of the development (residential lots 1 through 56 of the total 150 approved) with the assurance that outstanding site improvements and activities identified within the project's conditions of approval will be completed within a given timeframe acceptable to the City. All improvement activities shall be secured by surety bond and other specifications, as contained within the agreement and any consequent addendum. Council may approve, approve with conditions, or disapprove the agreement.

Staff is currently working with the developer to finalize reimbursement-eligible cost estimates for activities requested by the City to accommodate future growth and/or address public infrastructure system needs that go beyond the improvements required to service the individual project. Such activities are permitted per Reedley Municipal Code 11-5-19, and are typically included as part of Final Map and Improvement Agreement actions. However, due to the rapid fluctuation of construction costs since the onset of COVID, staff is recommending that a Reimbursement Agreement, with associated Engineer's Estimate for such activities, be delivered to Council for their consideration in the coming month(s), in an effort to deliver cost estimates that are as accurate as possible.

Actions associated with a final map for future phases of the project site will be brought to Council at the appropriate time, and are not included within this action.

The developer has already provided signed initiation documentation associated with annexation into both the LLMD and CFD, as required within the agreement prior to final map recordation.

FISCAL IMPACT

All fees associated with the processing of Tentative Subdivision Map 6178 were paid prior to Planning Commission action. Phase One Final Map and Subdivision Improvement Agreement fees were paid by the applicant prior to Council actions.

PRIOR COUNCIL ACTIONS

On March 12, 2019, via Resolutions 2019-003, 2019-004 and Ordinance 2019-001, the City Council took the following actions, all in association with TSM 6178:

- Resolution 2019-003: Adopt Environmental Assessment No. 2017-1, approve Annexation Application No. 2017-1, approve Pre-Zone Application No. 2017-1, approve General Plan Amendment 2017-1, and approve Tentative Subdivision Map 6178.
- Resolution 2019-004: Authorize staff to submit a reorganization (annexation) application to Fresno LAFCo.
- Ordinance 2019-001: Introduce the amendment of the official Zoning Map of the City of Reedley (with second reading and consequent approval on January 22, 2019).

ATTACHMENTS

1. Resolution No. 2020-094
2. Draft Subdivision Improvement Agreement for Phase One of Tentative Subdivision Map 6178
3. Phase One Final Map – Tentative Subdivision Map 6178

Motion: _____

Second: _____

RESOLUTION NO. 2020-094

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY APPROVING THE SUBDIVISION MAP IMPROVEMENT AGREEMENT AND FINAL MAP FOR PHASE ONE OF TENTATIVE SUBDIVISION MAP 6178 (FRANKWOOD COMMONS).

WHEREAS, Tentative Subdivision Map 6178 (TSM 6178), previously consisting of APN 363-220-01, was approved by the Reedley City Council on January 8, 2019; and

WHEREAS, the owner of the previously stated APN consequently submitted Tentative Parcel Map 2019-1 (TPM 2019-1) to parcel the property along the proposed phase lines of TSM 6178. TPM 2019-1 was approved by the Reedley Planning Commission on March 5, 2020, with the Final Map for TPM 2019-1 approved by the Reedley City Council on August 25, 2020; and

WHEREAS, the filing of TPM 2019-1 with Fresno County divided the original parcel into four parcels, consisting of APN's 363-220-38, 363-220-39, 363-220-40, and 363-220-41; and

WHEREAS, the owner of TSM 6178 is requesting the City Council approve the final map for Phase One associated with the project, consisting of APN 363-220-38, in accordance with Reedley Municipal Code 11-2-13, and approve entering into a Subdivision Improvement Agreement for timely completion of the public facilities associated with serving Phase One, in accordance with Reedley Municipal Code sections 11-2-11 and 11-2-19.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment hereby resolves as follows:

1. That certain final map of Phase One of Tentative Subdivision Map 6178, having heretofore, on November 10, 2020, been certified by the City Engineer, that all provisions of law and of Chapters 31 through 42 of Title 8 of the Reedley City Code, have been complied with, and that said subdivision as shown is substantially the same as it appears on the tentative map thereof, as approved by the City Council on January 8, 2019, by Resolution No. 2019-003, is hereby approved and the dedication of easements and right-of-ways made on said map are hereby accepted subject to the installation of improvements therein and in accordance with the following condition:

That prior to the recording of the final map the owner(s) of said subdivision shall enter into and execute that certain Subdivision Improvement Agreement for Phase One of Tentative Subdivision Map 6178 with the City of Reedley, as approved by the City Council.

2. Be it further resolved that those certain plans approved by the City Engineer of the City of Reedley entitled, "Frankwood Commons Tentative Tract No. 6178 Improvement Plans for San Joaquin Valley Homes," all prepared by 4Creeks, Inc., are now on file in the office of the City Engineer, and are hereby approved and adopted as the plans according to which the above mentioned improvements shall be done; and

3. Be it further resolved, that certain agreement between the City of Reedley and said owners or subdividers entitled "Subdivision Improvement Agreement for Phase One of Tentative Subdivision Map 6178 (Frankwood Commons)" a copy of which is on file in the office of the City Engineer and to which reference is hereby made, is approved and the City Manager and City Clerk are hereby authorized and directed to execute said agreement on behalf of the City of Reedley; and
4. Be it further resolved that the City Council of the City of Reedley directs the Clerk of the City of Reedley to execute the Final Map and transmit said Final Map and Subdivision Improvement Agreement to the subdividers in preparation of submission to the Fresno County Recorder's Office for recordation.

This foregoing resolution is hereby approved the 10th day of November, 2020, in the City of Reedley, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank Piñon, Mayor

ATTEST:

Ruthie Greenwood, Deputy City Clerk

Recorded by and for the
benefit of, and When
Recorded Mail to:

City of Reedley
Community Development Department
1733 9th Street
Reedley, CA 93654

Exempt from recording fees – Gov. Code Section 27383

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**SUBDIVISION IMPROVEMENT AGREEMENT FOR PHASE ONE OF TENTATIVE
SUBDIVISION MAP 6178 (FRANKWOOD COMMONS)**

This Subdivision Improvement Agreement (“Agreement”) is made and entered into effective on _____, 2020 (“Effective Date”), by and between the City of Reedley, a municipal corporation, hereinafter referred to as “City” and PRESIDIO JJR SAN RIO 100, LLC, a California Corporation, hereinafter referred to as “Subdivider”.

RECITALS

WHEREAS, Subdivider is engaged in subdividing that certain tract of land known and designated as Tentative Subdivision Map 6178 (Frankwood Commons), situated in the City of Reedley, County of Fresno, State of California; and

WHEREAS, a final map for Phase 1 of said Tentative Subdivision Map 6178 (TSM 6178), has been filed with the City Clerk of the City of Reedley for presentation to the City Council for its approval, which map is hereby referred to and by such reference incorporated herein; and

WHEREAS, the City requires, as a condition precedent to the acceptance and approval of said final map, the dedication of such rights of way for streets, public places, and easements as are delineated and shown on said final map, and deems the same as necessary for the public use, and also requires that any and all rights of way for streets, public places, and easements delineated and shown on said final map shall be improved by the construction and the installation of the improvements hereinafter specified; and

WHEREAS, Section 11-2-11 of the Reedley Municipal Code allows, as a condition to City’s approval of the final subdivision map, for the City to require Subdivider to enter into a subdivision improvement agreement which provides for the Subdivider to complete improvements within a reasonable time following approval of the final map.

NOW, THEREFORE, in consideration of the foregoing recitals which are a substantive part of this Agreement, Subdivider and the City do hereby mutually agree as follows:

AGREEMENT

1. Subdivider shall, at its own cost and expense, construct all of the improvements, furnish all the materials and do all the work herein above hereinafter mentioned, all in accordance with the Standard Specifications of the City, and in accordance with and to the extent provided in those certain plans entitled "Frankwood Commons Tentative Tract No. 6178 Improvement Plans for San Joaquin Valley Homes" prepared by 4Creeks, Inc., approved by the City Engineer and by the City Council by Resolution No. 2020-094 and now on file in the office of the said City Engineer ("the Plans"), to which Plans reference is hereby made, and the same are hereby adopted and incorporated herein the same as if fully set forth herein verbatim, and in compliance with the provisions of Title's 8 and 11 of the Reedley Municipal Code relating to regulations and standards for the subdivision of land in said City and for the preparation and presentation of subdivision maps therefor and in accordance with the listed items set forth on the Engineer's Estimate "Opinion of Probable Improvement Cost – Phase 1, Project 19264 – Frankwood Ave. / South Ave." dated October 26, 2020 attached hereto and made a part hereof as Exhibit "A".

Subdivider hereby agrees that the improvements required to be installed as set forth herein are necessary and will materially benefit the property within the Tract and shall complete the same no later than one (1) year from the Effective Date of this Agreement. Prior to recordation of the final map, Subdivider shall (i) petition and request that the City annex the TSM 6178 area into the City's Landscape, Lighting and Maintenance District ("LLMD"), as determined by the City Engineer, for the maintenance and operation of landscaping facilities, and (ii) petition and request that the City annex the TSM 6178 area into the City's Community Facilities District No. 2005-1 ("CFD") for the maintenance and operation of public services and facilities. Annexation of the property comprising TSM 6178 into both the City's LLMD and CFD is a condition precedent to the City's obligation to issue a building permit for development or improvement of any parcel within TSM 6178, and Subdivider acknowledges and agrees that if this property were not part of the CFD, the City might lack the financial resources to operate facilities and provide adequate public services to the property.

The Subdivider shall provide on-site improvements subject to review and approval of the City of Reedley. For purposes of this agreement, the term "improvements" shall mean only improvements in the public rights-of-way easements and property for streets, sidewalks, storm drains, sewer mains, water mains, landscaping, utilities and related facilities.

The Subdivider shall install all improvements specified in the Plans. In addition to said improvements, Subdivider shall install all improvements required by and otherwise comply with the Conditions of Approval adopted by the Reedley Planning Commission by Resolution No. 2018-16.

2. Any work required under this Agreement and not mentioned in the above-described Plans and specifications shall be constructed in accordance with the Standard Specifications of the City of Reedley. If the City has no Standard Specifications for any of said work, it is agreed that the same shall be done and performed in accordance with the most current "Standard Specifications of the State of California, Division of Highways". All of said work, improvements and materials shall be completed, performed and installed under the supervision of and to the satisfaction of the City Engineer of the City of Reedley.

3. Subdivider shall provide for the installation of all gas, electric, telephone, Cable T.V., private irrigation pipelines and other public utility lines and facilities and shall grant easements therefor. All underground utilities and improvements in streets and alleys shall be installed before surfacing of said streets and alleys. The Subdivider shall comply with all requirements of Title 11 of the Reedley Municipal Code concerning installation of Cable T.V. lines and facilities, and shall give all notices required by that title.

4. Prior to the approval of said final map by the City Council, and as a condition precedent to the recordation thereof, and in order to secure for the City the faithful performance by Subdivider of all work and the construction of all improvements mentioned in this Agreement including the placement of all monuments as per said final map, within the time herein specified, Subdivider shall furnish the following to the City:

- i. a good and sufficient surety bond or other security acceptable to City securing the faithful performance of all work and the construction of all improvements herein mentioned in this agreement within the time specified and in the sum of four million, nine hundred and nineteen thousand, seven hundred and sixty-two dollars and sixty-one cents (\$4,919,762.61); plus an amount for cost and reasonable expenses and fees, including reasonable attorney's fees incurred by the City to enforce the secured obligation; and
- ii. a good and sufficient surety bond or other security acceptable to City securing the payment by Subdivider of all bills for labor, work and materials incurred in the construction of all said improvements and the performance of all work herein agreed to be done by said Subdivider, and amounts due under the Unemployment Insurance Act with respect to such work or labor, the amount of said bond to be two million, four hundred and fifty-nine thousand, eight hundred and eighty-one dollars and thirty-one cents (\$2,459,881.31), plus an amount for cost and reasonable expenses and fees, including reasonable attorney's fees incurred by the City to enforce the secured obligation.

Before acceptance of the subdivision improvements and the release of the faithful performance bond and the labor and materials bond, the Subdivider shall file with the City Clerk a surety bond or other

security acceptable to the City to guarantee the repair of any of the improvements which may be found to be defective in work, labor, or materials within one (1) year after the written acceptance of the improvements by the City. Said Security shall be for four hundred ninety-one thousand, nine-hundred and seventy-six dollars and twenty-six cents (\$491,976.26), plus an amount for cost and reasonable expenses and fees, including reasonable attorney's fees incurred by the City to enforce the secured obligation; and

Subdivider acknowledges that the bonding amounts listed in Section 4 do not include the amounts determined by engineering estimates associated with construction activities required for the sewer lift-station, and agrees that an addendum to this agreement including such estimates and associated bonding and surety for the placement of such shall be completed prior to any certificate of occupancy being permitted for structures developed in association with TSM 6178.

All bonds required by this section shall be issued by a corporate surety authorized to do surety business in California and shall be on forms acceptable to the City.

5. The Subdivider shall protect, indemnify, and hold harmless the City of Reedley, its officers, employees and volunteers thereof from any and all liability or claims (in contract, tort, strict liability or otherwise, including but not limited to personal injury, death at any time or property damage), because of or arising out of Subdivider's performance of this Agreement, or out of, any accident, occurrence, loss, damage or happening occurring upon or arising out of the construction of any of the improvements herein or the use by any person of any patent or patented articles in the construction of said work or improvements. The forgoing obligations shall survive completion or termination of this Agreement. The Subdivider agrees that the use of any and all streets and improvements herein above specified shall be, at all times prior to the final acceptance of said improvements by the City Council, the sole and exclusive risk of the Subdivider. The issuance of any occupancy permits by City for dwellings located within the said subdivision shall not be construed in any manner to be an acceptance and approval of any or all of said streets and/or improvements in said subdivision.

6. Subdivider, before commencing work pursuant to this Agreement, shall obtain and maintain in full force and effect during the performance of the work at his own expense and risk, policies of insurance as follows and shall furnish evidence of such insurance by filing a certificate of insurance with the City Clerk. Such insurance shall name the City of Reedley, its Council, officers, officials, employees and volunteers as insured or additional insureds, and shall indemnify the City and said persons against liability for loss or damage for personal injury including death, and property damage occasioned by the operations of the Subdivider or its employees, contractors or subcontractors under the terms of this agreement in the minimum limits as follows:

- i. a) **General Liability.** \$2,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or

other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

b) Automobile Liability. \$2,000,000 combined single limit per accident for bodily injury and property damage.

c) Worker's Compensation and Employer's Liability. Worker's compensation limits as required by the Labor Code of the State of California and Employer's Liability limits of \$1,000,000 per accident.

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

a) General Liability and Automobile Liability Coverages.

i) The City, its officers, officials, employees and volunteers are to be covered as insureds as respects liability arising out of activities performed by or on behalf of the Subdivider, products and completed operations of the Subdivider, premises owned, occupied or used by the Subdivider, or automobiles owned, leased, hired or borrowed by the Subdivider. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees, or volunteers.

ii) The Subdivider's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Subdivider's insurance and shall not contribute with it.

iii) Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

iv) The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

b) Worker's Compensation and Employer's Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by the Subdivider under this agreement.

c) All Coverages. Each insurance policy required by this clause shall be issued by a corporate insurer authorized to do insurance business in California and shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City. Such notice requirement shall not contain "shall endeavor", "best efforts" or similar qualifiers.

iii. Verification of Coverage. Subdivider shall furnish the City with certificates of insurance and with original endorsements effecting coverage required by this clause. The certificates and endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. Where by statute the City's worker's compensation-related forms cannot be used, equivalent forms approved by the Insurance Commissioner are to be substituted. All certificates and endorsements are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time. If such insurance is provided in either case by a policy or certificate which covers the Subdivider or other entity or person than the City of Reedley, such policy shall contain the standard form of cross liability endorsement. Such insurance shall also specifically insure contractual liability assumed by Subdivider under the terms of this agreement.

7. Time is of the essence of this Agreement; provided, however, that in the event good cause is shown therefor to the City by Subdivider, City may extend the time in which the aforementioned improvements may be made and completed under this agreement. Said extensions of time, if any, may be granted without notice to the surety and any extensions so granted shall not relieve the surety bond or other security deposited with the City given to secure Subdivider's performance under this agreement. City shall be the sole and final judge as to whether or not good cause has been shown to entitle Subdivider to an extension of time hereunder.

8. All pipes and monuments shown on the final map hereinafter referred to which are destroyed or displaced during construction operations shall be replaced by Subdivider by the time of the final inspection of the improvements hereunder by the City.

9. It is agreed that title and ownership of any improvements constructed hereunder by Subdivider shall vest absolutely in City upon completion and acceptance of such improvements by the City Council.

10. It is mutually understood and agreed that neither Subdivider nor any of its agents, employees or contractors are or shall be considered to be agents of the City of Reedley in connection with the performance of Subdivider's obligations under this agreement.

11. Subdivider shall pay to the City, for all engineering, inspection and other services provided by City

in accordance with this Subdivision, amounts as set forth by adopted City ordinance and resolution in effect at time of payment. City shall, at the completion of the improvements provided for herein, furnish the Subdivider with a statement of all charges for services performed by the City in the event said actual costs exceed the payment previously made by Subdivider for such services. The Subdivider shall complete payment for such charges within thirty (30) days after receipt of such statement of actual costs.

12. Subdivider agrees that if, within a period of one (1) year after final acceptance of the work done under this Agreement, any improvements or part of any improvement furnished and/or installed or constructed or caused to be constructed by Subdivider, or any of the work done under this Agreement, fails to fulfill any of the requirements of this Agreement or the Plans and other plans and specifications referred to herein, Subdivider shall, without delay and without any cost to the City, repair or replace or reconstruct any defective or otherwise unsatisfactory part or parts of the work or improvements. The terms of this section shall not apply to any damage caused by acts of God. Should Subdivider fail to act promptly or in accordance with this requirement, or fail to do the construction as agreed upon herein, or should the exigencies of the case require repairs or replacements to be made before the Subdivider can be notified, the City may, at its option, make the necessary repairs or replacements or perform the necessary work and the Subdivider shall pay to the City the actual cost of such repairs plus thirty percent (30%) to cover the City's indirect and overhead costs. If the Subdivider fails to pay to the City the cost repairs plus thirty percent (30%), the City may, without limiting the Subdivider's liability therefor, file a claim against the bond posted to guarantee and warrant the work.

13. The Subdivider and his contractors shall pay when due for any materials, wages, subcontracts, labor, provisions, or other supplies and items used in conjunction with the work performed for the subject subdivision including, but not limited to, unemployment insurance and any other incidentals arising out of any necessary work or labor.

14. The Subdivider shall comply with all Street, Plumbing, Building, Electrical, Zoning Codes and any other applicable Codes, ordinances, standards and regulations of the City. Subdivider shall submit the proposed conditions, covenants, and restrictions to sales of lots within this subdivision to the City of Reedley for review and approval prior to any execution thereof.

15. If Subdivider fails to construct the improvements upon the terms and within the time required, City may complete or cause completion of the required improvements and assess the actual cost of completing the required improvements and file a claim against the bond posted to secure faithful performance of the works.

16. When the improvements are completely installed and accepted by the City Council and there is full performance pursuant to this agreement, City agrees to release Subdivider and the described property from further obligation under this Agreement, except for those obligations, including but not limited to Section

6 and 13, that by their nature continue after termination or completion of this Agreement.

17. All covenants in this Agreement shall pertain to and run with the described real property and shall apply to, bind, and inure to the parties and the contractors, heirs, executors, administrators, assigns or successors in interest of the respective parties hereto.

18. Any notice required by law or by this Agreement shall be given by personal delivery of first class U.S. Mail. Notice by personal delivery will be effective on delivery and notice by mail will be considered effective three days after it is deposited in the U.S. Mail, postage paid, addressed to the City of Reedley, 1733 Ninth Street, Reedley, CA 93654 or to Subdivider, West Star Construction, Inc., 13837 S. Zediker Ave Kingsburg, CA 93631, at their respective addresses as of the date of this Agreement, unless written notice of change or address has been received by the other party. If any action is required to enforce the provisions of this Agreement, the prevailing party shall be entitled to an award of reasonable attorney fees to be determined by a Court.

19. The Subdivider shall have a record drawing prepared by a civil engineer which denotes the final disposition of the improvements as constructed for water, sewer, storm drain, curb and gutter, and streets. Said "as-built" drawing shall be prepared and submitted to, and approved by, the City Engineer prior to the City Council's acceptance of the improvements.

IN WITNESS WHEREOF, the parties have signed this agreement to be effective as of the Effective Date in the opening paragraph.

CITY OF REEDLEY, a municipal corporation

PRESIDIO JJR SAN RIO 100, LLC,
a California Corporation

BY: _____
Nicole R. Zieba, City Manager
(Notary Acknowledgement to be Attached)

BY: _____
Joseph A. Leal, President
(Notary Acknowledgement to be Attached)

ATTEST:

BY: _____
Ruthie Greenwood, Deputy City Clerk

APPROVED AS TO FORM:

BY: _____
Scott Cross, City Attorney

RECOMMEND APPROVAL:

BY: _____
Rob Terry,
Community Development Director

Attachment A



OPINION OF PROBABLE IMPROVEMENT COSTS - PHASE 1

Date: 10/26/2020 Update

Completed by: Jonathan Frausto
 Checked by: Ryan J. Dudley, PE

Project: 19264-Frankwood Ave. / South Ave.
Client: San Joaquin Valley Homes

Project Acreage:	19.13
Number of Lots:	56
Total Estimated Project Cost:	\$4,919,763
Total Off-site Cost:	\$2,027,353
Total On-site Cost:	\$2,445,159
Total Reimbursable Cost:	\$181,677
Total Cost Per Lot (w/ Reimbursements):	\$84,609
Total Cost Per Lot (w/o Reimbursements):	\$87,853

Site Costs

Demolition & Relocation Estimated Cost per Lo \$ 4,122

Description	Quantity	Unit Price	Unit	Total
Clearing & Grubbing (Misc.)	1.0	10,000.00	LS	10,000
Remove Irrigation Pipe	496.0	10.00	LF	4,960
Asphalt Removal (Frankwood Ave. & South Ave.)	31,070.0	1.40	SF	43,498
Sawcut	2,829.0	1.40	LF	3,961
Traffic Control	1.0	13,175.00	EA	13,175
Power Poles - Relocate Transmission Pole	1.0	30,000.00	EA	30,000
Mobilization	1.0	9,000.00	LS	9,000
Orchards	15.5	7,500.00	ACRE	116,250
Subtotal:				230,843.60

Site Grading Estimated Cost per Lo \$ 5,112

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
Rough Grading				
Street Excavation	4,048.4	2.15	CY	8,704
Over-excavation	9,303.9	2.15	CY	20,003
Stripping Topsoil	4,735.3	2.25	CY	10,654
Pond Excavation	8,588.0	2.15	CY	18,464
Rough Grading	27,854.7	2.50	CY	69,637
Finish Grading				
Finish Lots	56.0	550.00	EA	30,800
Compact & Sub-grade the streets	103,369.0	0.25	SF	25,842
Grade for Sidewalk	28,572.0	0.40	SF	11,429
Grade for Curb and Gutter	5,435.0	1.75	LF	9,511
Off-Site Construction				
Rough Grading				
Street Excavation	6,959.0	2.15	CY	14,962
Street Excavation - Reimbursable South Street	373.1	-2.15	CY	-802
Finish Grading				
Compact & Sub-grade the streets	223,670.0	0.25	SF	55,918
Grade for Sidewalk	17,013.0	0.40	SF	6,805
Grade for Curb and Gutter	2,040.0	1.75	LF	3,570
Subtotal:				286,299.76

Sanitary Sewer

Estimated Cost per Lot \$ 20,575

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
<i>Mains</i>				
8" Pipe (SDR-35)	2,875.0	31.00	LF	89,125
<i>Manholes</i>				
48" Standard Manhole	10.0	11,200.00	EA	112,000
Adjust MH to Grade	10.0	595.00	EA	5,950
<i>Miscellaneous</i>				
4" SS Laterals	33.0	445.00	EA	14,685
Deep SS Laterals	22.0	515.00	EA	11,330
SS Cleanout	4.0	1,120.00	EA	4,480
SS Stub	2.0	500.00	EA	1,000
Mobilization	1.0	9,000.00	EA	9,000
Off-Site Construction				
<i>Mains</i>				
15" Pipe (SDR-21)	3,023.0	62.00	LF	187,426
15" Pipe (SDR-21) - Reimbursable (15" 8")	3,023.0	-31.00	LF	-93,713
8" Pipe (SDR-35)	142.0	31.00	LF	4,402
Sewer Tie-In to Existing	1.0	4,975.00	EA	4,975
<i>Manholes</i>				
48" Standard Manhole	7.0	8,675.00	EA	60,725
Adjust MH to Grade	7.0	595.00	EA	4,165
<i>Miscellaneous</i>				
Sewer Cleanout	1.0	2,890.00	SF	2,890
SS Stub	2.0	500.00	EA	1,000
SS Lift Station	1.0	550,000.00	EA	550,000
Trench Protection	1.0	18,175.00	EA	18,175
AC Removal	1.0	6,624.00	EA	6,624
Permanent AC Trench Patch	1.0	50,382.00	EA	50,382
Traffic Control	1.0	13,875.00	EA	13,875
Subtotal:				1,152,209.00

Water

Estimated Cost per Lot \$ 9,596

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
Mains				
8" Pipe (C900)	2,845.0	31.00	LF	88,195
Valves				
8" Valve Assembly	13.0	1,630.00	EA	21,190
6" Valve Assembly	4.0	1,125.00	EA	4,500
Adjust Valves to Grade	17.0	395.00	EA	6,715
Meters				
Irrigation Meter (2") - (Includes Backflow Prevention)	3.0	5,755.00	EA	17,265
Commercial Water Meter (2")	1.0	2,055.00	EA	2,055
Domestic Water Meter (1" - 1 3/4")	56.0	1,490.00	EA	83,440
Special Assemblies				
Temporary Fire Hydrants Assemblies	5.0	3,500.00	EA	17,500
Fire Hydrants Assemblies	4.0	8,375.00	EA	33,500
Miscellaneous				
Fittings	1.0	5,000.00	LS	5,000
Water Tie-In	1.0	3,185.00	EA	3,185
8" Deflection	4.0	3,200.00	LS	12,800
2" Blow Off Assembly	5.0	3,115.00	LS	15,575
Off-Site Construction				
Mains				
14" Pipe (C900)	636.0	69.00	LF	43,884
14" Pipe (C900) - Reimbursable (14" - 8")	636.0	-38.00	LF	-24,168
10" Pipe (C900)	1,344.0	45.50	LF	61,152
10" Pipe (C900) - Reimbursable (10" - 8")	1,344.0	-14.50	LF	-10,488
6" Pipe (C900)	100.0	25.00	LF	2,500
Valves				
14" Valve Assembly	2.0	6,220.00	EA	12,440
14" Valve Assembly - Reimbursable (14" - 8")	2.0	-4,590.00	EA	-9,180
10" Valve Assembly	3.0	4,695.00	EA	14,085
10" Valve Assembly - Reimbursable (10" - 8")	4.0	-3,065.00	EA	-12,260
6" Valve Assembly	3.0	2,040.00	EA	6,120
Adjust Valves to Grade	8.0	395.00	EA	3,160
Miscellaneous				
10"x2" Water Service (Meter Included)	5.0	1,750.00	EA	8,750
Backflow Preventer Assembly	3.0	3,700.00	EA	11,100
Fire Hydrants Assemblies	3.0	8,975.00	EA	26,925
Trench Protection	1.0	5,399.00	LS	5,399
AC Removal	1.0	2,987.00	LS	2,987
Permanent AC Trench Patch	1.0	6,643.50	LS	6,644
Traffic Control	1.0	7,895.00	LS	7,895
Fittings	1.0	3,000.00	LS	3,000
Water Tie-In	1.0	10,430.00	EA	10,430
Subtotal:				537,390.50

Storm Drain/ Irrigation Ditch

Estimated Cost per Lot \$ 6,742

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
<i>Mains</i>				
18" Pipe (RCP)	1,340.0	64.00	LF	85,760
15" Pipe (RCP)	1,046.0	48.00	LF	50,208
<i>Catch Basins / Drainage Inlets</i>				
City Standard Drainage Inlet	11.0	3,450.00	EA	37,950
<i>Manholes</i>				
48" Standard Manhole	11.0	4,125.00	EA	45,375
Adjust MH to Grade	11.0	595.00	EA	6,545
<i>Miscellaneous</i>				
Outfall Structure	1.0	17,920.00	EA	17,920
Off-Site Construction				
<i>Mains</i>				
30" Pipe (RCP)	452.0	107.00	LF	48,364
30" Pipe (RCP) - Reimbursable (30"-18")	452.0	-39.00	LF	-17,628
24" Pipe (RCP)	634.0	75.00	LF	47,550
24" Pipe (RCP) - Reimbursable (24"-18")	634.0	-7.00	LF	-4,438
18" Pipe (RCP)	60.0	68.00	LF	4,080
15" Pipe (RCP)	53.0	49.00	LF	2,597
<i>Catch Basins / Drainage Inlets</i>				
City Standard Drainage Inlet	2.0	3,450.00	EA	6,900
<i>Manholes</i>				
48" Standard Manhole	4.0	5,475.00	EA	21,900
Adjust MH to Grade	4.0	595.00	EA	2,380
Subtotal:				377,529.00

Dry Utilities

Estimated Cost per Lot \$ 7,821

Description	Quantity	Unit Price	Unit	Total
<i>Install Utilities</i>				
Applicant Install Utilities	56.0	2,750.00	EA	154,000
Applicant Install Wiring	56.0	2,750.00	EA	154,000
Underground Communication (South Ave.)	1,300.0	50.00	LF	65,000
Underground Communication (Frankwood Ave.)	1,300.0	50.00	LF	65,000
Subtotal:				438,000.00

Concrete

Estimated Cost per Lot \$ 5,275

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
24" Curb & Gutter	5,435.0	9.00	LF	48,915
Concrete Sidewalk (5' Width)	28,572.0	3.50	SF	100,002
Drive Approach (Residential)	56.0	500.00	EA	28,000
6" Median Curb	187.0	8.50	LF	1,590
Handicap Ramps (Local Intersections)	12.0	1,500.00	EA	18,000
Off-Site Construction (Includes Commercial Frontage)				
24" Curb & Gutter	2,539.0	9.00	LF	22,851
Concrete Sidewalk	17,013.0	3.50	SF	59,546
Drive Approach (Commercial)	3.0	500.00	EA	1,500
Handicap Ramps (Arterial Intersections)	5.0	3,000.00	EA	15,000
Subtotal:				295,403.00

Street Paving

Estimated Cost per Lot \$ 12,226

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
2.5" AC / 4.5" AB / 6" Class A Subgrade - Local Street	93,829.0	3.02	SF	282,988
2.5" AC / 5.5" AB / 6" Class A Subgrade - Rebel Entrance	4,335.0	3.25	SF	14,080
Temporary AC (2" AC/4" AB) - Turnarounds	5,205.0	1.39	SF	7,245
Miscellaneous				
Reflectors	5.0	40.00	EA	200
Striping & Signage	1.0	5,000.00	LS	5,000
Barricades	5.0	1,250.00	EA	6,250
Street Monuments	9.0	400.00	EA	3,600
Off-Site Construction (Includes Commercial Frontage)				
5.5" AC / 8.5" AB / 6" Class A Subgrade - Frankwood Ave	56,150.0	4.64	SF	260,536
5.5" AC / 8.5" AB / 6" Class A Subgrade - South Ave	6,200.0	-4.64	SF	-28,768
5" AC / 7" AB / 6" Class A Subgrade	1,000.0	4.18	SF	4,176
4.5" AC / 7" AB / 6" Class A Subgrade	22,940.0	3.86	SF	88,548
Miscellaneous				
Barricades	1.0	1,250.00	EA	1,250
Street Monuments	2.0	400.00	EA	800
Traffic Control	1.0	5,000.00	LS	5,000
Striping & Signage	1.0	5,000.00	LS	5,000
Subtotal:				684,674.10

Street Signs Estimated Cost per Lot \$ 40

Description	Quantity	Unit Price	Unit	Total
Street Signs w/ Pole	15.0	150.00	EA	2,250
Subtotal:				2,250.00

Street Lights Estimated Cost per Lot \$ 1,411

Description	Quantity	Unit Price	Unit	Total
PG&E standard street lights (Arterial)	7.0	5,000.00	EA	35,000
PG&E standard street lights (Local)	11.0	4,000.00	EA	44,000
Subtotal:				79,000.00

Landscaping Estimated Cost per Lot \$ 1,377

Description	Quantity	Unit Price	Unit	Total
On-Site Construction				
Landscape & Irrigation	2,675.0	4.50	SF	12,038
Street Trees	56.0	100.00	EA	5,600
Mailbox	56.0	125.00	EA	7,000
Mow Curb	67.0	7.00	LF	469
Off-Site Construction				
Landscape & Irrigation	11,558.0	4.50	SF	52,011
Subtotal:				77,117.50

Walls & Fences Estimated Cost per Lot \$ 5,568

Description	Quantity	Unit Price	Unit	Total
Masonry Wall	2,533.0	85.00	LF	215,305
Block Wall Pilasters	14.0	800.00	EA	11,200
Retaining Wall w/ Wood Fence	491.0	55.00	LF	27,005
Allan Wall	803.0	45.00	LF	36,135
Basin Fencing	886.0	25.00	LF	22,150
Subtotal:				311,795.00

	Totals
Demolition & Relocation	\$230,843.60
Site Grading	\$286,299.76
Sanitary Sewer	\$1,152,209.00
Water	\$537,390.50
Storm Drain/ Irrigation Ditch	\$377,529.00
Dry Utilities	\$438,000.00
Concrete	\$295,403.00
Street Paving	\$684,674.10
Street Signs	\$2,250.00
Street Lights	\$79,000.00
Landscaping	\$77,117.50
Walls & Fences	\$311,795.00

CONSTRUCTION SUBTOTAL (EXCLUDES FEES):	\$4,472,511.46
10% CONTINGENCY:	\$447,251.15
TOTAL ESTIMATED CONSTRUCTION COST:	\$4,919,762.61

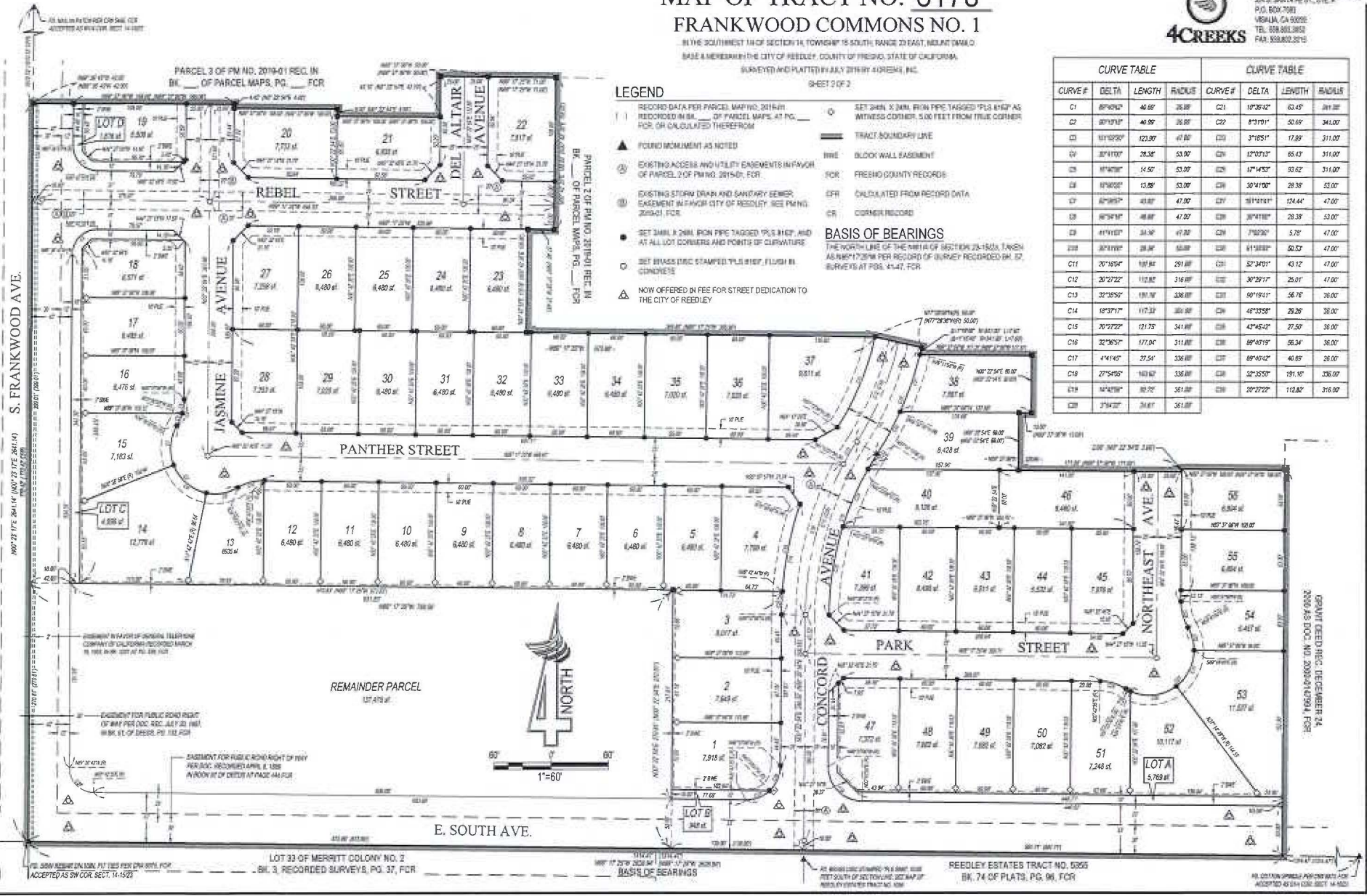
REIMBURSABLE AMOUNT: **~~-\$181,677.17~~**

MAP OF TRACT NO. 6178 FRANKWOOD COMMONS NO. 1

BLV'S SOUTHWEST 1/4 OF SECTION 14, TOWNSHIP 15 SOUTH, RANGE 20 EAST, MOUNT DIABLO
BASE & MERIDIAN: THE CITY OF REEDLEY, COUNTY OF FRESNO, STATE OF CALIFORNIA
SURVEYED AND PLATTED BY JULY 20TH BY 4CREEKS, INC.



301 S. SANTA FE ST., STE. A
P.O. BOX 7091
REEDLEY, CA 98305
TEL: 558.861.3850
FAX: 558.862.3815



LEGEND

- (1) RECORDED DATA PER PARCEL MAP NO. 2019-01 RECORDED IN BK. ___ OF PARCEL MAPS, PG. ___ FOR
- (2) RECORDED IN BK. ___ OF PARCEL MAPS, PG. ___ FOR, OR CALCULATED THEREFROM
- (3) FOUND MONUMENT AS NOTED
- (4) EXISTING ACCESS AND UTILITY EASEMENTS IN FAVOR OF PARCEL 2 OF PM NO. 2019-01, FOR
- (5) EXISTING STORM DRAIN AND SANITARY SEWER EASEMENT IN FAVOR CITY OF REEDLEY, SEE PM NO. 2019-01, FOR
- (6) SET 3/8" I.D. 2" O.D. IRON PIPE TAGGED "PLS 81627" AND AT ALL LOT CORNERS AND POINTS OF CURVATURE
- (7) SET BRASS DISC STAMPED "PLS 81627", FLUSH IN CONCRESE
- (8) NOW OFFERED IN FEE FOR STREET DEDICATION TO THE CITY OF REEDLEY
- (9) SET 3/8" X 2" O.D. IRON PIPE TAGGED "PLS 81627" AS WITNESS CORNER, 5.00 FEET FROM TRUE CORNER
- (10) TRACT BOUNDARY LINE
- (11) BLOCK WALL EASEMENT
- (12) FOR: FRESNO COUNTY RECORDS
- (13) FOR: CALCULATED FROM RECORD DATA
- (14) CORNER RECORD

BASIS OF BEARINGS

THE NORTH LINE OF THE MERIDIAN OF SECTION 23-150A, TAKEN AS N89°17'29"W PER RECORD OF SURVEY RECORDED IN BK. 37 SURVEYS AT PGS. 41-47, FOR

CURVE TABLE			CURVE TABLE				
CURVE #	DELTA	LENGTH	RADIUS	CURVE #	DELTA	LENGTH	RADIUS
C1	89°40'2"	40.69'	26.88'	C21	10°35'42"	63.45'	391.38'
C2	89°19'11"	46.99'	26.88'	C22	8°53'59"	50.69'	341.00'
C3	101°10'55"	123.30'	41.60'	C23	3°16'51"	11.89'	311.00'
C4	30°41'00"	28.38'	53.00'	C24	12°03'13"	65.43'	311.00'
C5	8°14'58"	51.50'	53.00'	C25	17°14'53"	53.62'	311.00'
C6	8°16'02"	13.68'	53.00'	C26	30°41'00"	28.38'	53.00'
C7	82°28'57"	43.87'	47.00'	C27	10°12'14"	124.44'	47.00'
C8	86°54'17"	48.87'	47.00'	C28	30°41'00"	28.38'	53.00'
C9	41°19'01"	34.36'	47.00'	C29	7°02'30"	5.78'	47.00'
C10	30°11'00"	28.38'	53.00'	C30	61°10'33"	50.53'	47.00'
C11	20°16'54"	107.84'	291.60'	C31	52°34'01"	43.12'	17.00'
C12	20°27'22"	112.82'	316.80'	C32	30°29'17"	25.01'	47.00'
C13	32°35'50"	181.10'	336.00'	C33	50°15'41"	56.76'	36.00'
C14	10°37'17"	117.33'	360.00'	C34	45°33'58"	25.26'	36.00'
C15	20°27'22"	121.75'	341.88'	C35	43°45'42"	27.50'	36.00'
C16	32°36'57"	177.04'	311.88'	C36	69°40'19"	46.34'	36.00'
C17	44°14'45"	27.54'	336.00'	C37	69°40'42"	46.85'	36.00'
C18	27°54'50"	143.40'	336.00'	C38	32°35'57"	151.16'	336.00'
C19	10°42'08"	105.72'	351.00'	C39	20°27'22"	112.82'	316.80'
C20	2°16'27"	24.87'	351.00'				



1"=60'

REEDLEY ESTATES TRACT NO. 5355 BK. 74 OF PLATS, PG. 06, FOR

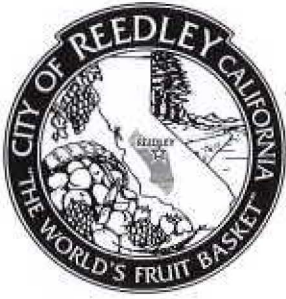
GRANT DEED REC. DECEMBER 24, 2006 AS DOC. NO. 2006-0419394, FOR

RECORD AS IN COR. SECT. 14-1522

LOT 33 OF MERRITT COLONY NO. 2 BK. 3, RECORDED SURVEYS, PG. 37, FOR

RECORD AS IN COR. SECT. 14-1522

RECORD AS IN COR. SECT. 14-1522




REEDLEY CITY COUNCIL

- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 12

DATE: November 10, 2020

TITLE: APPROVE RESOLUTION 2020-098 ADOPTING THE FRESNO COUNTY SB 743 IMPLEMENTATION REGIONAL GUIDELINES AND SETTING OF ASSOCIATED 13% THRESHOLD FOR THE CITY OF REEDLEY VEHICLE MILES TRAVELED (VMT) ANALYSIS WITHIN THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

SUBMITTED: Rob Terry, AICP 
Community Development Director

APPROVED: Nicole R. Zieba 
City Manager

RECOMMENDATION

Approve Resolution 2020-098, adopting the Fresno County SB 743 Implementation Regional Guidelines and setting of associated 13% threshold for the City of Reedley Vehicle Miles Traveled (VMT) analysis within the California Environmental Quality Act (CEQA).

EXECUTIVE SUMMARY

Senate Bill 743 (SB 743), signed in 2013 and effective as of July 1, 2020, changes the mandated way transportation impacts are analyzed in the California Environmental Quality Act (CEQA) process. Because transportation is the single largest sector contributing to the State's greenhouse gas (GHG) emissions, with more than 40 percent of the GHG emissions coming from the transportation sector (primarily passenger cars and light-duty trucks), reducing the number and/or length of vehicle trips are expected to result in reduced GHG emissions. As such, vehicle miles traveled (VMT) now replaces auto delay and Level of Service (LOS) as the metric for transportation impact determination within CEQA.

Most local agencies, including the City of Reedley, have traditionally identified LOS as the metric for transportation impact determination. As a result of SB 743, the City of Reedley, as the lead agency, is required to analyze VMT instead of LOS in its CEQA documents. In collaboration with the Fresno Council of Governments (COG), the City has identified thresholds that would define a significant CEQA impact for land use development projects and analysis for transportation projects. The City has also identified screening criteria for projects that would have a less than significant impact.

Despite the fact that automobile delay will no longer be considered a significant impact under CEQA, the lead agency can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, a project might still be required to propose LOS improvements for congestion relief in addition to VMT strategies as CEQA mitigation measures. Staff and the Planning Commission recommend continuing to apply LOS standards to projects to address congestion relief, separate from CEQA analysis.

BACKGROUND

Within the constructs of SB 743, the analysis for impacts of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips.

In the delay-based LOS analysis, a project study area is generally determined based on the incremental increase in traffic from the project and its potential to create a significant LOS impact. This generally includes nearby intersections and roadway segments where the project would add a prescribed number of peak hour trips. Unlike delay-based LOS analyses, VMT is a regional effect not defined by roadway, intersection, or pathway. In other words, CEQA documents prepared by the City of Reedley are no longer required to analyze intersections and road segments. Instead, they have to analyze regional trips within Fresno County.

The VMT baseline reduction set by the State Office of Planning and Research (OPR) is set at 15%. However, an individual jurisdiction may adopt a lower threshold with substantial evidence and data to show that a lower threshold can still achieve the State's overall reduction goal; with such analysis supported/accepted by OPR. With the technical assistance of Fresno COG, the entire Fresno County Region worked together to identify a 13% threshold, as detailed within the Fresno County SB 743 Implementation Regional Guidelines, which is included as Attachment 2. As such, the City of Reedley can establish a threshold for land use developments, specifically residential and office, of exceeding 13 percent below the existing regional VMT per capita as indicative of a significant environmental impact. Additionally, threshold changes will likely take place over time, as VMT trends and data change over time.

Project screening is conducted as the initial step. If the project meets any one of the screening criteria, the project may be presumed to create a less than significant impact and no further VMT analysis is necessary. If project screening does not apply, a VMT analysis may be required. Generally, the VMT analysis would be included in a Traffic Impact Study or Traffic Impact Analysis document that, prior to SB 743 taking affect, included a LOS analysis and traffic counts. Traffic Impact Studies and Traffic Impact Analyses are commonly referenced in CEQA documents, and City staff typically includes these studies as attachments to CEQA documents. This practice would likely not change, but the content of the report would be different because it would now include a VMT analysis.

The first step of a VMT analysis is to identify the project land use type and the appropriate metric to use, i.e., VMT per capita, VMT per employee, or total VMT. Next, the project generated VMT per capita/VMT per employee/total VMT is compared to the appropriate significance threshold. This is either equal to or more than 13 percent below the existing regional average (utilizing Fresno County as the region) per capita or employment for specific uses or no net increase in total VMT for retail or other uses that are consistent with the General Plan.

LOS based mitigations are mostly physical improvements whose benefits are observable, measurable, and virtually perpetual. For example, the addition of a left-turn lane at an intersection to alleviate congestion will behave similarly regardless of location and will continue to perform as intended until the lane is removed or modified. The definition of VMT mitigation measures is somewhat different. VMT mitigations may not be physical improvements; rather, they are complex in nature and will significantly depend on changes in human behavior. The goal of VMT mitigation is to reduce the number of car and light duty truck trips that are generated by the project. For example, a project providing a bike share program does not necessarily guarantee a behavioral change within the project's population; the level of improvement may be uncertain and subject to the whim of the population affected. Therefore, it will be important that lead agencies develop a proper monitoring program to ensure the implementation of these mitigation measures, throughout the life of a project, in compliance with CEQA. This will be a future step for the City of Reedley to take, as projects utilizing this new metric begin to take shape and can be specifically analyzed.

VMT mitigation does allow the opportunity for regional mitigation because most VMT impacts are in the context of the region of analysis. Only a regional solution may offer the incremental change necessary to reduce the VMT impact to a level of insignificance. A project does not necessarily need to diminish the VMT at the project site to gain benefit in VMT and GHG reduction in the State. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to the State's ultimate climate goals. That being said, the CEQA Guidelines state that formulation of mitigation measures shall not be deferred until some future time.

Most VMT mitigations are less effective in suburban and rural contexts. Thus, site-specific strategies (a.k.a. project-level mitigation) are more suitable in urban areas, whereas program-level strategies are more suitable for projects in suburban/rural areas. Cumulative contributions for development mitigations can pay for VMT reduction strategies that would not be feasible for the individual projects to implement themselves. It is recommended that local agencies working collaboratively within their regions to ultimately establish fee programs, mitigation banks, and exchanges as the most efficient way to establish a regional mitigation pathway where the projects can contribute. Such discussions will likely be introduced to the Council in the future, as VMT analysis is more established.

VMT for Projects

For *land use development projects*, VMT is simply the product of the daily trips generated by a new development and the distance those trips travel to their destinations. Land use projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

For *capital projects*, impacts are identified as the new VMT attributable to the added capital project, both from the installation of the facility and the induced growth – a new term in the CEQA lexicon – generated as a result of induced land use. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. Bicycle and pedestrian infrastructure projects generally reduce VMT and, therefore, may be presumed to cause a less than significant impact on transportation. In addition, rehabilitation and maintenance projects designed to improve the condition of existing transportation assets that do not add motor vehicle capacity may be

presumed to cause a less than significant impact on transportation.

Despite the fact that automobile delay will no longer be considered a significant impact under CEQA, the lead agency can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, a project might still be required to proposed LOS improvements for congestion relief in addition to VMT strategies as CEQA mitigation measures. Staff and the Planning Commission recommend continuing to apply LOS standards to projects to address congestion relief.

ENVIRONMENTAL REVIEW

This action is in response to a required change in CEQA law and required analysis. This activity is not a “project” pursuant to State CEQA Guidelines Sections 15060(c)(3) and 15378. The establishment and implementation of a VMT threshold is a state-mandated requirement under SB 743, and Section 15064.3 of the CEQA Guidelines. While adoption of the regional implementation guidelines and setting of the 13% threshold do not require environmental analysis, these actions will impact the environmental analysis for all land use and capital development projects moving forward, in accordance with amended CEQA regulations as a result of SB 743.

PLANNING COMMISSION ACTION

At their regular meeting of October 15, 2020, the Reedley Planning Commission, via Resolution 2020-9, recommended that the City Council adopt the Fresno County SB 743 Implementation Regional Guidelines and setting of associated 13% threshold for the City of Reedley Vehicle Miles Traveled (VMT) analysis within the California Environmental Quality Act (CEQA). Additionally, the Commission recommended that LOS standards continue to apply to projects to address congestion relief, separate from CEQA analysis.

FISCAL IMPACT

There is no negative financial impact to the City associated with this action, as the technical analysis and resulting Regional Guidelines document was funded by Fresno COG, and made available to COG’s member agencies for use as they deemed appropriate for their agency.

Staff does anticipate that the costs for environmental analysis will increase overall due to the additional VMT analysis now required, as a result of SB 743. Future actions to address increased costs will be delivered to the Planning Commission for their recommendation, and Council for formal action, and should be expected as VMT analysis becomes more established.

PRIOR COUNCIL ACTIONS

No prior actions have been taken by Council in regards to this item.

ATTACHMENTS

1. Resolution 2020-098
2. Planning Commission Resolution 2020-9
3. Fresno County SB 743 Implementation Regional Guidelines, dated July 2020

Motion: _____

Second: _____

RESOLUTION NO. 2020-098

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY ADOPTING THE FRESNO COUNTY SB 743 IMPLEMENTATION GUIDELINES AND SETTING OF ASSOCIATED 13% THRESHOLD FOR THE CITY OF REEDLEY VEHICLE MILES TRAVELED (VMT) ANALYSIS WITHIN THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).

WHEREAS, Senate Bill (SB) 743, signed into law in 2013 by Governor Edmund G. Brown, directed the Governor's Office of Planning and Research (OPR) to develop updated criteria for measuring transportation impacts under the California Environmental Quality Act (CEQA) using alternative metrics that promote a reduction in greenhouse gases, the development of multimodal transportation, and a diversity of land uses, all towards achieving the State's climate action goals; and

WHEREAS, OPR prepared proposed updates to the CEQA Guidelines and a Technical Advisory on Evaluating Transportation Impacts using vehicle miles traveled (VMT) as the metric to evaluate the transportation impacts of a project under CEQA. OPR's CEQA Guidelines update was approved by the California Natural Resources Agency in November 2018 and the Governor's Office of Administrative Law on December 28, 2018; and

WHEREAS, Section 15064.3 of the CEQA Guidelines, added as part of the 2018 update, identifies VMT as the most appropriate measure of transportation impacts under CEQA, and states that a project's effect on automobile delay shall not constitute a significant environmental impact. Lead agencies are required to begin using the VMT metric by July 1, 2020; and

WHEREAS, the mandate on lead agencies in Section 15064.3 requires the City to update its CEQA transportation thresholds of significance; and

WHEREAS, the Fresno Council of Governments, in collaboration with the City of Reedley, has prepared the Fresno County SB 743 Implementation Regional Guidelines for use by local agency members, should they elect to utilize them for local analysis guidance; and

WHEREAS, the SB 743 Implementation Regional Guidelines provide methodology, threshold recommendations, screening criteria, and other matters related to the transition of the VMT metric for CEQA purposes, as well as the anticipated use of level of service (LOS) analysis for local transportation analysis separate from CEQA, as required by SB 743; and

WHEREAS, the City of Reedley has identified Fresno County as the region for all VMT analysis; and

WHEREAS, the City of Reedley still intends to use LOS for transportation projects for design and traffic operations purposes separate from CEQA, as allowed by SB 743, and notated within the Regional Guidelines; and

WHEREAS, the Reedley Planning Commission, at their regular meeting of October 15, 2020, recommended that the Reedley City Council adopt the adopt the Fresno County

SB 743 Implementation Regional Guidelines and Setting of Associated 13% Threshold for the City of Reedley Vehicle Miles Traveled (VMT) Analysis within the California Environmental Quality Act (CEQA); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment hereby adopts the Fresno County SB 743 Implementation Regional Guidelines and Setting of Associated 13% Threshold for the City of Reedley Vehicle Miles Traveled (VMT) Analysis within the California Environmental Quality Act (CEQA).

This foregoing resolution is hereby approved the 10th day of November, 2020, in the City of Reedley, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Frank Piñon, Mayor

ATTEST:

Ruthie Greenwood, Deputy City Clerk

RESOLUTION NO. 2020-9

**A RESOLUTION OF THE CITY OF REEDLEY PLANNING COMMISSION
RECOMMENDING TO THE CITY COUNCIL ADOPTION OF THE FRESNO COUNTY SB
743 IMPLEMENTATION GUIDELINES AND SETTING OF ASSOCIATED 13%
THRESHOLD FOR THE CITY OF REEDLEY VEHICLE MILES TRAVELED (VMT)
ANALYSIS WITHIN THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

WHEREAS, Senate Bill (SB) 743, signed into law in 2013 by Governor Edmund G. Brown, directed the Governor's Office of Planning and Research (OPR) to develop updated criteria for measuring transportation impacts under the California Environmental Quality Act (CEQA) using alternative metrics that promote a reduction in greenhouse gases, the development of multimodal transportation, and a diversity of land uses, all towards achieving the State's climate action goals; and

WHEREAS, OPR prepared proposed updates to the CEQA Guidelines and a Technical Advisory on Evaluating Transportation Impacts using vehicle miles traveled (VMT) as the metric to evaluate the transportation impacts of a project under CEQA. OPR's CEQA Guidelines update was approved by the California Natural Resources Agency in November 2018 and the Governor's Office of Administrative Law on December 28, 2018; and

WHEREAS, Section 15064.3 of the CEQA Guidelines, added as part of the 2018 update, identifies VMT as the most appropriate measure of transportation impacts under CEQA, and states that a project's effect on automobile delay shall not constitute a significant environmental impact. Lead agencies are required to begin using the VMT metric by July 1, 2020; and

WHEREAS, the mandate on lead agencies in Section 15064.3 requires the City to update its CEQA transportation thresholds of significance; and

WHEREAS, the Fresno Council of Governments, in collaboration with the City of Reedley, has prepared the Fresno County SB 743 Implementation Regional Guidelines for use by local agency members, should they elect to utilize them for local analysis guidance; and

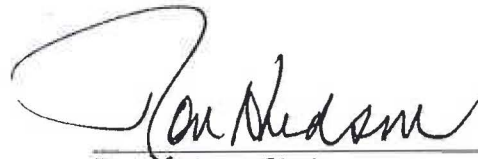
WHEREAS, the SB 743 Implementation Regional Guidelines provide methodology, threshold recommendations, screening criteria, and other matters related to the transition of the VMT metric for CEQA purposes, as well as the anticipated use of level of service (LOS) analysis for local transportation analysis separate from CEQA, as required by SB 743; and

WHEREAS, the City of Reedley still intends to use LOS for transportation projects for design and traffic operations purposes separate from CEQA, as allowed by SB 743, and notated within the Regional Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the City of Reedley Planning Commission hereby recommends that the City Council of the City of Reedley adopt the Fresno County SB 743 Implementation Guidelines and Setting of Associated 13% Threshold for the City of Reedley Vehicle Miles Traveled (VMT) Analysis within the California Environmental Quality Act (CEQA):

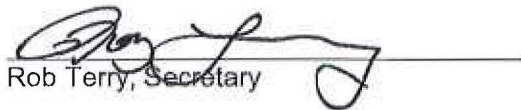
This foregoing resolution is hereby approved and adopted this 15th day of October, 2020, by the following vote:

AYES:	Perez, Custodio, Conrad, Lyzania, Hudson.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.



Ron Hudson, Chairperson
City of Reedley Planning Commission

ATTEST:



Rob Terry, Secretary

Attachment: Fresno County SB 743 Implementation Regional Guidelines

**FRESNO COUNTY SB 743 IMPLEMENTATION
REGIONAL GUIDELINES**



**Fresno Council of
Governments**

LSA

July 2020

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FRESNO COUNTY SB 743 IMPLEMENTATION REGIONAL GUIDELINES



Fresno Council of
Governments

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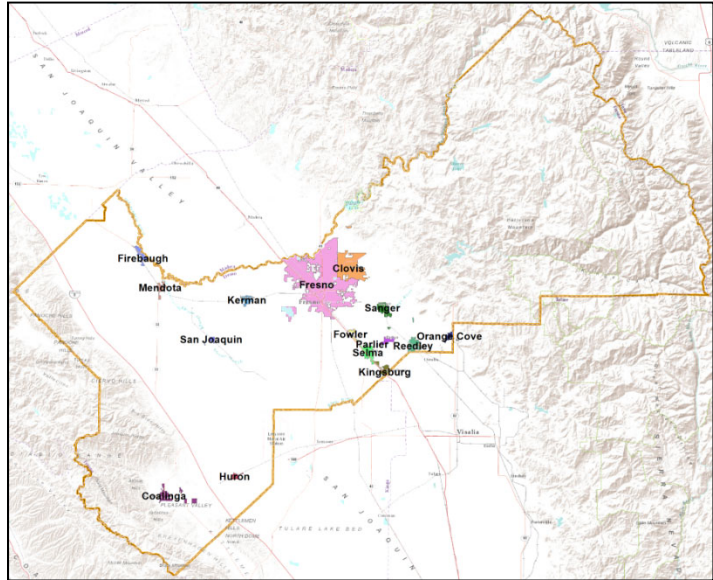
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July 2020

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EXECUTIVE SUMMARY

Senate Bill (SB) 743, signed in 2013, and codified in the California Environmental Quality Act (CEQA) Guidelines in January 2019, changes the way transportation impacts are analyzed in the CEQA process. Vehicle miles traveled (VMT) replaces auto delay and level of service (LOS) as the metric for transportation impact determination. SB 743 takes effect statewide on July 1, 2020. In order to assist the member agencies in their shift from delay based LOS approach to VMT analysis, Fresno Council of Governments (COG) has prepared this document as a regional guide for the 16 member jurisdictions (illustrated in Figure S1). The local governments can take the recommendations in the regional guidelines as appropriate based on their individual circumstances, such as growth policies and economic development goals.



Source: Fresno County.

**Figure S1: Fresno COG Member Jurisdictions—
County of Fresno and 15 Cities**

This document discusses in further detail the following:

- Context for VMT analysis.
- Project screening.
- VMT significance thresholds and VMT analysis for land use development projects, transportation projects, and land use plans.
- Feasible mitigation strategies applicable for the Fresno region.

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LIST OF ABBREVIATIONS AND ACRONYMS

ABM	activity-based model
ADT	average daily trips
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO ₂ e	carbon dioxide equivalent
COG	Council of Governments
EIR	Environmental Impact Report
EO	Executive Order
FAR	floor-to-area ratio
GHG	greenhouse gas
GPA	General Plan Amendment
GWP	global warming potential
HOT	high-occupancy toll
HOV	high-occupancy vehicle
ITE	Institute of Transportation Engineers
LOS	level of service
L RTP	Long-Range Transportation Plan
mi	mile
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organizations

MT	metric ton
NCST	National Center for Sustainable Transportation
ND	Negative Declaration
OPR	Governor’s Office of Planning and Research
PRC	Public Resources Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCS	Sustainable Communities Strategy
SOC	Statement of Overriding Considerations
TA	Technical Advisory
TDM	transportation demand management
VMT	vehicle miles traveled
ZC	Zone Change

CHAPTER 1. INTRODUCTION

Senate Bill (SB) 743, signed in 2013, changes the way transportation impacts are analyzed in the California Environmental Quality Act (CEQA) process. Vehicle miles traveled (VMT) replaces auto delay and LOS as the metric for transportation impact determination. For land use development projects, VMT is simply the product of the daily trips generated by a new development and the distance those trips travel to their destinations. For capital projects, impacts are identified as the new VMT attributable to the added capital project, both from the installation of the facility and the induced growth—a new term in the CEQA lexicon—generated as a result of induced land use.

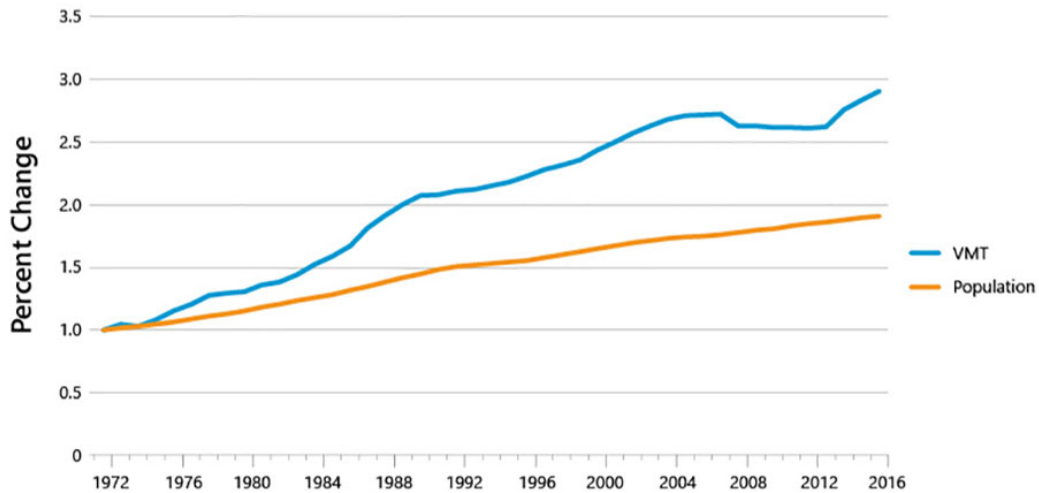
In January 2019, the Natural Resources Agency and the Governor’s Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*. The *State CEQA Guidelines* Section 15064.3 subdivision (b) states:

- 1. Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- 2. Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- 3. Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- 4. Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

The OPR provides a Technical Advisory (TA) as a guidance document to establish thresholds for this new VMT metric. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14,

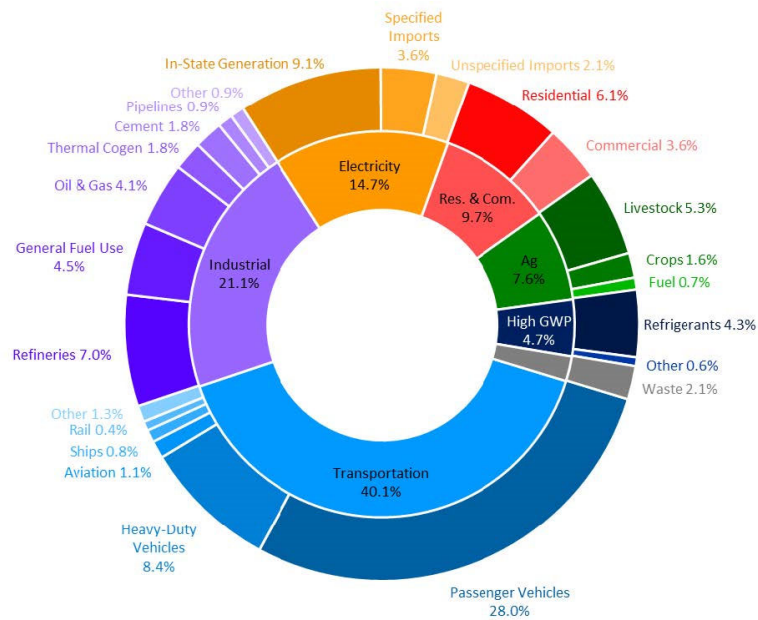
Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. Yet, deviating from the TA is best undertaken with substantial evidence to support the agency action.

The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. To achieve these climate change goals, California needs to reduce VMT. As illustrated in Figure 1, over the last 40 years, with increase in statewide population, the overall VMT has also increased. As illustrated in Figure 2, transportation is the single largest sector contributing to the State’s GHG emissions. More than 40 percent of the GHG emissions come from the transportation sector, primarily passenger cars and light-duty trucks. Reducing the number of vehicle trips and the length of the trips are expected to result in reduced VMT and reduced GHG emissions. The new *State CEQA Guidelines* and the establishment of VMT thresholds for CEQA analyses is linked to GHG reduction strategies and overall statewide climate change goals.



Source: <https://ca50million.ca.gov/transportation/>

Figure 1: VMT Per Capita Compared to Population in California



Source: California Greenhouse Gas Emissions for 2000 to 2017 Trends of Emissions and Other Indicators (California Air Resources Board Report).

Figure 2: 2017 GHG Emissions in California by Scoping Plan Sector and Sub-Sector Category

This document provides a guide and substantial evidence for Fresno Council of Governments (COG) and its member jurisdictions in setting the thresholds of significance for CEQA transportation studies. It is divided into chapters, including:

- Chapter 2 – Definition of Region:** This chapter describes what the comparative is for analysis purposes. Each project will be compared to an existing regional average. The geographical area that defines the region is defined and described.
- Chapter 3 – Project Screening:** OPR acknowledges that certain projects are either low VMT generators or by virtue of their location would have a less than significant impact. The Fresno COG member jurisdictions may use these screening criteria and should offer substantial evidence for other circumstances that would lead to a less than significant impact.
- Chapter 4 –Threshold and VMT Analysis for Land Use Development Projects:** In this chapter, thresholds that would define a significant CEQA impact are identified. The actual VMT metric (either an efficiency rate or total VMT) is described. The process of VMT analysis is also described in this chapter.
- Chapter 5 –Threshold and Induced VMT Analysis for Transportation Projects:** This chapter describes the method to evaluate significant CEQA impacts associated with transportation projects. Many non-vehicular capital projects are presumed to have a less than significant

impact. Capacity enhancing projects may have significant impacts and may be subject to a detailed analysis that will include measuring induced travel.

- **Chapter 6 – Threshold Recommendations for Land Use Plans:** This chapter provides guidance and substantial evidence to support the threshold recommendation for land use plans and CEQA transportation analyses by Fresno COG members.
- **Chapter 7 – Mitigation Strategies:** Potential mitigation strategies are indicated in this chapter. It is noted that this discussion is not intended as a full list of measures Fresno COG members sanction as feasible. As in previous CEQA practice, it is generally the practitioner who identifies mitigation measures to offset the specific project related impacts identified in individual environmental document. The discussion here is intended as a guide for possible strategy for applicants who may wish to investigate methods to offset their specific project-related significant impacts.

CHAPTER 2. DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT

The question of context is the definition of the scope of the VMT analysis. The common term for this in previous delay-based LOS analyses is **project study area**. In the delay-based LOS analyses, a project study area is generally determined based on the incremental increase in traffic from the project and its potential to create a significant LOS impact. This generally includes intersections and roadway segments where the project would add a prescribed number of peak-hour trips. Many times, lead agencies stop study area boundaries at their jurisdictional borders.

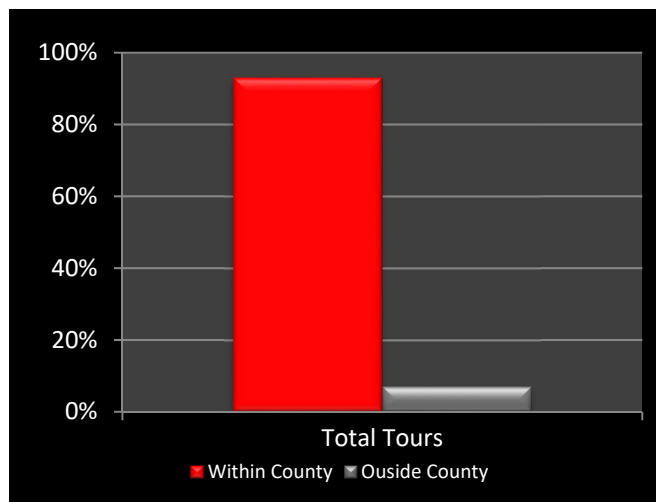
Unlike delay-based LOS analyses, VMT is a regional effect not defined by roadway, intersection, or pathway. The OPR acknowledges this in its TA (page 6), which states,

Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries....

Furthermore, the recommendations for thresholds for the primary land use types (residential and office) are based on a comparison to a **regional average**. Region is not defined further in the TA. Instead, the OPR offers the following suggestions:

1. *In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as **county**, that includes the area over which nearly all workers would be expected to live (page 16).*
2. *For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population weighted VMT per capita of all cities in the region (page 15).*

LSA surveyed other large urbanized areas around the State to identify what region has been established for VMT thresholds. In most cases, the County boundary has been identified as the region selected for VMT analysis. Mobility can be studied using a trip-based approach or a tour-based approach. The OPR TA states that "where available, tour-based assessment is ideal because it captures travel behavior more comprehensively." Since Fresno COG's model is an Activity-Based Model (ABM),¹ a tour-based approach has been followed. COG's ABM was used to examine the tours into and out of Fresno County. As such, consistent with the OPR TA, only tours having origins or



Source: Fresno COG Activity Based Model

Figure 3: Percentage of Total Tours Having Origins/Destinations within Fresno County and Terminating within or outside the County

¹ Fresno COG ABM Update Report: <https://www.fresnocog.org/wp-content/uploads/2017/06/Fresno-COG-ABM-Report.pdf>.

destinations or both within Fresno County were considered. External pass-through trips were not considered. As illustrated in Figure 3, out of the total tours, about 93 percent originate or are destined within Fresno County. The remaining 7 percent tours are pass through trips and do not have stops within Fresno County.

Because the majority of the tours are contained within Fresno County or have origins or destinations within the County, the County line may be used to define the region. It should be noted that, for residential projects, the TA states that “Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the number of units specified in the [sustainable community strategy] SCS for that city, and should be consistent with the SCS.” As such, this analysis evaluated residential VMT per capita for all 16 member jurisdictions using Fresno County as the region as well as individual City boundaries as the region. Fresno COG recommends that each member evaluate the findings of the analysis to determine the appropriate region for its respective jurisdictions. For office, retail, and all other non-residential projects, consistent with the TA, Fresno COG recommends using Fresno County as the region. The other OPR guidance recommends consistency in approach; once a region is established, that region should be used for all subsequent traffic analyses.

In some cases, this County boundary has other names, such as the Council of Governments boundary. Nonetheless, County is a common and reoccurring context for CEQA VMT analyses throughout the State.

It should be recognized that the use of the County as the region defines the comparative, or the denominator, in the identification of project-related impact. The numerator is the project’s VMT contribution. This project-related VMT profile may go beyond the County boundary and not be truncated by a jurisdictional boundary. For example, a new, large employment generating land development proposed near Fresno County’s northern boundary may include VMT from as far away as Madera, Tulare, or Kings Counties, or other communities in the San Joaquin Valley. In that case, it would be the responsibility of the applicant and their traffic study preparer to include the project VMT regardless of geographical limit to the satisfaction of the agency staff. This project-related VMT profile would be compared against the Fresno County regional average.

CHAPTER 3. PROJECT SCREENING

The TA does acknowledge that certain activities and projects may result in a reduction in VMT and GHG emissions and, therefore, a less than significant impact to transportation and circulation. A variety of projects may be screened out of a complicated VMT analysis due to the presumption described in the TA regarding the occurrence of less than significant impacts.

3.1 Land Use Development Projects

The TA acknowledges that conditions may exist that would presume that a land use development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For example, land use development projects that have one or more of the following attributes may be presumed to create a less than significant impact:

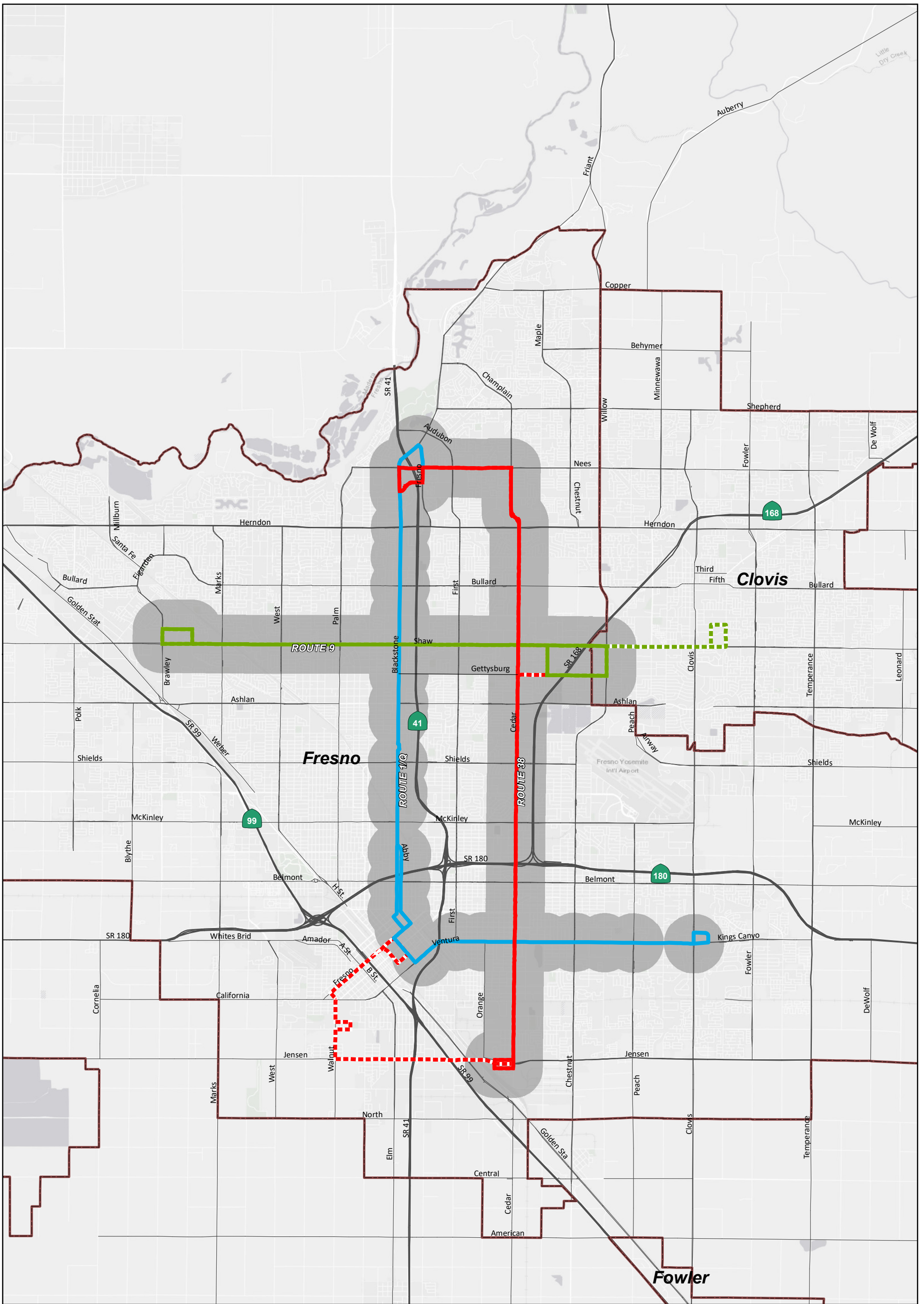
- The project is within 0.5 mile (mi) of a transit priority area or a high-quality transit area unless the project is inconsistent with the Regional Transportation Plan (RTP)/SCS, has a floor area ratio (FAR) less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units. In accordance with SB 743, “transit priority areas” are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A Major transit stop means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.” A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Figure 4 depicts transit priority areas within Fresno County, including high-quality transit areas (within 0.5 mile of a major transit stop) served by the Fresno Area Express (FAX) with service intervals of 15 minutes or less. Projects proposed in these areas may be presumed to have a less-than-significant transportation impact unless the project is inconsistent with the RTP/SCS, has an FAR less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units.

- The project involves local-serving retail space of less than 50,000 square feet (sf).
- The project has a high level of affordable-housing units.²
- The project generates fewer than 500 average daily trips (ADT).
- The TA recommends a volume of 110 ADT. This recommendation is not based on any analysis of GHG reduction but, rather, on a CEQA categorical exemption. This exemption criterion states that for existing facilities, including additions to existing structures of up to 10,000 sf, the project is exempted from CEQA as long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not located in an

² The affordable-housing requirement to meet the screening criteria is to be determined by each Fresno COG jurisdiction.

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LSA

LEGEND

- Cities with Sphere of Influence
- Route 1/Q (Bus Rapid Transit)
- Route 9
- Route 38
- Half-Mile Buffer
- Route 9 (Headway more than 15 Mins.)
- Route 38 (Headway more than 15 Mins.)

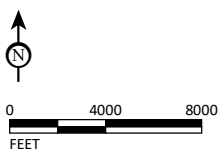


FIGURE 4

Fresno County SB 743 Implementation Regional Guidelines
High-Quality Transit Area Within Fresno County

SOURCE: Fresno Area Express (FAX) (03/20), City of Fresno (04/20), ESRI
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environmentally sensitive area (*State CEQA Guidelines* Section 15301, subdivision (e)(2)). As stated in the OPR TA, for projects that have a linear increase in trip generation with respect to the building footprint, the daily trip generation is anticipated to be between 110 and 124 trips per 10,000 sf. Therefore, based on this assumption, the OPR recommends 110 ADT as the screening threshold. However, the California Emissions Estimator Model (CalEEMod) was used to characterize the effect of changes in project-related ADT to the resulting GHG emissions. This model was selected because it is provided by the California Air Resources Board (CARB) to be used statewide for developing project-level GHG emissions. CalEEMod was used with the built-in default trip lengths and types to show the vehicular GHG emissions from incremental amounts of ADT. Table A shows the resulting annual VMT and GHG emissions from the incremental ADT.

Table A: Representative VMT and GHG Emissions from CalEEMod

Average Daily Trips (ADT)	Annual Vehicle Miles Traveled (VMT)	GHG Emissions (Metric Tons CO ₂ e per year)
200	683,430	258
300	1,021,812	386
400	1,386,416	514
500	1,703,020	643
600	2,043,623	771

Source: CalEEMod version 2016.3.2.

CalEEMod = California Emissions Estimator Model

CO₂e = carbon dioxide equivalent

GHG = Greenhouse Gas

A common GHG emissions threshold is 3,000 metric tons (MT) of carbon dioxide equivalent³ (CO₂e) per year.⁴ The vehicle emissions are typically more than 50 percent of the total project GHG emissions. Thus, a project with 500 ADT would generally have total project emissions that could be less than 1,300 MT CO₂e/year (i.e., 50 percent or 643 MT CO₂e/year from vehicle emissions and the other 50 percent coming from other project activities). As this level of GHG emissions would be less than 3,000 MT CO₂e/year, the emissions of GHG from a project up to 500 ADT would typically be less than significant. Therefore, it is recommended that projects be screened out if they generate fewer than 500 ADT.

- The development of institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g. police stations, fire stations, community centers, refuse stations) are already part of the community and, as a public service, the VMT is accounted for in the existing regional average. Many of these facilities generate fewer than 500 ADT and/or use vehicles other than passenger cars or light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as CARB and the San Joaquin Valley Air Pollution Control District. The local

³ Carbon dioxide equivalent (CO₂e) is a concept developed to provide one metric that includes the effects of numerous GHGs. The global warming potential (GWP) of each GHG characterizes the ability of each GHG to trap heat in the atmosphere relative to another GHG. The GWPs of all GHGs are combined to derive the CO₂e.

⁴ Source: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds>.

jurisdiction will have the discretion to determine whether such facilities, that provide safety, security, and serve the local communities, can be screened out from the VMT analysis.

- The TA states “Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.” VMT per capita was calculated for each member jurisdiction and compared with the VMT per capita of the entire Fresno County. Figure 5 illustrates a comparison between average VMT per capita for each member jurisdiction compared to the countywide average. This provides an overview of member jurisdictions’ average VMT profile (high, medium, and low) compared to the regional average. Figure 6 illustrates a similar comparison for VMT per employee. Region-wide screening maps were also created for residential and office projects. Figure 7 illustrates the VMT per capita screening map for the region. Appendix A includes detailed residential screening maps. Figure 8 illustrates the VMT per employee screening map for the region. Appendix B provides detailed screening maps for office projects.

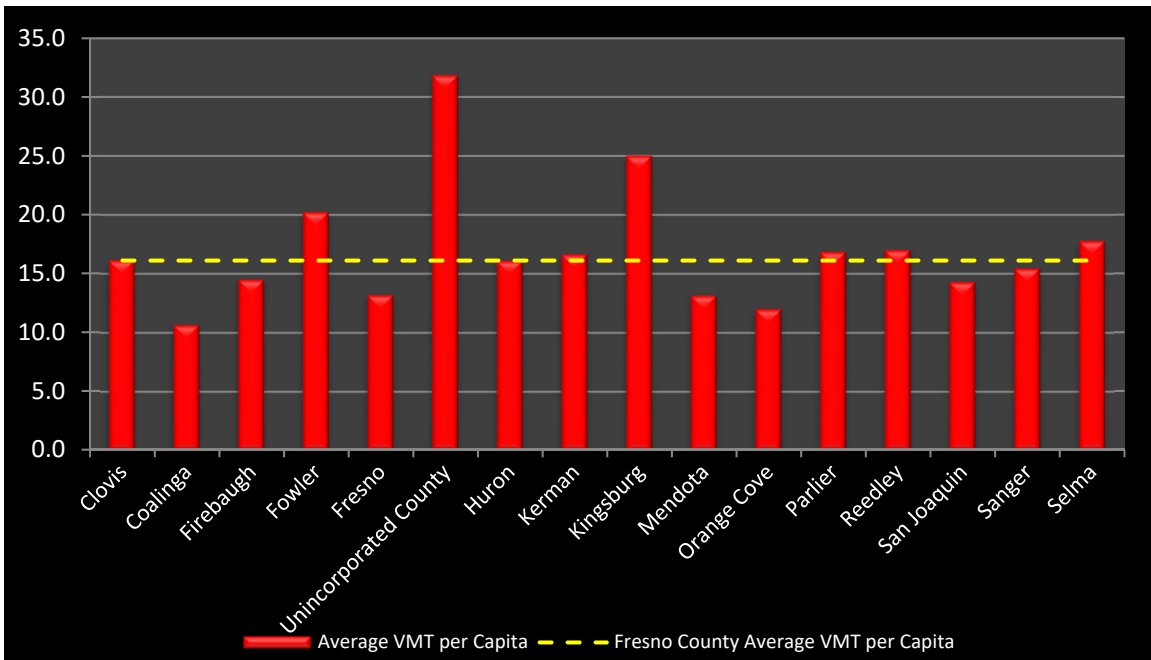
Based on the individual COG agency traffic study guidelines or existing CEQA guidelines, other conditions may apply to screen out projects. Consistency with other plans to reduce GHG emissions may also reflect substantial evidence supporting a screening out, or the agencies may adopt the TA recommendations in total.

Additionally, the 2020 *State CEQA Guidelines* Section 15007 (c) states that “if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.” Therefore, if a land use development/ transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration (ND)/Mitigated Negative Declaration (MND), then subsequent projects that are consistent with the approved project will not require a new VMT analysis.

The Fresno COG VMT Screening Tool can be used to determine whether a land use development project may be screened from a detailed VMT analysis. It should be noted that if a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the above screening criteria may apply. The City will be required to evaluate such projects on a case-by-case basis to determine whether a VMT analysis would be required. The VMT screening tool is available on Fresno COG’s website at <https://www.fresnocog.org/project/sb743-regional-guidelines-development/>.

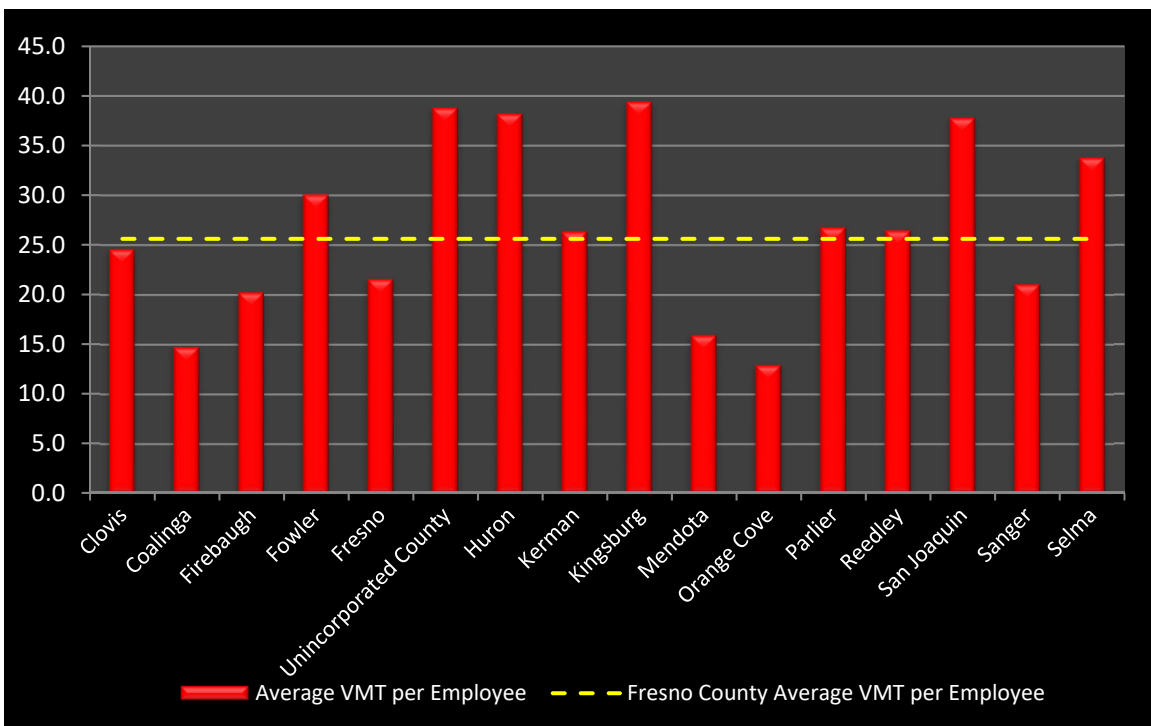
3.2 Transportation Projects

The primary factor to consider for transportation projects is the potential to increase vehicle travel, sometimes referred to as “induced travel.” Based on the OPR TA, while the lead agency has discretion to continue to use a delay-based LOS analysis for CEQA disclosure of transportation projects, changes in vehicle travel must also be quantified. The lead agency may solely use VMT



Source: Fresno COG Activity Based Model.

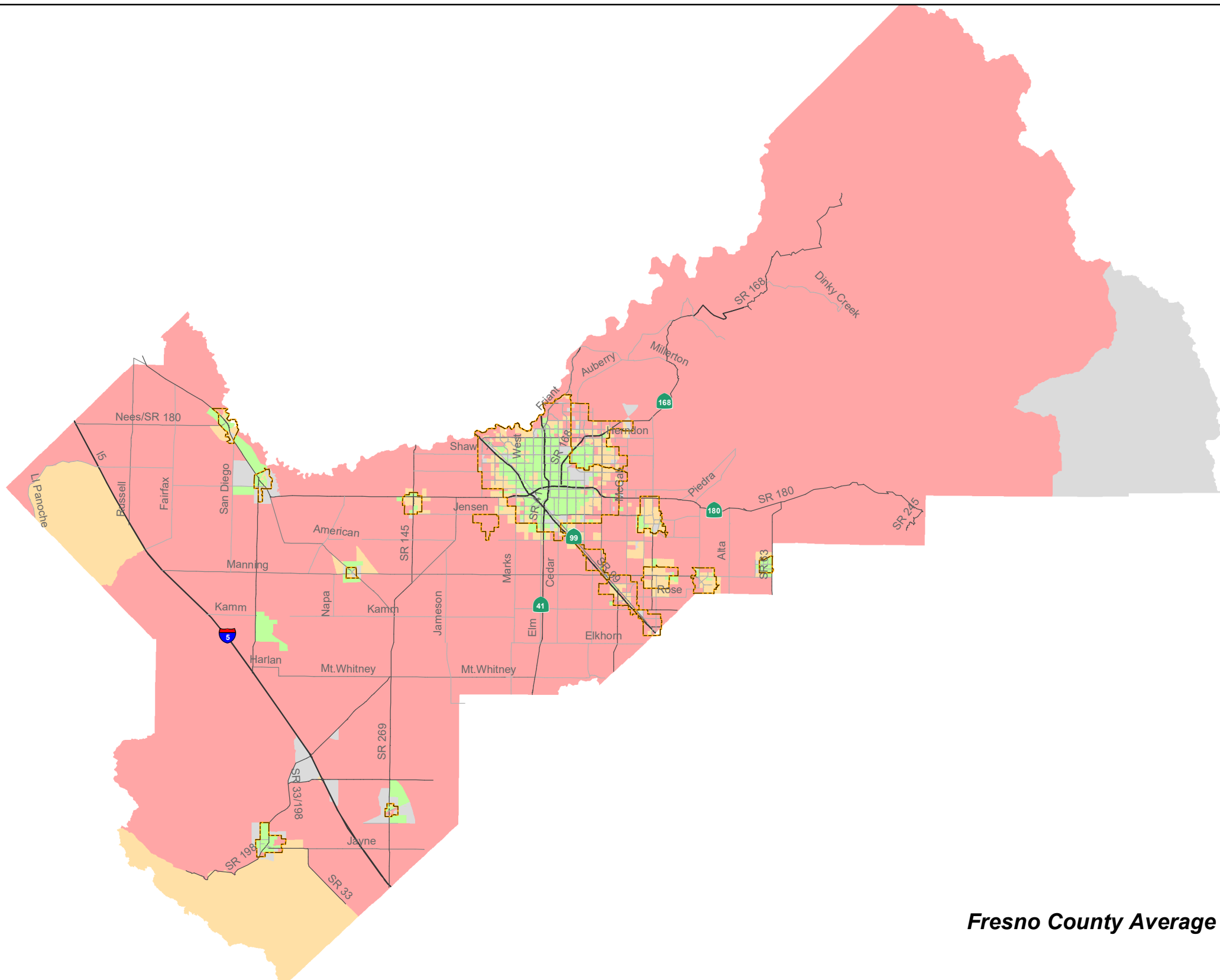
Figure 5: Average VMT per Capita for Member Jurisdictions Compared to Countywide Average VMT Per Capita



Source: Fresno COG Activity Based Model.

Figure 6: Average VMT per Employee for Member Jurisdictions Compared to Countywide Average VMT per Employee

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Fresno County Average VMT per Capita: 16.1
Threshold: 13%

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Cities Including Sphere of Influence

VMT per Capita

No Population

Less than 14.0

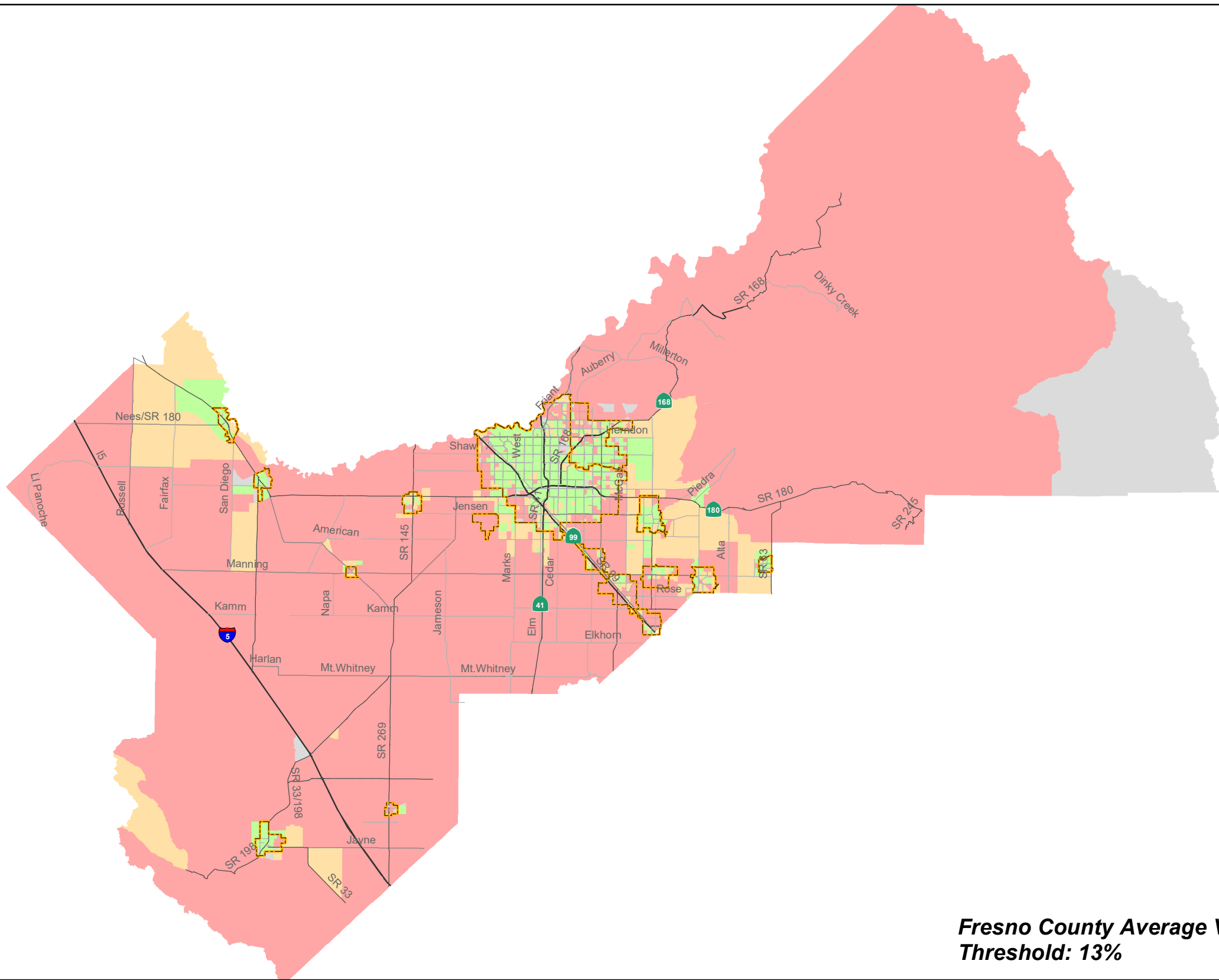
14.0 - 18.2

Greater than 18.2



FIGURE 7

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Fresno County Average VMT per Employee: 25.6
Threshold: 13%



Cities Including Sphere of Influence

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9



FIGURE 8

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\figXX_Fresno_County_VMT_Emp.mxd (4/29/2020)

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analysis for CEQA disclosure of transportation projects, but can also require an LOS analysis for design, traffic operations, and safety purposes. The TA lists a series of projects that would not likely lead to a substantial or measurable increase in vehicle travel and which would, therefore, not require an induced travel analysis. These include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.
- Addition of an auxiliary lane of less than 1 mi in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left-, right-, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new lane that is permanently restricted to use only by transit vehicles.
- Reduction in the number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., high-occupancy vehicles [HOVs], high-occupancy toll [HOT] lane traffic, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of a new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

Additionally, transit and active transportation projects generally reduce VMT and, therefore, may be presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid-transit projects, and bicycle and pedestrian infrastructure projects. The agency may use this CEQA presumption of less than significant impact to aid in the prioritization of capital projects, as the CEQA process for any of these project types would be more streamlined than other capacity-enhancing capital projects.

CHAPTER 4. THRESHOLD AND VMT ANALYSIS FOR LAND USE DEVELOPMENT PROJECTS

4.1 Thresholds for Land Use Projects

The TA states that SB 743 and all CEQA VMT transportation analyses refer to automobiles. Here, the term automobile refers to on-road passenger vehicles, specifically cars and light duty trucks (page. 4). Heavy-duty trucks can be addressed in other CEQA sections (air quality, greenhouse gas, noise, and health risk assessment analysis) and are subject to regulation in a separate collection of rules under CARB jurisdiction. This approach was amplified by Chris Ganson, Senior Advisor for Transportation at OPR, in a recent presentation at the Fresno Council of Governments (October 23, 2019) and by Ellen Greenberg, the California Department of Transportation (Caltrans) Deputy Director for Sustainability, at the San Joaquin Valley Regional Planning Agencies' Directors' Committee meeting (January 9, 2020).

The OPR has identified the subject of the thresholds as the primary trips in the home-based typology: specifically, home-based work tours. This includes residential uses, office uses, and retail uses. The home-based work tour type is the primary tourmaking during the peak hours of commuter traffic in the morning and evening periods.

The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips. As part of the SB 375 land use/transportation integration process and GHG goal setting, the State and Regional Transportation Planning Agencies (RTPAs) have agreed to reduce GHG through integrated land use and transportation planning by a statewide average of approximately 15 percent by 2035. Figure 9 illustrates SB 375 regional GHG emissions reduction targets for all the 18 Metropolitan Planning Organizations (MPOs) in California that CARB established in 2018. Furthermore, in its 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, the CARB recommends total VMT per capita rates approximately 15 percent below existing conditions.

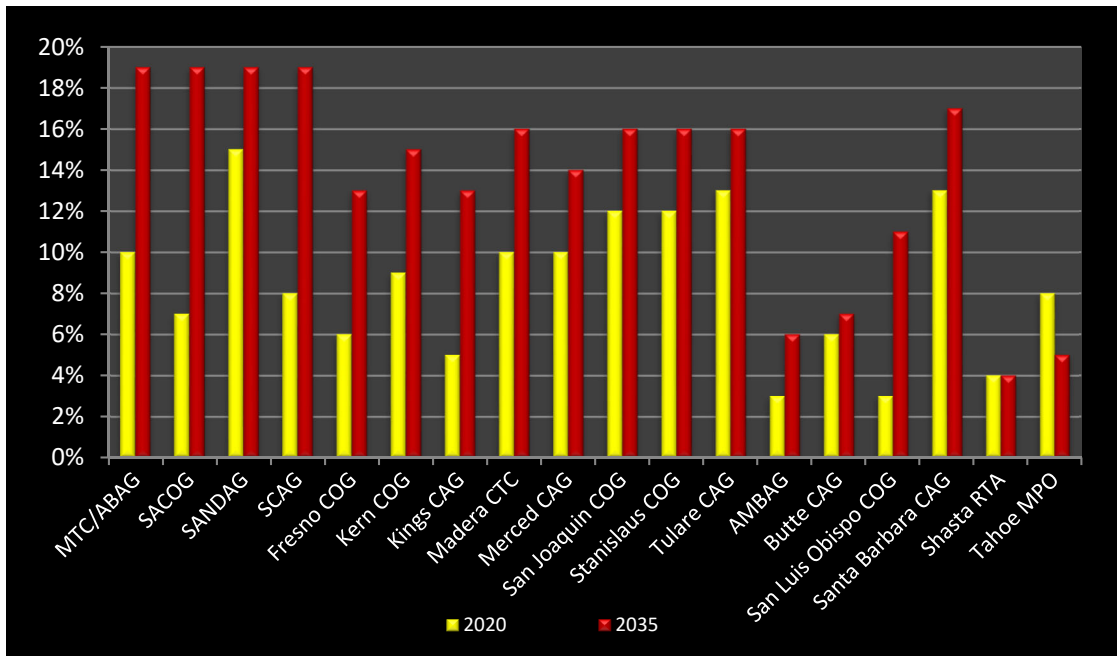
The TA therefore recommends:

A proposed (residential) project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.

A similar threshold would apply to office projects (15 percent below existing regional average VMT per employee).

VMT generated by retail projects exceeding 50,000 sf would indicate a significant impact for any net increase in total VMT.

It is noted that the aggregate GHG emission reduction sought after by CARB in the 2017 Scoping Plan is 15 percent statewide. This is one reason OPR believes the 15 percent reduction in VMT is appropriate. The aggregate 15 percent GHG emission reduction applies across all land use and transportation activities and would indicate that the State and its individual MPOs are compliant with the SB 375 goals, the overall State climate change strategy, and Scoping Plan objectives.



Source: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

Figure 9: SB 375 Regional Plan Climate Targets for California’s 18 MPOs

CARB establishes GHG targets for each of the 18 MPOs in the State, reviews the SCSs and makes a determination whether the SCSs would achieve GHG reduction targets if implemented. Fresno COG’s 2018 RTP/SCS demonstrated a GHG reduction of 10 percent by 2035 through the integrated land use, transportation initiatives, and capital project listing, which meets the targets set by the CARB. All reviewing federal and State authorities, including the CARB, approved Fresno COG’s 2018 RTP/SCS. In the spring of 2018, CARB adopted new GHG targets for all the 18 MPOs in the State based on the 2017 Scoping Plan and other new data. CARB established a 13 percent GHG reduction target for 2035 for the Fresno region’s third RTP/SCS. The State recognizes that Fresno County’s contribution to the aggregate 15 percent statewide GHG emission reduction is 13 percent. Other regions may achieve greater reductions to achieve the aggregate statewide goal.⁵ As such, reduction in GHG directly corresponds to reduction in VMT. In order to reach the statewide GHG reduction goal of 15 percent, the Fresno region must reduce GHG by 13 percent. The method of reducing GHG by 13 percent is to reduce VMT by 13 percent as well.

Therefore, Fresno County member jurisdictions may establish a threshold for land use developments, specifically residential and office, of exceeding 13 percent below the existing regional VMT per capita as indicative of a significant environmental impact.

No other discrete land use types are identified for threshold development. Mixed-use projects may be evaluated for each component of the project independently, or the lead agency may use the predominant land use type for the analysis. The lead agency will make a determination of the

⁵ The latest GHG targets by region can be found at <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

predominant land use type on a case-by-case basis based on the project description. Credit for internal trip capture should be made. Internal trip capture may be calculated using the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (for smaller projects), the Fresno COG ABM (for larger projects), or other applicable sources approved by the agency. The TA suggests that lead agency may, but is not required to, develop thresholds for any other use. This method may underreport the benefits of mixed-use by only evaluating the predominant land use or by limiting the acknowledgment of trip savings to internal capture in trip generation. The results will most likely over-report the project VMT and overstate the potential CEQA impacts from these beneficial project types.

For land use types other than residential, office, and retail, one approach is to review the agency General Plan and/or the Fresno COG RTP/SCS and identify whether the implementation of the plan would result in a reduction of VMT and GHGs. If it does, the lead agency may conclude the implementation of the plan, including all the other land use types will achieve the regional climate change goals. Therefore, consistency with the plan and no net change in VMT per employee for the other land use types is a rational threshold. However, for projects seeking a GPA, a project exceeding a level of 13 percent below the existing County average VMT per employee would indicate a significant transportation impact.

This approach would require disclosure of substantial evidence, including the General Plan findings, and other supporting traffic and air quality forecasting support. Additionally, if the agency wishes to establish some other threshold less stringent than the 13 percent recommended for residential and office projects, a body of substantial evidence would be necessary.

Table B summarizes the 13 percent and 15 percent VMT per capita and VMT per employee thresholds for residential and office projects respectively, using both the County and the local jurisdiction as the region for residential projects and the County as the region for non-residential projects.

4.2 Land Use Projects VMT Analysis/Mitigation Process

Figure 10 demonstrates the potential land use development entitlement process to comply with the *State CEQA Guidelines* related to VMT and transportation impacts. It provides the path from application filing through determination of impacts. It is presented as the standard process; each development application is considered unique and may create alternative or modified steps through the process. Each step that diverges from this standard process should be accompanied with substantial evidence demonstrating compliance with other climate change and GHG emission reduction laws and regulations.

4.2.1 Agency Communication

At the outset of the project development process, the applicant should seek a meeting with the lead agency's staff to discuss the project description, the transportation study content and the analysis methodology. Key elements to address include a description of the project in sufficient detail to generate trips and identify the potential catchment area (i.e., trip lengths if no modeling is undertaken), estimate project VMT, discuss project design features that may reduce the VMT from

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Table B - VMT Thresholds for Residential and Office Projects in Fresno County

Jurisdiction	Residential Projects						Office Projects		
	Region - Fresno County			Region - Local Jurisdiction			Region - Fresno County		
	Regional Average VMT/Capita	VMT/Capita (13% threshold)	VMT/Capita (15% threshold)	Regional Average VMT/Capita	VMT/Capita (13% threshold)	VMT/Capita (15% threshold)	Regional Average VMT/Employee	VMT/Employee (13% threshold)	VMT/Employee (15% threshold)
Clovis	16.1	14.0	13.7	16.1	14.0	13.7	25.6	22.3	21.8
Coalinga	16.1	14.0	13.7	10.6	9.3	9.0	25.6	22.3	21.8
Firebaugh	16.1	14.0	13.7	14.5	12.6	12.3	25.6	22.3	21.8
Fowler	16.1	14.0	13.7	20.2	17.6	17.2	25.6	22.3	21.8
Fresno	16.1	14.0	13.7	13.2	11.5	11.2	25.6	22.3	21.8
Unincorporated County	16.1	14.0	13.7	31.8	27.7	27.0	25.6	22.3	21.8
Huron	16.1	14.0	13.7	16.1	14.0	13.7	25.6	22.3	21.8
Kerman	16.1	14.0	13.7	16.6	14.5	14.1	25.6	22.3	21.8
Kingsburg	16.1	14.0	13.7	25.0	21.7	21.2	25.6	22.3	21.8
Mendota	16.1	14.0	13.7	13.2	11.4	11.2	25.6	22.3	21.8
Orange Cove	16.1	14.0	13.7	12.0	10.4	10.2	25.6	22.3	21.8
Parlier	16.1	14.0	13.7	16.8	14.7	14.3	25.6	22.3	21.8
Reedley	16.1	14.0	13.7	17.0	14.8	14.5	25.6	22.3	21.8
San Joaquin	16.1	14.0	13.7	14.3	12.4	12.2	25.6	22.3	21.8
Sanger	16.1	14.0	13.7	15.4	13.4	13.1	25.6	22.3	21.8
Selma	16.1	14.0	13.7	17.8	15.5	15.1	25.6	22.3	21.8

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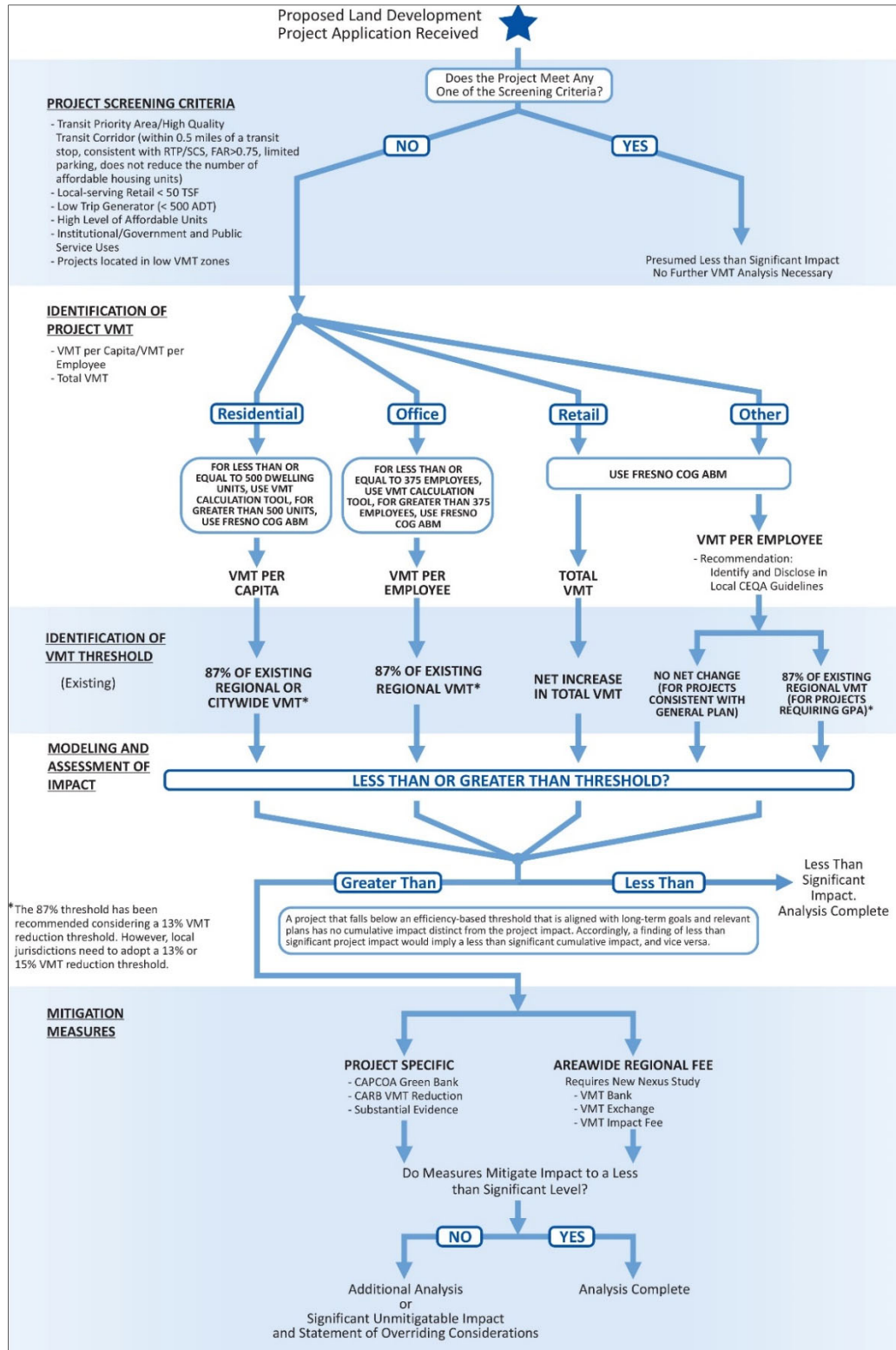


Figure 10: VMT Analysis Process for Land Use Development Projects

the project development, and discuss the project location and associated existing regional VMT percentages. As a result of the meeting, the applicant or their consultant shall prepare a transportation analysis scope of work for review and approval by the agency.

Projects that will have impact on Caltrans facilities may be subject to the Caltrans Local Development-Intergovernmental Review program. Caltrans may review the VMT analysis methodology, findings, and mitigation measures for each one of these development projects that is determined to affect the State highway system and falls within Caltrans jurisdiction.

4.2.2 Project Screening

Once a development application is filed and the meeting is held, project screening is conducted as the initial step. If the project meets any one of the screening criteria, the project may be presumed to create a less than significant impact. No further VMT analysis is necessary. The CEQA document should enumerate the screening criterion and how the project meets or exceeds that threshold. If project screening does not apply, a VMT analysis may be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. This distinction is addressed later.

4.2.3 Development Project VMT Analysis

The first step is to identify the project land use type and the appropriate metric to use, i.e., VMT per capita, VMT per employee, or total VMT. The metric should be VMT per capita for residential projects, VMT per employee for office projects, and total VMT for retail projects. For mixed-use projects, after taking credit for internal trip capture, the project VMT can be estimated based on each component of the project independently, or the lead agency may use the predominant land use type for the analysis. For all other uses, the metric used should be VMT per employee.

4.2.3.1 Small Project Vehicle Miles Traveled Analysis

Project VMT may be calculated using the Fresno COG VMT Calculation Tool for residential projects with 500 dwelling units or fewer, office projects with 375 employees or fewer. The tool can also be used to calculate VMT for mixed-use projects (mix of single-family and multifamily residential uses, or residential and office uses), which generate less than 5,000 daily trips. The daily trips may be calculated using rates from the latest edition of the ITE *Trip Generation Manual*. For all other projects, the VMT analysis should be performed using the Fresno COG ABM. The VMT calculation tool can be found at: <https://www.fresnocog.org/project/sb743-regional-guidelines-development/>.

4.2.3.2 Large Project Vehicle Miles Traveled Analysis

Large or multi-use projects require the use of the Fresno COG ABM. For purposes of agency review, all development projects, other than residential uses with less than or equal to 500 dwelling units or offices with less than or equal to 375 employees, should use the Fresno COG ABM. At this level of trip generation, the probability of trip fulfillment expands to an area greater than the immediate project location and may include a greater regional attraction. The Fresno COG ABM can more accurately define the project trip characteristics and the total VMT generated by the project.

Next, the project generated VMT per capita/VMT per employee/total VMT is compared to the appropriate significance threshold. This is either equal to or more than 13 percent below the existing regional average per capita or employment for specific uses or no net increase in total VMT for retail or other uses that are consistent with the General Plan. For those projects that require a GPA, a threshold of exceeding 13 percent below existing regional average is appropriate, as the project has yet to be evaluated as part of the agency's ultimate land use development vision.

If the project VMT metric is less than the significance threshold, the project is presumed to create a less than significant impact. No further VMT analysis is required. If the project is greater than the significance threshold, mitigation measures are required.

4.2.4 Mitigation Measures

The applicant is required, per CEQA, to identify feasible offsets to completely or to extent possible mitigate the impact created by the project. These can come from the mitigation strategies provided by the agency (Appendices A and B), or selected based on the applicant and their CEQA team experience. The agency must approve and accept the ultimate mitigation ascribed to the project and the related VMT percentage reduction.

If the mitigation measures mitigate the project impact to less than the jurisdictional threshold, the project is presumed to have an impact mitigated to a less than significant level. No further VMT analysis is required. If the project's VMT impact cannot be mitigated, the agency may 1) request the project be redesigned, relocated or realigned to reduce the VMT impact, or 2) require the preparation of an EIR with a Statement of Overriding Considerations (SOC) for the transportation impacts associated with the project. All feasible mitigation measures must be assigned to and carried out by the project even if an EIR/SOC is prepared.

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CHAPTER 5. THRESHOLD AND INDUCED VMT ANALYSIS FOR TRANSPORTATION PROJECTS

The 2020 *State CEQA Guidelines* include Section 15064.3.b.(2) to address transportation projects. It reads:

For roadway capacity projects, agencies have the discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

Lead agencies may continue to use delay and LOS for transportation projects for design and traffic operations purposes as long as impacts related to “other applicable requirements” are disclosed. This has generally been interpreted as VMT impacts and other State climate change objectives. These other applicable requirements may be found in other parts of an environmental document (i.e., air quality, GHG), or may be provided in greater detail in the transportation section.

For projects on the State highway system, Caltrans will use and will require sponsoring agencies to use VMT as the CEQA metric, and Caltrans will evaluate the VMT “attributable to the project” (Caltrans Draft VMT-Focused Transportation Impact Study Guide, 2020).

The assessment of a transportation project’s VMT should disclose the VMT without the project and the difference in VMT with the project. Any growth in VMT attributable to the transportation project would result in a significant impact.

Capacity improvement projects have the potential of producing significant transportation impacts because they are likely to induce travel. According to the OPR TA, induced travel is the additional vehicle travel that is caused by the new capacity on the roadway. The induced travel could include route switching, time-of-day change, modal shift, longer trips, new trips to existing destinations, and additional travel due to new development. Many traffic models have limited abilities to forecast new trips and new developments associated with the capacity improvements, as their land use or socioeconomic databases are fixed to a horizon date. OPR refers to a limited set of reports that would indicate elasticities.

The most recent major study (Duranton & Turner 2011, p. 24), estimates an elasticity of 1.0, meaning that every 1 percent change in lane miles results in a 1 percent increase in VMT.

The TA presents one method to identify the induced growth, as follows.

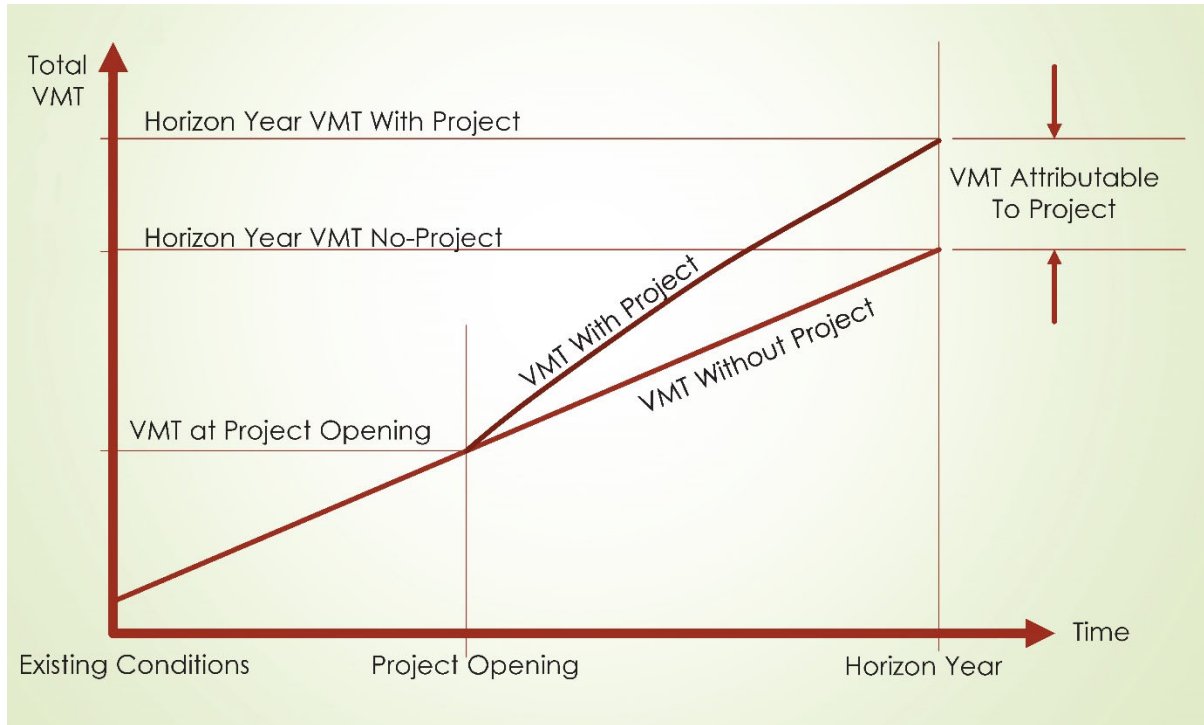
To estimate VMT impacts from roadway expansion projects:

- 1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).*
- 2. Determine the percentage change in total lane miles that will result from the project.*
- 3. Determine the total existing VMT over that same area.*

4. *Multiply the percentage increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:*

$$\frac{[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}]}{[\text{VMT resulting from the project}]}$$

Figure 11 provides a representative illustration of induced VMT attributable to a project.



Source: Presentation: Caltrans Transportation Analysis under CEQA or TAC: Significance Determinations for Induced Travel Analysis (SHCC Pre-Release Session 2 Jeremy Ketchum, Division of Environmental Analysis, Caltrans; March 2, 2020).

Figure 11: Induced Travel – VMT Attributable to a Project

Caltrans has identified a computerized tool that estimates VMT generation from transportation projects. It was developed by the National Center for Sustainable Transportation (NCST) at University of California, Davis and is based on elasticities and the relationship of lane mile additions and growth in VMT. It uses Federal Highways Administration definitions of facility type and ascribes VMT increases to each facility. Output includes increases on million vehicle miles per year. Caltrans is investigating its use for all its VMT analyses of capital projects on the State Highway System. The NCST tool is available at <https://blinktag.com/induced-travel-calculator>. Figure 12 provides an illustration of that tool.

The screenshot displays the 'Induced Travel Calculator' interface. At the top, there is a navigation bar with the title 'Induced Travel Calculator' and links for 'Calculator' and 'About'. The main content is divided into three sections: 'Overview', 'Calculator', and 'Results'.

Overview: This section provides a brief description of the calculator's purpose, which is to estimate the annual Vehicle Miles Traveled (VMT) induced by adding general-purpose or high-occupancy-vehicle (HOV) lane miles to roadways managed by Caltrans in California's urbanized counties. It also includes a 'How to Use' section with instructions on entering project length and geography, and a button to 'More about this calculator'.

Calculator: This section contains three input steps: 1. 'Select facility type' with radio buttons for 'Interstate highway (class 1 facility)' (selected) and 'Class 2 or 3 facility'. 2. 'Select MSA' with a dropdown menu showing 'Fresno'. 3. 'Input total lane miles added' with a text input field containing '1' and a unit selector for 'miles'. A 'Calculate Induced Travel' button is located at the bottom of this section.

Results: This section displays the output of the calculation. A prominent yellow banner shows '3.6 million additional VMT/year' (Vehicle Miles Travelled). Below this, text indicates that the Fresno MSA currently has 265 lane miles of Interstate highway with 947 million vehicle miles travelled per year. The results show that adding 1 lane mile would induce an additional 3.6 million vehicle miles travelled per year. It also notes that the Fresno MSA consists of 1 county (Fresno County) and that the calculation uses an elasticity of 1.0. A 'Read more about this calculator' button is provided at the bottom.

At the bottom of the page, there is a footer note: 'The calculator was developed by researchers at the National Center for Sustainable Transportation at the University of California, Davis. The online version of the tool was programmed by Brendan Nee.'

Source: <https://blinktag.com/induced-travel-calculator/index.html>

Figure 12: Caltrans Induced Travel Calculator

The TA provides other options to identify induced growth- and project-related VMT. These include:

1. Employ an expert panel. *An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.*
2. Adjust model results to align with the empirical research. *If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.*
3. Employ a land use model, running it iteratively with a travel demand model. *A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.*

The TA provides a final warning:

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

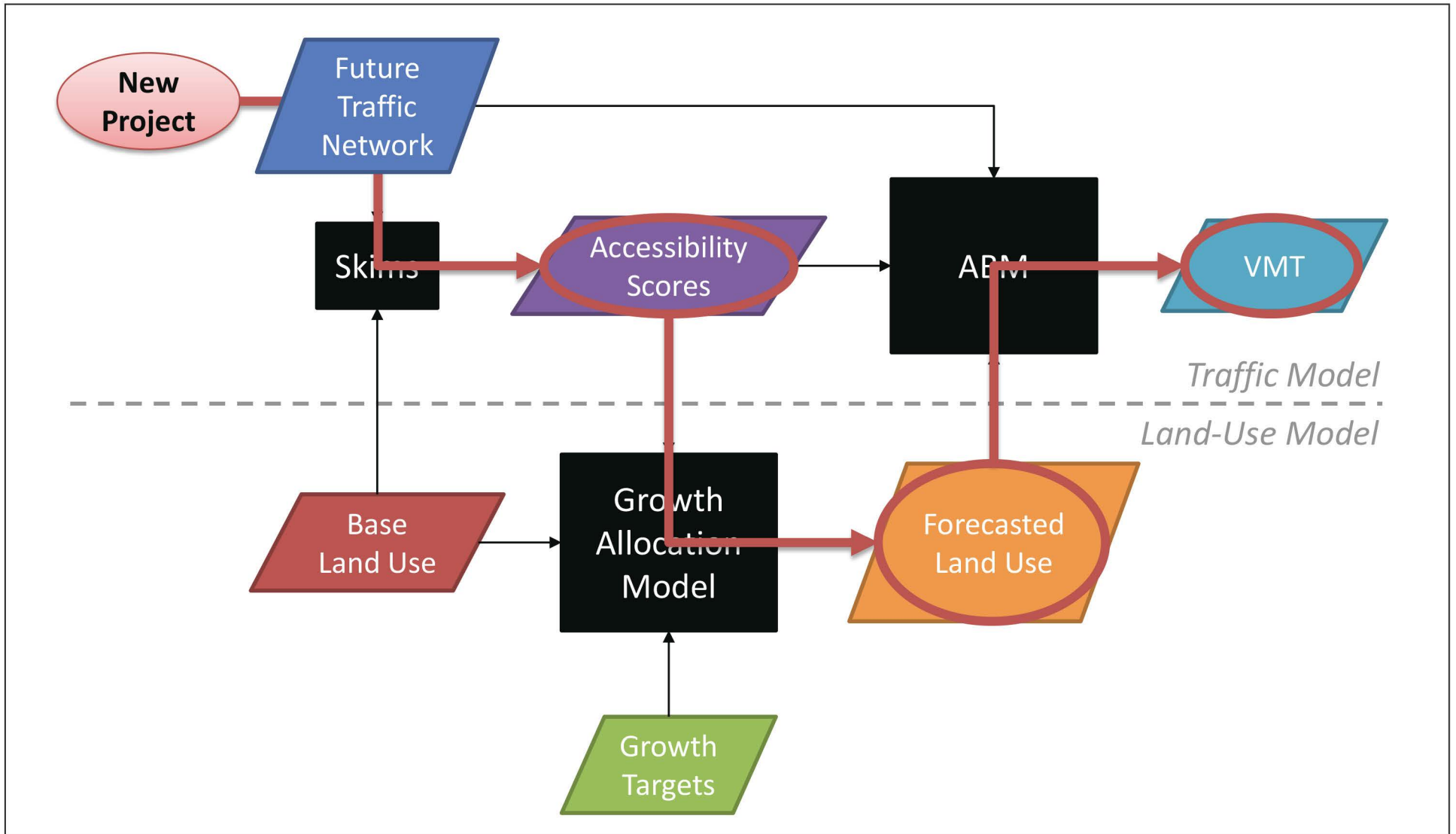
Due to the lack of sensitivity of the NCST tool to project location, roadway type, congestion level, surrounding land uses, and localized trip characteristics, it was determined that the Fresno COG ABM is able to provide a more robust and comprehensive estimation of the VMT generated by capacity projects if combined with an integrated land use modeling process. The Fresno COG ABM is a tour-based model that is sensitive to route switching, mode shift, time-of-day change, longer trips, and new trips to existing destinations due to capacity improvements to the transportation system. In order to address the induced travel generated from new land use due to capacity improvements, which the ABM is not sensitive to by itself, Fresno COG staff and the Resource Systems Group, Inc. (RSG) have prepared a detailed iterative and integrated process for the induced VMT analysis. The methodology looks at induced VMT from new land uses generated by transportation capacity improvement projects. It provides iterative and incremental feedback between the Fresno COG ABM and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa. For capacity projects that are not under Caltrans' jurisdiction, it is recommended that the Fresno COG ABM in combination with the expanded land use tool be utilized to calculate project-related induced VMT. As illustrated in Figure 11, VMT attributable to the project must be calculated by evaluating no project and with project conditions

under the horizon year scenario using Fresno COG ABM. Net increase in induced VMT will result in a significant impact for the proposed project.

Figure 13 illustrates a conceptual overview of the methodology to be followed to calculate induced demand. As illustrated in Figure 13, the effect of induced VMT will be required to be evaluated with an integrated land use and travel demand modeling process.

Detailed description of the integrated process for estimating induced VMT is provided in Appendix C.

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CHAPTER 6. THRESHOLD RECOMMENDATIONS FOR LAND USE PLANS

The OPR guidance has provided guidance on traffic analyses for land use plans in the TA. The TA reiterates previous direction regarding individual land use assessments:

- Analyze the VMT outcomes over the full area over which the plan may substantively affect travel patterns (the definition of region).
- VMT should be counted in full rather than split between origins and destinations (the full impact of the project VMT).

The TA provides a single sentence as consideration for land use plans. It states, “A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office or retail land uses would in aggregate exceed the respective thresholds recommended above.” This recommendation refers to a threshold of exceeding 13 percent below the existing regional average, for residential and office uses and no net gain for retail land uses.

To assess a land use plan, use of a traffic-forecasting tool is recommended. Therefore, Fresno COG recommends use of the ABM to assess VMT for land use plans. The total VMT for the plan may be identified for all tour types and all potential VMT contributors within the plan area. Model runs may be conducted for the existing base year and the horizon year with project (plan).

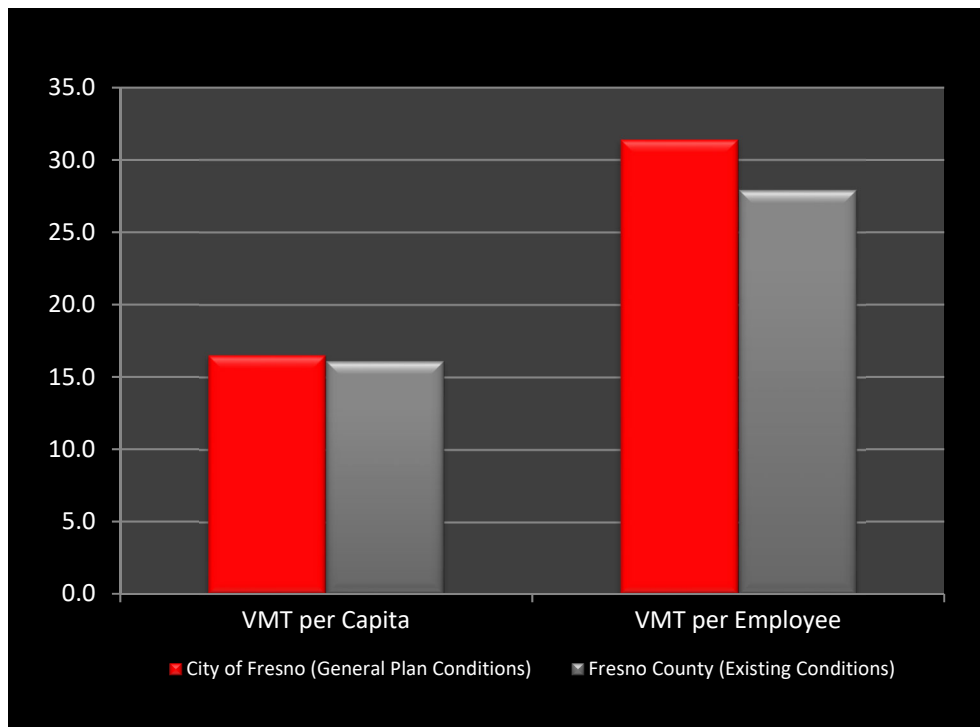
The SB 375 process establishes ambitious and achievable GHG reduction targets for the 18 MPOs in the State. The achievements of the targets are provided through the integration of land use and transportation planning, not solely through the imposition of regulation on passenger cars and light-duty trucks. CARB reviews the strategies and programs that the regional agencies put in place in the SCS to achieve the GHG reduction. The CARB approved the new GHG reduction targets for all the 18 MPOs in the State in the spring of 2018. The 2018 targets are applicable to the third SCSes for the MPOs.

Other legislative mandates and State policies speak to GHG reduction targets. A sample of these include:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- SB 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Executive Order (EO) B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- EO S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.

- EO B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

Therefore, the recommended methodology for conducting VMT assessments for land use plans is to compare the existing VMT per capita and/or VMT per employee for the region with the expected horizon year VMT per capita and/or VMT per employee for the land use plan of the jurisdiction. If there is a net increase in the VMT metric under horizon year conditions, then the project will have a significant impact. Figure 14 illustrates the comparison of VMT per capita and VMT per employee under the horizon year for the City of Fresno General Plan compared to the existing regional VMT per capita and existing VMT per employee, respectively.



Source: Fresno COG Activity Based Model

Figure 14: VMT Per Capita and VMT per Employee Comparisons - City of Fresno General Plan versus Fresno County under Existing Conditions

CHAPTER 7. MITIGATION STRATEGIES

When a lead agency identifies a significant CEQA impact according to the thresholds described above, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. Although previous LOS impacts could be mitigated with location-specific LOS improvements, VMT impacts will require mitigation of regional impacts through more behavioral changes. Enforcement of mitigation measures will still be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs.

7.1 Definition of Mitigation

Section 15370 of the *2020 State CEQA Guidelines* defines mitigations as follows:

“Mitigation” includes:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.*
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.*
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.*

Section 15097 of the *State CEQA Guidelines* states that “the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.”

VMT mitigations may not be physical improvements; rather, they are complex in nature and will significantly depend on changes in human behavior. Therefore, it will be important that lead agencies develop a proper monitoring program to ensure the implementation of these mitigation measures, throughout the life of a project, in compliance with CEQA. Lead agencies must also coordinate with other responsible agencies as part of this monitoring program to determine the feasibility of the mitigations and whether they would last in perpetuity.

Historically, mitigation measures for LOS based transportation impacts have addressed either trip generation reductions or traffic-flow-capacity enhancements. LOS mitigation measures include adding capacity to intersections, roadways, ramps, and freeways. However, transportation demand management (TDM) actions, active transportation amenities, and other measures to reduce the number of trips creating an impact are also possible mitigation strategies.

LOS based mitigations are mostly physical improvements whose benefits are observable, measurable, and virtually perpetual. The addition of a left-turn lane at an intersection will behave similarly regardless of location and will continue to perform as intended until the lane is removed or modified. A lane mile of roadway will carry a similar volume of traffic if designed consistently across most jurisdictions in California, and it will continue to do so as long as the lane exists.

The definition of VMT mitigation measures is somewhat different. Most VMT mitigations may seem feasible from a theoretical perspective, but practical implementation of these strategies as formal CEQA mitigation measures in perpetuity is yet to be tested. Several of these mitigations are contextual and behavioral in nature. Their success will depend on the size and location of the project as well as expected changes in human behavior. For example, a project providing a bike share program does not necessarily guarantee a behavioral change within the project's population; the level of improvement may be uncertain and subject to the whim of the population affected.

LOS mitigations (such as addition of turn lanes) focus more on rectifying a physical CEQA impact (strategy "c" of *State CEQA Guidelines* Section 15370). On the contrary, the majority of VMT mitigations (such as commute trip-reduction programs) will aim at reducing or eliminating an impact over time through preservation and monitoring over the life of the project (strategy "d" of *State CEQA Guidelines* Section 15370). Additionally, some VMT mitigations (such as those focused on land use/location-based policies) will aim at minimizing impacts by reducing the number of trips generated by the projects (strategy "b" of *State CEQA Guidelines* Section 15370).

Furthermore, it may be that identified VMT impacts cannot be mitigated at the project-specific level. Most VMT impacts are in the context of the region of analysis. The incremental change in VMT associated with a project in the particular setting in which it may be located would suggest a greater VMT deficit than individual strategies can offset. Only a regional solution (e.g., completion of a transit system, purchase of more transit buses, or gap closure of an entire bicycle master plan system) may offer the incremental change necessary to reduce the VMT impact to a level of insignificance. Also, VMT, as a proxy for GHG emissions, may not require locational specificity. A project does not necessarily need to diminish the VMT at the project site to gain benefit in VMT and GHG reduction in the State. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to the State's ultimate climate goals. This is the basis for the cap-and-trade strategies.

These issues of regional scale, partial participation, and geographic ambiguity confound the certainty of agency identification of VMT mitigation measures. Section 15126.4 of the *State CEQA Guidelines* states, "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. **Formulation of mitigation measures shall not be deferred until some future time** [emphasis added]." Certainty does not yet exist that partial participation in VMT mitigation measures is permissible. Regional VMT mitigation is considered the most effective method for large-scale VMT reduction, yet the cost and implementation barriers are greater in most cases than one project can undertake. The only exception may be where VMT mitigation strategies are provided at a regional level in the form of mitigation banks, fees, and exchanges and the projects are subject to contribute to these fee

programs consistent with applicable provision to ensure compliance and consistency with CEQA and other legal requirements.

Section 21099 (b) (4) of the PRC states, “This subdivision [requiring a new transportation metric under CEQA] does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority.” Hence, despite the fact that automobile delay will no longer be considered a significant impact under CEQA, the lead agency can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, in that case, the project might still be required to propose LOS improvements for congestion relief in addition to VMT strategies as CEQA mitigation measures.

7.2 Mitigation Measures

7.2.1 Land Use Development Projects and Community/General Plans

Mitigations and project alternatives for VMT impacts have been suggested by the OPR and are included in the TA. VMT mitigations can be extremely diverse and can be classified under several categories such as land use/location, road pricing, transit improvements, commute trip reduction strategies, and parking pricing/policy. However, the issue with VMT mitigations is the quantitative measurement of the relief provided by the strategies. How much VMT reduction does a TDM program, a bike share program, a transit route, or 1 mile of sidewalk provide? Improvements related to VMT reduction strategies have been quantified in sources such as the California Air Pollution Control Officers Association (CAPCOA) report *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA Green Book) and CARB sources, and are generally presented in wide ranges of potential VMT reduction percentages.



Source: <https://abc30.com/3126364/>

Bus Rapid Transit in City of Fresno



Source:
[https://www.fresnocog.org/
project/measure-c/](https://www.fresnocog.org/project/measure-c/)

**Fresno County Transportation
Authority's Measure C Program**

Appendix D is a summary of the different VMT mitigation measures and project alternatives stated in the CAPCOA Green Book (only those strategies directly attributed to transportation) and the OPR TA for land use development projects. It also refers to mitigation measures listed in other sources such as the VMT Measurement Calculator for the City of Los Angeles, the transportation analysis guidelines for the City of San Jose and the San Diego Region, and the memorandum Analysis of VMT Mitigation Measures Pursuant to SB 743, prepared by Iteris, Inc., for the Los Angeles County Metropolitan Transportation Authority.

Appendix E provides a list of mitigations for land use development projects based on the research work performed by Deborah Salon, Marlon G. Boarnet, Susan Handy, Steven Spears, and Gil Tal with the support of CARB. For a few mitigation measures, Fresno COG staff conducted additional research as applicable to the Fresno COG region using the Fresno COG ABM and locally available empirical data. Based on that analysis, specific VMT reduction percentages were developed for these mitigation measures. Details about these mitigation measures are provided in the *Fresno County SB 743 Implementation Regional Guidelines – Technical Documentation*.



Source: <https://www.fresno.gov/publicworks/wp-content/uploads/sites/17/2016/09/170022FresnoATPFinal012017.pdf>

Bike Routes in the City of Fresno

For all other mitigation measures, the project applicant will be required to provide a substantial evidence while identifying a project-specific value. In case that information is not available, consistent with the Fresno COG's recommendations, the project should apply the low-point of provided ranges for VMT reduction. Where a mitigation strategy does not have an identified VMT reduction range, the project applicant would be required to provide a reduction estimate supported by evidence.

As for land use plans, the potential mitigation measures for community/general plans would be similar to those for land use development projects, with certain modifications. The OPR TA does not specifically state any VMT mitigations for land use plans. However, the transportation impact study guidelines for the San Diego Region list potential mitigation measures. These measures have been summarized in Appendix F along with corresponding VMT reduction percentages obtained from CAPCOA.

It must be noted that Appendices D through F provide only summaries of the mitigations stated in the sources mentioned above. The reader should refer to the original source for further details and for subsequent updates to the mitigation measures. Also, Appendices D through F do not provide an exhaustive list of mitigation measures to offset the CEQA impacts. Other measures can also be accepted by agencies based on provision of substantial evidence.

As additional mitigation measures are developed to offset VMT impacts in the future for the *State CEQA Guidelines* process, linkages between the strategy and the incremental effect and quantified offset must be made. This can be based on other sources' observations and measurements or the agency's experience in these practices. The key to mitigation is to base its efficacy on real and substantial evidence.

7.2.2 Transportation Projects

Although OPR provides detailed guidance on how to assess induced-growth impacts associated with transportation projects, it leaves the subject of mitigation measures vague. Only four strategies are suggested as mitigation measures:

- Tolling new lanes to encourage carpools and fund transit improvements.
- Converting existing general-purpose lanes to HOV or HOT lanes.
- Implementing or funding off-site travel demand management.
- Implementing Intelligent Transportation Systems strategies to improve passenger throughput on existing lanes.



Source: <https://medium.com/@davidcanepa/toll-lanes-good-for-the-rich-bad-for-the-environment-4f1ec24105d3>

Toll Lanes

No quantified reduction percentage is allocated to these strategies, and LSA could find no substantial evidence that would provide guidance to levels of significance after implementation of these strategies. Review of the four recommended strategies suggests that OPR is directing strategies away from general-purpose mixed-flow lanes on expressways, freeways, and arterial highways. Inasmuch as these are the project descriptions and Purpose and Need, the project intent and the project mitigation may be at odds. The lead agency would be subject to an SOC for the capital project VMT impact.

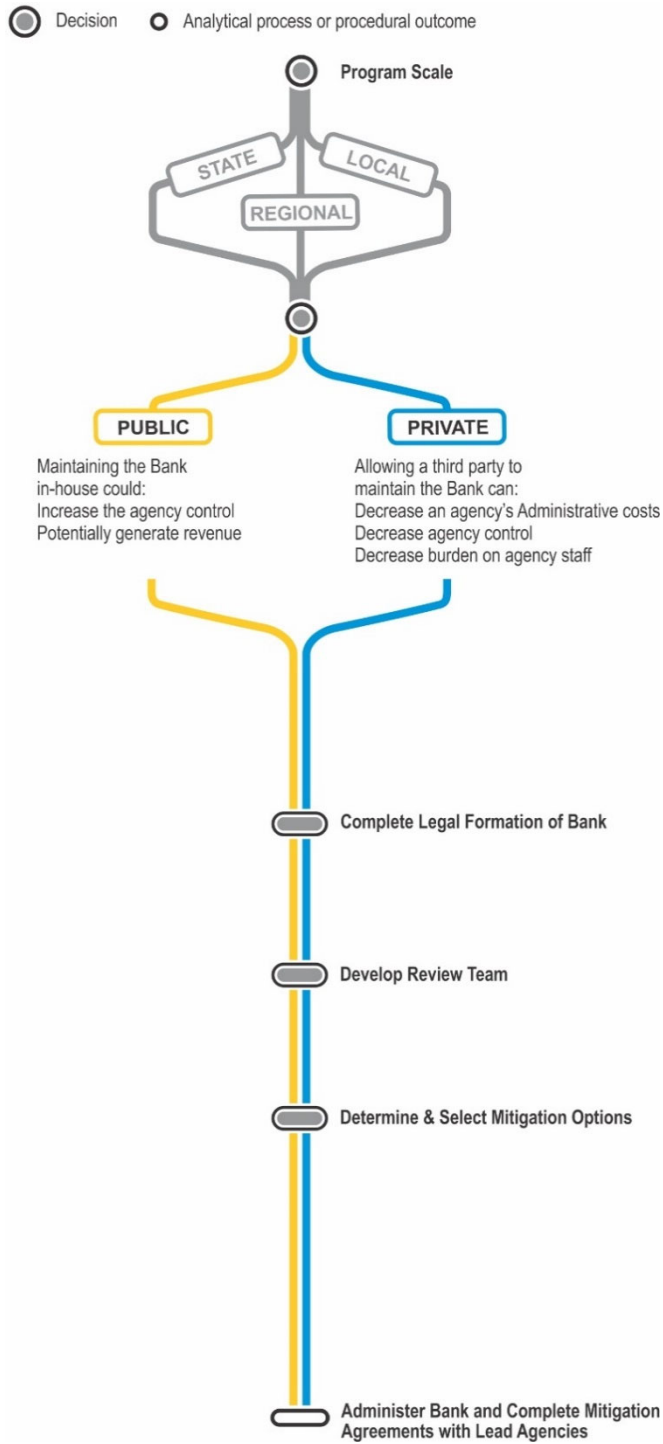
7.3 Funding Mechanisms

The change in the metric for transportation impacts from LOS to VMT will lead to a shift in impacts and mitigation measures from being local and project-specific to being more regional in nature. OPR acknowledges the regional nature of VMT impacts and states that regional VMT reduction programs and fee programs (in-lieu fees and development impact fees) may be appropriate forms of mitigation. Fee programs are particularly useful to address cumulative impacts. It is very important for the agencies to coordinate with the RTPA or the MPO to develop such mitigation programs that would fund transit, develop active transportation plans, etc. These programs are regional in nature and best suited for administration by the regional agency. Regional agencies may also wish to coordinate with appropriate stakeholders, including participating local jurisdictions, developers, and other interests while conducting nexus studies and checking for rough proportionality and compliance with CEQA.

Most of the VMT mitigations included in Appendix C are applicable in urban areas. They are less effective in suburban and rural contexts, where TDM strategies may become diluted or are not applicable. Thus, site-specific strategies are more suitable in urban areas, whereas program-level strategies are more suitable for projects in suburban/rural areas. In the latter approach, cumulative contributions for development mitigations can pay for VMT reduction strategies that would not be feasible for the individual projects to implement themselves. Apart from fee programs, program-based mitigation approaches may include mitigation exchanges and mitigation banks. The mitigation exchange concept requires a developer to implement a predetermined project that would reduce VMT in order to propose a new one. On the other hand, the concept of mitigation banks seeks to establish monetary values for VMT reductions so that developers can purchase VMT reduction credits.

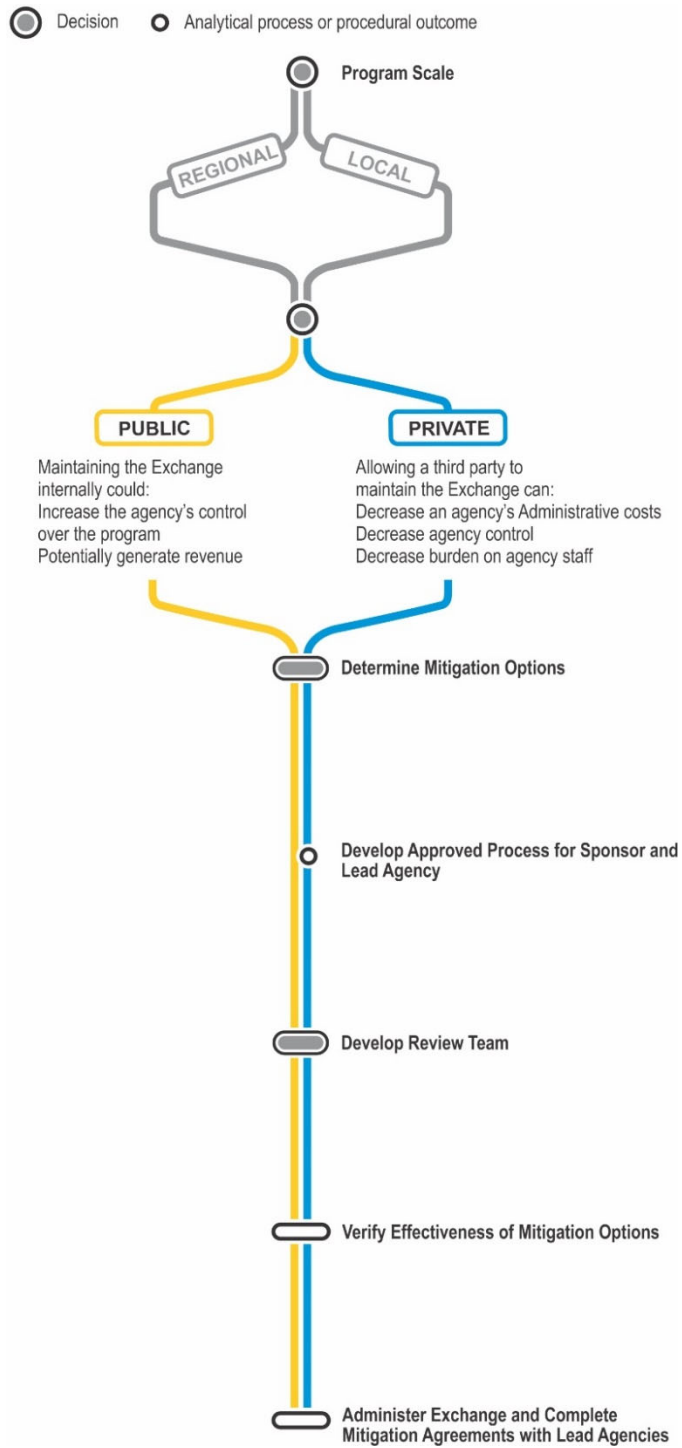
As previously stated, VMT impacts are more regional in nature. Hence, there might be requirements for mitigations outside the control of the lead agency, and without consent from the agency controlling the mitigations, the impacts might remain significant and unavoidable. Additionally, identification of regional improvements where projects can contribute their fair share to mitigate impacts might prove to be difficult. Therefore, it is recommended that local agencies working collaboratively within their regions to ultimately establish fee programs, mitigation banks, and exchanges as the most efficient way to establish a regional mitigation pathway where the projects can contribute. Procedural flow charts for VMT banks, exchanges, and impact fees are on the following pages.

Procedural Flow Chart – VMT Bank



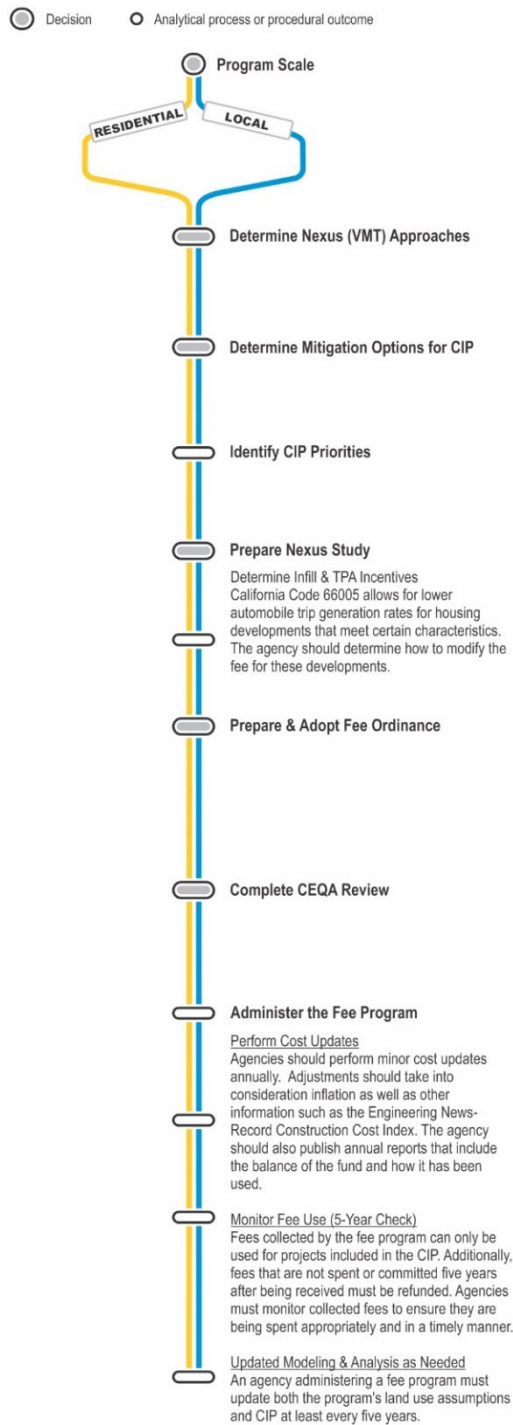
Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Procedural Flow Chart – VMT Exchange



Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Procedural Flow Chart – VMT Impact Fee



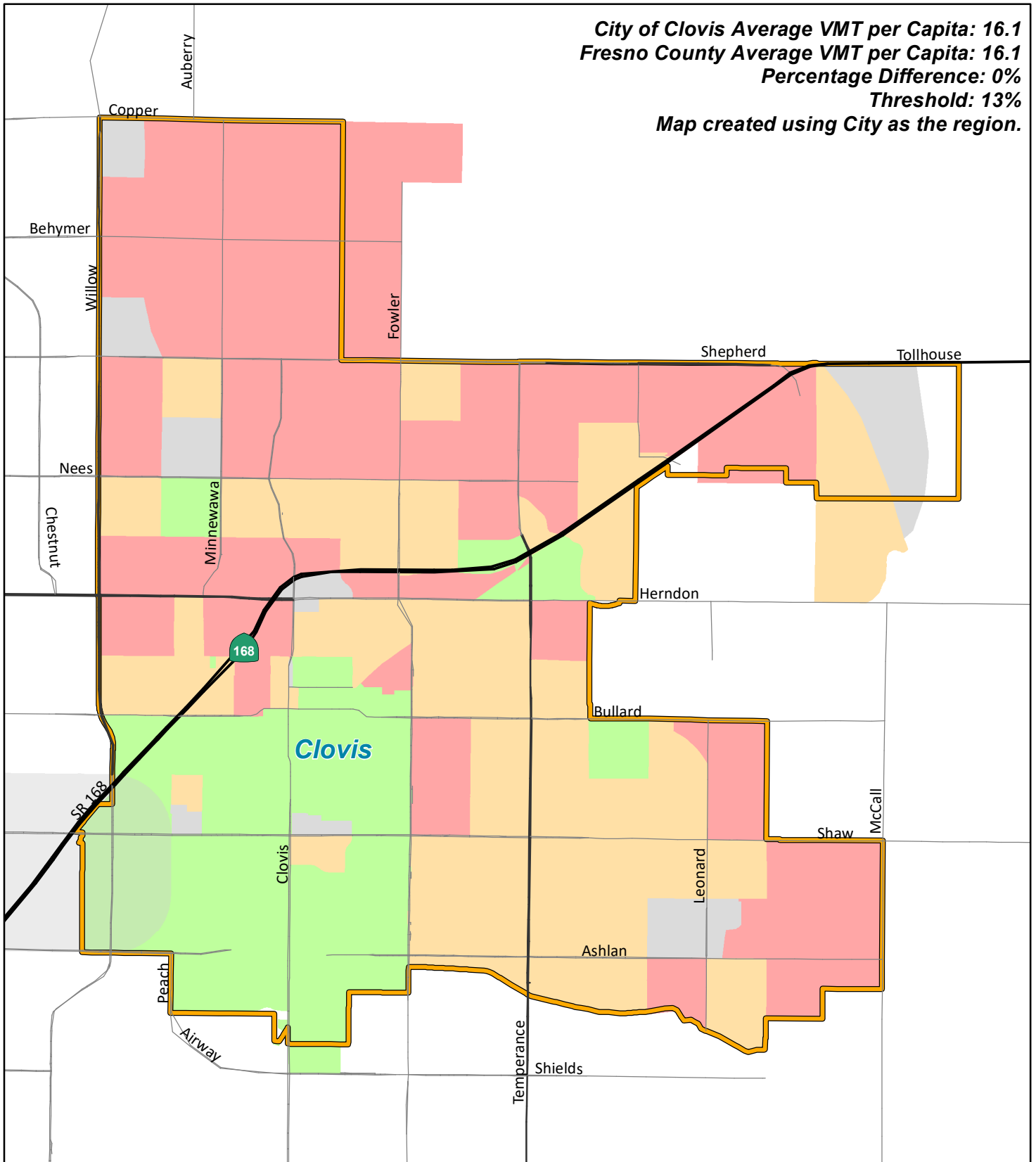
Source: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

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APPENDIX A

VMT SCREENING MAPS FOR MEMBER JURISDICTIONS – RESIDENTIAL PROJECTS

City of Clovis Average VMT per Capita: 16.1
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 0%
Threshold: 13%
Map created using City as the region.

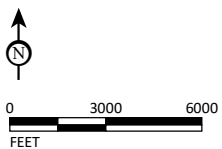


LSA

VMT per Capita

City with Sphere of Influence

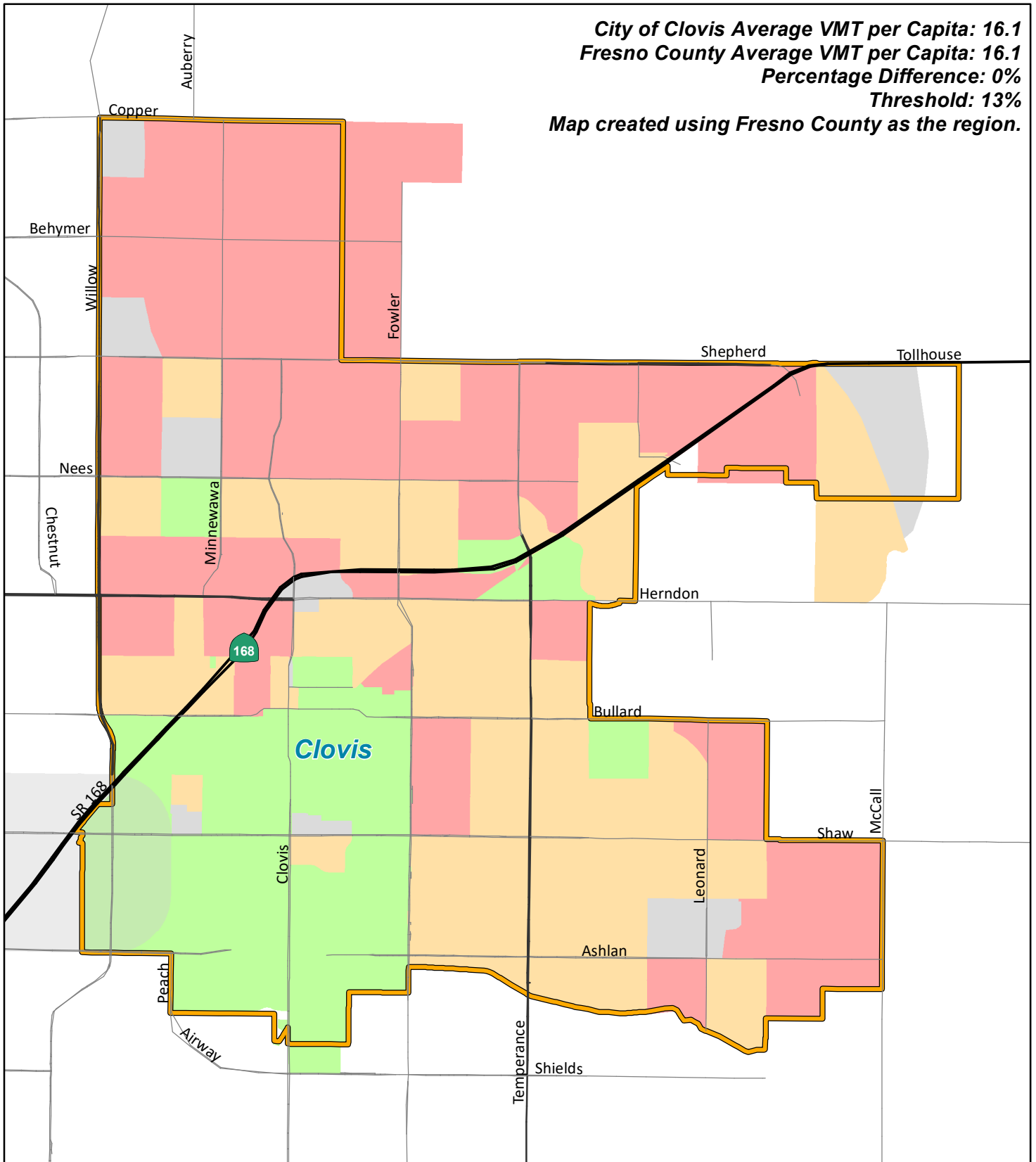
APPENDIX A-1a



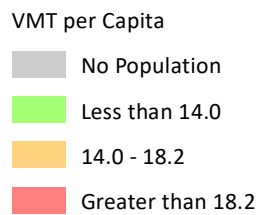
- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

Fresno County SB 743 Implementation Regional Guidelines
City of Clovis - Existing VMT per Capita

City of Clovis Average VMT per Capita: 16.1
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 0%
Threshold: 13%
Map created using Fresno County as the region.

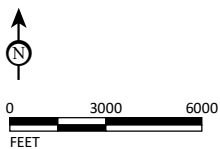


LSA

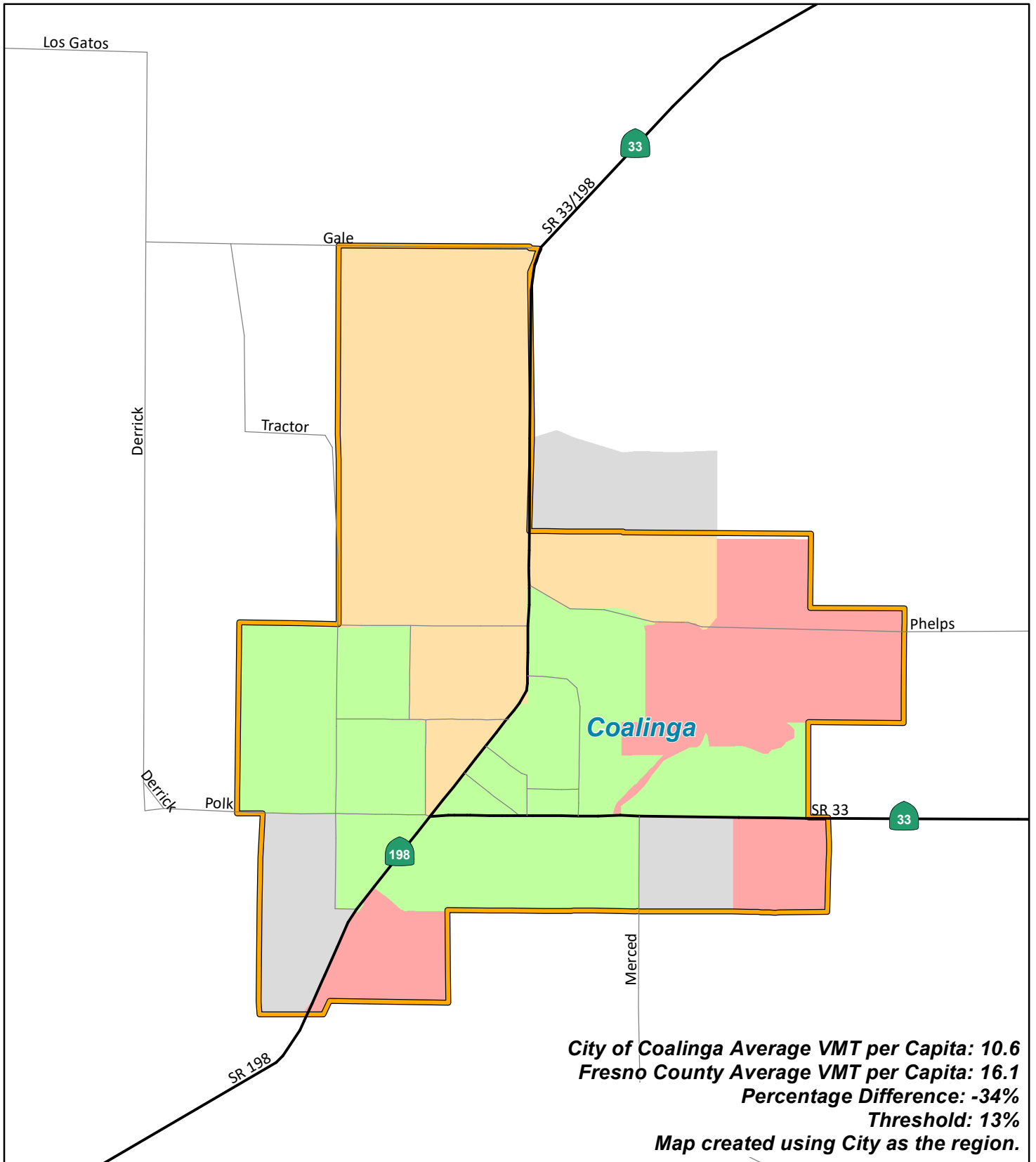


City with Sphere of Influence

APPENDIX A-1b



Fresno County SB 743 Implementation Regional Guidelines
City of Clovis - Existing VMT per Capita

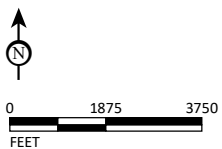


VMT per Capita

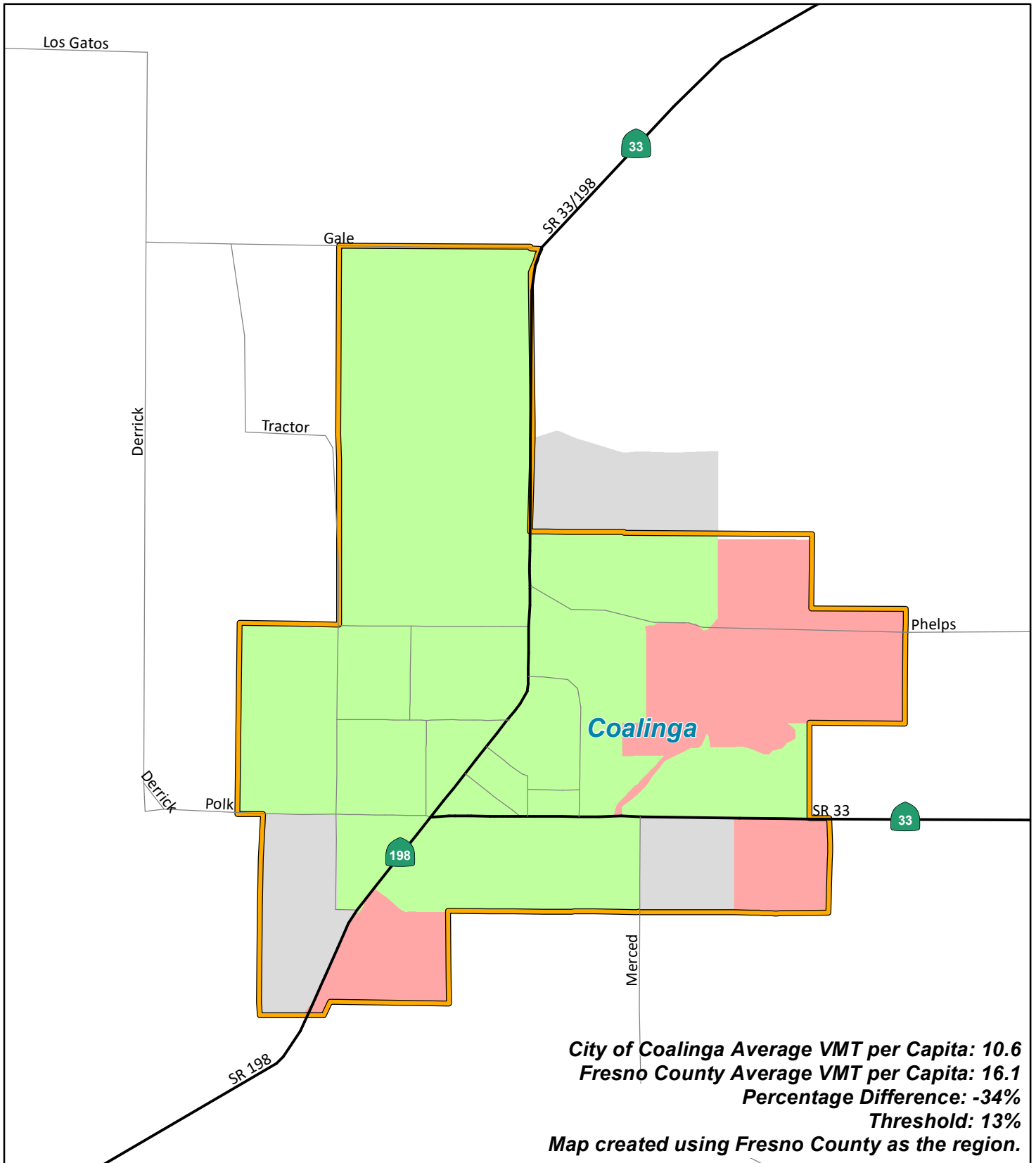
- No Population
- Less than 9.2
- 9.2 - 12.0
- Greater than 12.0

City with Sphere of Influence

APPENDIX A-2a



Fresno County SB 743 Implementation Regional Guidelines
 City of Coalinga - Existing VMT per Capita

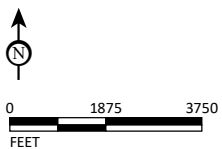


VMT per Capita

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

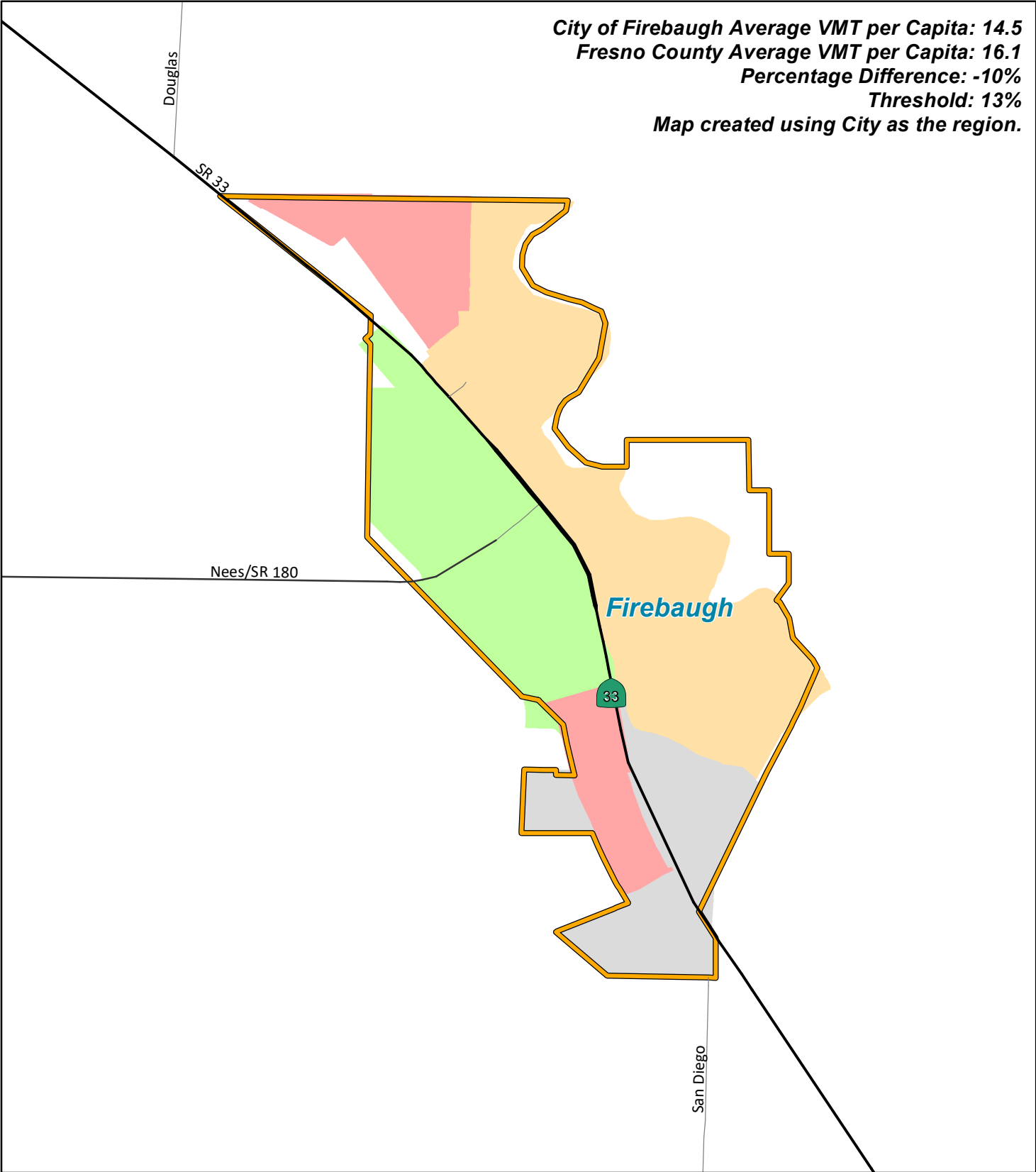
City with Sphere of Influence

APPENDIX A-2b



Fresno County SB 743 Implementation Regional Guidelines
 City of Coalinga - Existing VMT per Capita

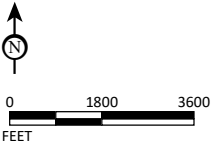
City of Firebaugh Average VMT per Capita: 14.5
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -10%
Threshold: 13%
Map created using City as the region.



LSA

APPENDIX A-3a

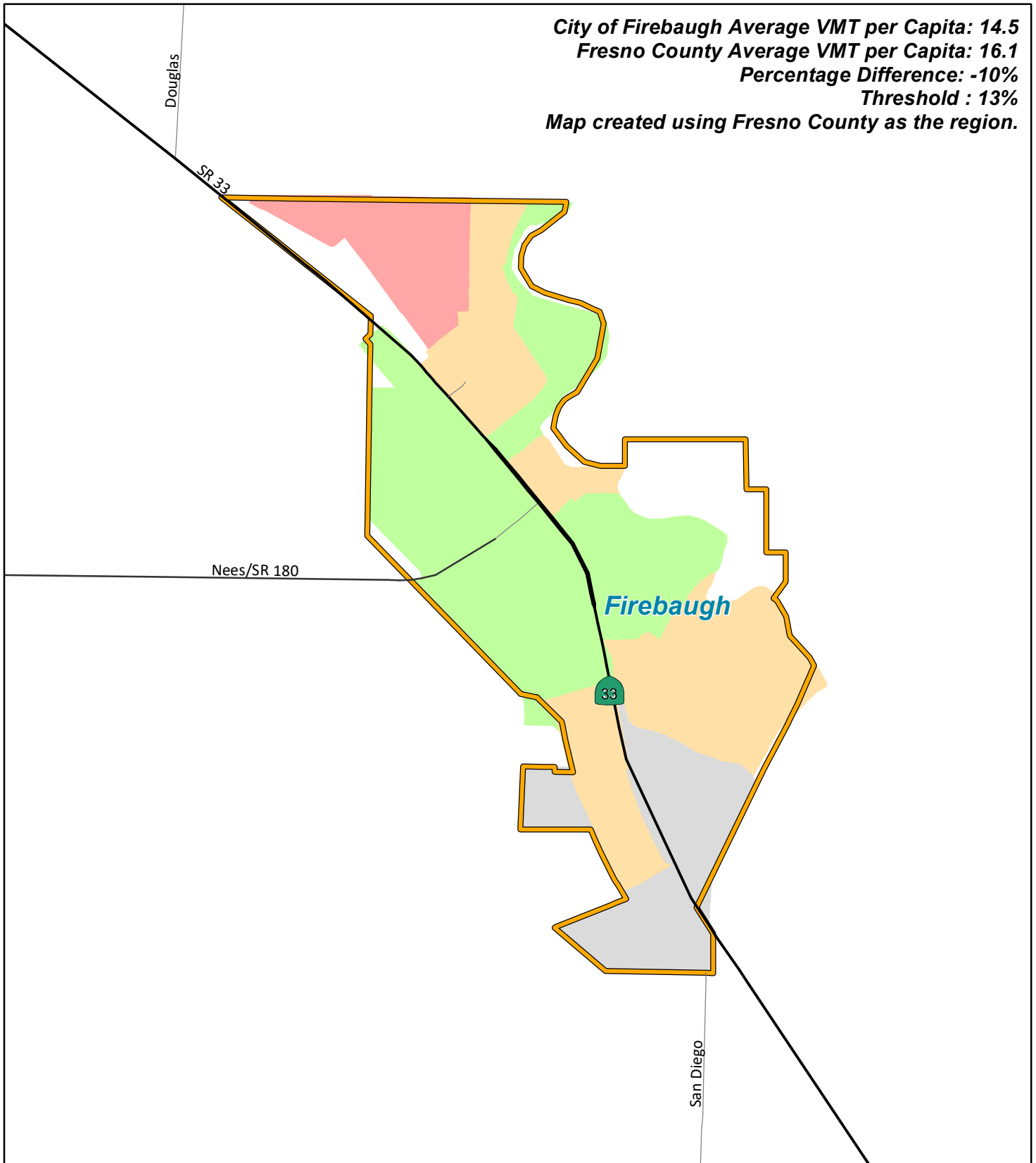
- No Population
- Less than 12.6
- 12.6 - 16.4
- Greater than 16.4
- City with Sphere of Influence



Fresno County SB 743 Implementation Regional Guidelines
City of Firebaugh - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig4_Firebaugh.mxd (4/29/2020)

City of Firebaugh Average VMT per Capita: 14.5
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -10%
Threshold : 13%
Map created using Fresno County as the region.







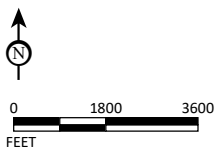
LSA

APPENDIX A-3b

VMT per Capita

 City with Sphere of Influence

-  No Population
-  Less than 14.0
-  14.0 - 18.2
-  Greater than 18.2

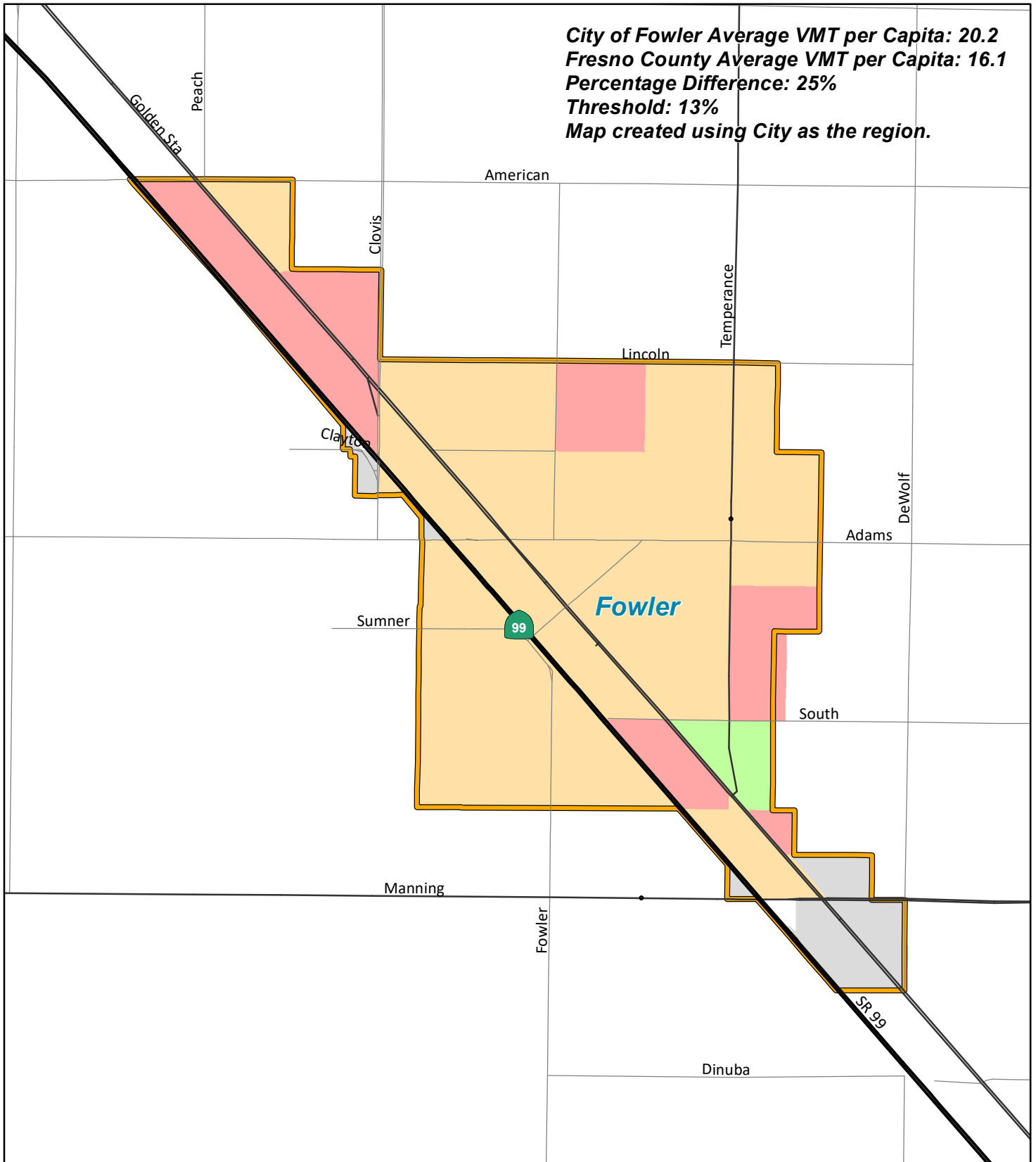


Fresno County SB 743 Implementation Regional Guidelines
City of Firebaugh - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig4_Firebaugh_COGAVG.mxd (4/29/2020)

City of Fowler Average VMT per Capita: 20.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 25%
Threshold: 13%
Map created using City as the region.

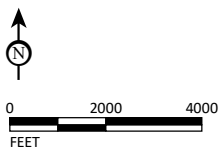


LSA

- VMT per Capita
- No Population
 - Less than 17.5
 - 17.5 - 22.8
 - Greater than 22.8

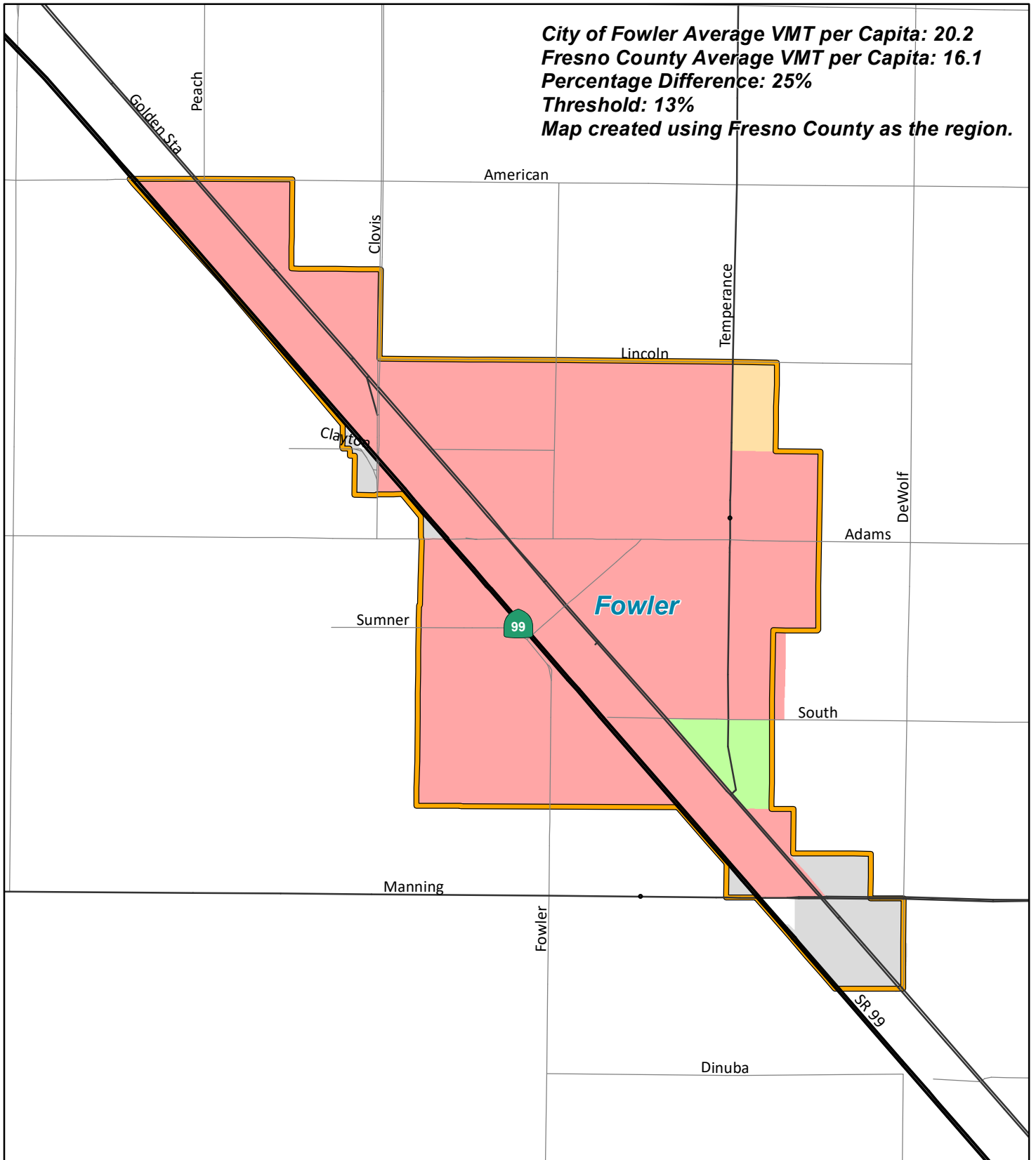
City with Sphere of Influence

APPENDIX A-4a



Fresno County SB 743 Implementation Regional Guidelines
City of Fowler - Existing VMT per Capita

City of Fowler Average VMT per Capita: 20.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 25%
Threshold: 13%
Map created using Fresno County as the region.



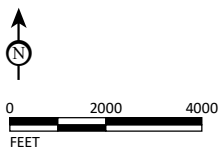
LSA

APPENDIX A-4b

VMT per Capita

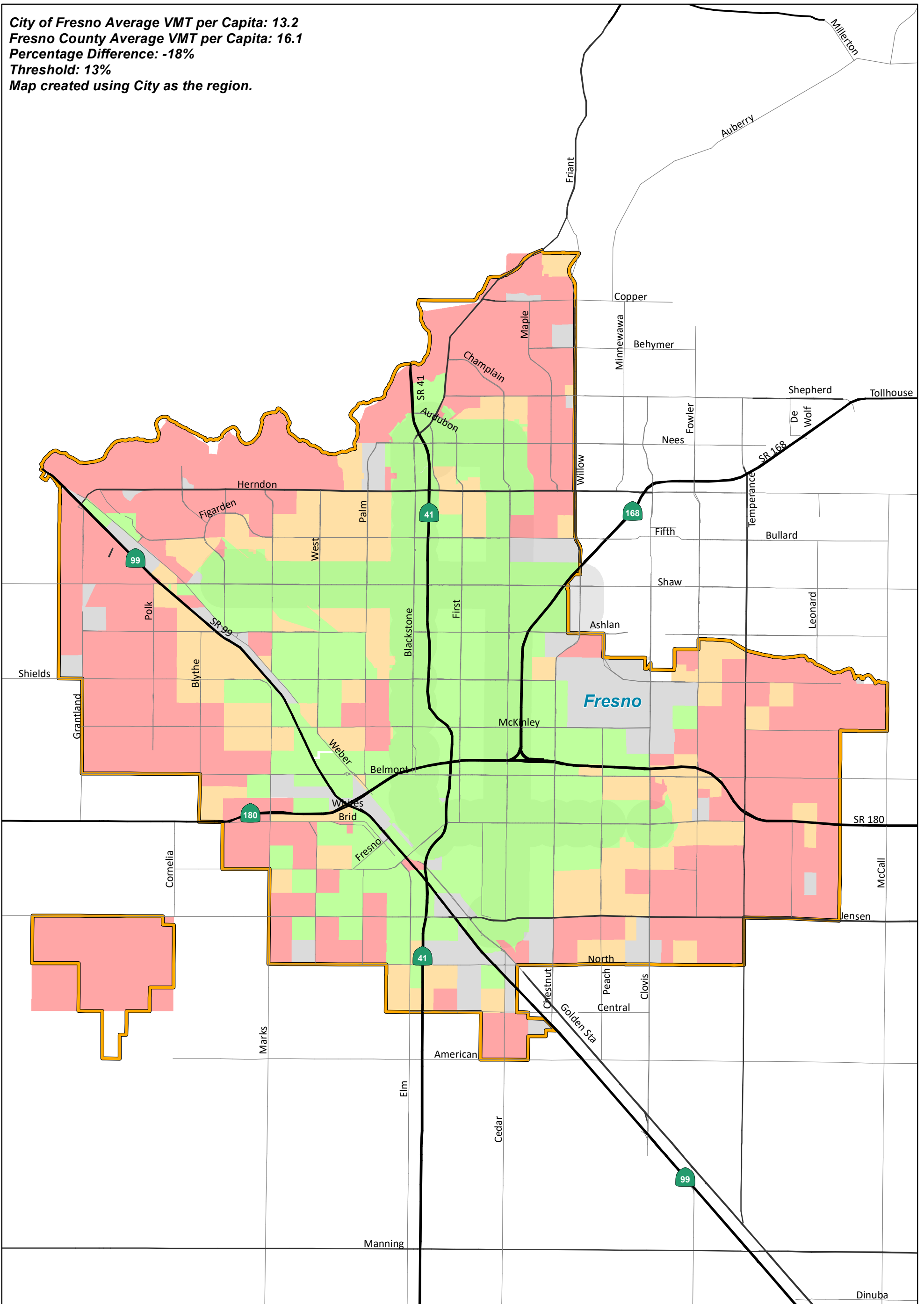
City with Sphere of Influence

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2



Fresno County SB 743 Implementation Regional Guidelines
City of Fowler - Existing VMT per Capita

City of Fresno Average VMT per Capita: 13.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -18%
Threshold: 13%
Map created using City as the region.



LSA

City with Sphere of Influence

- VMT per Capita
- No Population
 - Less than 11.5
 - 11.5 - 14.9
 - Greater than 14.9



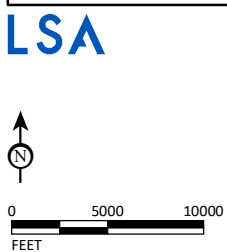
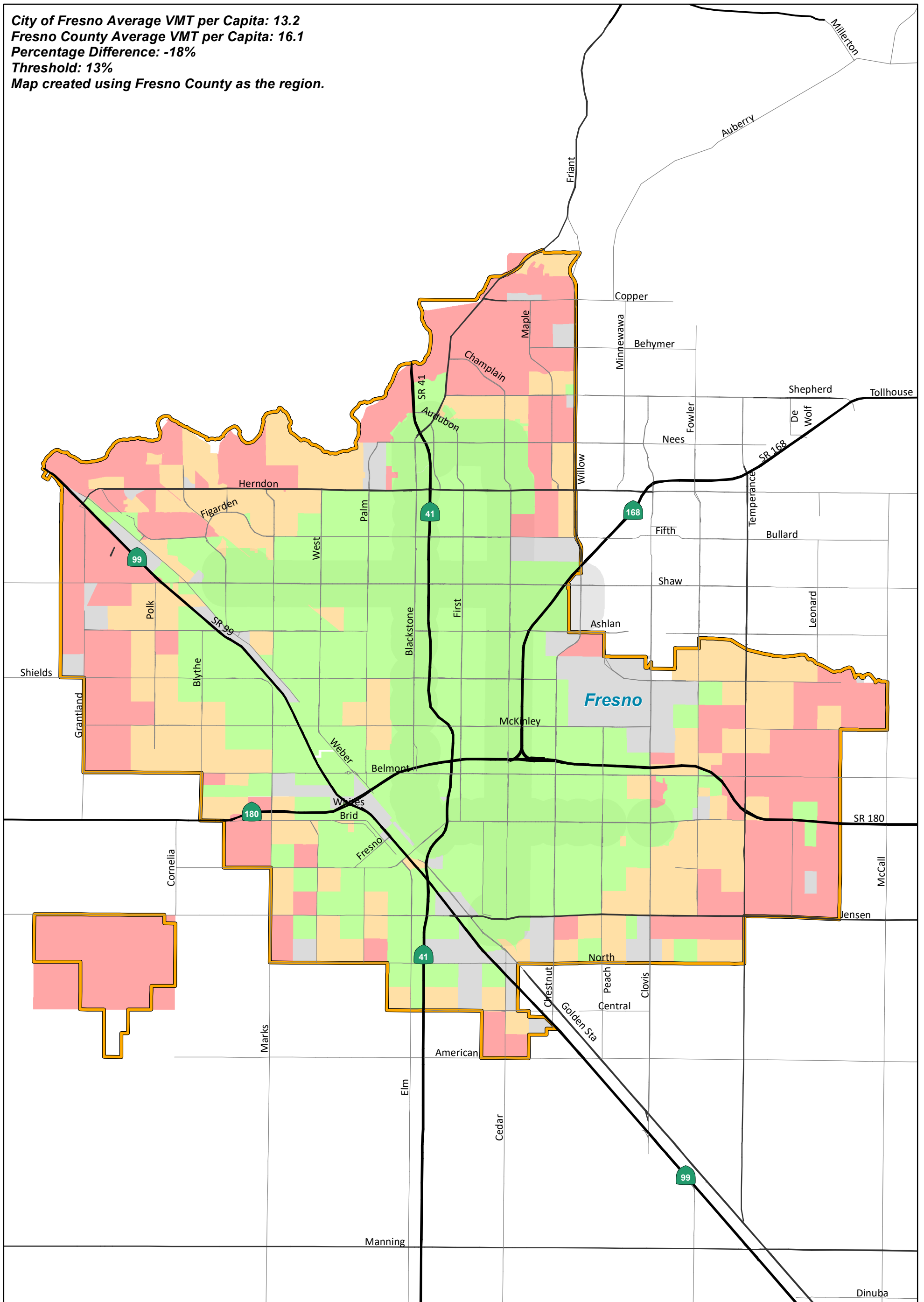
SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig6_Fresno.mxd (5/1/2020)

APPENDIX A-5a

Fresno County SB 743 Implementation Regional Guidelines
 City of Fresno - Existing VMT per Capita

City of Fresno Average VMT per Capita: 13.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -18%
Threshold: 13%
Map created using Fresno County as the region.



LEGEND

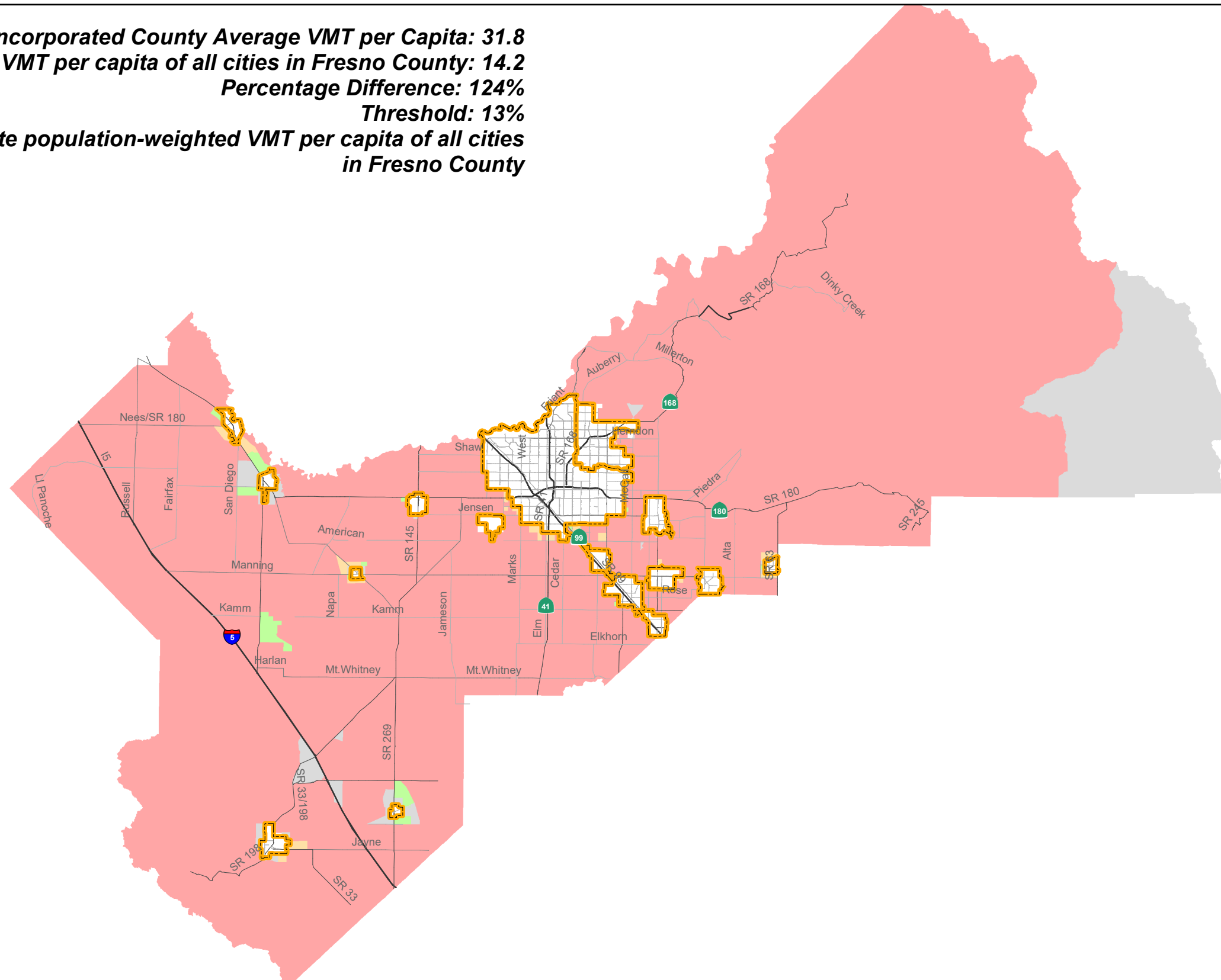
City with Sphere of Influence

VMT per Capita


- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

APPENDIX A-5b





Unincorporated County Average VMT per Capita: 31.8
Aggregate population-weighted VMT per capita of all cities in Fresno County: 14.2
Percentage Difference: 124%
Threshold: 13%
Map created using the aggregate population-weighted VMT per capita of all cities in Fresno County



LSA

 Cities Including Sphere of Influence

VMT per Capita

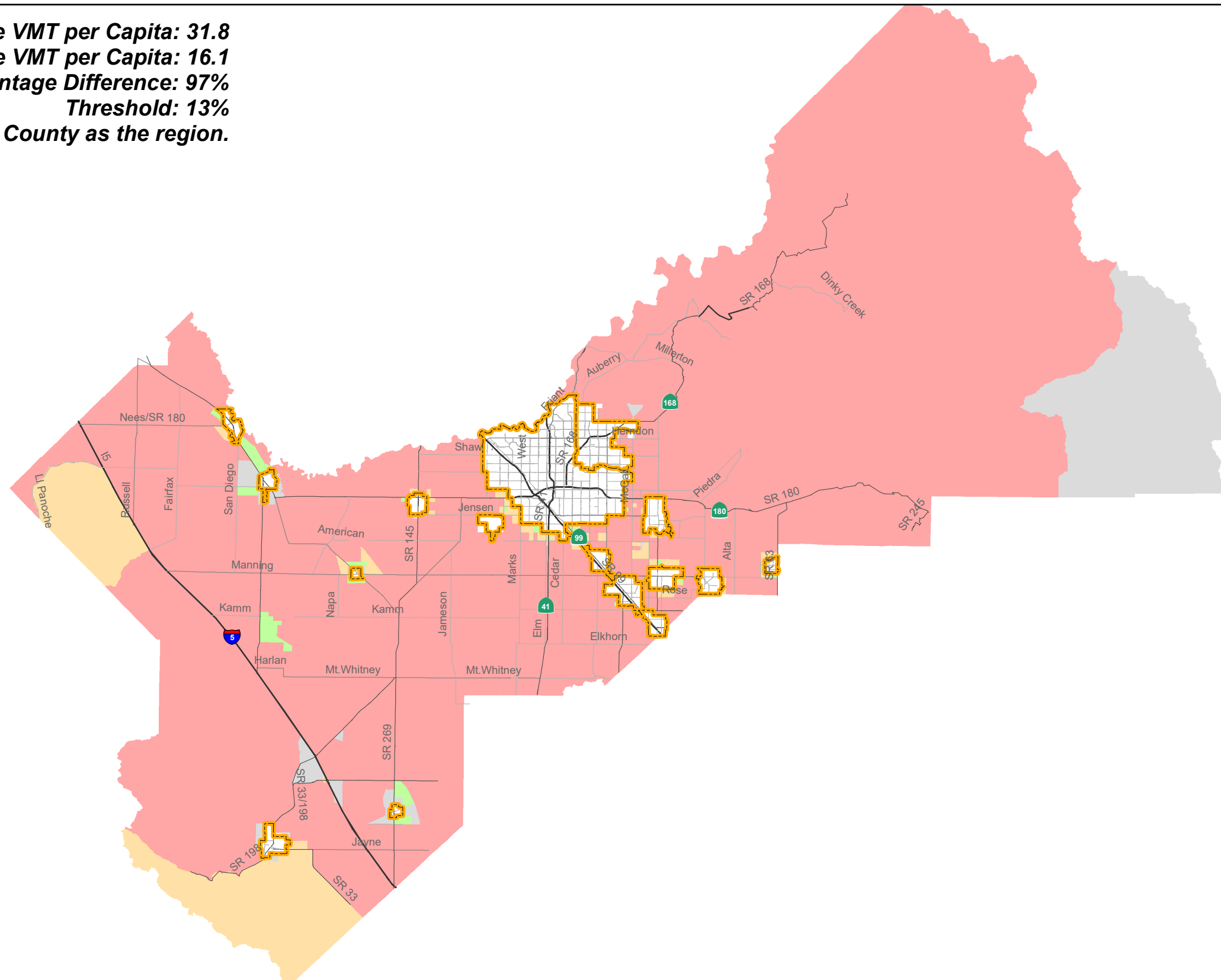
-  No Population
-  Less than 12.4
-  12.4 - 16.0
-  Greater than 16.0

APPENDIX A-6a



Fresno County SB 743 Implementation Regional Guidelines
 Unincorporated County Existing VMT per Capita

Unincorporated County Average VMT per Capita: 31.8
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 97%
Threshold: 13%
Map created using Fresno County as the region.



LSA

Cities Including Sphere of Influence

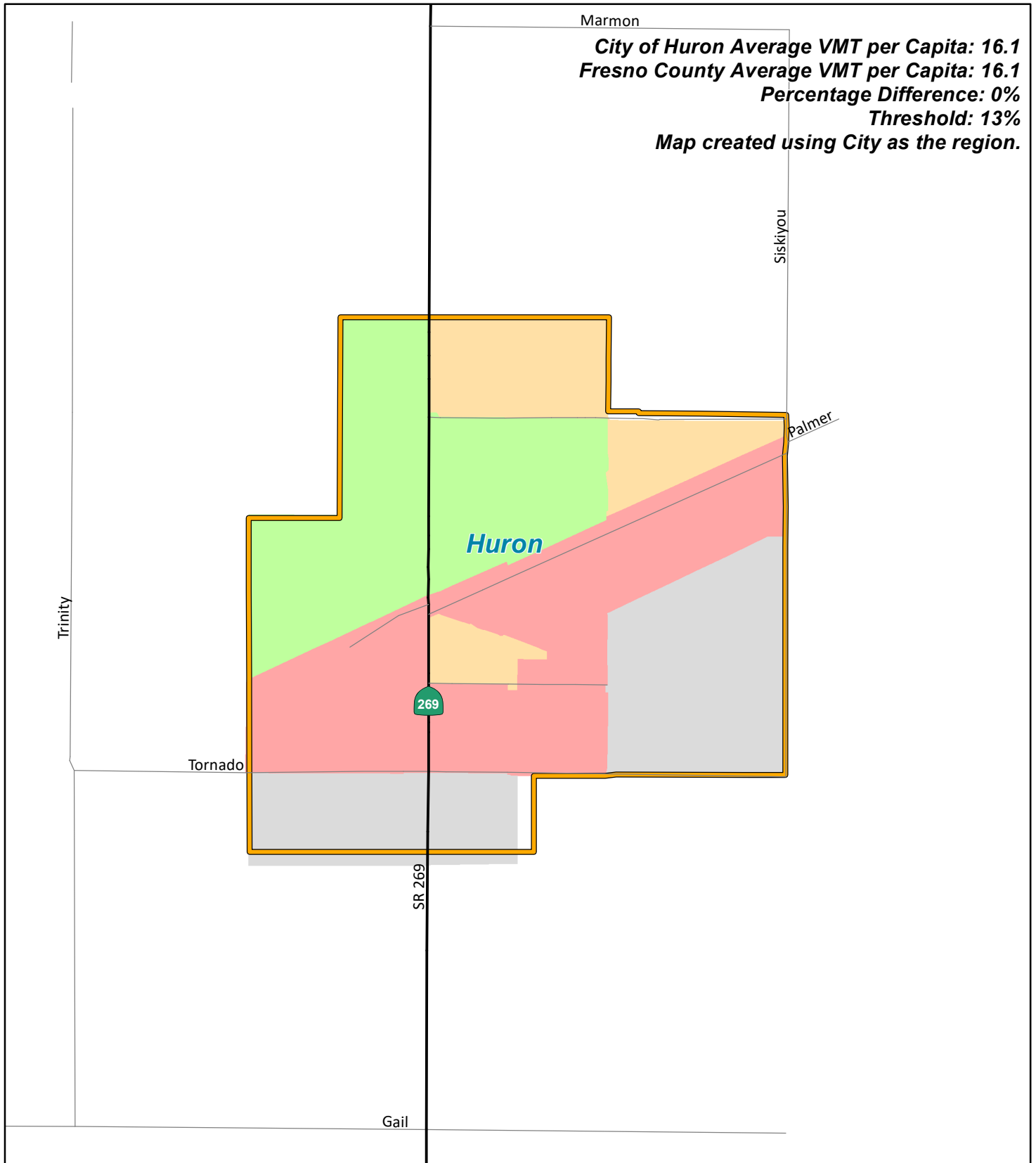
VMT per Capita

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

APPENDIX A-6b



Fresno County SB 743 Implementation Regional Guidelines
 Unincorporated County Existing VMT per Capita



LSA

APPENDIX A-7a

VMT per Capita



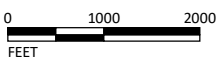
City with Sphere of Influence

■ No Population

■ Less than 14.0

■ 14.0 - 18.1

■ Greater than 18.1



Fresno County SB 743 Implementation Regional Guidelines

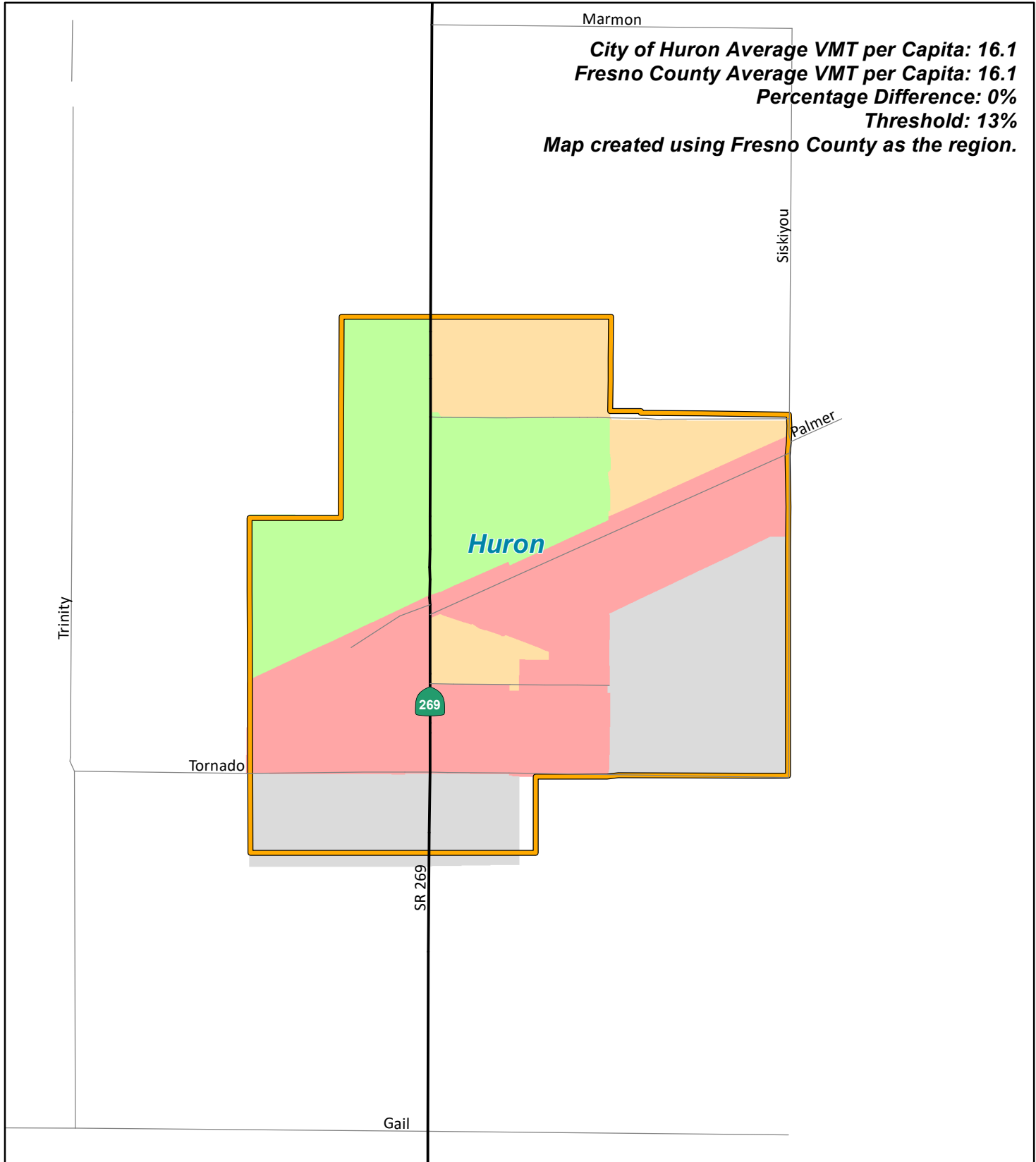
City of Huron - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig8_Huron.mxd (4/29/2020)

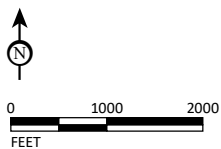
Marmon

City of Huron Average VMT per Capita: 16.1
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 0%
Threshold: 13%
Map created using Fresno County as the region.



APPENDIX A-7b

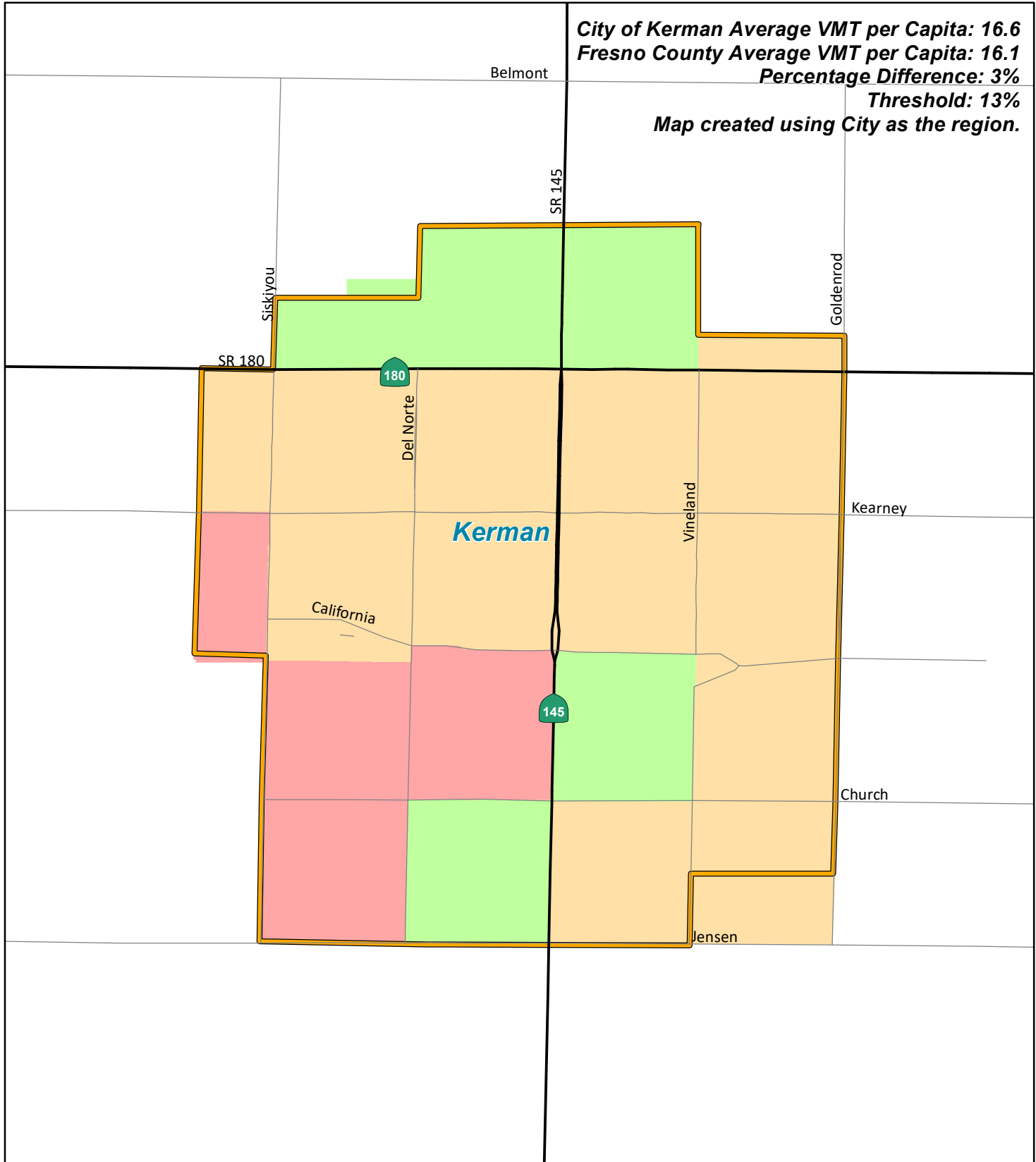
- VMT per Capita
- No Population
 - Less than 14.0
 - 14.0 - 18.2
 - Greater than 18.2
- City with Sphere of Influence



Fresno County SB 743 Implementation Regional Guidelines
 City of Huron - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig8_Huron_COGAVG.mxd (4/29/2020)

City of Kerman Average VMT per Capita: 16.6
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 3%
Threshold: 13%
Map created using City as the region.







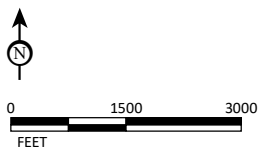
LSA

APPENDIX A-8a

VMT per Capita

 City with Sphere of Influence

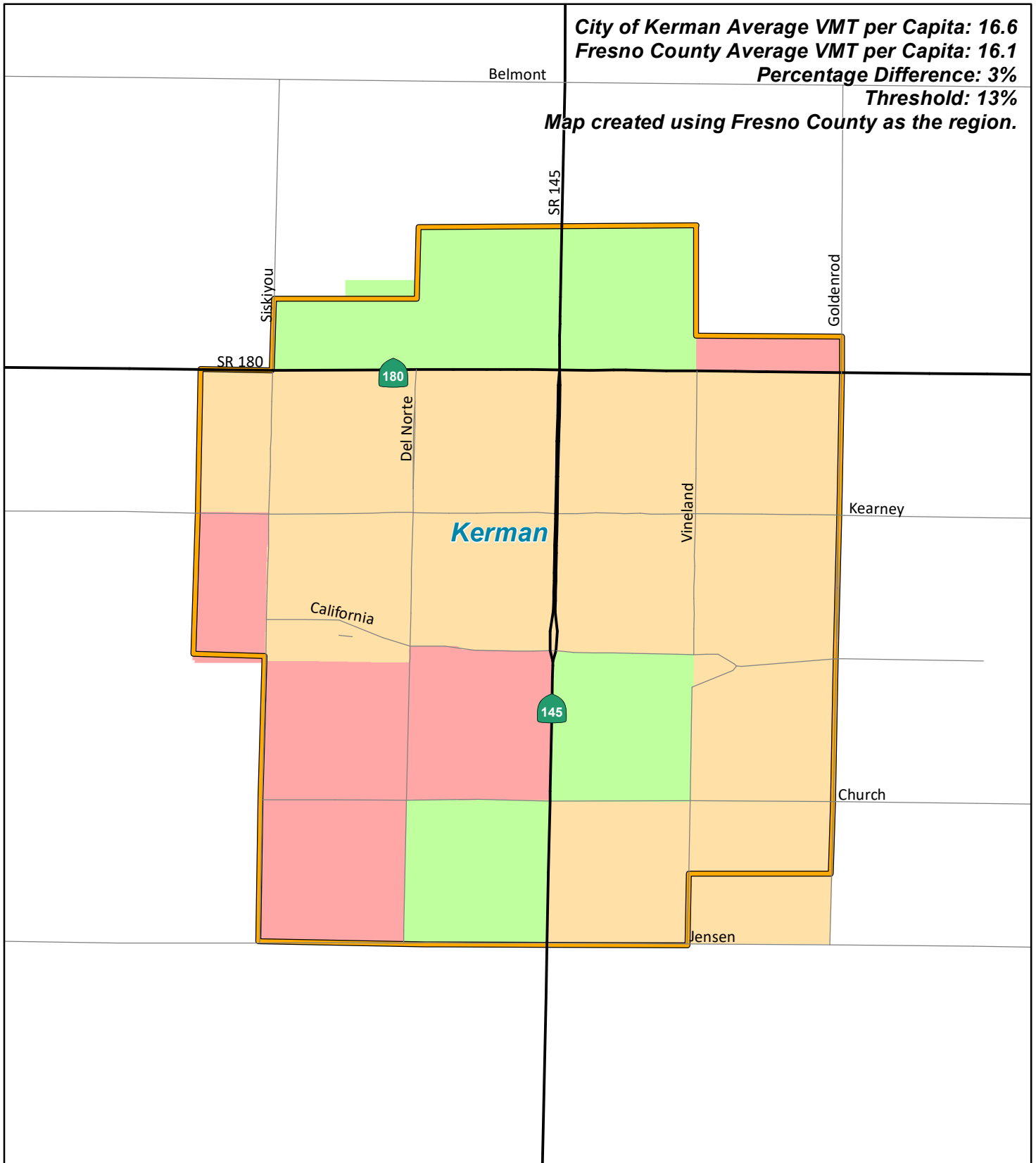
-  No Population
-  Less than 14.4
-  14.4 - 18.8
-  Greater than 18.8



Fresno County SB 743 Implementation Regional Guidelines
City of Kerman - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig9_Kerman.mxd (4/29/2020)

City of Kerman Average VMT per Capita: 16.6
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 3%
Threshold: 13%
Map created using Fresno County as the region.







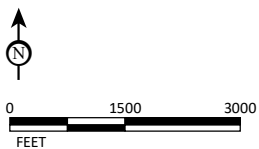
LSA

APPENDIX A-8b

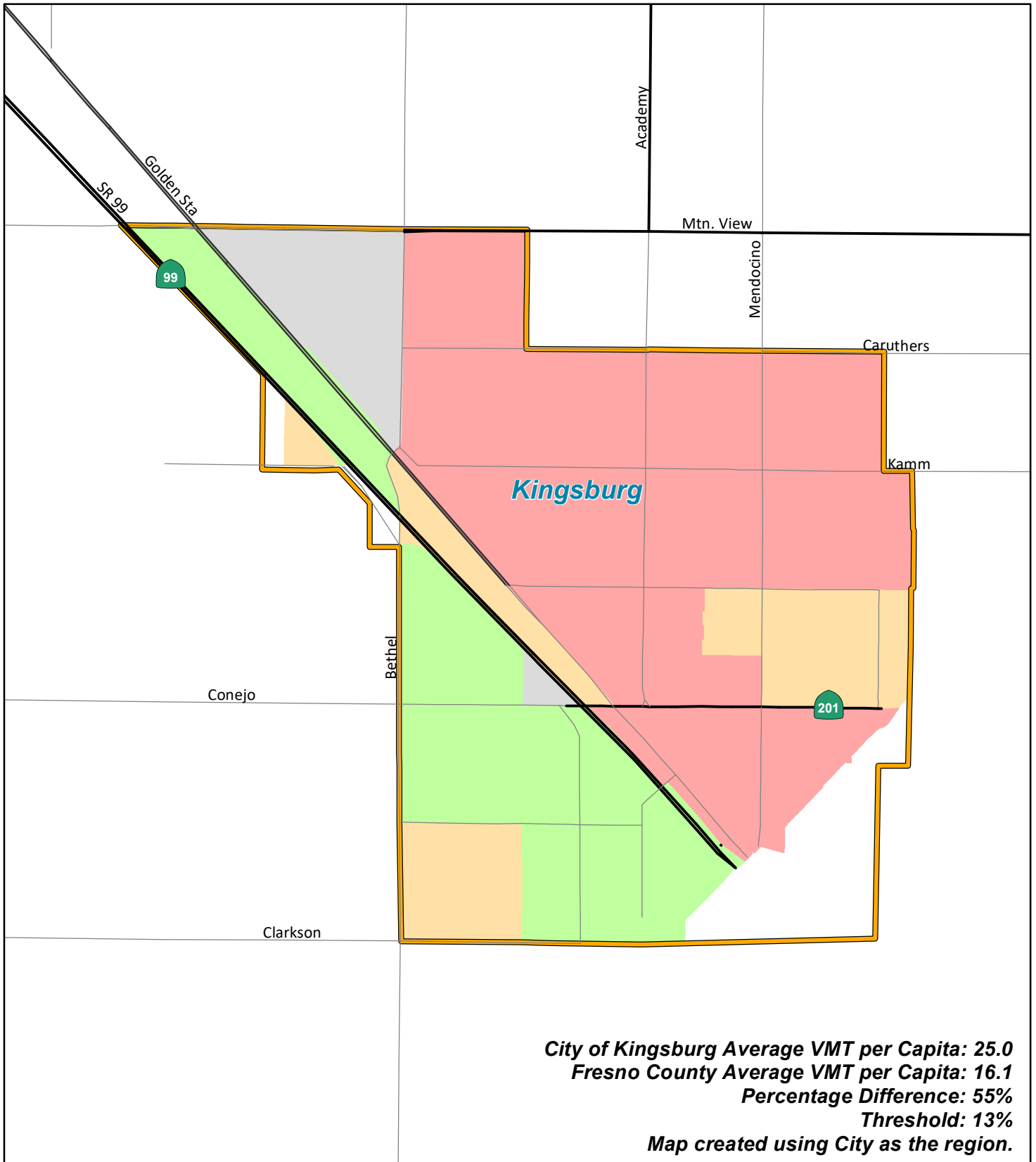
VMT per Capita

 City with Sphere of Influence

-  No Population
-  Less than 14.0
-  14.0 - 18.2
-  Greater than 18.2



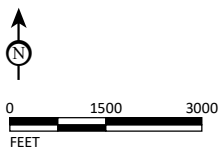
Fresno County SB 743 Implementation Regional Guidelines
City of Kerman - Existing VMT per Capita

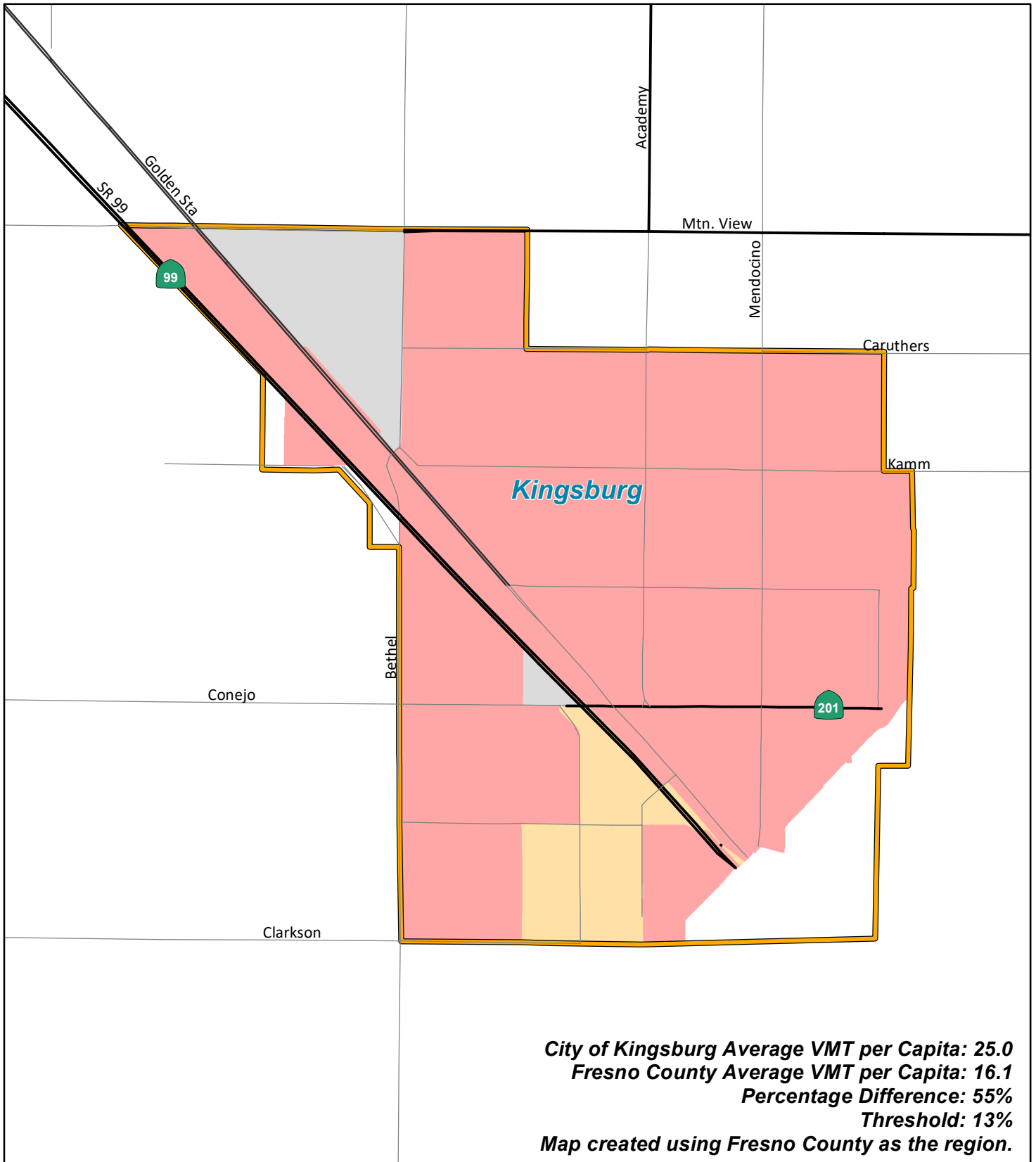


VMT per Capita

- No Population
- Less than 21.7
- 21.7 - 28.2
- Greater than 28.2

City with Sphere of Influence

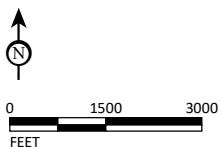




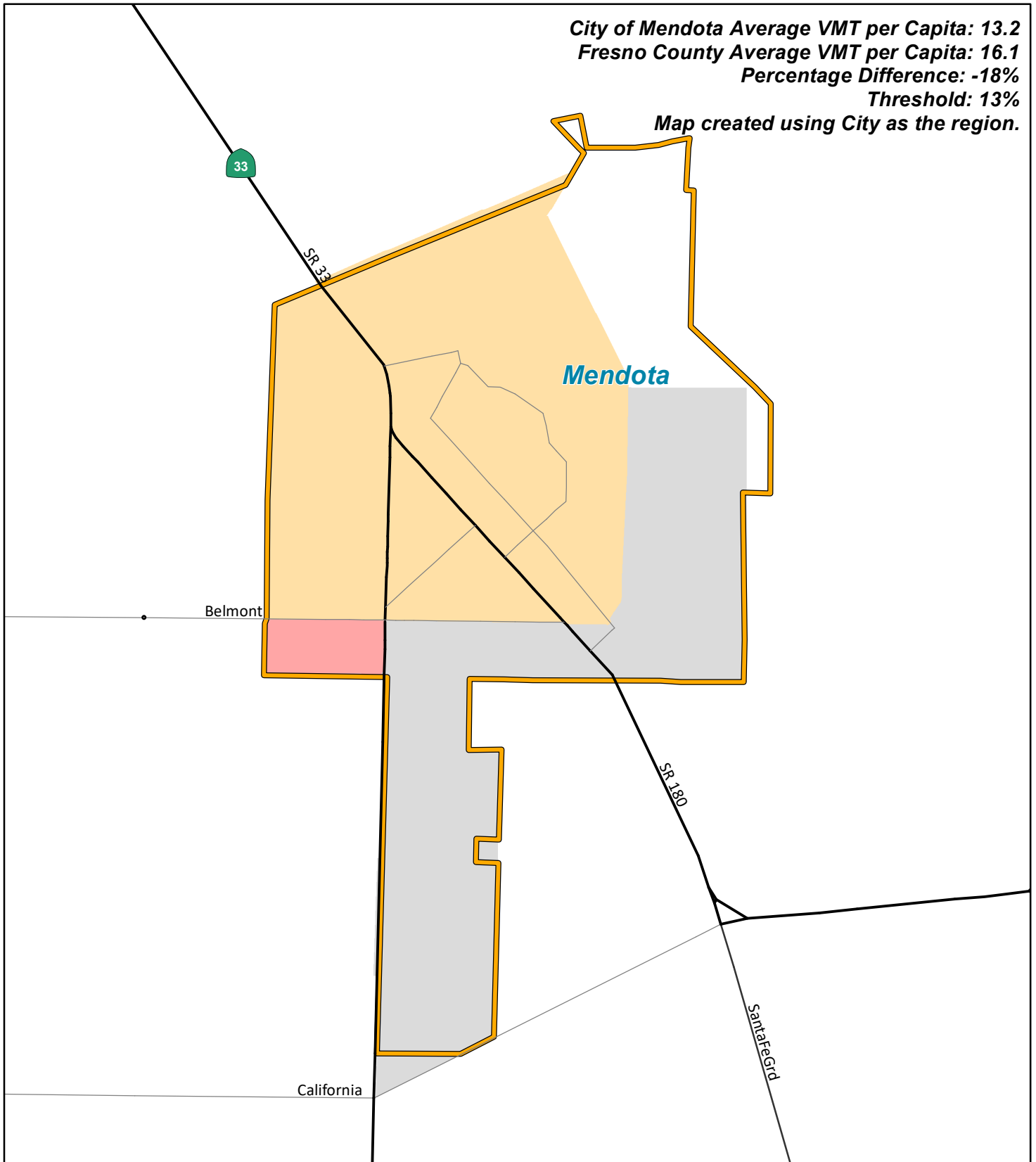
VMT per Capita

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

City with Sphere of Influence



City of Mendota Average VMT per Capita: 13.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -18%
Threshold: 13%
Map created using City as the region.







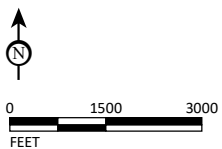
LSA

VMT per Capita

 City with Sphere of Influence

APPENDIX A-10a

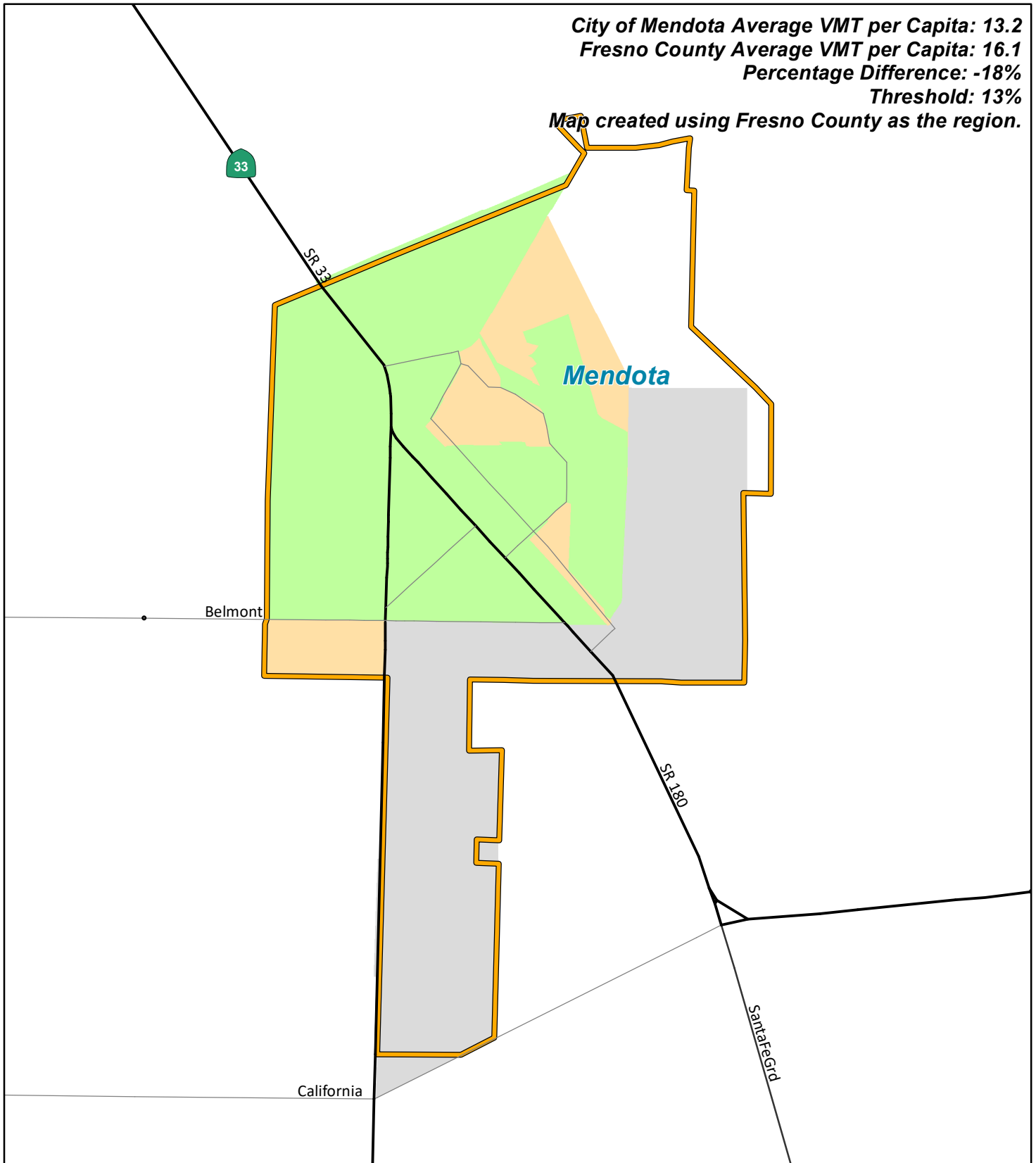
-  No Population
-  Less than 11.5
-  11.4 - 14.9
-  Greater than 14.9



Fresno County SB 743 Implementation Regional Guidelines
City of Mendota - Existing VMT per Capita

City of Mendota Average VMT per Capita: 13.2
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -18%
Threshold: 13%

Map created using Fresno County as the region.







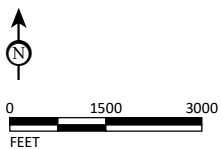
LSA

VMT per Capita

 City with Sphere of Influence

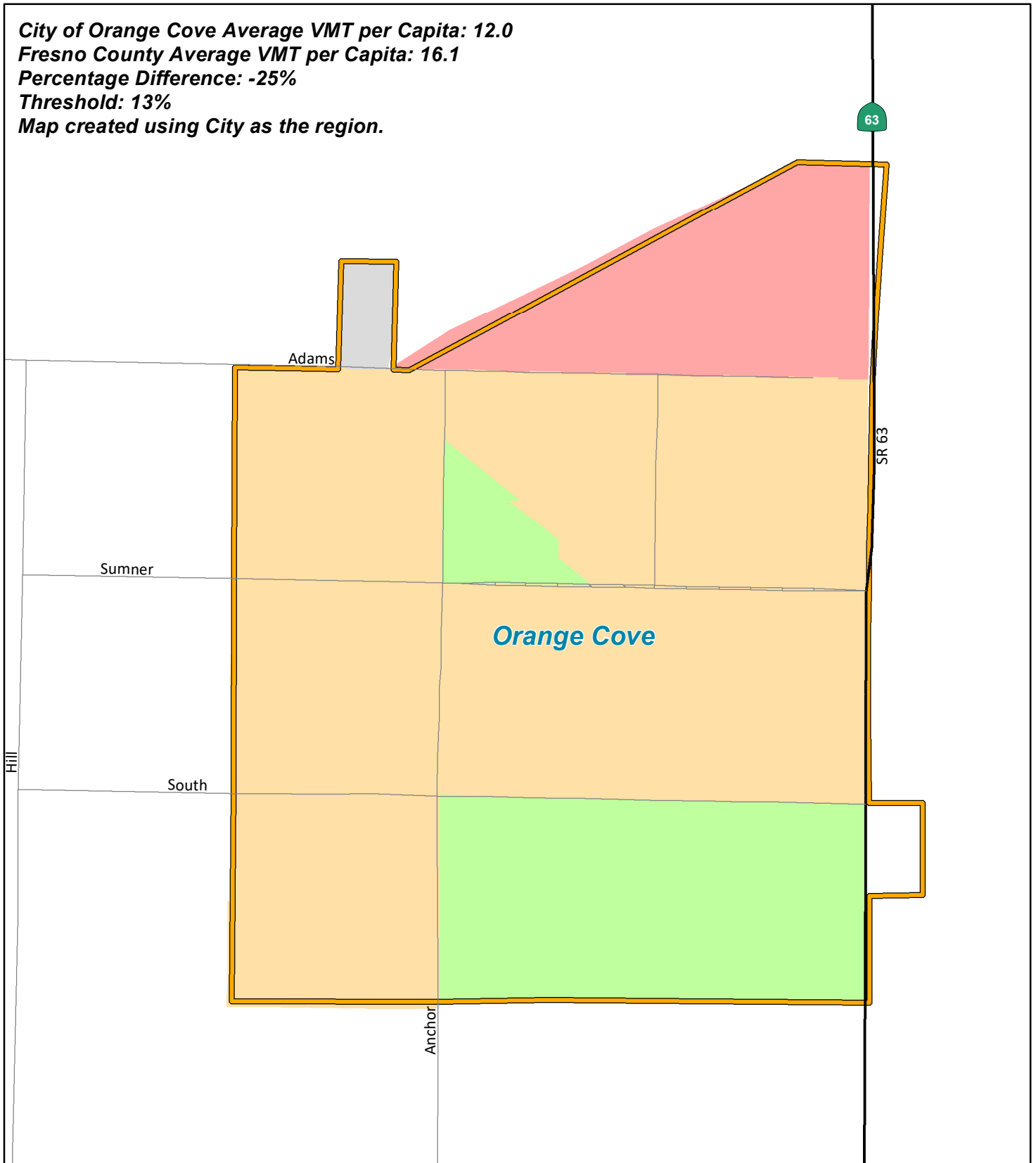
APPENDIX A-10b

-  No Population
-  Less than 14.0
-  14.0 - 18.2
-  Greater than 18.2



Fresno County SB 743 Implementation Regional Guidelines
City of Mendota - Existing VMT per Capita

City of Orange Cove Average VMT per Capita: 12.0
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -25%
Threshold: 13%
Map created using City as the region.

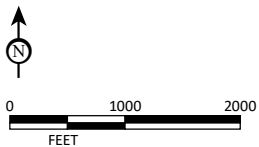


LSA

VMT per Capita

 City with Sphere of Influence

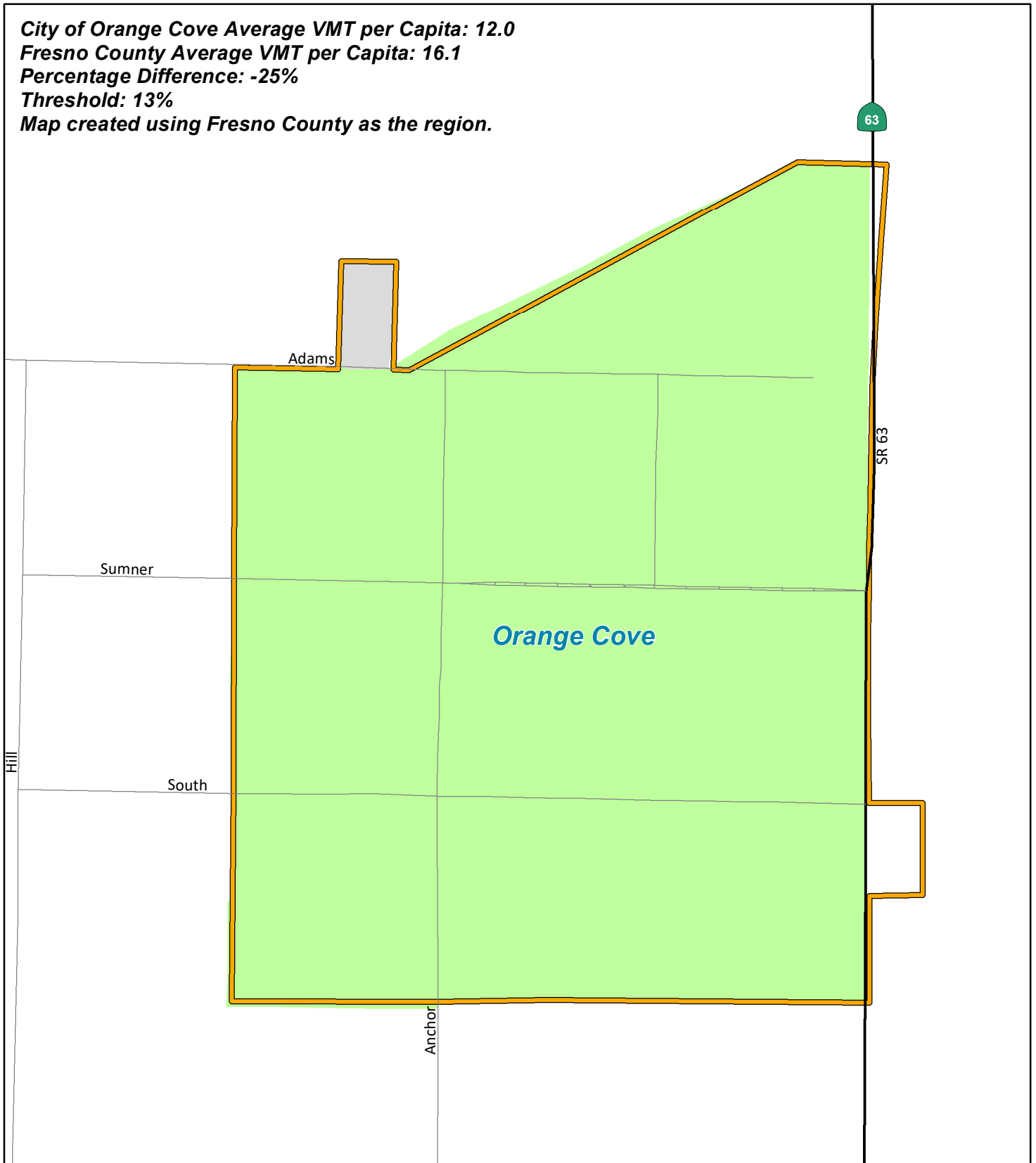
APPENDIX A-11a



-  No Population
-  Less than 10.5
-  10.5 - 13.6
-  Greater than 13.6

Fresno County SB 743 Implementation Regional Guidelines
City of Orange Cove - Existing VMT per Capita

City of Orange Cove Average VMT per Capita: 12.0
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -25%
Threshold: 13%
Map created using Fresno County as the region.



LSA

VMT per Capita



City with Sphere of Influence

APPENDIX A-11b



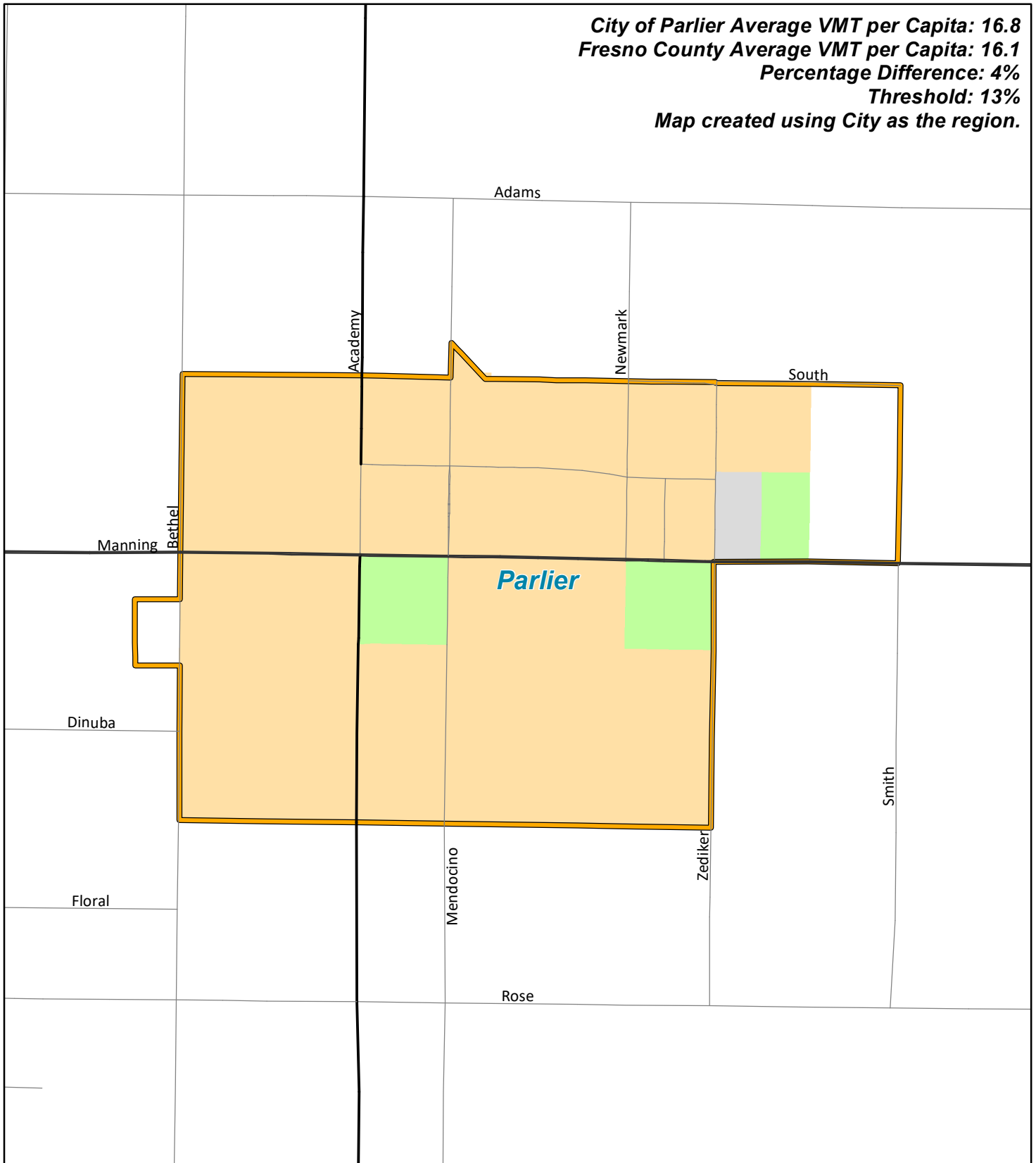
- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

Fresno County SB 743 Implementation Regional Guidelines
City of Orange Cove - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig12_Orange_Cove_COGAVG.mxd (4/29/2020)





City of Parlier Average VMT per Capita: 16.8
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 4%
Threshold: 13%
Map created using City as the region.

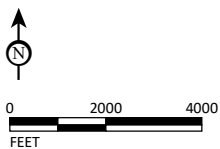


APPENDIX A-12a

VMT per Capita

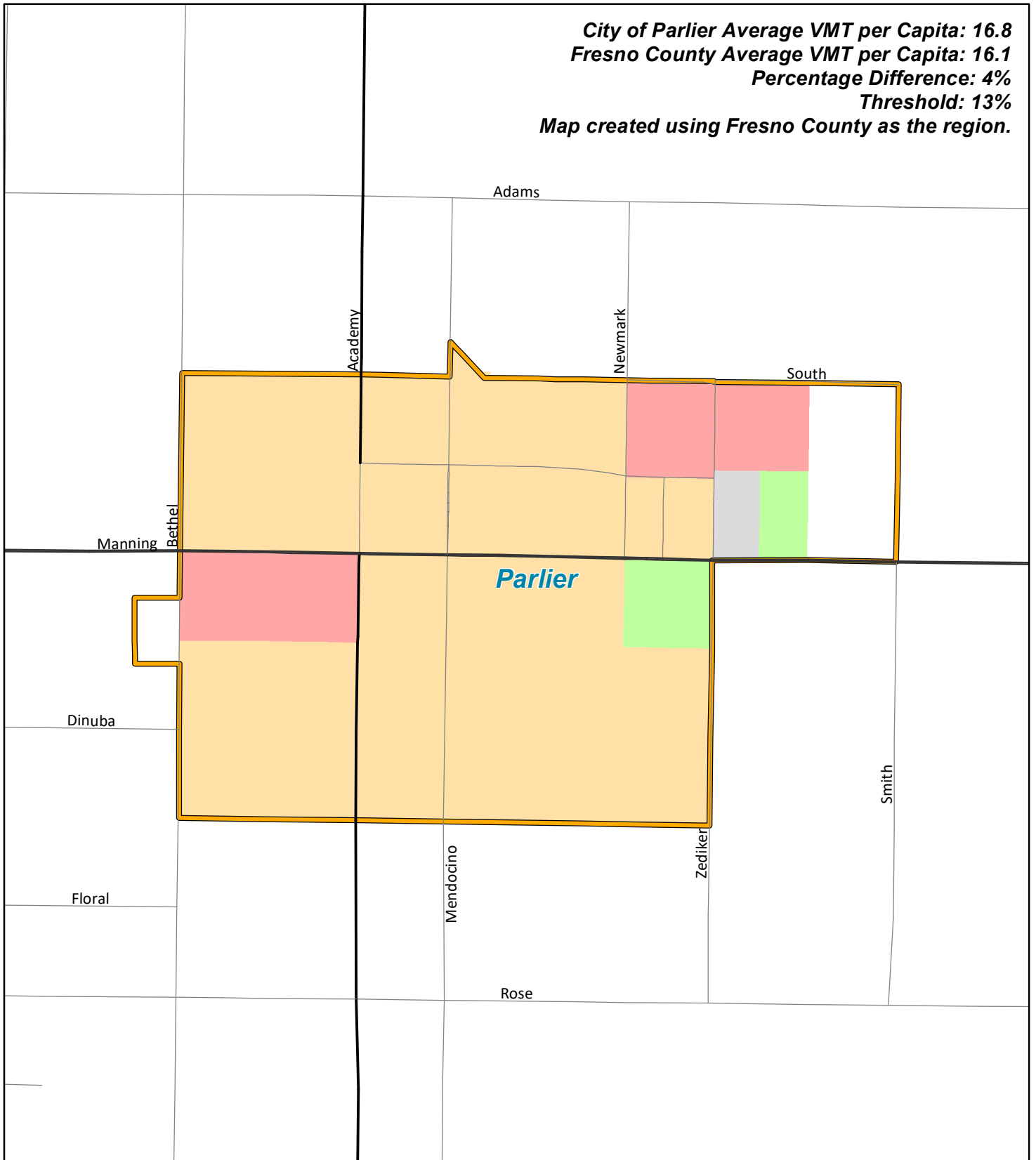
 City with Sphere of Influence

-  No Population
-  Less than 14.6
-  14.6 - 19.0
-  Greater than 19.0



Fresno County SB 743 Implementation Regional Guidelines
City of Parlier - Existing VMT per Capita

City of Parlier Average VMT per Capita: 16.8
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 4%
Threshold: 13%
Map created using Fresno County as the region.

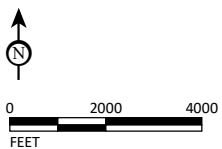


APPENDIX A-12b

VMT per Capita

City with Sphere of Influence

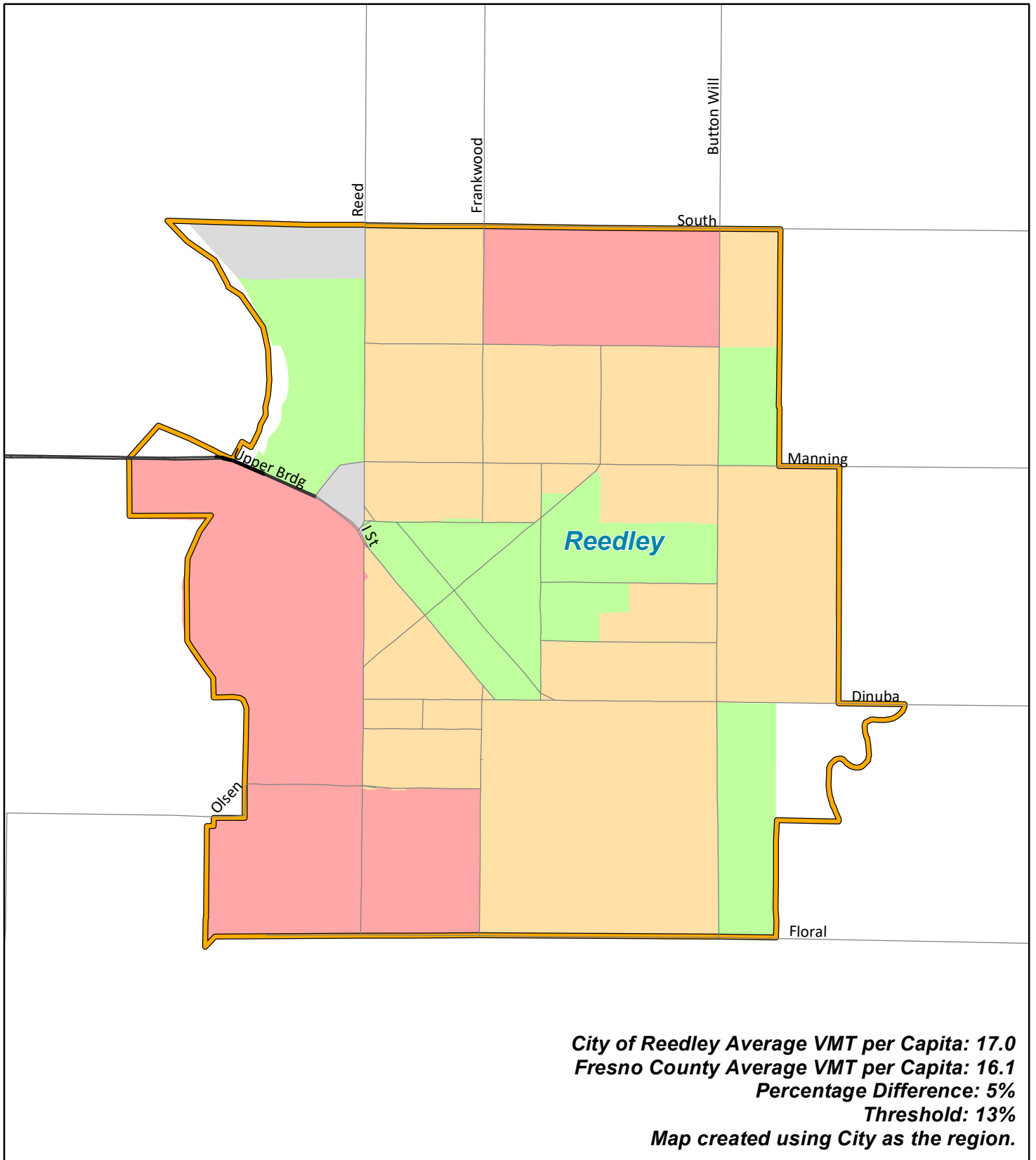
- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2



Fresno County SB 743 Implementation Regional Guidelines
City of Parlier - Existing VMT per Capita





SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

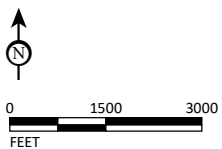
R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig13_Parlier_COGAVG.mxd (4/29/2020)

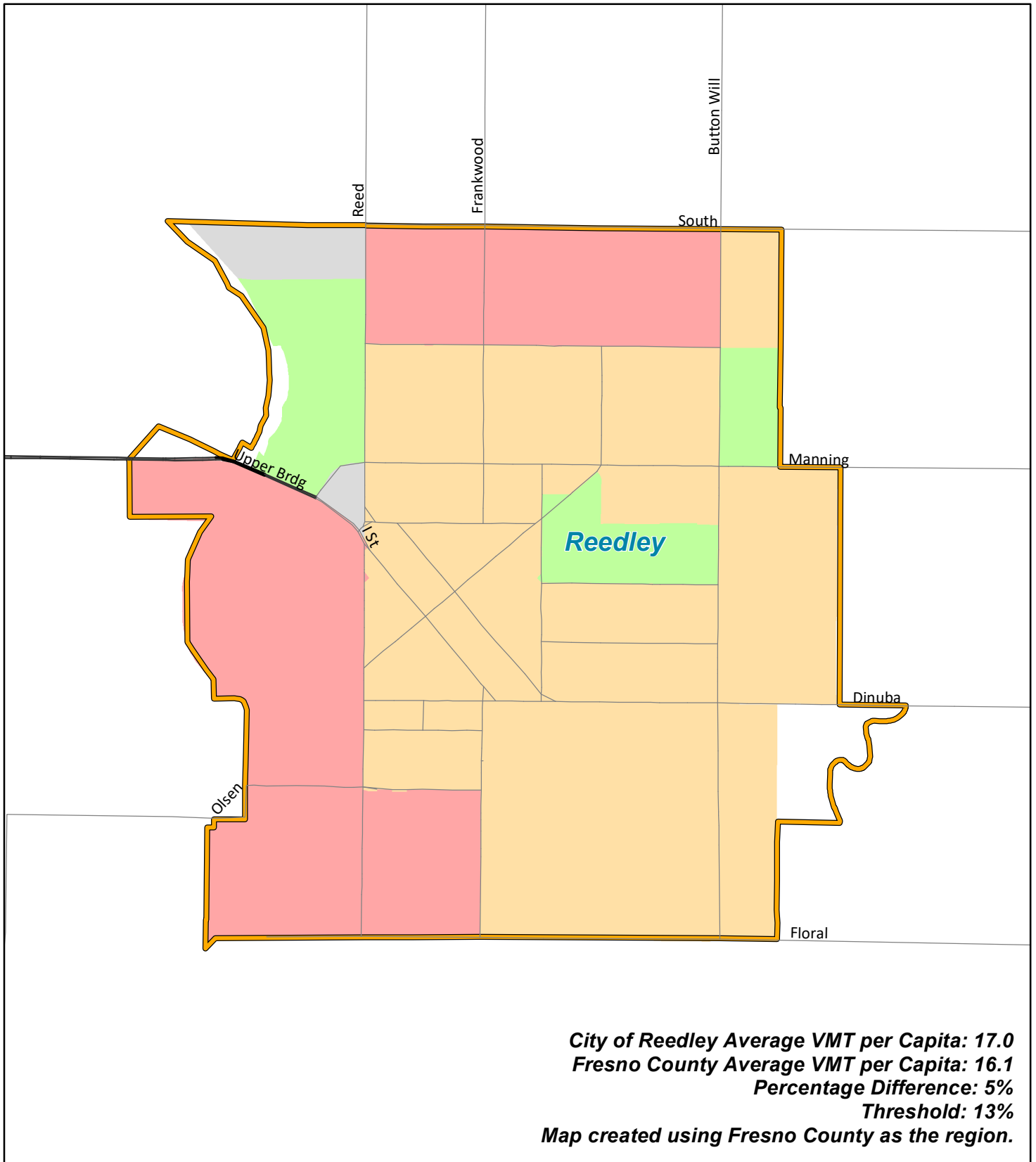


VMT per Capita

 City with Sphere of Influence

-  No Population
-  Less than 14.8
-  14.8 - 19.2
-  Greater than 19.2



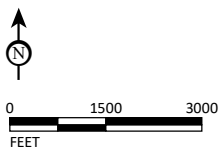


VMT per Capita

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

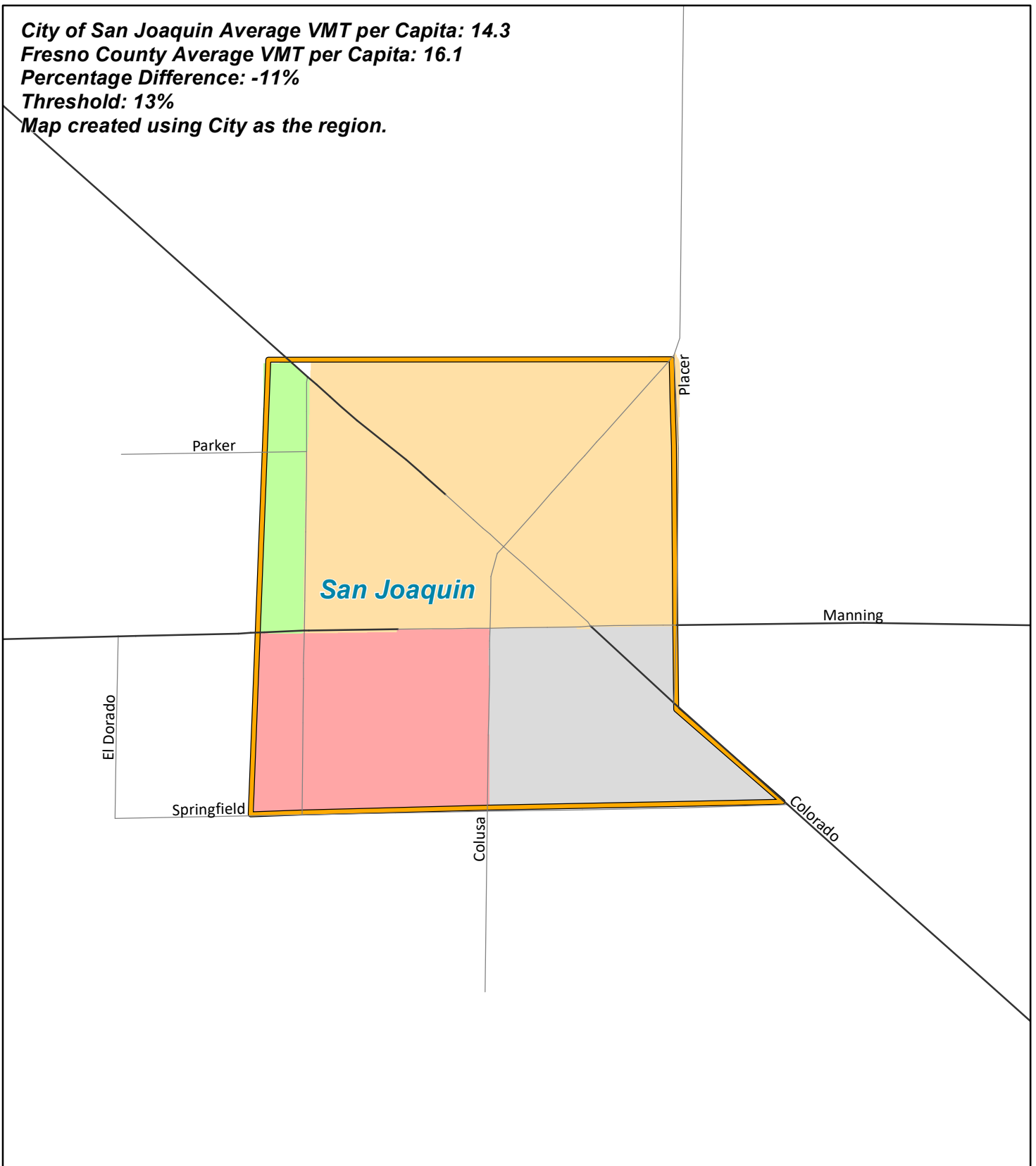
■ City with Sphere of Influence

APPENDIX A-13a



Fresno County SB 743 Implementation Regional Guidelines
City of Reedley - Existing VMT per Capita

City of San Joaquin Average VMT per Capita: 14.3
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -11%
Threshold: 13%
Map created using City as the region.



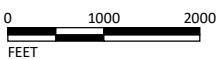
LSA

APPENDIX A-14a

VMT per Capita

City with Sphere of Influence

- No Population
- Less than 12.4
- 12.4 - 16.1
- Greater than 16.1

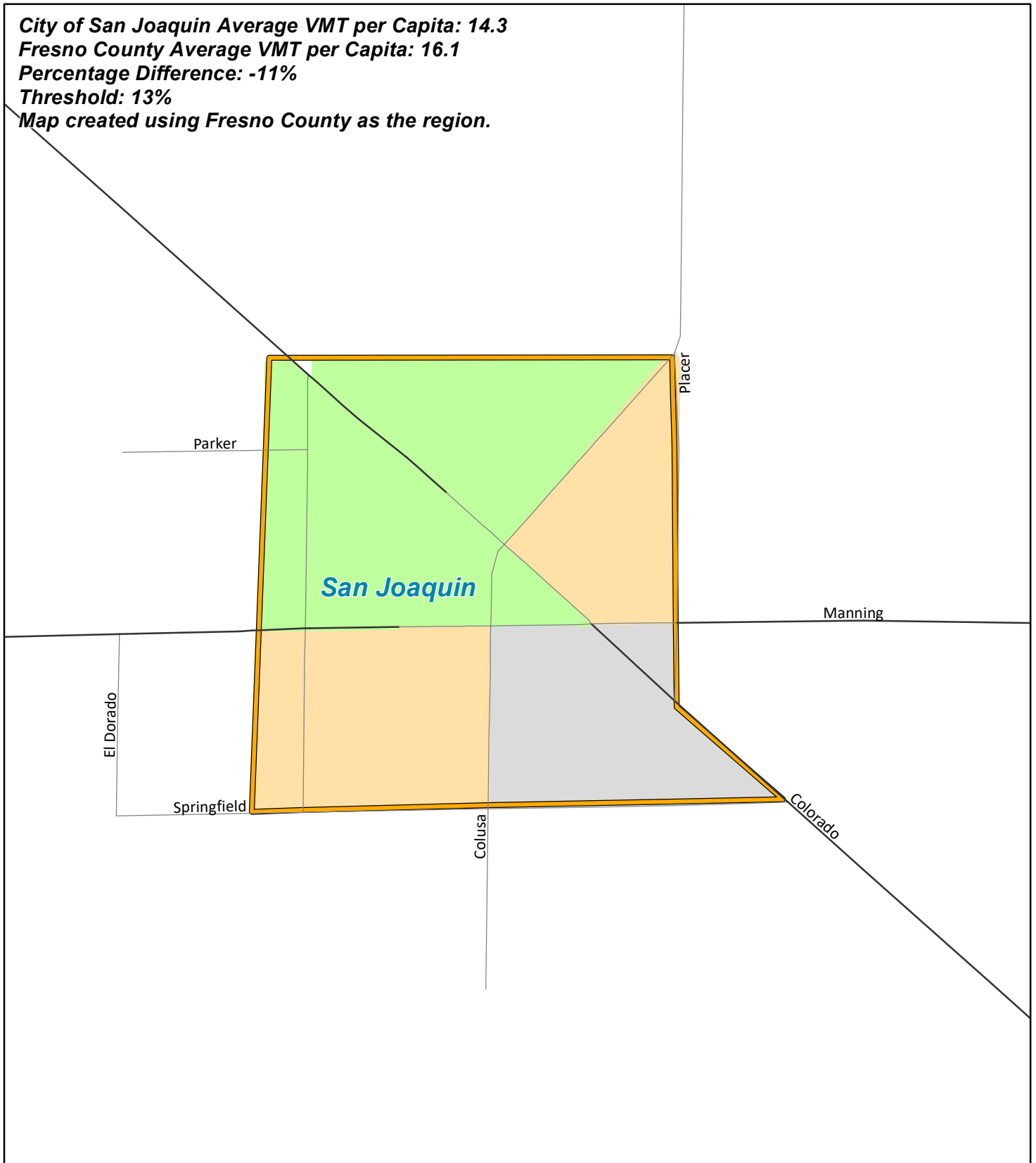


Fresno County SB 743 Implementation Regional Guidelines
City of San Joaquin - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig15_San_Joaquin.mxd (4/29/2020)

City of San Joaquin Average VMT per Capita: 14.3
Fresno County Average VMT per Capita: 16.1
Percentage Difference: -11%
Threshold: 13%
Map created using Fresno County as the region.

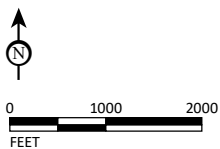


LSA

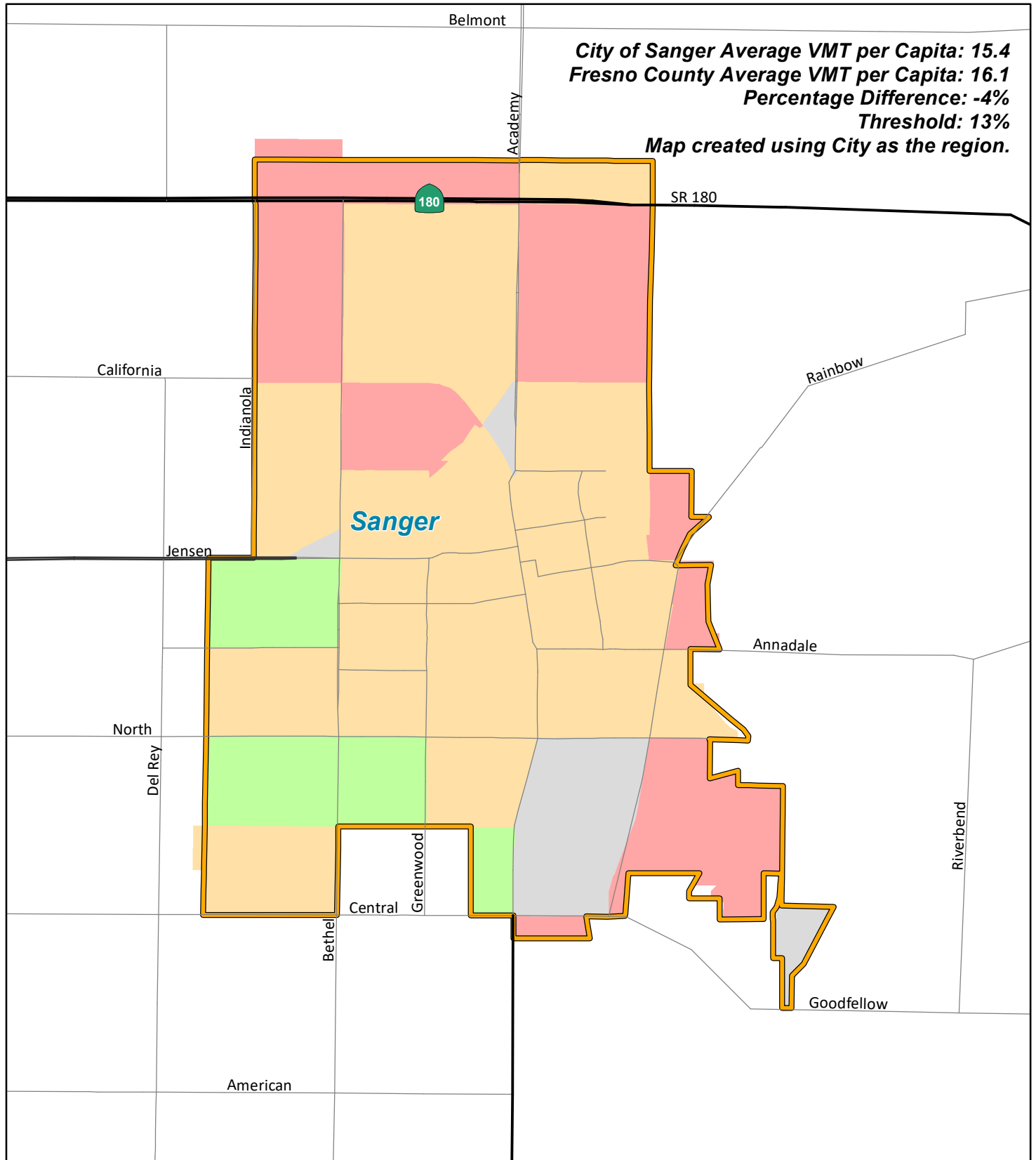
- VMT per Capita
- No Population
 - Less than 14.0
 - 14.0 - 18.2
 - Greater than 18.2

City with Sphere of Influence

APPENDIX A-14b



Fresno County SB 743 Implementation Regional Guidelines
City of San Joaquin - Existing VMT per Capita







LSA

APPENDIX A-15a

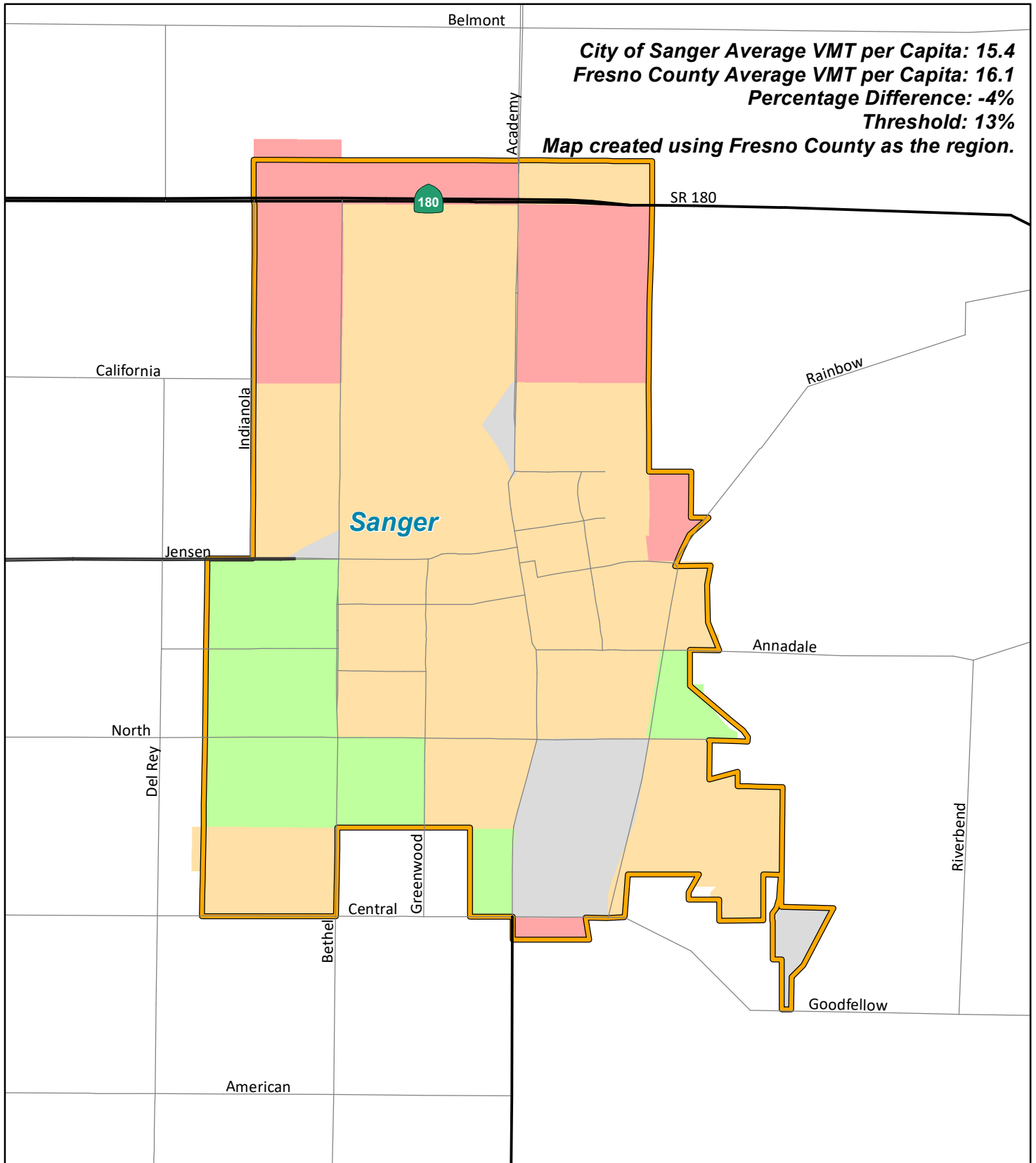
VMT per Capita

 City with Sphere of Influence

-  No Population
-  Less than 13.4
-  13.4 - 17.5
-  Greater than 17.5

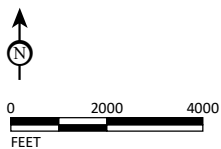
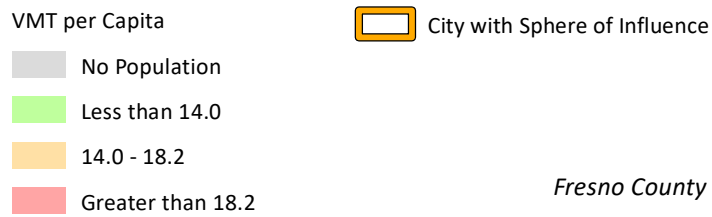


Fresno County SB 743 Implementation Regional Guidelines
City of Sanger - Existing VMT per Capita

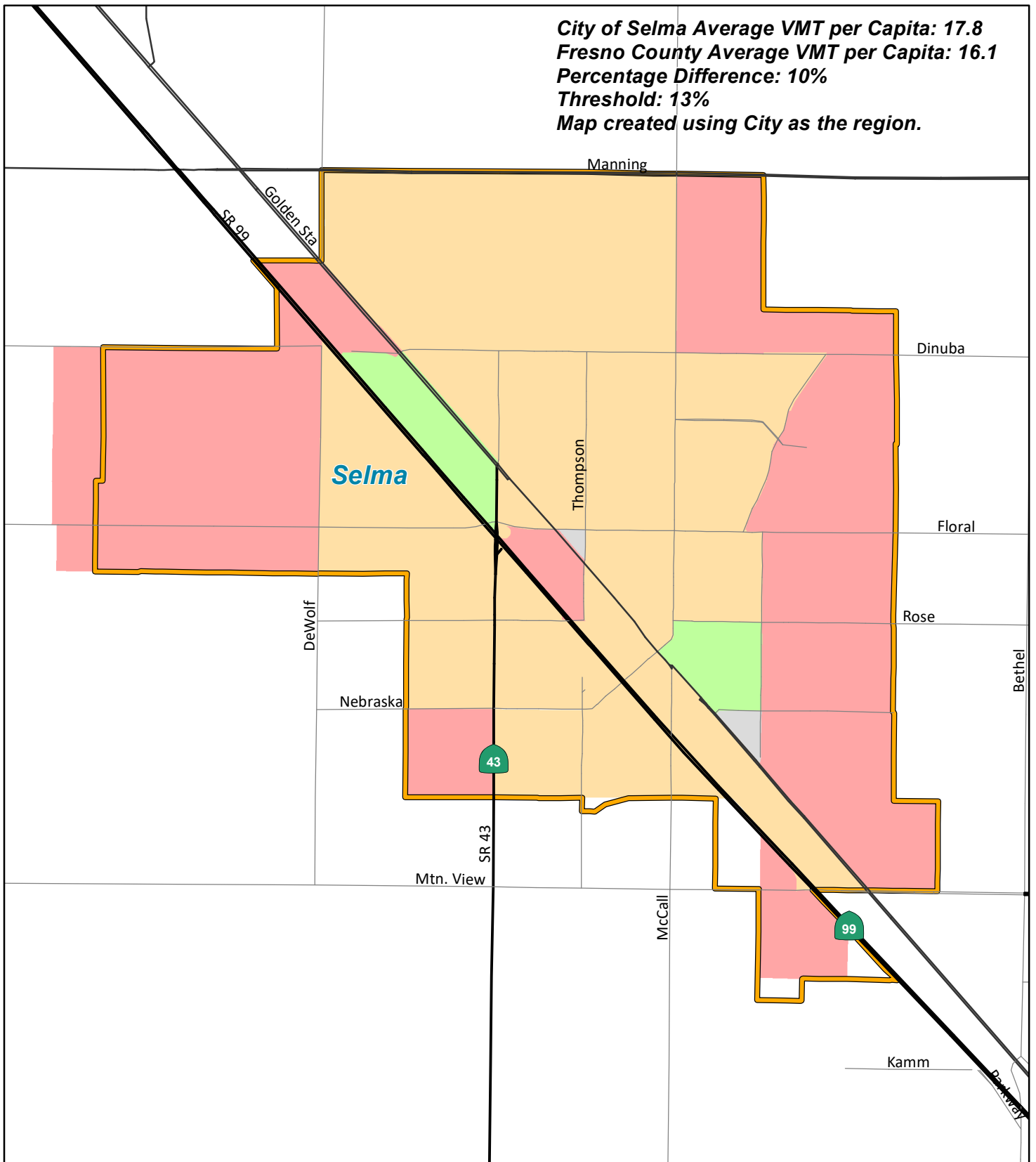


LSA

APPENDIX A-15a



City of Selma Average VMT per Capita: 17.8
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 10%
Threshold: 13%
Map created using City as the region.







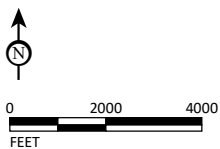
LSA

APPENDIX A-16a

VMT per Capita

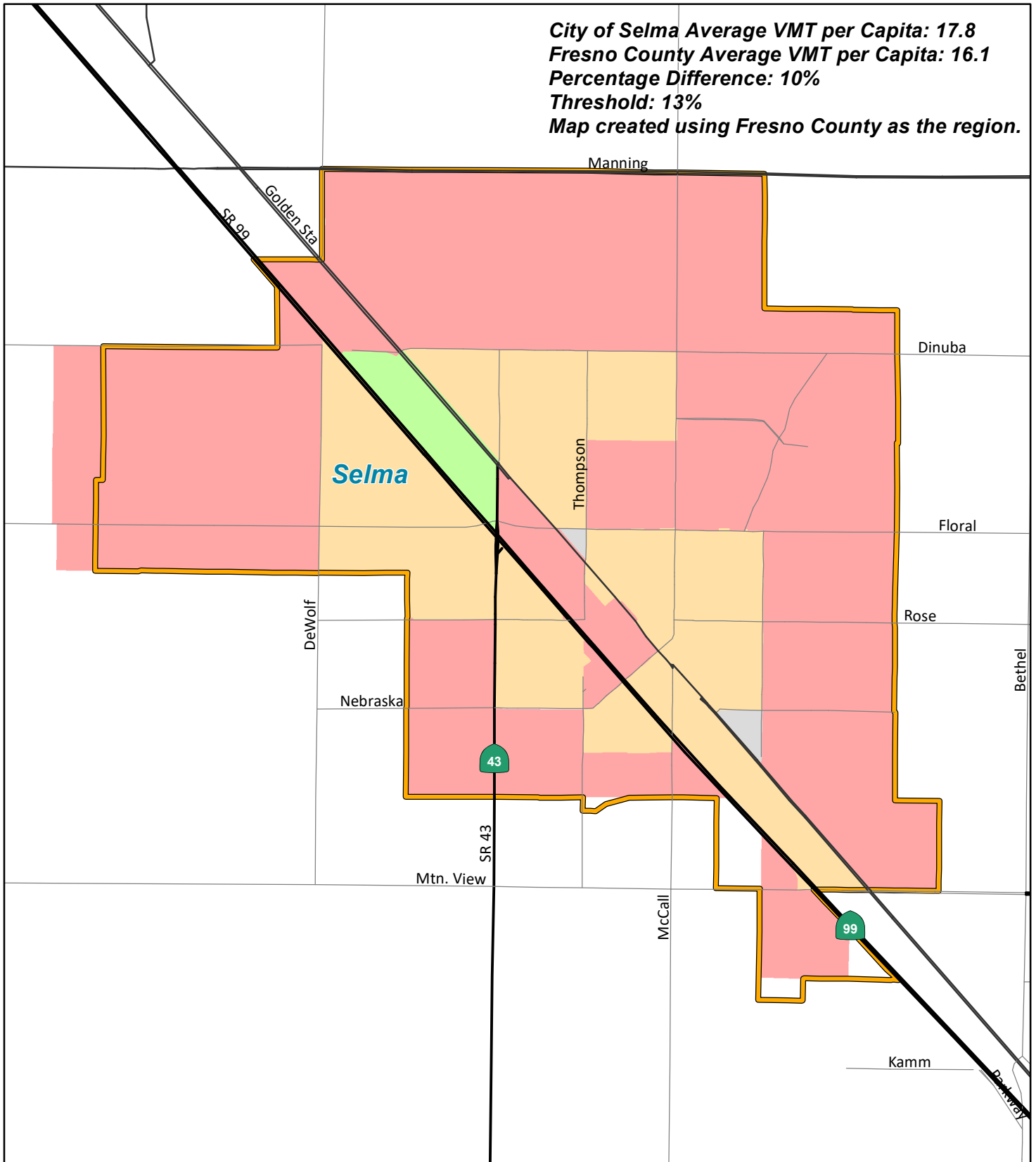
 City with Sphere of Influence

-  No Population
-  Less than 15.5
-  15.5 - 20.1
-  Greater than 20.1



Fresno County SB 743 Implementation Regional Guidelines
City of Selma - Existing VMT per Capita

City of Selma Average VMT per Capita: 17.8
Fresno County Average VMT per Capita: 16.1
Percentage Difference: 10%
Threshold: 13%
Map created using Fresno County as the region.

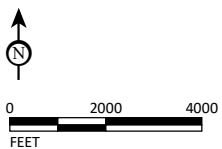


APPENDIX A-16b

VMT per Capita

City with Sphere of Influence

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2



Fresno County SB 743 Implementation Regional Guidelines
City of Selma - Existing VMT per Capita

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

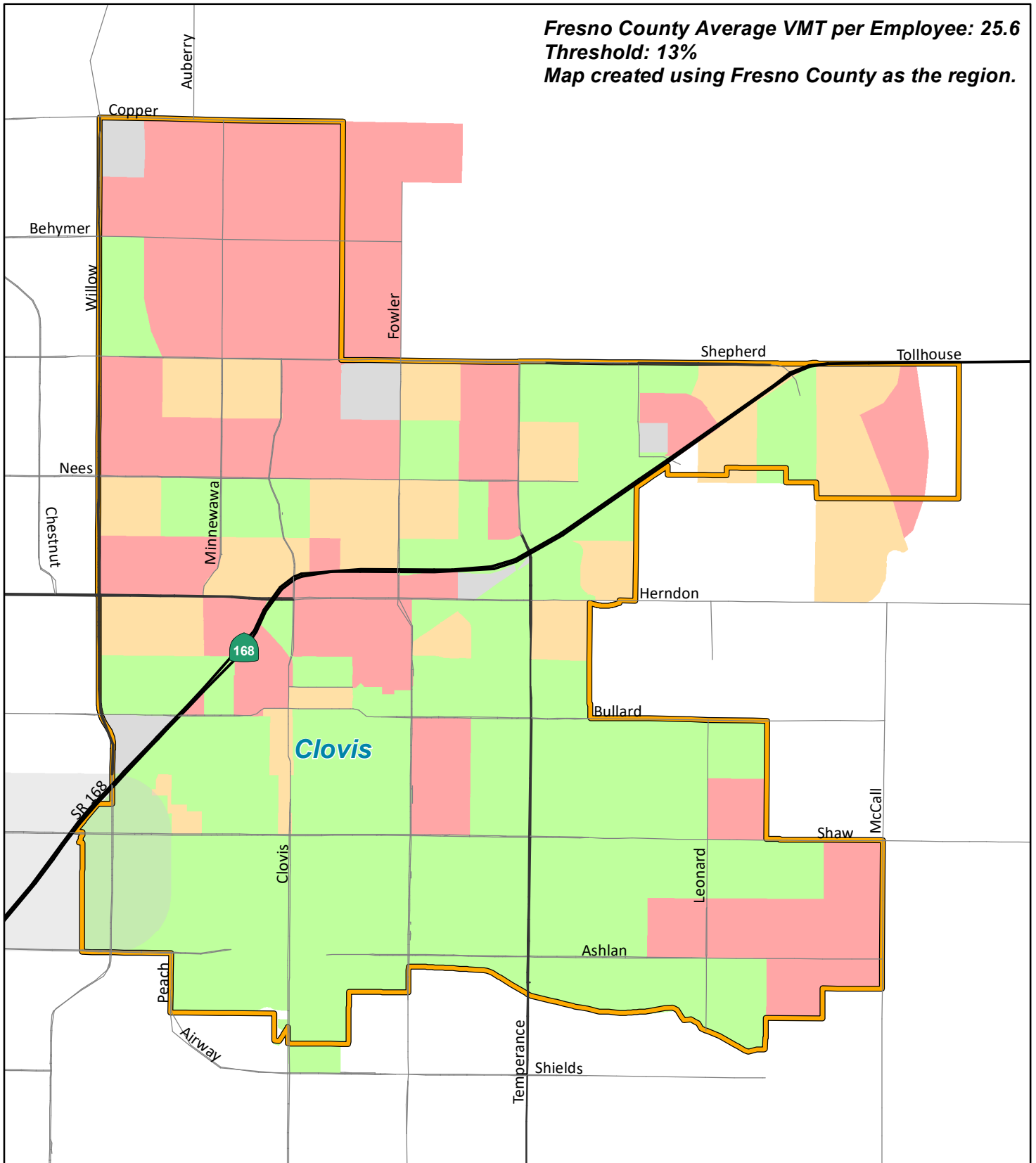
R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig17_Selma_COGAVG.mxd (1/23/2020)

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APPENDIX B

VMT SCREENING MAPS FOR MEMBER JURISDICTIONS – OFFICE PROJECTS

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

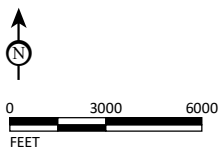


APPENDIX B-1

VMT per Employee

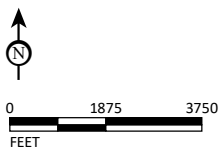
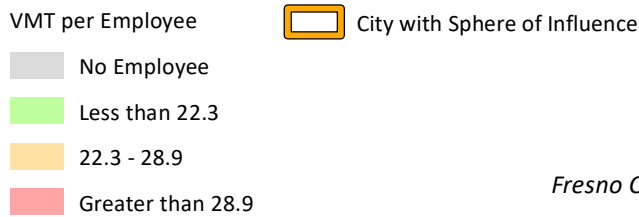
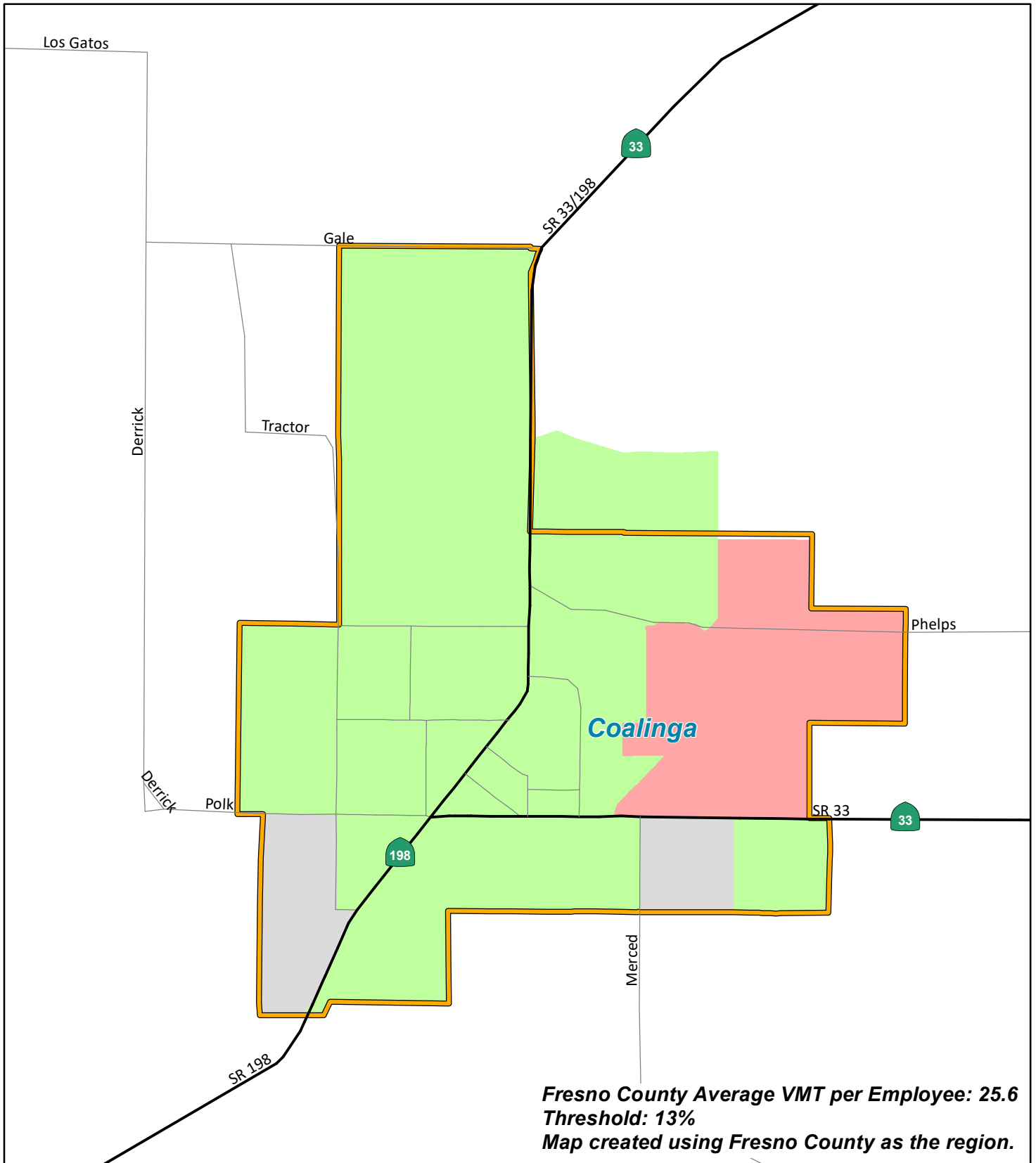
City with Sphere of Influence

- No Employee
- Less than 22.3
- 22.3 - 28.9
- Greater than 28.9



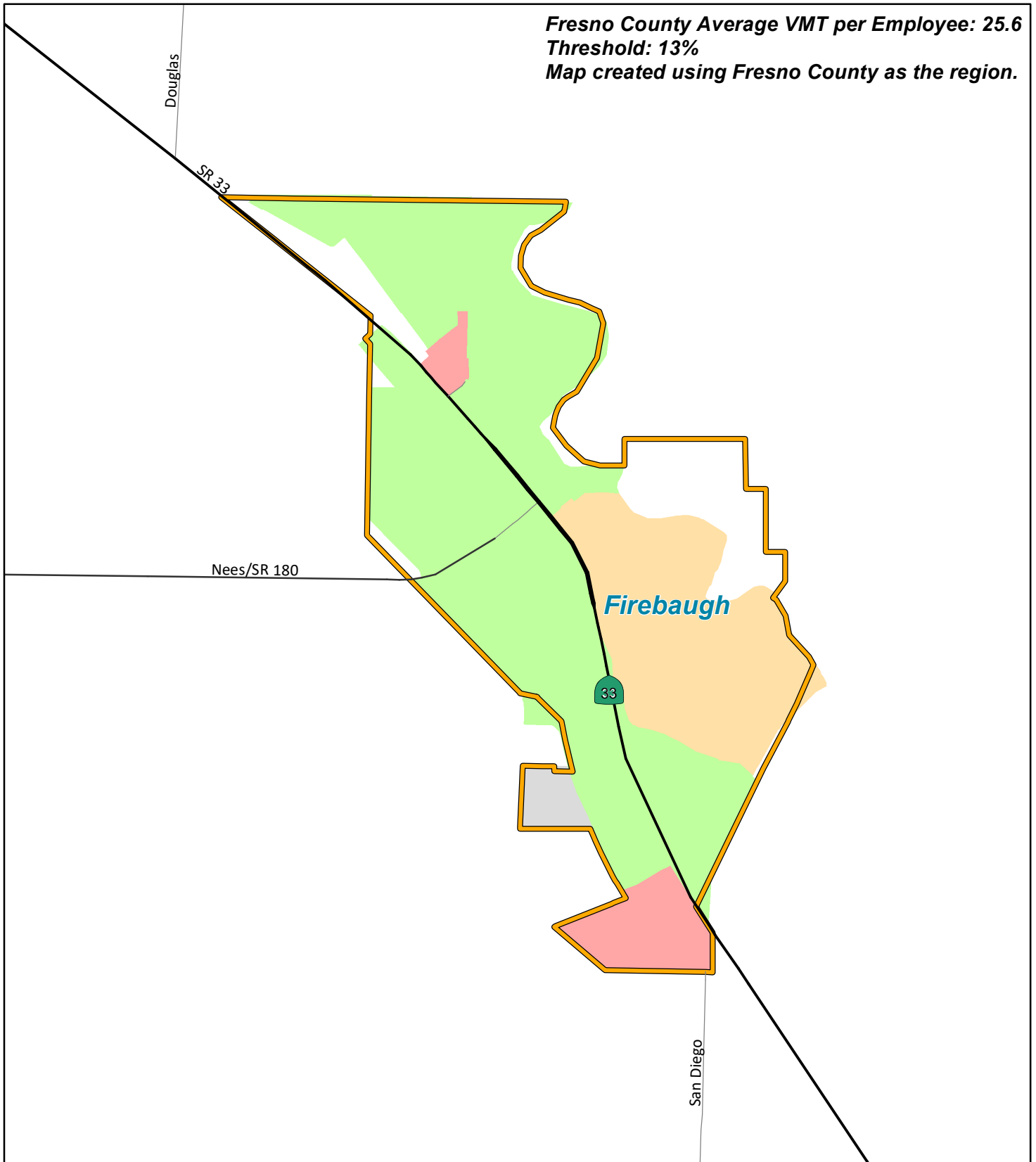
Fresno County SB 743 Implementation Regional Guidelines
City of Clovis - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig1_Clovis_EMP.mxd (5/1/2020)



Fresno County SB 743 Implementation Regional Guidelines
 City of Coalinga - Existing VMT per Employee

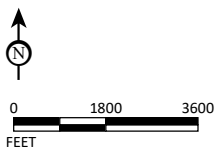
Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.



- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

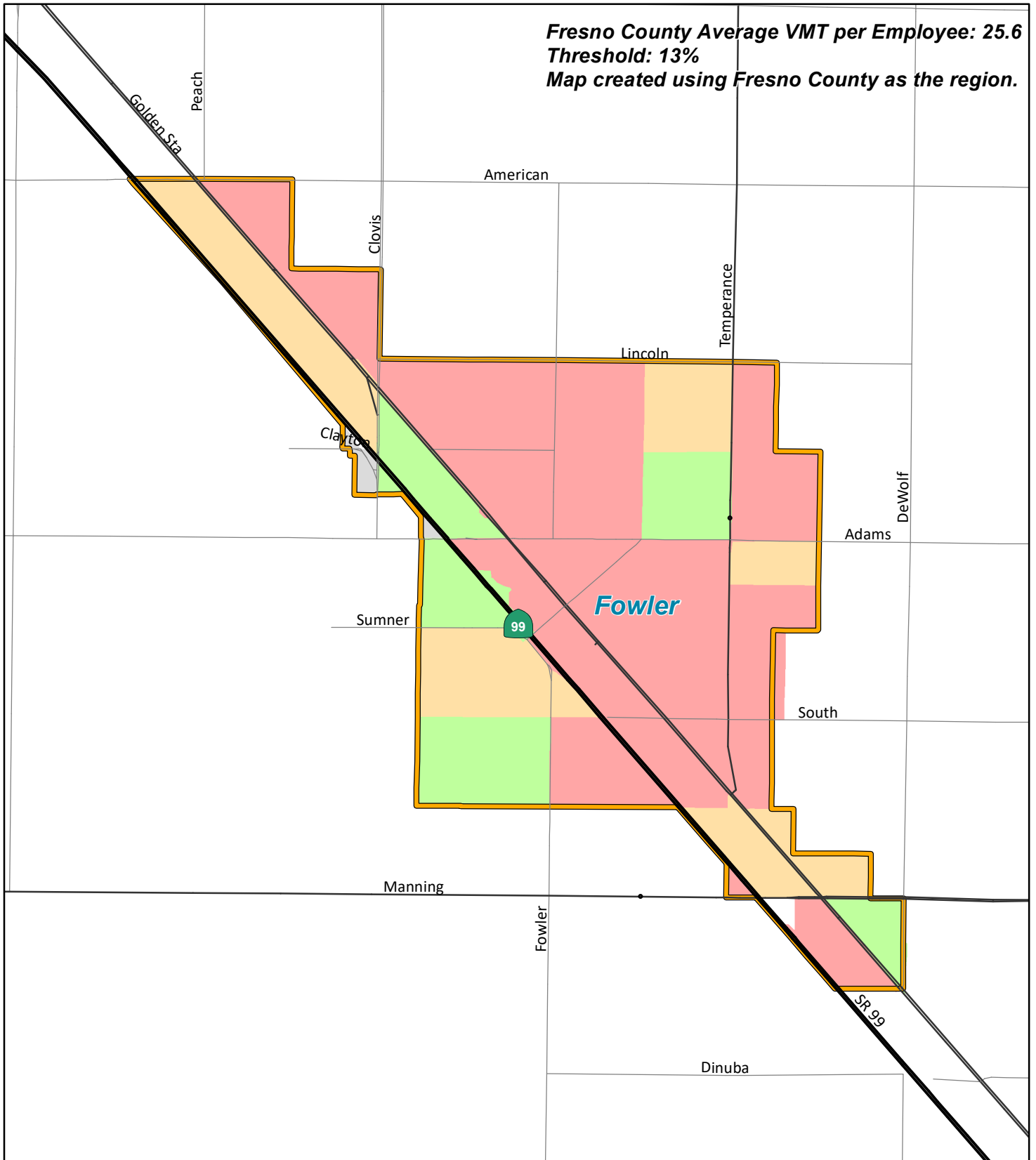
City with Sphere of Influence

APPENDIX B-3



Fresno County SB 743 Implementation Regional Guidelines
City of Firebaugh - Existing VMT per Employee

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

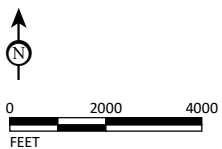


LSA

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

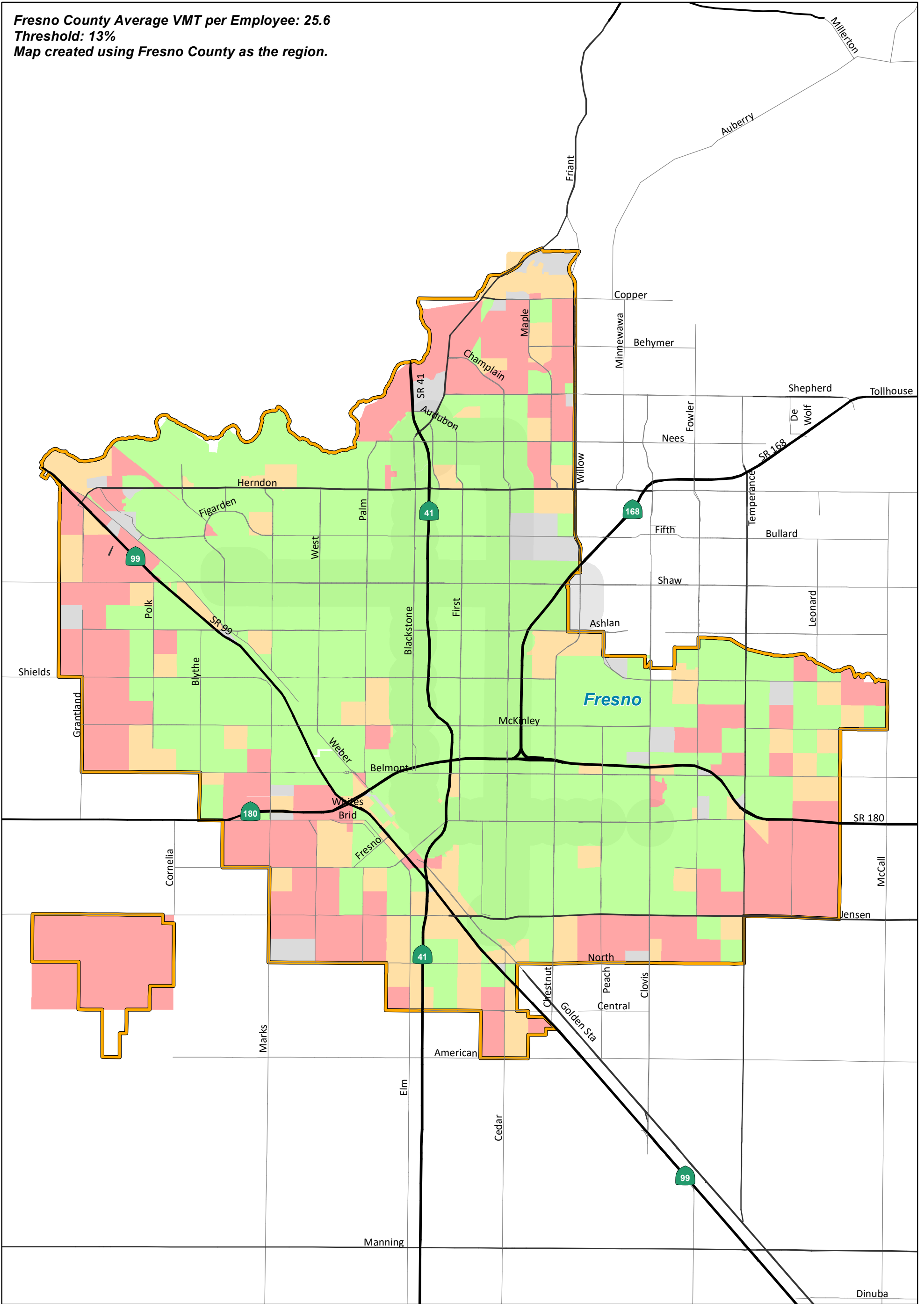
City with Sphere of Influence

APPENDIX B-4

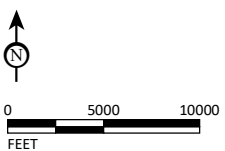
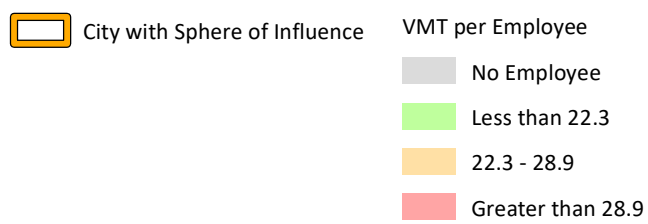


Fresno County SB 743 Implementation Regional Guidelines
City of Fowler - Existing VMT per Employee

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.



LSA

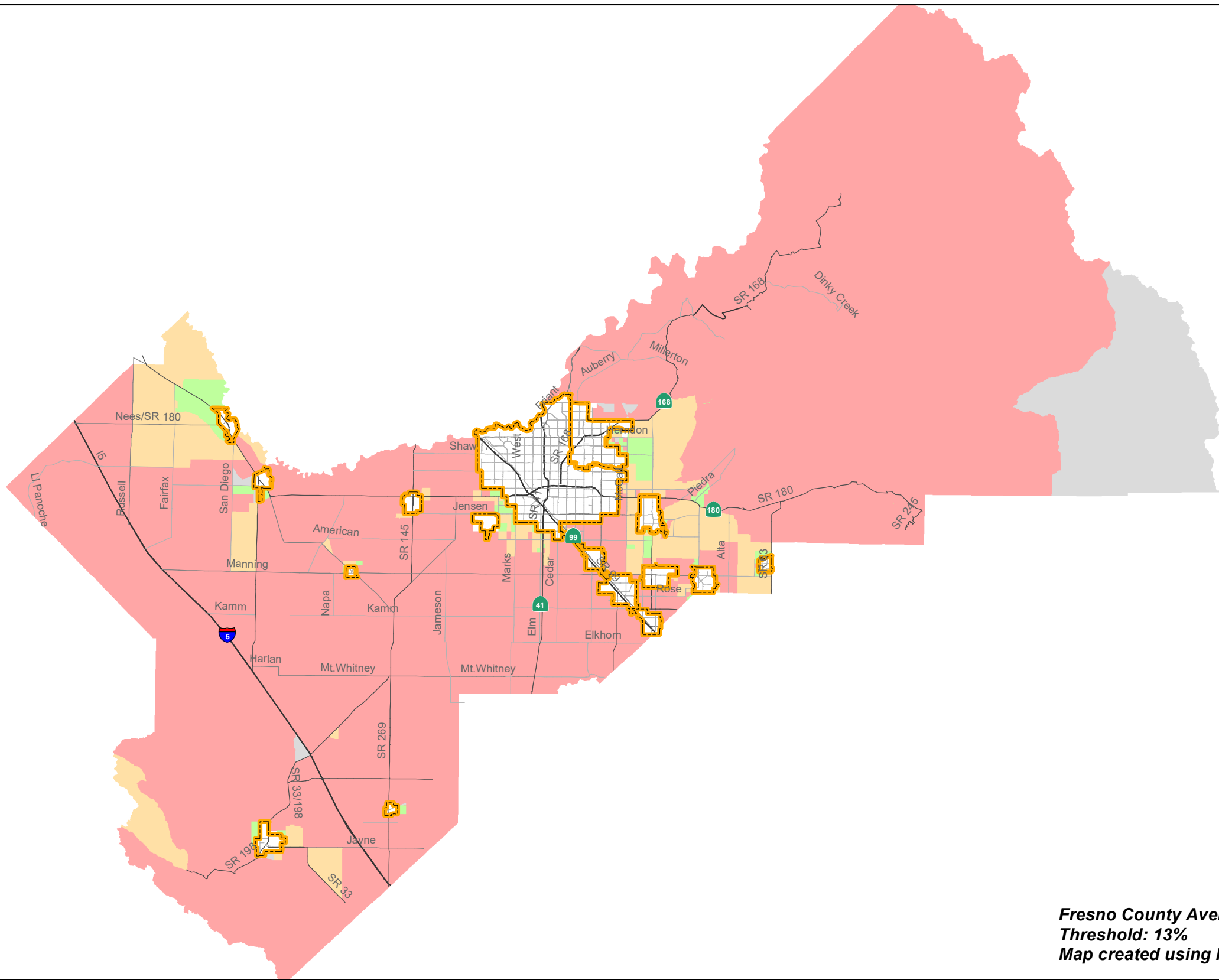


SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig6_Fresno_EMP.mxd (4/30/2020)


APPENDIX B-5





Fresno County SB 743 Implementation Regional Guidelines
 City of Fresno - Existing VMT per Employee



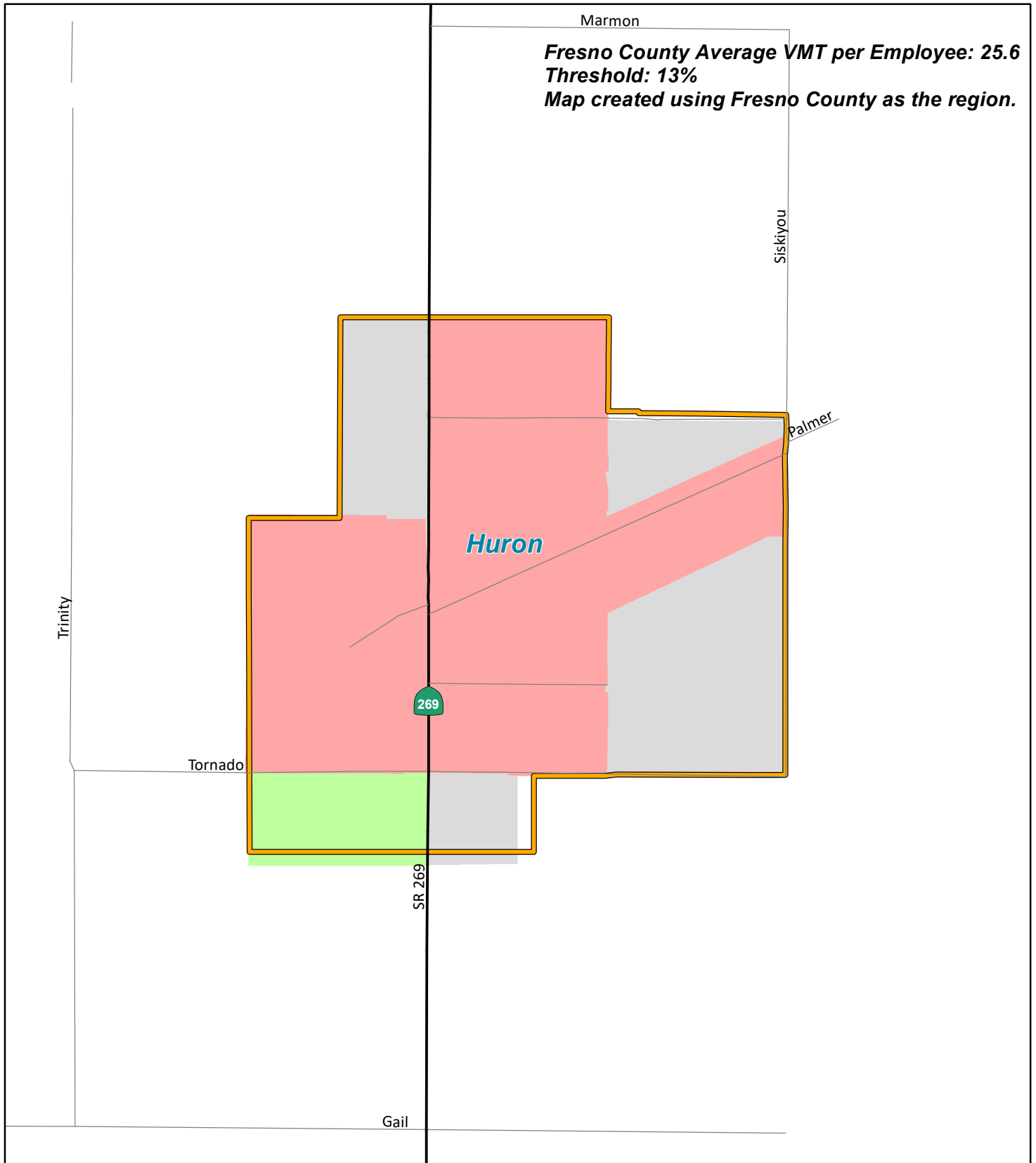
Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.



 Cities Including Sphere of Influence

VMT per Employee
 No Employee
 Less than 22.3
 22.3 - 28.9
 Greater than 28.9



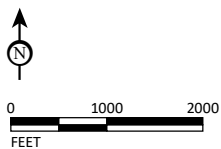


LSA

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

City with Sphere of Influence

APPENDIX B-7



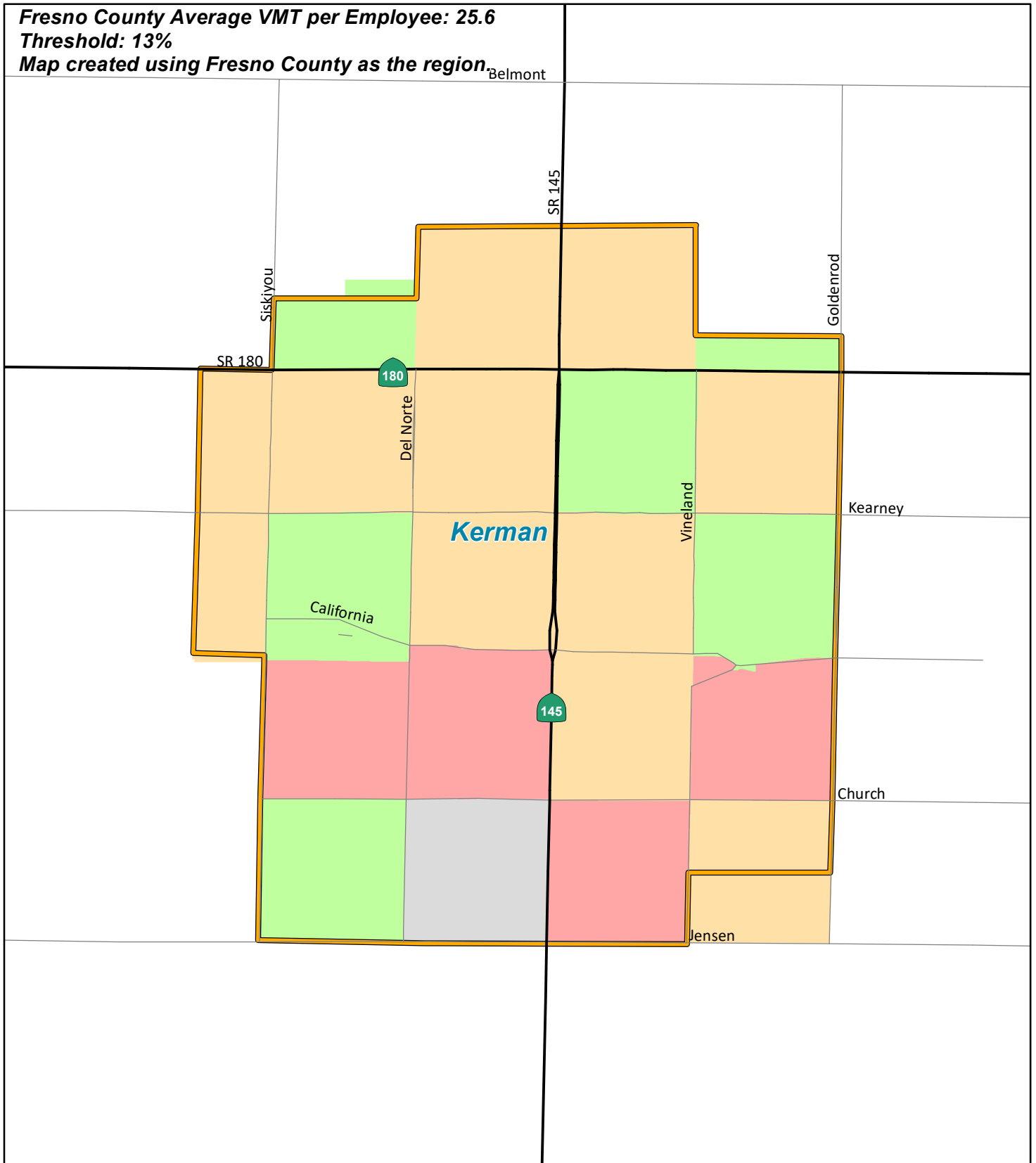
SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig8_Huron_EMP.mxd (2/24/2020)

Fresno County SB 743 Implementation Regional Guidelines
 City of Huron - Existing VMT per Employee

Fresno County Average VMT per Employee: 25.6

Threshold: 13%

Map created using Fresno County as the region. Belmont







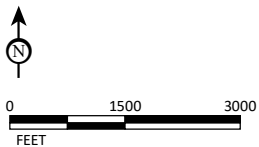
LSA

APPENDIX B-8

VMT per Employee

 City with Sphere of Influence

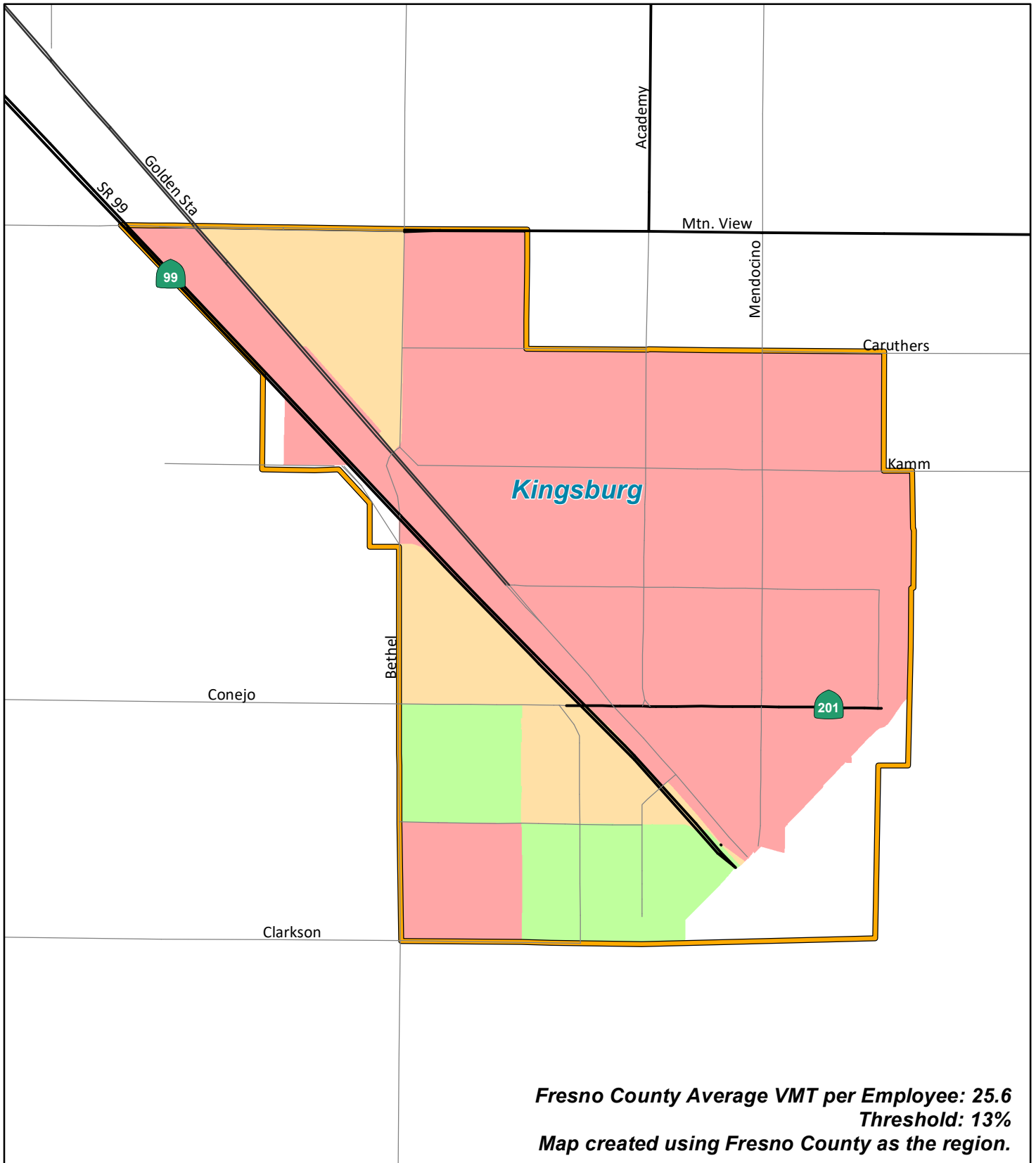
-  No Employee
-  Less than 22.3
-  22.3 - 28.9
-  Greater than 28.9



Fresno County SB 743 Implementation Regional Guidelines
City of Kerman - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig9_Kerman_EMP.mxd (4/29/2020)

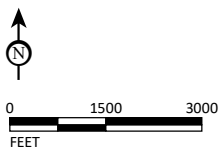


LSA

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

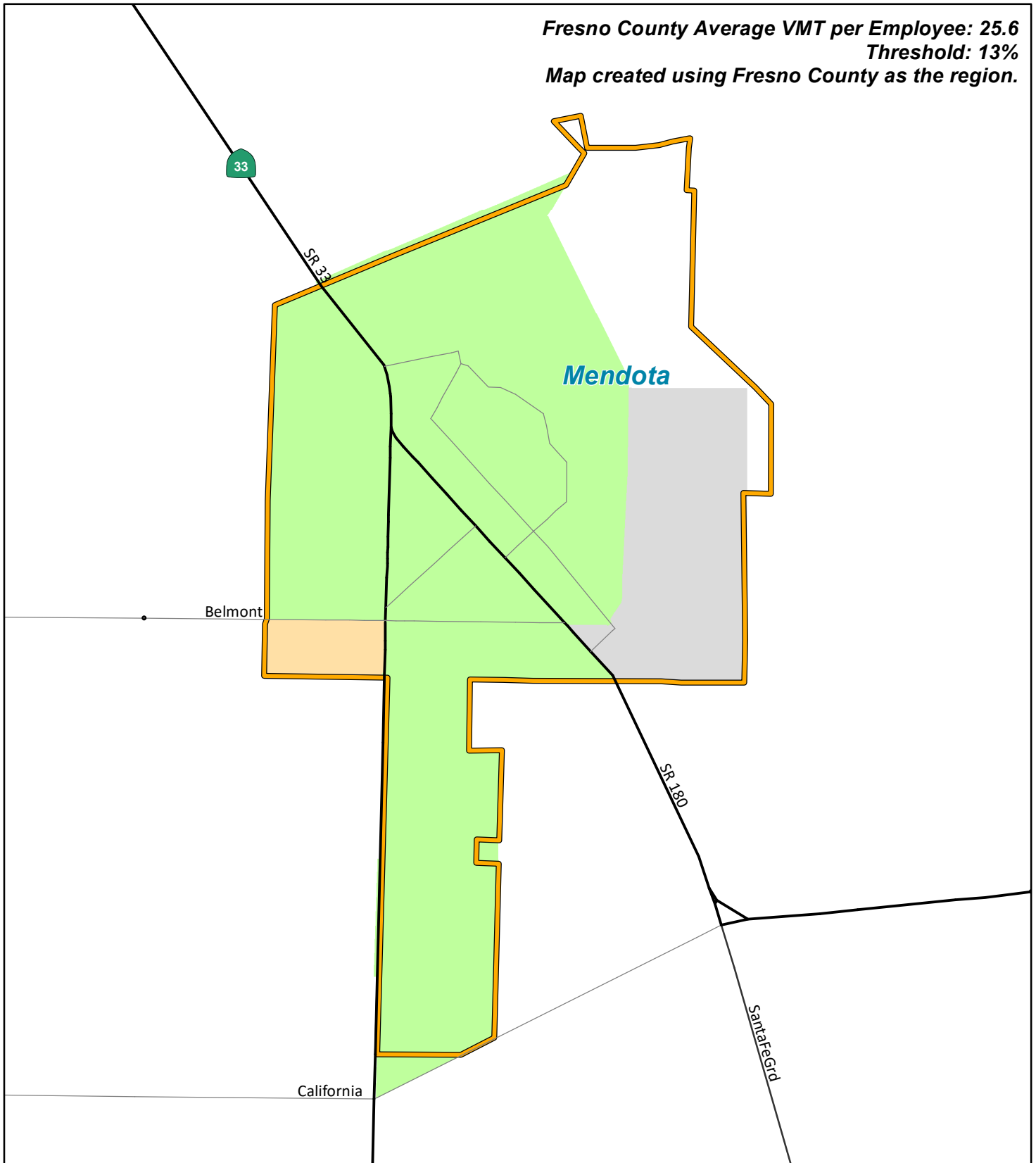
City with Sphere of Influence

APPENDIX B-9



Fresno County SB 743 Implementation Regional Guidelines
City of Kingsburg - Existing VMT per Employee

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

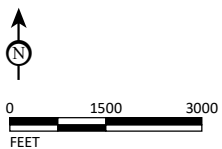


LSA

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

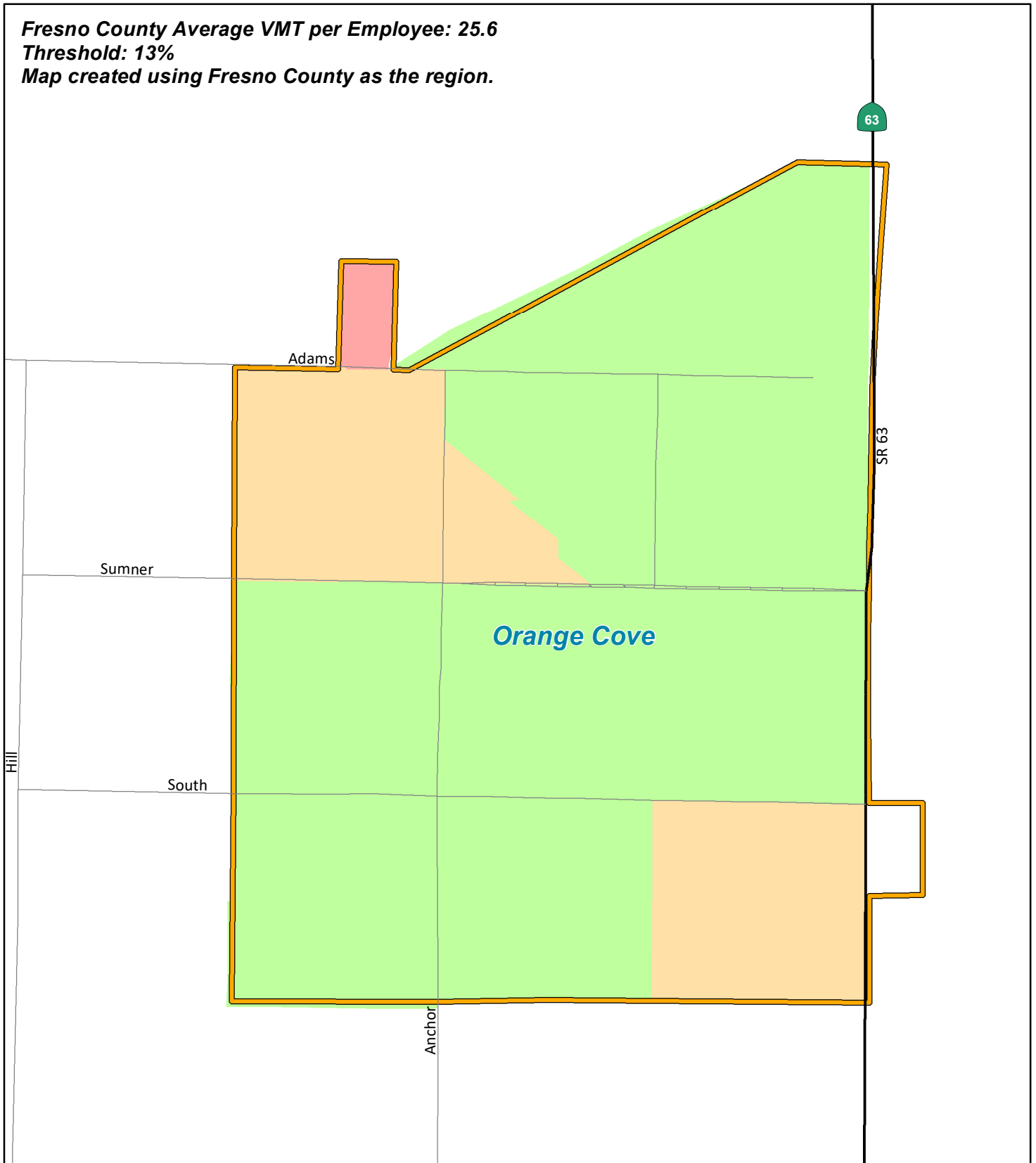
City with Sphere of Influence

APPENDIX B-10




Fresno County SB 743 Implementation Regional Guidelines
City of Mendota - Existing VMT per Employee

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

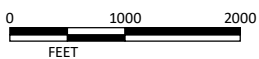






LSA

VMT per Employee

 City with Sphere of Influence

APPENDIX B-11



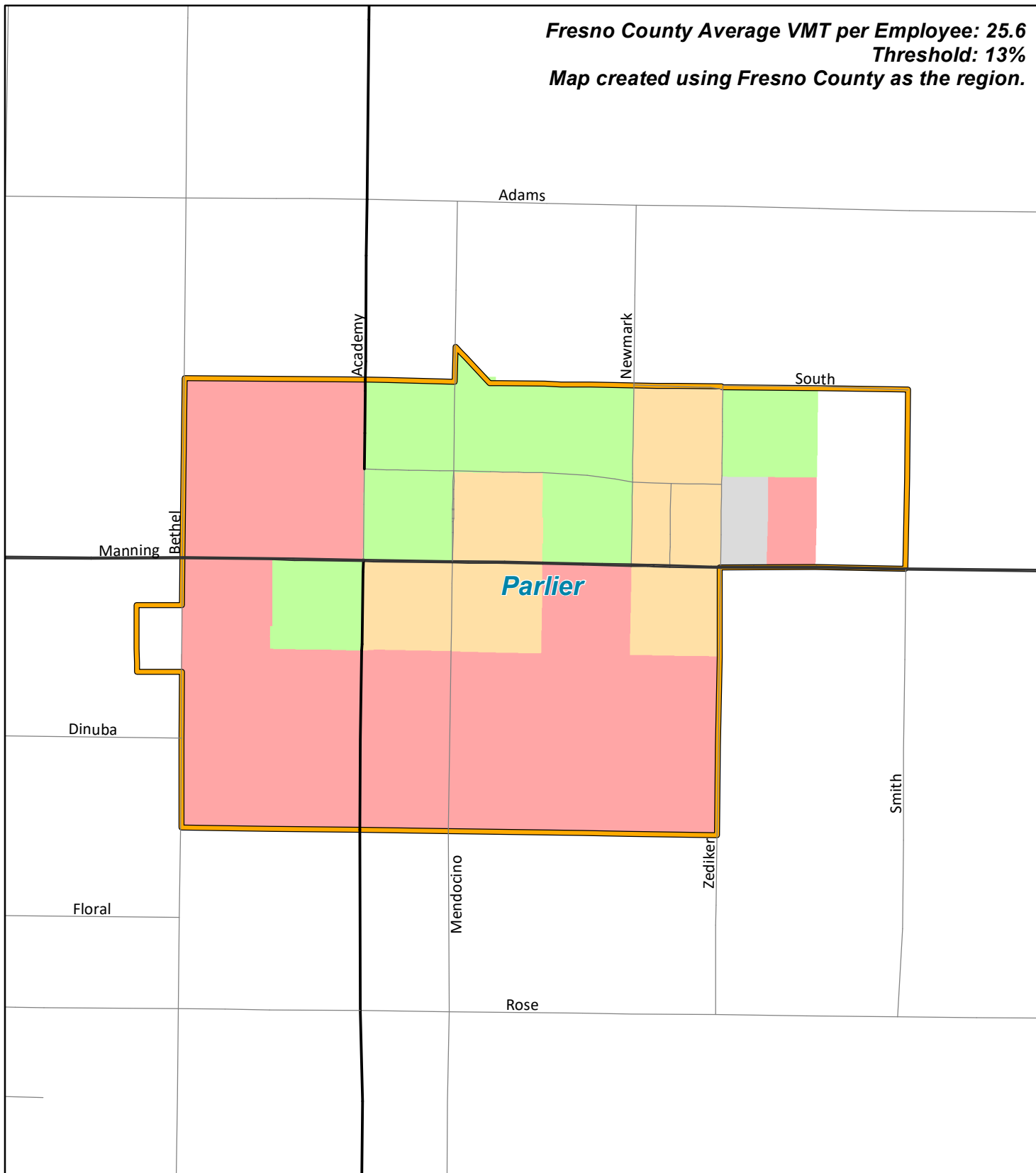
-  No Employee
-  Less than 22.3
-  22.3 - 28.9
-  Greater than 28.9

Fresno County SB 743 Implementation Regional Guidelines
City of Orange Cove - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig12_Orange_Cove_EMP.mxd (4/29/2020)

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

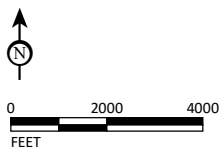


APPENDIX B-12

VMT per Employee

City with Sphere of Influence

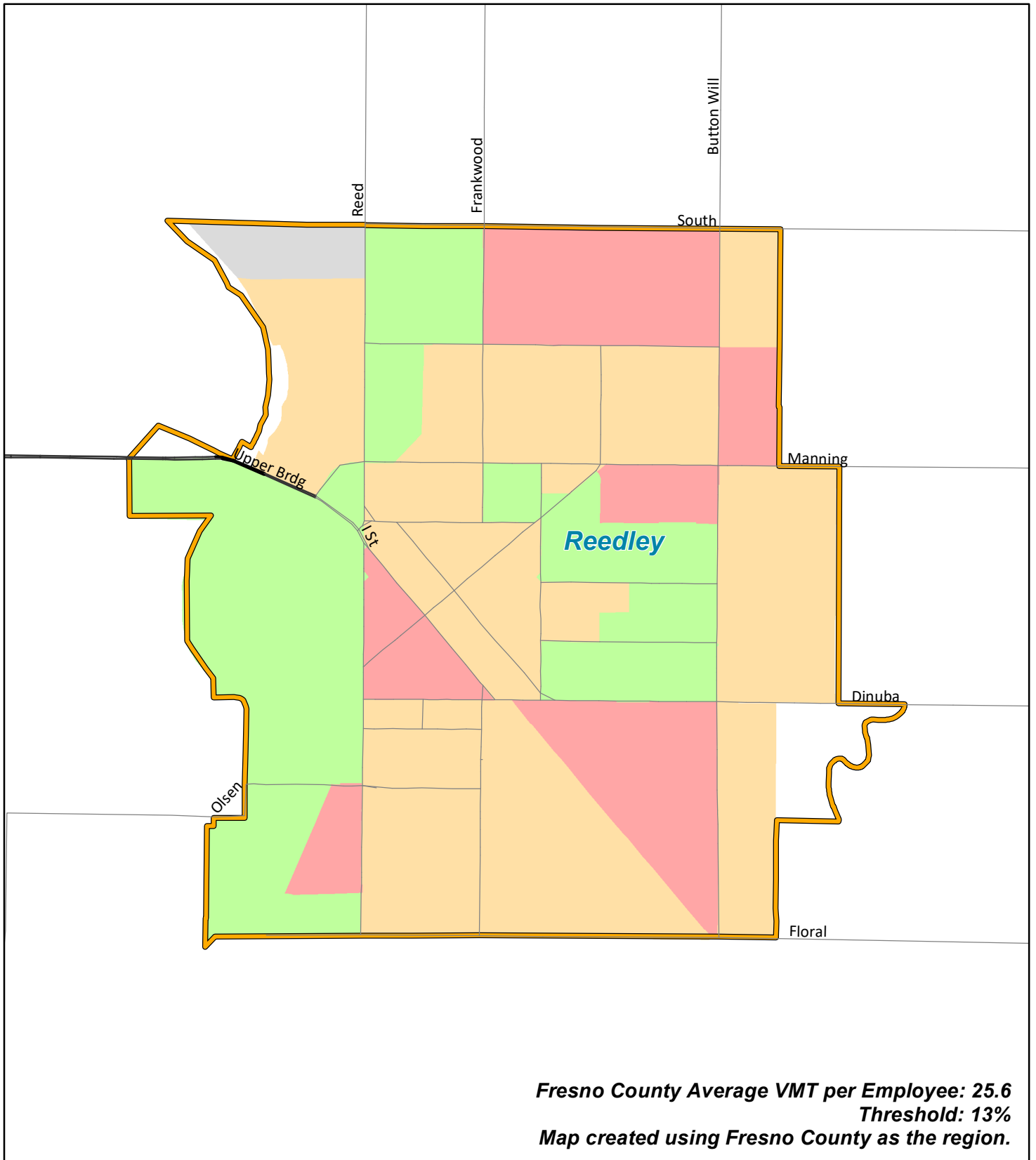
- No Employee
- Less than 22.3
- 22.3 - 28.9
- Greater than 28.9



Fresno County SB 743 Implementation Regional Guidelines
City of Parlier - Existing VMT per Employee

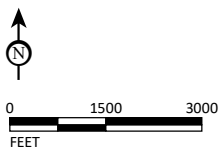
SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig13_Parlier_EMP.mxd (4/29/2020)

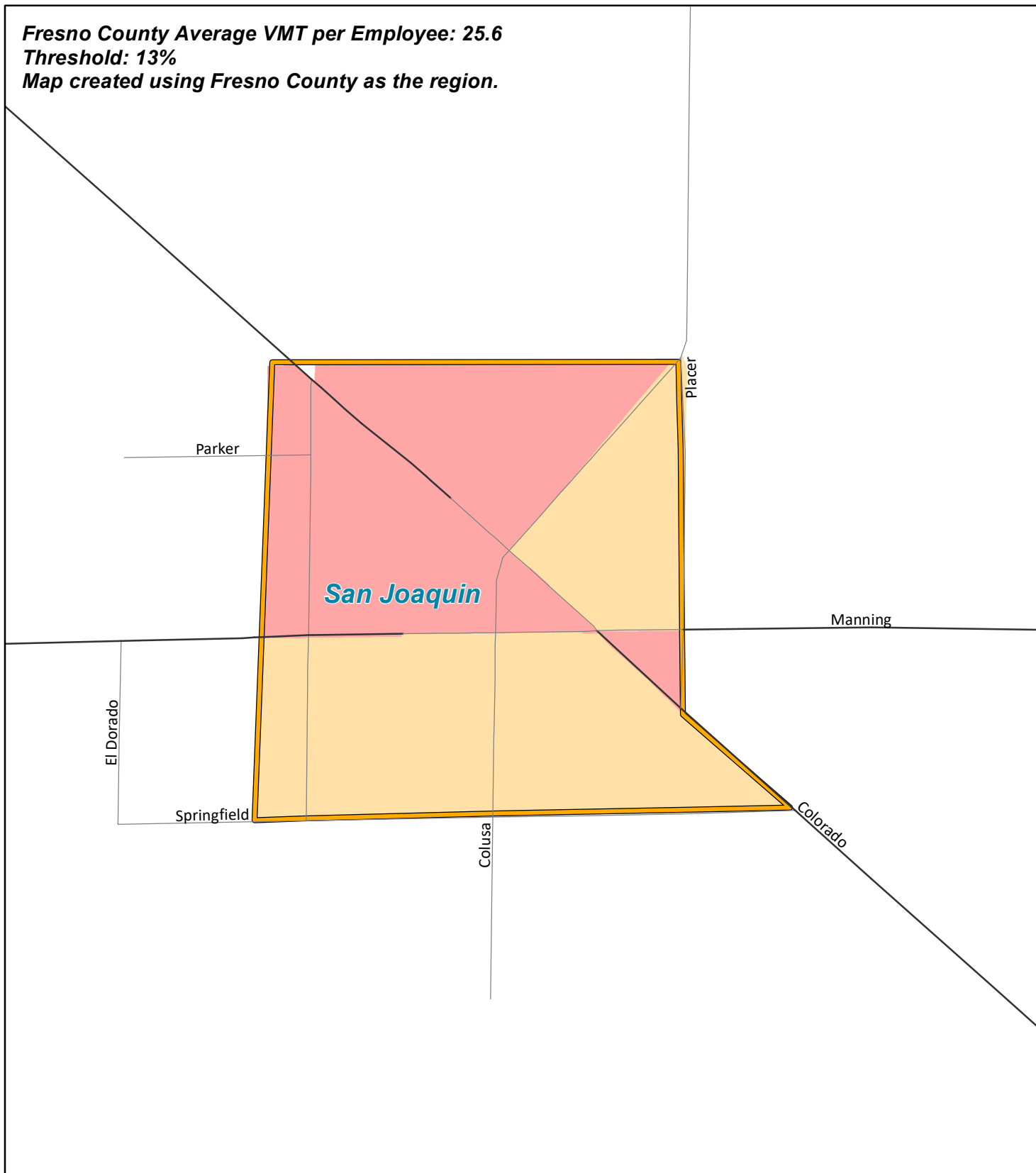


- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

City with Sphere of Influence



Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

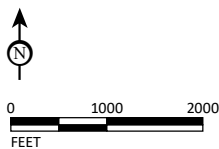


LSA

- VMT per Employee
- No Employee
 - Less than 22.3
 - 22.3 - 28.9
 - Greater than 28.9

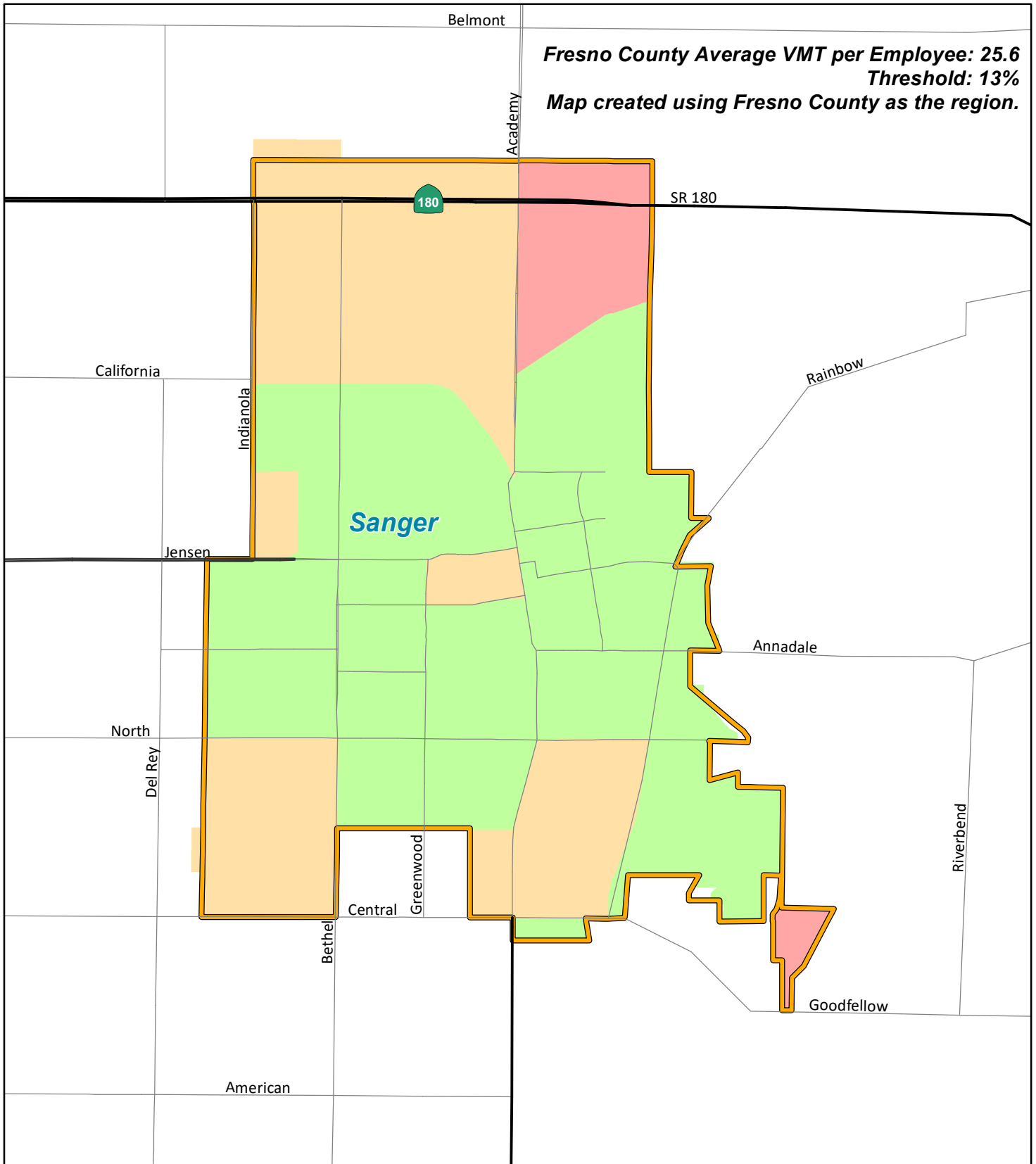
City with Sphere of Influence

APPENDIX B-14




Fresno County SB 743 Implementation Regional Guidelines
City of San Joaquin - Existing VMT per Employee

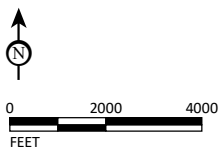
Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.







VMT per Employee

 City with Sphere of Influence

APPENDIX B-15



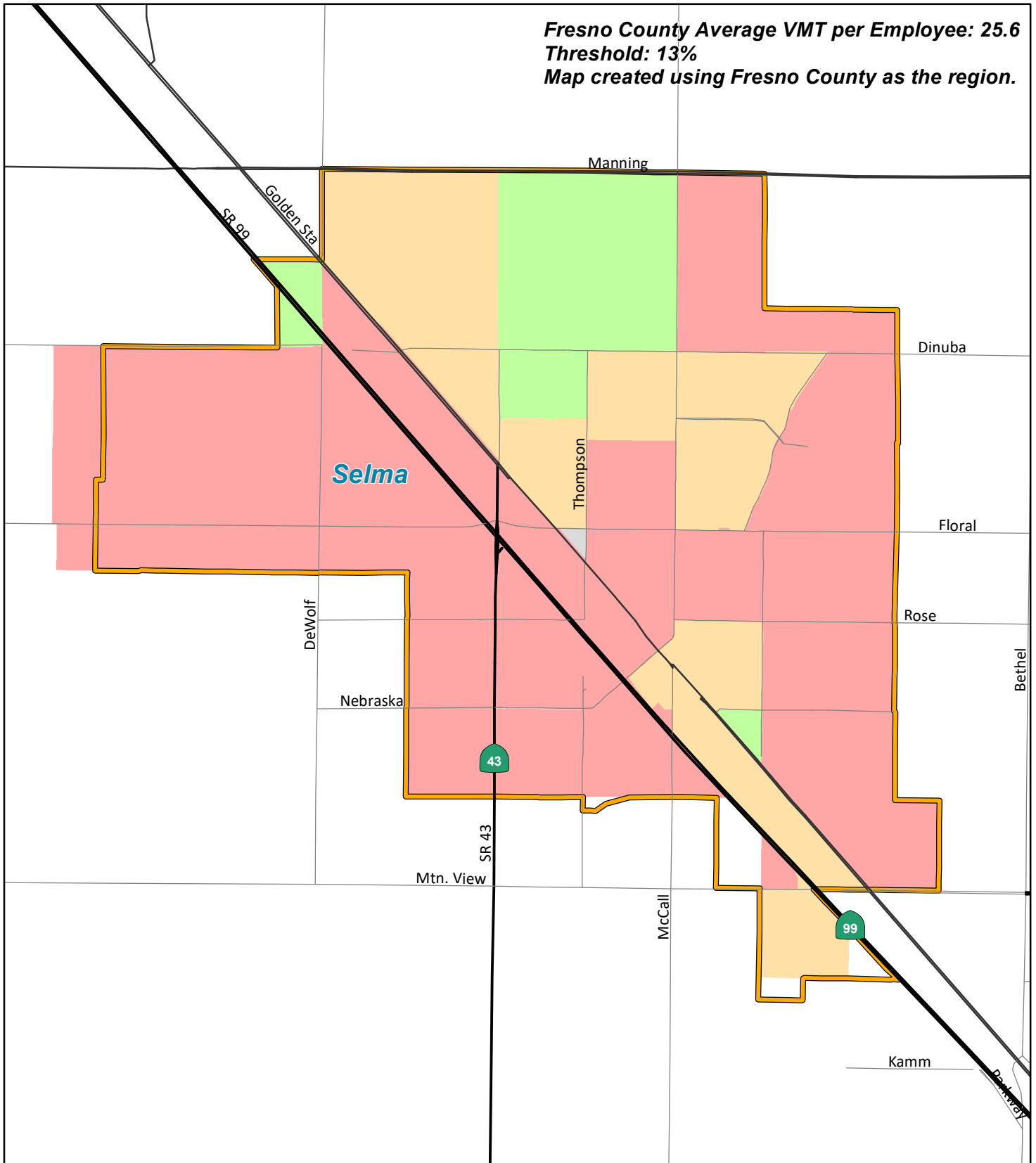
-  No Employee
-  Less than 22.3
-  22.3 - 28.9
-  Greater than 28.9

Fresno County SB 743 Implementation Regional Guidelines
City of Sanger - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)

R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig16_Sanger_EMP.mxd (4/29/2020)

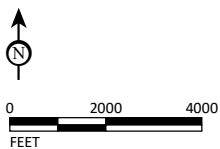
Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.



VMT per Employee

City with Sphere of Influence

- No Employee
- Less than 22.3
- 22.3 - 28.9
- Greater than 28.9



Fresno County SB 743 Implementation Regional Guidelines
City of Selma - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig17_Selma_EMP.mxd (4/29/2020)

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APPENDIX C

INTEGRATED PROCESS FOR ESTIMATING INDUCED VMT

Appendix C: Estimating Induced Demand for Roadway Capacity Projects

Short Term Induced Demand

Increasing roadway capacity is primarily aimed at decreasing auto travel times, either by adding capacity to existing facilities or by providing a more direct travel route between origins and destinations. The term 'induced demand' is used to describe an economic concept where increased supply (in this case, road capacity) results in an increase in demand. In transportation, increased demand can be measured a number of ways. In cases where capacity is added to an existing facility, volume can be compared before and after the capacity increase. However, this is not a useful measure in cases where a new facility is added to the system. Therefore, total vehicle miles of travel is often used as a systemwide measure of induced demand.

In his seminal book *Stuck In Traffic* (Brookings Institution Press, 1992), economist Anthony Downs describes a concept termed "Triple Convergence". This refers to the idea that if roadway capacity is added to a new road overnight, the next day there would be much less congestion on the road. But over time, the road would fill back up with traffic and the travel time would be close to or as congested as it was before capacity was added. The reason for this is because of three behavioral responses; travelers who were taking alternative routes would switch to the new road (route switching), travelers who were traveling in off-peak time periods would switch to peak periods (time-of-day switching), and travelers who were traveling by alternative modes would switch to auto (mode switching).

There are actually two other effects that Downs doesn't consider: travelers could select new destinations in the corridor if faster travel times make more destinations accessible to activities, and travelers could travel more frequently in total if faster travel times made time available for new activities that were not possible before. For example, people going to work instead of telecommuting or people going to a movie instead of watching one at home.

The Fresno activity-based model (FresnoABM) comprises of demand and network models that fully cover the above described behavior. DaySim is the activity-based model component. It consists of a series of sub-models including long-term choices such as work and school location choice, and auto ownership, and short-term choices such as tour and stop generation, tour and stop time-of-day choice, tour and stop mode choice, and other choices – see Figure 1. The result of the activity-based model is travel demand for the residents of Fresno County. These models are sensitive to accessibilities (e.g. travel time) throughout the model system. Therefore, changes in travel times affect all of the model components.

Once travel demand is generated, auto trips are assigned to the auto network using Cube software. Level-of-service skims are built based on the congested travel times in the network and used for the next iteration of demand. . In total, the model is run three times to achieve convergence, where the travel times input to the model are consistent with the travel times generated by the demand in the model. This can be thought of as an equilibrium solution between supply and demand. Iteration is also

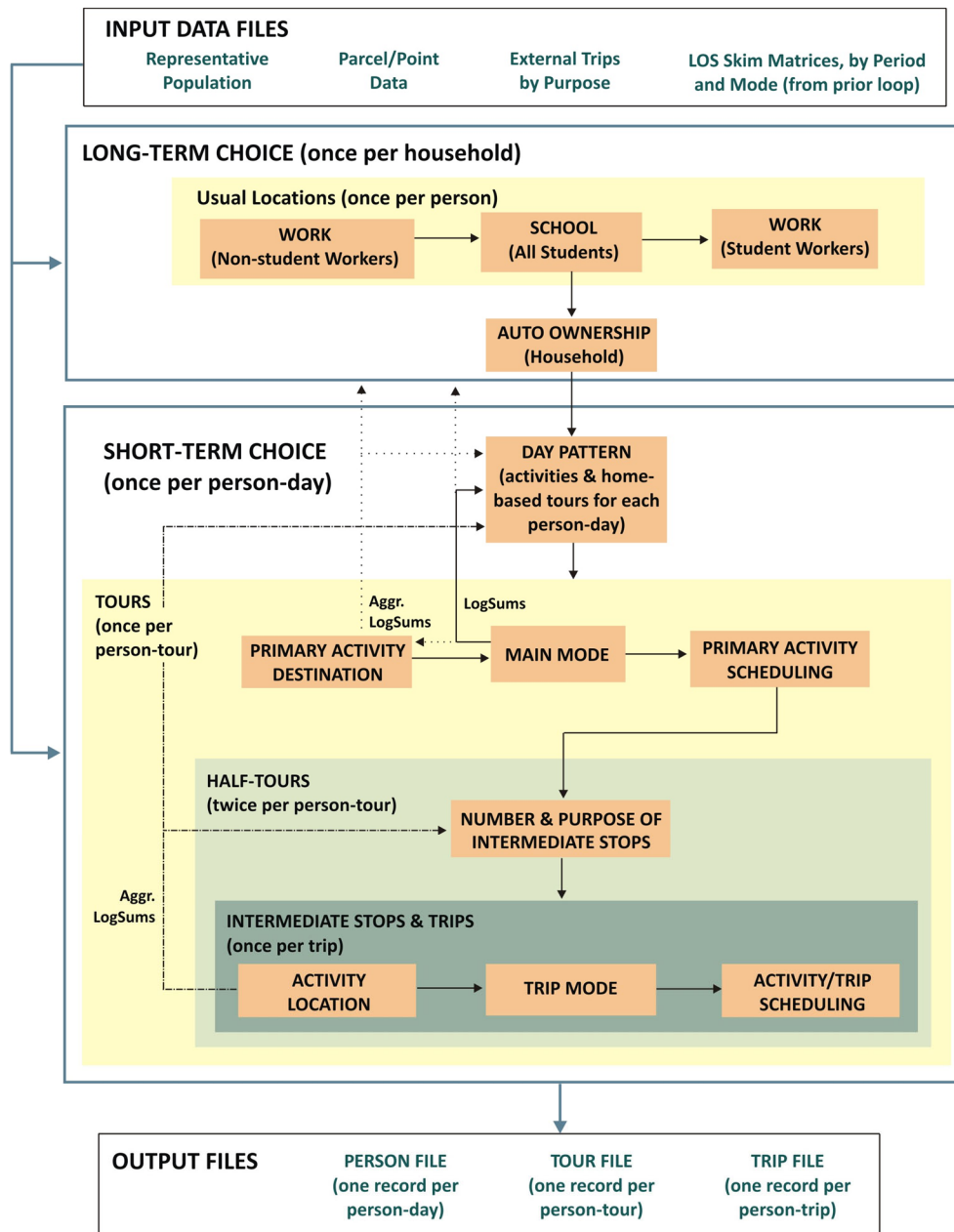


FIGURE 1: DAYSIM SUB-MODELS

used within the traffic assignment step itself, according to a process that seeks to find a condition known as 'Wardrop's User Equilibrium' where, given fixed demand (from the last iteration of the travel model) no user can switch their route and find a lower cost path. This process accounts for the effects of congestion on route choice. The other aspects of changes of travel behavior referred to above (time of day switching, mode switching, destination switching, and frequency of travel) are considered explicitly by DaySim.

It should also be pointed out that because equilibrium is achieved both in traffic assignment and in global feedback loops, the result of the model is one in which travelers may be switching multiple times in multiple directions to achieve equilibrium. What we observe at the end of the process is what Downs

observes after capacity increases over time; the roadway capacity increase may lead to increased volumes, which results in increased congestion which could be close to or the same as the congestion before the roadway capacity increase, albeit with more vehicles and an overall increase in utility.

In 2008, Sacramento Area Council of Government (SACOG) performed several tests using DaySim to examine sensitivity to induced travel. The results were documented in a report (https://www.sacog.org/sites/main/files/file-attachments/appendix_c-4_travel_model_documentation.pdf) and also published in a scientific journal paper (<https://www.sciencedirect.com/science/article/pii/S1755534513700277>).

Long Term Induced Demand

According to many studies and literatures such as Fundamental Law of Road Congestion: Evidence from US Cities (Duranton and Turner, 2011), and Impact of Highway Capacity and Induced Travel on Passenger vehicle Use and Greenhouse Gas Emissions Policy Brief (Handy and Boarnet, 2014), transportation capacity projects also have long term impacts on vehicle miles traveled. One of the long term impacts from capacity improvement is land use changes, which may include more dispersed development in remote areas if no proper land use control policy is in place. Such more dispersed development in remote areas will lead to additional VMT should it be allowed to happen without any mitigation. Since most travel demand models, including ABMs, have a separate land use modeling process, the land use changes generated by the new capacity improvements are generally not reflected in the traditional travel demand forecasting process. In order to address the long term VMT impacts from land use changes generated by capacity improvement projects, Fresno COG, in collaboration with RSG Inc., developed an integrated process to estimate both the short term and long term VMT impacts from new capacity improvement.

The following methodology is employed to estimate the effect of induced VMT from new land uses generated due to transportation capacity improvement projects. This process provides iterative and incremental feedback between the activity-based travel-demand model (ABM) and the land-use growth allocation model such that changes in the traffic network are incorporated into land-use allocation, and vice-versa.

Step 1: Base Year Model Run

A full ABM run is performed with base year network and socioeconomic data.

Step 2: Incremental Land-Use Allocation

An increment period is determined for the land-use allocation (e.g. 3 years). Growth targets are established for the new year at the zone, jurisdiction, and regional level. Planned transportation improvements for the new target year are incorporated into the model network.

For each incremental target year, skim results from the previous target year's ABM run are analyzed and fed into the land-use allocation model. The skims essentially indicate the accessibility of each zone by mode, i.e. a time-weighted aggregation of housing and services reachable by that zone using the coded traffic network. This takes into account both the relative location of each zone to destinations in other zones, as well as the nature and quality of the transportation choices available to that zone to reach those destinations.

The base parcel fabric is then analyzed for development attractiveness, including factors such as existing development characteristics, planned land-use characteristics, proximity to high-quality transit, intersection with conservation zones, etc. Also considered are the skim results from the previous run, making parcels in zones with high accessibility to jobs and housing via the previous model network (including transportation improvements) more attractive to new development. In this way, the transportation projects reflected in the previous run contribute to the accessibility of each zone and, consequently, the attractiveness of parcels for new development.

Each of the factors considered above are weighted and aggregated to create a total development score for each parcel in the planning area, where higher scores denote parcels that are more likely to attract future development.

Finally, development is assigned beginning with the highest-scoring parcels until growth targets are achieved – first at the zone level, then at the jurisdictional and regional levels. The character and intensity of each parcel’s development is consistent with the planned land use designated to that parcel by the applicable jurisdiction’s general and/or specific plans. The new land-use pattern (along with the improved model network) is then run through the ABM process again, and the procedure repeats for the next increment period. This iterative process continues until the horizon year is met.

Land-Use Allocation Tool

The land-use allocation tool has the following parameters:

Data Inputs

- **Base Year Socioeconomic Data.** This includes population, housing, and employment data at the parcel, microzone (MAZ) and traffic analysis zone (TAZ) levels.
- **Demographic Forecast.** Detailed growth forecast data providing jurisdiction-level (i.e. spheres of influence) growth targets.
- **ABM Skim Results.** The allocation model incorporates ABM skim results for the following modes: bike (MAZ-level), transit (TAZ-level), and SOV (TAZ-level).
- **Development Type Data.** Future growth is allocated by using archetypal development types that are designed to be reflective of the land-use designations described in the general and specific plans of the jurisdictions in the region. Each parcel eligible for future growth is assigned development types that represent, respectively, low-intensity, moderate-intensity, and high-intensity development.
- **Cube Land Model Results (optional).** The land-use allocation model supports the incorporation of TAZ-level growth targets from a Cube Land run, controlled to a user-provided level of confidence.

Input Parameters

- **Target Year**
- **Parameter Weights.** The user can indicate the weight of each of the following parameters when determining a parcel’s development attractiveness score:
 - **Infill Weight.** Parcels closer to city limits or the geographic center of an unincorporated community have a higher infill score.

- **Conservation Weight.** Parcels are given conservation scores based on the percentage of their area that does not intersect with any conservation resources (e.g. important farmland).
- **TOD Weight.** Parcels closer to high-quality transit can be given a higher weight.
- **DT Weight.** Parcels located in the downtown region of the FMCA can be given a higher weight.
- **Bike Weight.** Parcels in zones with more favorable bike skim results have a higher bike score.
- **Transit Weight.** Parcels in zones with more favorable transit skim results have a higher transit score.
- **SOV Weight.** Parcels in zones with more favorable SOV skim results have a higher SOV score.
- **Density Weight.** Parcels whose development types have higher net density are given higher density scores. Used to calibrate region-wide density measures.
- **Single-Family Weight.** Parcels with single-family units in their development types are given higher SF scores. Used to calibrate region-wide housing mix measures.
- **Mixed-Use Weight.** Parcels with mixed-use development in their development types are given higher MU scores. Used to calibrate region-wide housing mix measures.
- **Infill Penalty.** The total score of parcels within city limits can be penalized. Used to calibrate regional infill goals.
- **Redevelopment Penalty.** The total score of parcels with existing development can be penalized. Used to calibrate regional redevelopment goals.
- **Forecast Adjustments.** The following adjustments can be made if the user wishes to deviate from the demographic forecast:
 - **Population Adjustment.** The region-wide population growth target can be increased or decreased.
 - **Employment Adjustment.** The region-wide employment growth target can be increased or decreased.
 - **Vacancy Rate Adjustment.** The region-wide vacancy rate can be increased or decreased.
 - **Urban Adjustment.** The region-wide share of population and employment growth allocated to the urban area can be increased or decreased.
- **Redevelopment Minimum Density.** The minimum net density increase (combined housing and employment) can be set to screen out developed parcels that are unlikely to be redeveloped.
- **Cube Factor.** The TAZ-level growth controls from the Cube Land run, if any, are scaled to match the jurisdiction-level forecast data and then adjusted by this factor. This allows the user to control how much confidence is to be given to the Cube Land results and, alternately, how much influence and flexibility should be given to the land-use allocation model.

Output Parameters

- **Socioeconomic Data** for target year (parcel level)
- **Performance Metric Report**
- **PopulationSim Input Files:**
 - mazData.csv
 - gq_maz.csv

- countyData.csv
- **ABM Input Files:**
 - maz_parks.csv
 - se_detail.csv

Figure 2 below is a flowchart that demonstrates how the iterative modeling process will be conducted.

Method for Estimating Induced Demand

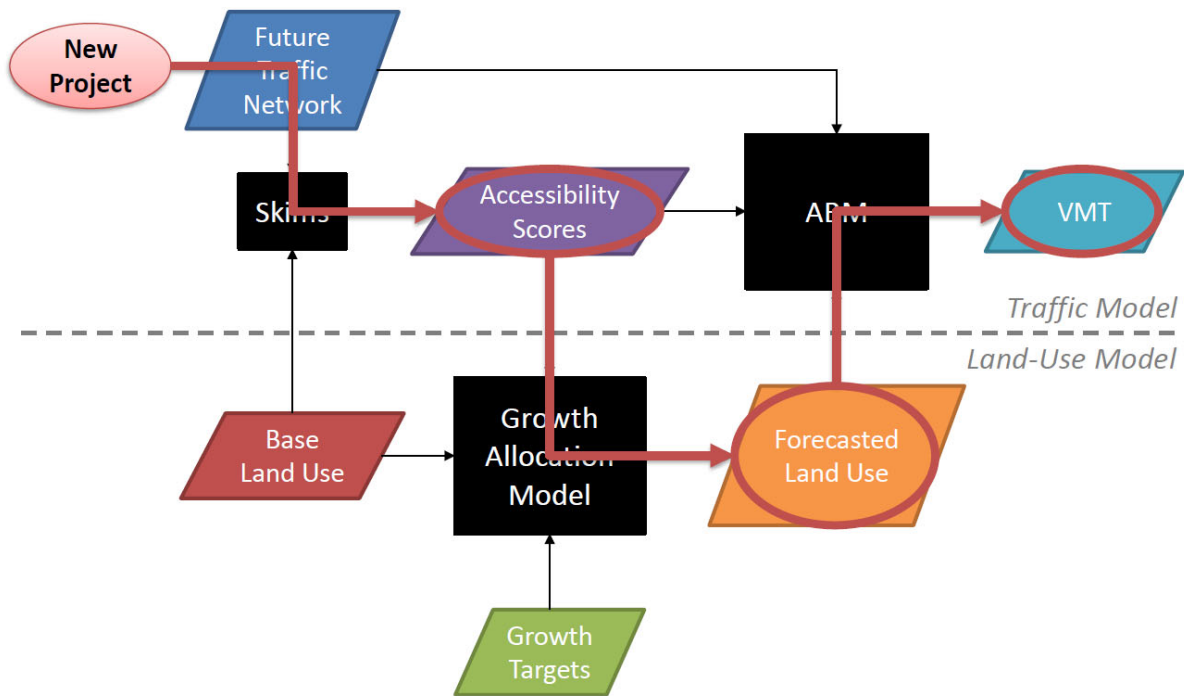


FIGURE 2 INTEGRATED INDUCED DEMAND MODELING PROCESS

Calibration and Validation

While calibrating what weight should be given to accessibility results across the various travel modes presents myriad challenges, including a lack of literature on the subject, Fresno COG will perform calibration runs and sensitivity analyses to ensure that the land-use allocation model is sensitive to these factors in intuitive and appropriate ways, using detailed land-use data for the Fresno County region from 2014 and 2019 to compare projected results from the allocation model to known data.

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APPENDIX D

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
Mitigation Measures with Percentage VMT Reductions calculated using Fresno COG ABM/Locally available emperical data									
1 Provide a Bus Rapid Transit System (Addition of a New Route)	0.02% – 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
2 Provide a Bus Rapid Transit System (Substitution of an Existing Bus Route with a BRT Route)	0.02% – 3.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	N	N	Y	Notes: CAPCOA TST-1 (Applicable in urban and suburban context; negligible in rural context; appropriate for specific or general plans). This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
3 Implement a local carpool program	1.00% – 15.00% commute VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-3 (Provide Ride-Sharing Programs: applicable in urban and suburban context; Negligible impact in many rural contexts, but can be effective when a large employer in a rural area draws from a workforce in an urban or suburban area, such as when a major employer moves from an urban location to a rural location; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Ride share for employment uses only]; City of LA [Measured in terms of employees eligible (%)]
4 Implement a local vanpool program	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: Provide Employer-Sponsored Vanpool/Shuttle); 7.20% - 15.80% school VMT reduction (for CAPCOA TRT-10: Implement a School Pool Program)	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: Similar to CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose [Similar measure is Subsidize Vanpool]; City of LA [Similar measure is Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large))]
5 Expand transit network (Addition of a New Transit Line)	0.10% – 8.20%	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-3; Measure applicable in urban and suburban context, maybe applicable in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%)]
Mitigation Measures with Percentage VMT Reductions from CAPCOA only									
6 Incorporate bike lane street design (on-site)	1% increase in share of workers commuting by bicycle (for each additional mile of bike lanes per square mile) (<i>Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look</i> by Dill and Carr (2003)); 0.075% increase in bicycle commuting with each mile of bikeway per 100,000 residents (<i>If You Build Them, Commuters Will Use Them; Cross-Sectional Analysis of Commuters and Bicycle Facilities</i> by Nelson and Allen (1997))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-5 (Grouped strategy, benefits of Bike Lane Street Design are small and should be grouped with the LUT-9 (Improve Design of Development) strategy to strengthen street network characteristics and enhance multi-modal environments), the measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, industrial, and mixed-use projects. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Expand the reach of bike access with investment in infrastructure: applicable for both residential and employment uses]; City of LA [Provide bicycle facility along site (Yes/No)]
7 Subsidize vanpool	0.30% - 13.40% commute VMT	N/A	Y	Y	N	Y	Y	Y	Notes: CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects); City of San Jose [Subsidize Vanpool]; City of LA [Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large))]
8 Improve or increase access to transit	CAPCOA TST-2: Not quantified alone, grouped strategy with TST-3 'Expand transit network' and TST-4 'Increase transit service frequency/speed'; CAPCOA LUT-5: 0.50% - 24.60%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-2: Implement Transit Access Improvements (applicable in urban and suburban context, and appropriate for residential, retail, office, mixed use, and industrial projects); CAPCOA LUT-5: Increase Transit Accessibility [May be grouped with CAPCOA measures LUT-3 (mixed use development), SDT-2 (traffic calmed streets with good connectivity), and PPT-1 through PPT-7 (parking management strategies); measures are applicable in urban and suburban contexts; appropriate in rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center; appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Increase transit accessibility to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Existing transit mode share (as a percent of total daily trips) (%), Lines within project site improved (<50%, >=50%)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
9 Increase access to common goods and services, such as groceries, schools, and daycare	Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)): 9.00% - 30.00% VMT reduction and CAPCOA LUT-4 (Increase Destination Accessibility): 6.70% - 20.00% VMT reduction	N/A	Y	Y	Y	Y	N	Y	Notes: Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)) - Applicable in urban and suburban context; negligible in rural context (unless the project is a master-planned community; appropriate for mixed-use projects) and CAPCOA LUT-4 (Applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Access to Neighborhood Schools: Applicable for residential uses only]; City of San Jose [Very similar to measure 'Increase diversity of uses' - Applicable for residential and employment uses]
10 Incorporate affordable housing into the project	0.04% - 1.20%	N/A	Y	Y	Y	Y	N	Y	Notes: Similar measure is CAPCOA LUT-6 [Integrate Affordable and Below Market Rate Housing] - [Applicable in urban and suburban contexts; negligible impact in a rural context unless transit availability and proximity to jobs/services are existing characteristics; appropriate for residential and mixed-use projects]; City of San Jose [Similar to measure 'Integrate affordable and market rate housing] - Measure is applicable for residential uses only
11 Incorporate neighborhood electric vehicle network	0.50% - 12.70%	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA SDT-3 [Neighborhood electric vehicles (NEV) would result in a mode shift and therefore reduce the traditional vehicle VMT and GHG emissions. Range depends on the available NEV network and support facilities, NEV ownership levels, and the degree of shift from traditional; measure is applicable in urban, suburban, and rural context, for small citywide or large multi-use developments, and appropriate for mixed-use projects]
12 Orient project towards transit, bicycle, and pedestrian facilities	*1) 0.25% - 0.5% (0.25% reduction is attributed for a project oriented towards a planned corridor and 0.5% reduction is attributed for a project oriented towards an existing corridor) (as per the Sacramento Metropolitan Air Quality Management District (SMAQMD) <i>Recommended Guidance for Land Use Emission Reductions</i>), 2) 0.5% reduction in VMT per 1% increase in transit frequency and per 10% increase in transit ridership (as per the Center for Clean Air Policy (CCAP) <i>Transportation Emission Guidebook</i>)	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-7 [Orient project toward non-auto corridor]; Grouped strategy with LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)) ; there is no sufficient evidence that the measures results in non-negotiable trip reduction unless combined with other measures, including neighborhood design, density and diversity of development, transit accessibility and pedestrian and bicycle network improvements; the measure is applicable for urban or suburban context (may be applicable in a master-planned rural community) and is appropriate for residential, retail, office, industrial, and mixed use projects
13 Provide pedestrian network improvements	0.00% - 2.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-1 [applicable in urban, suburban, and rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; reduction benefit only occurs if the project has both pedestrian network improvements on site and connections to the larger off-site network]. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Provide pedestrian network improvements for active transportation: applicable for both residential and employment uses]; City of LA [Included (within project and connecting off-site/within project only)]
14 Increase transit service frequency/speed	0.02% - 2.50%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TST-4, applicable in urban and suburban context, maybe applicable in rural context but no literature documentation available, appropriate for specific or general plans. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Similar to measure 'Subsidize public transit service upgrades']; City of LA [Reduction in headways (increase in frequency) (%)]
15 Required project contributions to transportation infrastructure improvement projects	Not Quantified: Grouped strategy (with RPT-2 and TST-1 through 7)	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA RPT-3 (Applicable in urban, suburban and rural context; appropriate for residential, retail, office, mixed use, and industrial projects); measure similar to some of the measures discussed above. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service.'
16 Increase destination accessibility	6.70% - 20.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA LUT-4 [Destination accessibility measured in terms of the number of jobs or other attractions reachable within a given travel time, which tends to be the highest at central locations and lowest at peripheral ones; the location of the project also increases the potential for pedestrians to walk and bike to these destinations and therefore reduces VMT; applicable for urban and suburban contexts, negligible impact in a rural context; appropriate for residential, retail, office, industrial, and mixed-use projects]. This can be considered under Technical Advisory Measure 'Improve pedestrian or bicycle networks, or transit service'; City of San Jose [Increase transit availability to improve last-mile transit connections; Improve network connectivity/design to make destinations and low-carbon travel modes accessible; both applicable for both residential and employment uses]; City of LA [Lines within project site improved (<50%, >=50%)]
17 Provide traffic calming measures	0.25% - 1.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-2 [applicable in urban, suburban, and rural contexts; appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]; City of LA [Streets with traffic calming improvements (%), intersections with traffic calming improvements (%)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
18	Provide bike parking in non-residential projects	0.625% (as per the Center for Clean Air Policy (CCAP) <i>Transportation Emission Guidebook</i>)	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-6 [Bike Parking in Non-Residential projects has minimal impacts as a standalone strategy and should be grouped with the LUT-9 (Improve Design of Development) strategy to encourage bicycling by providing strengthened street network characteristics and bicycle facilities]; the measure is applicable in urban, suburban, and rural contexts; appropriate for retail, office, industrial, and mixed-use projects; City of San Jose [Provide bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers (Applicable for both residential and employment uses)]; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
19	Provide bike parking with multi-unit residential projects	Not Quantified	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA SDT-7 [Grouped Strategy; the benefits of Bike Parking with Multi-Unit Residential Projects have no quantified impacts and should be grouped with the LUT-9 (Improve Design of Development) strategy to encourage bicycling by providing strengthened street network characteristics and bicycle facilities. The measure is applicable in urban, suburban, or rural contexts. It is appropriate for residential projects.]; City of San Jose [Provide bike parking and end-of-trip facilities such as bike parking, bicycle lockers, showers, and personal lockers (Applicable for both residential and employment uses)]; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
20	Limit or eliminate parking supply	5.00% - 12.50%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA PDT-1 (applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); reduction can be counted only if spillover parking is controlled (via residential permits and on-street market parking); follow multi-faceted strategy including 1) elimination/reduction of minimum parking requirements, 2) creation of maximum parking requirements, and 3) provision of shared parking; City of San Jose [Decrease project parking supply at the project site to rates lower than the standard parking minimums where allowable in the San Jose Municipal Code (applicable for employment uses)]; City of LA [City code parking provision (spaces), actual parking provision (spaces)]
21	Unbundle parking costs from property costs	2.60% - 13.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA PDT-2 (applicable in urban and suburban context, negligible in rural context, appropriate for residential, retail, office, industrial and mixed-use projects; complimentary strategies include workplace parking pricing); City of San Jose [Unbundle On-Site Parking Costs: Application for Residential Uses Only]; City of LA [Monthly cost for parking (\$)]
22	Provide parking cash-out programs	0.60% – 7.70% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-15 [Implement employee parking "cash-out"; the term "cash out" is used to describe the employer providing employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to the cost of the parking space to the employer. The measure is applicable in urban and suburban context; it is not applicable in rural context; it is appropriate for retail, office, industrial, and mixed-use projects. Restrictions are applied only if complementary strategies are in place: a) Residential parking permits and market rate public on-street parking to prevent spill over parking; b) Unbundled parking - is not required but provides a market signal to employers to forgo paying for parking spaces and "cash-out" the employee instead. In addition, unbundling parking provides a price with which employers can utilize as a means of establishing "cash-out" prices; City of San Jose [Parking cash-out: Employment uses only]; City of LA [Parking cash-out: Employees eligible (%)]
23	Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-1: Commute Trip Reduction Program – Voluntary, is a multi-strategy program that encompasses a combination of individual measures described CAPCOA measures TRT-3 through TRT-9. It is presented as a means of preventing double-counting of reductions for individual measures that are included in this strategy. It does so by setting a maximum level of reductions that should be permitted for a combined set of strategies within a voluntary program. The main difference between a voluntary and a required program is: A) Monitoring and reporting is not required B) No established performance standards (i.e. no trip reduction requirements). The measure is applicable in urban and suburban contexts, negligible in a rural context, unless large employers exist and suite of strategies implemented are relevant in rural settings. The measure is appropriate for retail, office, industrial, and mixed-use projects; City of San Jose [Applicable for employment uses only]; City of LA [Employees and residents participating (%)]
24	Implement car-sharing program	0.40% – 0.70%	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-9 [urban and suburban context, negligible in rural context, and appropriate for residential, retail, office, industrial, and mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]; City of LA [Car share project setting (urban, suburban, all other)]

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

#	Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
25	Implement bike-sharing program	Taking evidence from the literature, a 135-300% increase in bicycling (of which roughly 7% are shifting from vehicle travel) results in a negligible impact (around 0.03% VMT reduction)	N/A	Y	Y	N	Y	Y	Y	Notes: CAPCOA TRT-12 [This measure has minimal impacts when implemented alone. The strategy's effectiveness is heavily dependent on the location and context. Bike-sharing programs have worked well in densely populated areas (examples in Barcelona, London, Lyon, and Paris) with existing infrastructure for bicycling. Bike sharing programs should be combined with Bike Lane Street Design (SDT-5) and Improve Design of Development (LUT-9). The measure is applicable in urban and suburban-center context only; it is negligible in a rural context; appropriate for residential, retail, office, industrial, and mixed-use projects; City of San Jose [Bike share for employment and residential uses]; City of LA [bike share - within 600 feet of existing bike share station - OR -implementing new bike share station (Y/N)]
26	Provide transit passes	Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; for TRT-4, commute VMT reduction is 0.30% - 20.00%	N/A	Y	Y	Y	Y	Y	Y	Notes: Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; City of San Jose [Implement Subsidized or Discounted Transit Program]; City of LA [Employees and residents eligible (%), amount of transit subsidy per daily passenger (daily equivalent) (\$)]
27	Implement a school pool program	7.20% - 15.80% school VMT reduction	N/A	Y	Y	N	Y	Y	Y	Notes: CAPCOA TRT-10 [This project will create a ridesharing program for school children. Most school districts provide bussing services to public schools only. School Pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing. The measure is applicable in urban, suburban, and rural context and is appropriate for residential and mixed-use projects.]; City of San Jose [School carpool program - residential uses only]. This measure can be considered under the Technical Advisory Measure 'Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services.'; City of LA [School carpool program - level of implementation (low, medium, high)]
28	Operate free direct shuttle service	CAPCOA TST-6 (Provide Local Shuttles): Not Quantified; 0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: Provide Employer-Sponsored Vanpool/Shuttle)	N/A	Y	Y	N	Y	Y	Y	Notes: CAPCOA TST-6 (Provide Local Shuttles - grouped strategy with TST-5 'Provide Bike Parking Near Transit' and TST-4 'Increase Transit Service Frequency/Speed') - Applicable in urban/suburban context; appropriate for large residential, retail, office, mixed use, and industrial projects; solves the "first mile/last mile" problem; CAPCOA TRT-11 (Provide employer-sponsored vanpool/shuttle) - the measure is applicable for urban, suburban, and rural context, and is appropriate for office, industrial, and mixed-use projects. This measure can be considered under the Technical Advisory Measure 'Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride matching services.'; City of San Jose [Employment uses only]; City of LA [Employer sponsored vanpool or shuttle (Degree of implementation (low, medium, high), employees eligible (%), employer size (small, medium, large))]
29	Provide teleworking options	0.07% - 5.50% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-6 [Applicable in urban, rural, and suburban contexts; appropriate for retail, office, industrial, and mixed-use projects]; City of San Jose [Alternative work schedules and telecommute (employment land uses only)]; City of LA [Alternative work schedules and telecommute (employees participating (%), type of program)]
30	Subsidize public transit service upgrades	Not Quantified	N/A	Y	Y	N	Y	N	Y	Notes: Similar to CAPCOA TST-2 through TST-4; City of San Jose [Subsidize transit service through contributions to the transit provider to improve transit service to the project (e.g. frequency and number of routes); applicable for both residential and employment uses]. The measure is included under the Technical Advisory Measure 'Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle.'
31	Implement subsidized or discounted transit program	0.30% - 20.00% commute VMT	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-4 [Implement subsidized or discounted transit program (the measure is applicable in urban and suburban context, negligible in a rural context, appropriate for residential, retail, office, industrial, and mixed-use projects); The project will provide subsidized/discounted daily or monthly public transit passes. The project may also provide free transfers between all shuttles and transit to participants. These passes can be partially or wholly subsidized by the employer, school, or development. Many entities use revenue from parking to offset the cost of such a project. The measure is included under the Technical Advisory Measure 'Provide incentives or subsidies that increase the use of modes other than single-occupancy vehicle.'; City of San Jose [Implement Subsidized or Discounted Transit Program]; City of LA [Transit subsidies measured by employees and residents eligible (%), and amount of transit subsidy per passenger (daily equivalent) (\$)]
32	Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms	22% increase in bicycle mode share (UK National Travel Survey)/2%-5% reduction in commute vehicle trips (Transportation Demand Management Encyclopedia)/0.625% reduction in VMT (Center for Clean Air Policy (CCAP) Emission Guidebook)	N/A	Y	Y	Y	Y	Y	Y	Notes: CAPCOA TRT-5 [Provide End of Trip Facilities]: End-of-trip facilities have minimal impacts when implemented alone. This strategy's effectiveness in reducing vehicle miles traveled (VMT) depends heavily on the suite of other transit, pedestrian/bicycle, and demand management measures offered. End-of trip facilities should be grouped with Commute Trip Reduction (CTR) Programs (TRT-1: Implement Commute Trip Reduction Program - Voluntary through TRT-2: Implement Commute Trip Reduction Program - Required Implementation/Monitoring) and TRT-3 (Provide Ride-Sharing Programs); City of San Jose [Similar measures include 'Provide bike parking/end of trip bike facilities', 'Implement car sharing programs']; City of LA [Include bike parking/lockers, showers, & repair station (Y/N)]
33	Provide employee transportation coordinators at employment sites	Not Quantified	N/A	Y	Y	Y	N	N	Y	Included as part of CAPCOA TRT-1 (Implement Commute Trip Reduction Program - Voluntary)
34	Provide a guaranteed ride home service to users of non-auto modes	Not Quantified	N/A	N	Y	Y	N	N	Y	

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes	
35	Locate project in an area of the region that already exhibits low VMT	10.00% - 65.00%	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-2 (Applicable in urban and suburban contexts; negligible in rural contexts; appropriate for residential, retail, office, industrial, and mixed-use projects)
36	Locate project near transit	0.50% - 24.60%	N/A	Y	Y	Y	N	N	Y	Notes: CAPCOA LUT-5 [May be grouped with CAPCOA measures LUT-3 (mixed use development), SDT-2 (traffic calmed streets with good connectivity), and PPT-1 through PPT-7 (parking management strategies); measures are applicable in urban and suburban contexts; appropriate in rural context if development site is adjacent to a commuter rail station with convenient rail service to a major employment center; appropriate for residential, retail, office, industrial, and mixed-use projects]
37	Increase project/development density	1.50% - 30.00%	N/A	Y	Y	Y	Y	N	Y	Notes: CAPCOA LUT-1 (Applicable in urban and suburban contexts only; negligible in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Applicable for both residential and employment uses]
38	Increase the mix of uses within the project or within the project's surroundings	9.00% - 30.00%	N/A	Y	Y	Y	Y	N	Y	Notes: CAPCOA LUT-3: Increase Diversity of Urban and Suburban Developments (Mixed Use) [Applicable in urban and suburban context, negligible in rural context, and appropriate for mixed-use projects]; City of San Jose [Applicable for both residential and employment uses]
39	Improve network connectivity and/or increase intersection density on the project site	Similar measure is CAPCOA LUT-9 [Improve Design of Development]: 3.0% - 21.3% reduction in VMT	N/A	Y	Y	Y	Y	N	Y	Notes: Similar measure to CAPCOA LUT-9 (Improve Design of Development); City of San Jose [Build new street connections and/or connect cul-de-sacs to provide pedestrian and bicycle access: applicable for both residential and employment uses]
40	Price workplace parking	0.10% - 19.70% commute VMT	N/A	Y	N	N	Y	Y	N	Notes: CAPCOA TRT-14 [Urban and suburban context; Negligible impact in a rural context; Appropriate for retail, office, industrial, and mixed-use projects; Reductions applied only if complementary strategies are in place: o Residential parking permits and market rate public on-street parking - to prevent spill-over parking o Unbundled parking - is not required but provides a market signal to employers to transfer over the, now explicit, cost of parking to the employees. In addition, unbundling parking provides a price with which employers can utilize as a means of establishing workplace parking prices; City of San Jose [Price On-Site Workplace Parking (for employment uses only)]; City of LA [Daily parking charge (\$), Employees subject to priced parking (%)]
41	Locate project near bike path/bike lane	0.625%	N/A	Y	N	Y	N	N	N	Notes: CAPCOA LUT-8 (Grouped strategy with 'Increase Destination Accessibility'; the measure is most effective when applied in combination of multiple design elements that encourage this use; strategy should be grouped with 'Increase Destination Accessibility' strategy to increase the opportunities for multi-modal travel; measure is applicable in urban or suburban context, may be applicable in a rural master planned community; appropriate for residential, retail, office, industrial, and mixed-use projects
42	Implement Commute Trip Reduction Marketing	0.80% - 4.00% commute VMT	N/A	Y	N	Y	Y	N	N	Notes: CAPCOA TRT-7 (applicable in urban and suburban context; negligible in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects); City of San Jose [Employment uses only]
43	Education and encouragement - Voluntary travel behavior change program	1.00% - 6.20% commute VMT	N/A	Y	N	N	Y	Y	N	Notes: Similar to CAPCOA TRT-1 (Implement Commute Reduction Program - Voluntary); City of San Jose [For both residential and employment uses]; City of LA [Employees and residents participating (%)]
44	Education and encouragement - Promotions and marketing	0.80% - 4.00% commute VMT	N/A	Y	N	N	Y	Y	N	Notes: Similar to CAPCOA TRT-7 [Implement Commute Reduction Marketing]; City of San Jose [Similar measure might be 'Implement commute trip reduction marketing/educational campaign' (applicable for employment uses)]; City of LA [Employees and residents participating (%)]
45	Implement neighborhood shuttle	Not Quantified	N/A	Y	N	N	Y	Y	N	Notes: CAPCOA TST-6 (Provide Local Shuttles - grouped strategy with TST-5 'Provide Bike Parking Near Transit' and TST-4 'Increase Transit Service Frequency/Speed') - Applicable in urban/suburban context; appropriate for large residential, retail, office, mixed use, and industrial projects; solves the "first mile/last mile" problem; City of San Jose [Similar measure: 'Operate a free direct shuttle service' (applicable for employment uses only)]; City of LA [Degree of Implementation (low/medium/high), employees and residents eligible (%)]
46	Install park-and-ride lots	Two sources: 0.10% - 0.50% VMT reduction (as per 2005 Federal Highway Administration (FHWA) study) and 0.50% VMT reduction per day (as per Washington State Department of Transportation (WSDOT))	N/A	Y	N	N	N	N	N	Notes: CAPCOA RPT-4 (Applicable in suburban and rural context; appropriate for residential, retail, office, mixed use, and industrial projects); Grouped strategy with RPT-1, TRT-11, TRT-3, and TRT-1 through 6
47	Electrify loading docks and/or require idling-reduction systems	26% - 71% reduction in Truck refrigeration units (TRU) idling GHG emissions	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-1 (Measure applicability: Truck refrigeration units (TRU))
48	Utilize alternative fueled vehicles	Reduction in GHG emissions varies depending on vehicle type, year, and associated fuel economy	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-2 (Measure applicability: vehicles)
49	Utilize electric or hybrid vehicles	0.40% - 20.30% reduction in GHG emissions	N/A	Y	N	N	N	N	N	Notes: CAPCOA VT-3 (Measure applicability: vehicles)
50	Provide bike parking near transit	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAPCOA TST-5 (should be implemented with other two measures as mentioned to encourage multi-modal use in the area and provide ease of access to nearby transit for bicyclists (measure applicable in urban and suburban context; appropriate for residential, retail, office, mixed use, and industrial projects); Grouped strategy (with measures TST-3 'Expand transit network' and TST-4 'Increase transit service frequency/speed')

Table D - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

# Mitigation Measure	VMT Reduction ¹	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²	CAPCOA ³	OPR TA ⁴	Los Angeles Metro ⁵	City of San Jose ⁶	City of Los Angeles ⁷	San Diego Region ⁸	Notes
51 Improve design of development	3.00% - 21.30%	N/A	Y	N	N	N	N	N	Notes: CAPCOA LUT-9 (Include design elements to enhance walkability and connectivity; improved street network characteristics within a neighborhood such as street accessibility; design also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrians crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments); measure is applicable in the urban and suburban contexts, negligible impact in rural context; appropriate for residential, retail, office, industrial, and mixed-use projects
52 Provide electric vehicle parking	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAPCOA SDT-8 [This is a grouped strategy and the benefits of electric vehicle parking may be quantified when grouped with the use of electric vehicles and or SDT-3 (Implement a Neighborhood Electric Vehicle (NEV) Network). This measure is applicable in urban or suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.]
53 Dedicated land for bike trails	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAPCOA SDT-9 [Larger projects may be required to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. The benefits of Land Dedication for Bike Trails have not been quantified and should be grouped with the LUT-9 (Improve Design of Development) strategy to strengthen street network characteristics and improve connectivity to off-site bicycle networks. The measure is applicable in urban, suburban, or rural contexts and is appropriate for large residential, retail, office, mixed use, and industrial projects.]
54 Implement school bus program	38.00% - 63.00% school VMT reduction	N/A	Y	N	N	N	N	N	Notes: CAPCOA TRT-13 [Applicable in urban, suburban, and rural context; appropriate for residential and mixed-use projects]
55 Implement preferential parking permit program	Not Quantified	N/A	Y	N	N	N	N	N	Notes: CAPCOA TRT-8 [The project will provide preferential parking in convenient locations (such as near public transportation or building front doors) in terms of free or reduced parking fees, priority parking, or reserved parking for commuters who carpool, vanpool, ride-share or use alternatively fueled vehicles. The project will provide wide parking spaces to accommodate vanpool vehicles. The impact of preferential parking permit programs has not been quantified by the literature and is likely to have negligible impacts when implemented alone. This strategy should be grouped with Commute Trip Reduction (CTR) Programs (TRT-1 and TRT-2) and TRT-3 (Provide Ride-Sharing Programs) as a complementary strategy for encouraging non-single occupant vehicle travel. This measure is applicable in urban and suburban contexts and is appropriate for residential, retail, office, mixed use, and industrial projects.]

Notes:

- VMT = Vehicle Miles Traveled; CAPCOA = California Air Pollution Control Officers Association; Fresno COG = Fresno Council of Governments; ABM = Activity-Based Model, OPR = Office of Planning and Research; TA = Technical Advisory; HOV = High Occupancy Vehicle; HOT = High Occupancy Toll; ITS = Intelligent Transportation System
- CAPCOA Transportation Mitigation Categories (LU = Land Use/Location, SD = Neighborhood/Site Enhancements, PD = Parking Policy/Pricing, TR = Commute Trip Reduction Programs, TS = Transit System Improvements, RP = Road Pricing/Management; V = Vehicles)
- ¹ VMT reduction numbers obtained from *Quantifying Greenhouse Gas Mitigation Measures* published by the California Air Pollution Control Officers Association in August 2010.
- ² Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the *Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation*.
- ³ *Quantifying Greenhouse Gas Mitigation Measures* published by the California Air Pollution Control Officers Association in August 2010.
- ⁴ *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research State of California in December 2018.
- ⁵ *Analysis of VMT Mitigation Measures Pursuant to SB 743* prepared by Iteris, Inc. in February 2018.
- ⁶ *City of San Jose Transportation Analysis Handbook* (dated April 2018).
- ⁷ *City of Los Angeles VMT Calculator Version 1.2*
- ⁸ *Guidelines for Transportation Impact Studies in the San Diego Region* developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Traffic Engineers Council (SANTEC) in January 2019.

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APPENDIX E

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS (CARB PAPERS)

Table E - Vehicle Miles Traveled Mitigation Measures for Land Development Projects (CARB Papers)¹

# Mitigation Measure	VMT Reduction ²	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ³	Notes
1 Provide Bicycling Network Improvements	No effect on VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	
2 Implement Transit Improvements	No effect on VMT	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation	
3 Improve or increase access to transit	1.3% - 5.8%	N/A	Variable: Various factors associated with proximity to transit stop (please refer to <i>How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence</i> (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.))
4 Land Use Mix	Elasticity: 0.02 - 0.10	N/A	Variable: Entropy - variety and balance of land-use types within a neighborhood
5 Regional Accessibility	Elasticity: 0.05 - 0.25	N/A	Variable: Various factors associated with job accessibility and distance to CBD (please refer to <i>How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence</i> (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.))
6 Job-Housing Balance	Elasticity: 0.06 - 0.31 for commute VMT	N/A	Variable: Various factors associated with job accessibility (please refer to <i>How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence</i> (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.))
7 Provide Pedestrian Network Improvements	Elasticity: 0.00 - 0.02 for sidewalk length, 0.19 for Pedestrian Environment Factor	N/A	
8 Voluntary Travel Behavior Change (VTBC) Program	5% - 12%	N/A	
9 Implement Employer-Based Trip Reduction (EBTR) Program	1.33% - 6% of commute VMT	N/A	
10 Provide telecommuting options	Home-based telecommuting: 48.1% for household VMT, 66.5% - 76.6% for all personal VMT, and 90.3% for commute VMT only; Center-based telecommuting: 53.7% - 64.8% for all personal VMT and 62.0% - 77.2% for commute VMT only	N/A	
11 Increase Project/Development Density	Elasticity: <=0.07 - 0.19	N/A	Variable: residential density
12 Improve network connectivity and/or increase intersection density on the project site	Elasticity: -0.46 - 0.59	N/A	Variable: Various factors associated with intersection or street density (please refer to <i>How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence</i> (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.))
13 Implement Parking Cash-out Programs or Workplace Parking Pricing	12% of commute VMT (parking cash out); 2.3% - 2.9% for \$3 per day workplace parking price; 2.8% for price increase equivalent to 60% hourly value of commuter travel time cost	N/A	

Notes:

VMT = Vehicle Miles Traveled

¹ All mitigation measures have been obtained from *How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence* (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.).

² All VMT reduction numbers have been obtained from *How do Local Actions Affect CMT? A Critical Review of the Empirical Evidence* (Salon, D., Boarnet, M.G., Handy, S., Spears, S., and Tal, G.).

³ Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the *Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation*.

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APPENDIX F

VEHICLE MILES TRAVELED MITIGATION MEASURES FOR COMMUNITY PLANS AND GENERAL PLANS

Table F - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans¹

# Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²
1 Shift single occupancy vehicle trips to carpooling or vanpooling by providing ride-matching services or shuttle services	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles))	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
2 Provide enhanced bicycle and/or pedestrian facilities	0.00% - 2.00% (for pedestrian network improvements); Multiple measures for bike facilities, refer to Table A for VMT reduction percentages	Information included in the Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation
3 Provide incentives or subsidies that increase the use of modes other than a single-occupancy vehicle	0.30% - 13.40% commute VMT reduction (for CAPCOA TRT-11: (Provide Employer-Sponsored Vanpool/Shuttle)); Grouped strategy (for CAPCOA TST-6 (Provide Local Shuttles)); 0.30% - 20.00% commute VMT reduction (for CAPCOA TRT-4 (Implement Subsidized or Discounted Transit Program))	N/A
4 Modify land use plan to increase development in areas with low VMT/capita characteristics and/or decrease development in areas with high VMT/capita characteristics	Not quantified in CAPCOA	N/A
5 Add roadways to the street network if those roadways would provide shorter travel paths for existing and/or future trips	Not quantified in CAPCOA	N/A
6 Improve or increase access to transit	CAPCOA TST-2 (Implement transit access improvements): Not quantified alone, grouped strategy with TST-3 (Expand transit network) and TST-4 (Increase transit service frequency/speed); CAPCOA LUT-5 (Increase transit accessibility): 0.50% - 24.60%	N/A
7 Increase access to common goods and services, such as groceries, schools, and daycare	Similar to CAPCOA LUT-3 (Increase Diversity of Urban and Suburban Developments (Mixed Use)): 9.00% - 30.00% VMT reduction and CAPCOA LUT-4 (Increase Destination Accessibility): 6.70% - 20.00% VMT reduction	N/A
8 Incorporate a neighborhood electric vehicle network	0.50% - 12.70%	N/A
9 Provide traffic calming	0.25% - 1.00%	N/A
10 Limit or eliminate parking supply	5.00% - 12.50%	N/A

Table F - Vehicle Miles Traveled Mitigation Measures for Community Plans and General Plans¹

# Mitigation Measure	CAPCOA VMT Reduction	Local VMT Reduction Calculations (Local Data/Fresno COG ABM) ²
11 Implement or provide access to a commute reduction program - Voluntary	1.00% - 6.20% commute VMT	N/A
12 Provide car-sharing, bike sharing, and ride-sharing programs	0.40% - 0.70% VMT reduction (for car sharing); 1.00% - 15.00% commute VMT reduction (for ride-sharing); a 135% - 300% increase in biking (of which roughly 7% are shifting from vehicle travel) results in a negligible impact (around 0.03% VMT reduction)	N/A
13 Provide partially or fully subsidized transit passes	Similar to CAPCOA TRT-4 [Implement Subsidized or Discounted Transit Program]; for TRT-4, commute VMT reduction is 0.30% - 20.00%	N/A
14 Provide telework options	0.07% - 5.50% commute VMT	N/A
15 Provide employee transportation coordinators at employment sites	Not quantified in CAPCOA	N/A
16 Provide a guaranteed ride home service to users of non-auto modes	Not quantified in CAPCOA	N/A

Notes:

VMT = Vehicle Miles Traveled; Fresno COG = Fresno Council of Governments; ABM = Activity-Based Model; CAPCOA = California Air Pollution Control Officers Association

CAPCOA Transportation Mitigation Categories (LU = Land Use/Location, SD = Neighborhood/Site Enhancements, PD = Parking Policy/Pricing, TR = Commute Trip Reduction Programs, TS = Transit System Improvements, RP = Road Pricing/Management; V = Vehicles)

¹ All mitigation measures have been obtained from the *Guidelines for Transportation Impact Studies in the San Diego Region* developed by San Diego Section of the Institute of Transportation Engineers (ITE) and the San Diego Traffic Engineers Council (SANTEC) in January 2019.

² Fresno COG VMT reduction recommendation for these measures obtained based on analysis conducted by Fresno COG staff and LSA using local data and/or the COG's Activity Based Model. Details are provided in the *Fresno County SB 743 Implementation Regional Guidelines - Technical Documentation*.

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REEDLEY CITY COUNCIL


- Consent
- Regular Item
- Workshop
- Closed Session
- Public Hearing

ITEM NO: 13

DATE: November 10, 2020

TITLE: PRESENTATION AND INFORMATION PERTAINING TO SB 1383,
ORGANICS WASTE RECYCLING MANDATE

SUBMITTED: Russ Robertson, 
Public Works Director

APPROVED: Nicole R. Zieba, 
City Manager

A presentation and information will be provided regarding SB 1383, Organic Waste Recycling mandate from the State of California.

The presentation will cover the regulations and requirements of the mandate and discuss how it will affect the City of Reedley including the fiscal impacts on our residents and businesses.

Handouts will be provided at the workshop. If unable to attend the workshop please contact City Hall at 637-4200 ext. 214 to obtain copies and further information.

#14

8:12 AM
09/28/20
Cash Basis

Reedley's River City Theatre Company
Profit & Loss
July 1 through September 28, 2020

	<u>Jul 1 - Sep 28, 20</u>
Ordinary Income/Expense	
Income	
Production Income	
Ticket Sales	-80.00
Total Production Income	-80.00
SHARES Card	19.91
Total Income	-60.09
Gross Profit	-60.09
Expense	
Advertising	44.85
Bank Ser & CC charges	780.58
Insurance	
Liability Insurance	251.52
Workman's Comp Insurance	216.00
Total Insurance	467.52
Office	
Equipment	43.37
Info System	115.38
Supplies	
Postage	109.50
Total Supplies	109.50
Office - Other	169.97
Total Office	438.22
Professional Fees	62.24
Rent Expense	
Storage	390.00
Rent Expense - Other	-128.69
Total Rent Expense	261.31
Repairs and Maintenance	
Disposal	259.54
Total Repairs and Maintenance	259.54
Streetscape	174.00
Taxes, Licenses, Fees	461.34
Telephone	598.40
Total Expense	3,548.00
Net Ordinary Income	-3,608.09
Net Income	<u><u>-3,608.09</u></u>

8:12 AM
09/28/20
Cash Basis

Reedley's River City Theatre Company
Profit & Loss
September 1 - 28, 2020

	<u>Sep 1 - 28, 20</u>
Ordinary Income/Expense	
Income	
Production Income	
Ticket Sales	-80.00
Total Production Income	-80.00
Total Income	-80.00
Gross Profit	-80.00
Expense	
Advertising	14.95
Bank Ser & CC charges	254.20
Insurance	
Liability Insurance	83.84
Total Insurance	83.84
Office	76.87
Professional Fees	62.24
Rent Expense	
Storage	130.00
Total Rent Expense	130.00
Repairs and Maintenance	
Disposal	254.48
Total Repairs and Maintenance	254.48
Taxes, Licenses, Fees	461.34
Total Expense	1,337.92
Net Ordinary Income	-1,417.92
Net Income	-1,417.92

8:12 AM
09/28/20
Cash Basis

Reedley's River City Theatre Company
Balance Sheet
As of September 28, 2020

	<u>Sep 28, 20</u>
ASSETS	
Current Assets	
Checking/Savings	
Box Office Till	-45.00
Checking RCTC	621.92
RCTC Savings	6,047.22
Total Checking/Savings	<u>6,624.14</u>
Total Current Assets	6,624.14
Fixed Assets	
Furniture, fixtures, & equip	4,167.60
Total Fixed Assets	<u>4,167.60</u>
TOTAL ASSETS	<u><u>10,791.74</u></u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Sales Tax Payable	-8,886.83
Total Other Current Liabilities	<u>-8,886.83</u>
Total Current Liabilities	<u>-8,886.83</u>
Total Liabilities	-8,886.83
Equity	
Retained Earnings	12,528.79
Retained Earnings Adjustments	16,386.73
Net Income	-9,236.95
Total Equity	<u>19,678.57</u>
TOTAL LIABILITIES & EQUITY	<u><u>10,791.74</u></u>

MINUTES
REEDLEY AIRPORT COMMISSION MEETING
Thursday, June 18, 2020 at 4:00 p.m.

1. CALL TO ORDER

A meeting of the Reedley Airport Commission was held at the Reedley Community Center, 100 N. East Avenue, Reedley, California and called to order by Carl Smith at 4:05 p.m.

2. ROLL CALL AND INTRODUCTION OF GUESTS

- A. Commissioners Present: Carl Smith, Chairperson; Joseph Oldham (via conference line), Butch Agrifoglio, Anthony Jewell and Mark Cacioppo
- B. Staff Present: Sarah Reid, Airport Manager; Kayla Cheney, Administrative Assistant
- C. Others present: None.

3. APPROVAL OF MINUTES

- A. Motion by Commissioner Agrifoglio, seconded by Commissioner Cacioppo to approve the March 19, 2020 Airport Commission minutes. Motion carried.

4. PUBLIC DISCUSSION – None.

5. ORAL AND WRITTEN COMMUNICATIONS – None.

6. UNFINISHED BUSINESS

A. **2020 Airport Barbecue Cancelled-** Reid mentioned donations for the 2020 Airport BBQ are being held onto, whether an event is re-scheduled for the fall, or for 2021. Susan Bell is still interested in being the guest speaker for our next event, she will need to know the details once a date is decided. Cacioppo would like to wait till we receive more information about COVID-19, he believes that doing a Fall Airport event is too premature. Not to mention having to sanitize everything in order to follow guidelines would make things difficult. Agrifoglio mentions that he would like for there to be a fall event. The weather is nice in October, its cooler. Agrifoglio would like to see the simulator from Reedley College out at a Fall Airport event. Jewell states that a Fall Airport BBQ has been done in the past, and although the weather is nice, the event was never as successful as the Spring event. Cacioppo would like to see an Airport BBQ in 2021. Oldham mentions that the COVID-19 case load is going up and the liability is getting worse, its best to just hold off on a fall event for now. Reid mentioned that an Airport event in the fall does not have to be large, but could be a small gathering. Commissioners Smith, Oldham, Cacioppo and Jewell would like to hold off on any type of Airport events for now, and revisit this topic in 2021. Reid states that she would like to see a clean-up day in the fall, this is something that will be revisited at the August Commission Meeting.

7. STAFF REPORTS

- A. Airport Manager
 - 1) The Point of Sale Machine is being installed next week. This means the POS machine will be down for two days next week while this new machine is being installed. This machine is said to be super user friendly.
 - 2) There is asphalt by the back hangars that has a large crack. Reid and Jess Hinojosa the Maintenance Supervisor walked the area where the crack is located. Reid plans to have a couple different companies go out to the Airport to look at the crack to get estimates to fix the cracks/holes. There are about 8 large cracks.

MINUTES

REEDLEY AIRPORT COMMISSION MEETING

Thursday, June 18, 2020 at 4:00 p.m.

- 3) FY20 ACIP project is still under review. If awarded the CARES act will cover the local match. If all goes through, they will match about 10 thousand dollars.
- 4) The RC event has been cancelled but will be rescheduled for 2021. Reid will revisit in the fall.
- 5) The Annual ACA conference in Tahoe has been cancelled due to COVID-19. They plan to do training virtually.
- 6) Jessica from C&S has moved on since December of 2019. Reid will be working with someone new for any new grants.

10. COMMISSIONERS REPORTS

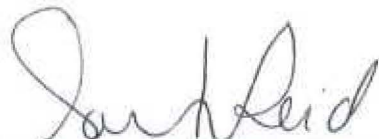
- A. Capital Improvements – None.
- B. Landscaping/Parking – Mower is up and running. Recently the runway and taxiway were mowed. Things are starting to look better. Jewell commented that he would like for there to be a back up mower incase this new mower goes down and needs to be fixed since there is a long turn around. Reid mentioned that the plan is to get the back up mower fixed incase this happens. Smith commented he has not seen the squirrel guy. Reid contacted Wild Light Management who will be out at the Airport with extra squirrel bait to get things under control again.
- C. Public Relations – None.
- D. Airport Promotion – None.
- E. BMX Track -- Donna Huebert reached out to Reid curious as to when the track could open back up. Reid mentioned to Huebert that there can be no more than 10 guests at a time, and guidelines with sanitation restrictions will have to be in place prior to opening.
- F. Hangar Development – There are now numbers on the tiedown spaces. Tiedown tenants now have a number associated with their space.
- G. Hangar Vacancies – None.
- H. Reid mentioned in the last council meeting discussion was brought up about transportation to and from the Airport. Oldham mentioned he suggested to City Manager a grant which could be used for this type of transportation. Oldham will send this grant information to Reid. This same transportation could also be used for Reedley college Aviation students to and from the Airport.

11. ADJOURNMENT

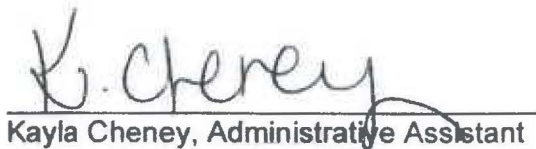
As there was no further business to discuss, it was moved by Commissioner Agrifoglio, seconded by Commissioner Jewell to adjourn at 4:37 p.m.



Carl Smith, Chairperson



Sarah Reid, Airport Manager



Kayla Cheney, Administrative Assistant

#16

Faith House Update

November 2020

Faith House November 2020



New Solar Panels

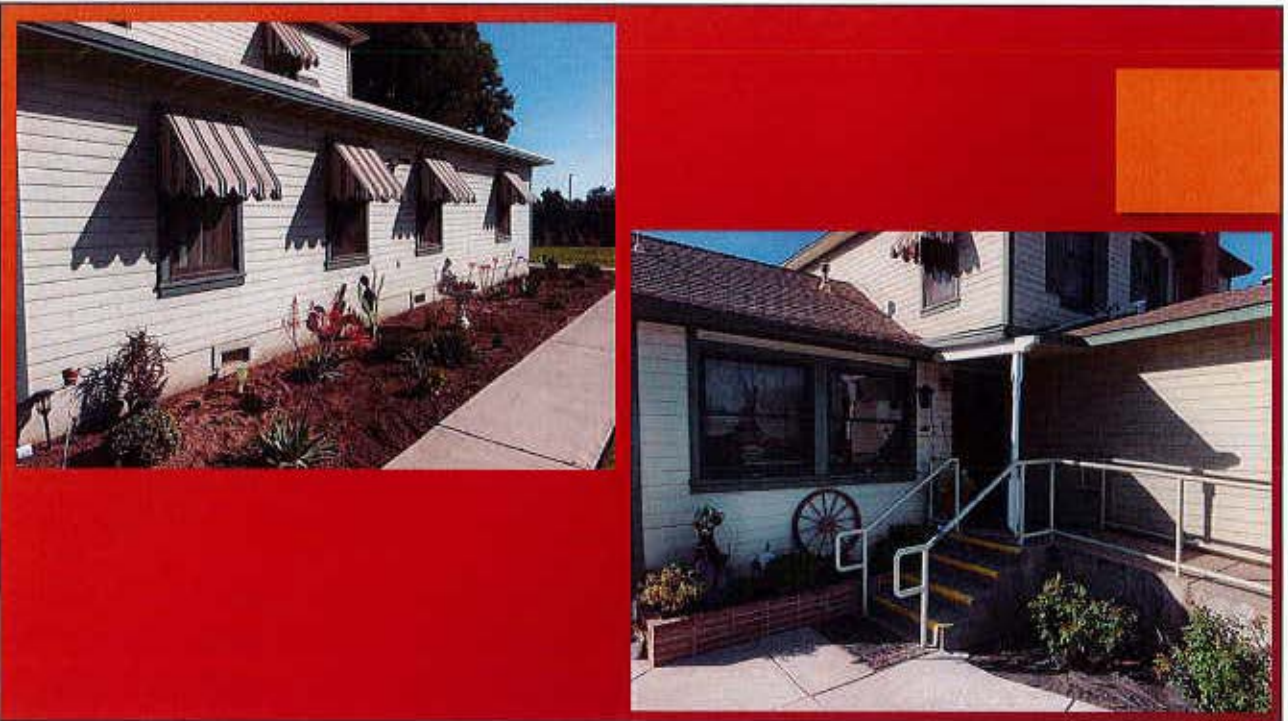
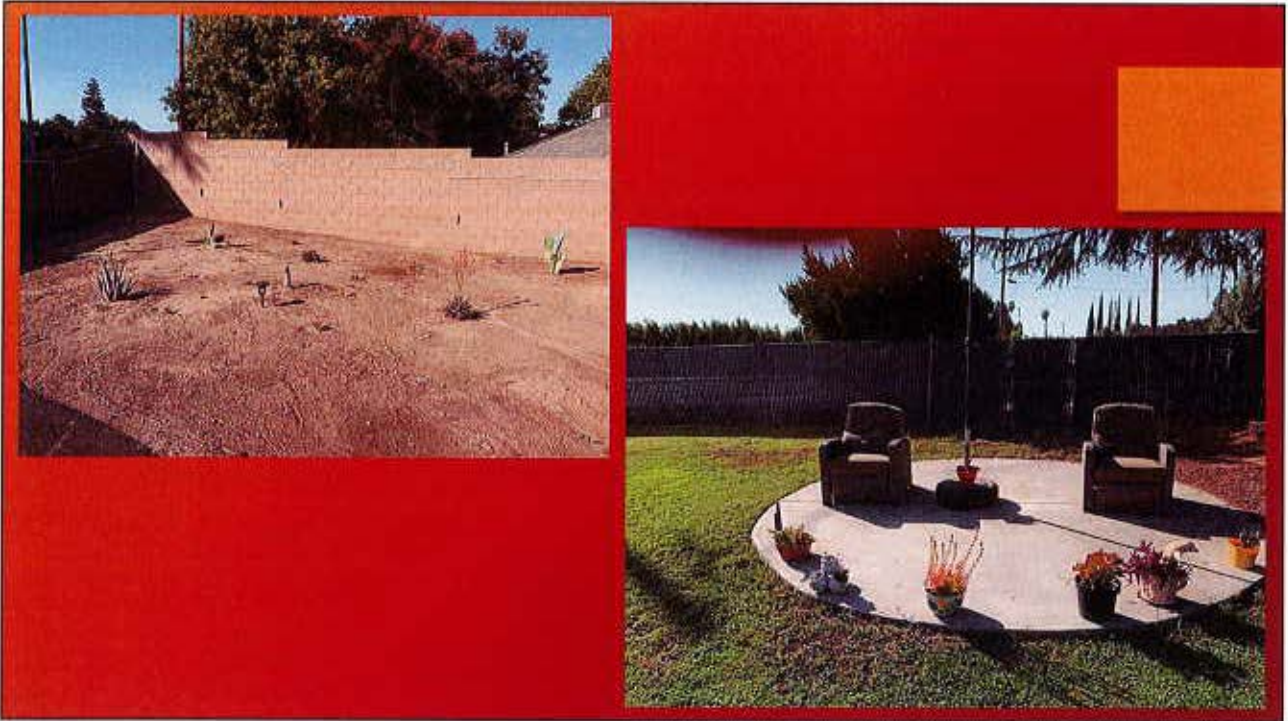


(KWH)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Utility Consumption Pre-Solar	1,905	1,701	1,705	1,666	1,848	2,237	3,875	2,995	2,375	2,087	1,855	1,824	25k
Utility Consumption Post-Solar	668	679	1,182	1,228	1,185	1,851	202	119	1125	559	724	612	1270
Solar Production	608	1,322	5,812	2,997	3,100	3,233	3,351	3,054	2,500	1,950	862	1,012	28.2k
(\$)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Utility Bill Pre-Solar	633	508	838	831	927	887	1,327	987	860	588	540	840	8,218
Utility Bill Post-Solar	10	10	10	10	10	10	10	10	10	10	10	348	455
Utility Bill Savings	623	498	828	821	917	877	1,317	977	850	578	530	502	7,764
Power Cost	374	307	292	17	(758)	(443)	(333)	(477)	(483)	(451)	(555)	0	0

Savings of \$3,000 through the Summer

Blacktop Slurry Sealed







Expense Report January - September 2020

- Payroll Expense = \$24,886.74
- Payroll Tax = \$2,567.85
- Workman's Comp = \$1,769.52
- Liability Insurance = \$1,060
- Public Utilities = \$2,322.09
- PG&E = \$3,240.08
- SoCal GAS = \$1,001.59
- Groceries/Supplies = \$5,130.66
- Maintenance/Misc = \$2,215.60
- Family Assistance = \$1,894.43

- Total number of Individuals served since facility first opened - 66
- Total number of families that have successfully transferred into permeant housing - 22
- Current families receiving assistance (tenants) - 2
- Current staff on payroll
 - *Olivia Padilla House Manager*
 - *Analia Sandoval Case Manger*
- Road Blocks
 - *Covid-19 Hindering annual fundraising.*
 - *Fundraising plans*
 - *(Drive through Tri-Tip Lunches, Spring Fundraising Banquet)*

Overview