

**REGULAR MEETING AGENDA
OF THE
ARVIN CITY COUNCIL / SUCCESSOR AGENCY TO THE
ARVIN COMMUNITY REDEVELOPMENT AGENCY / ARVIN HOUSING
AUTHORITY / ARVIN PUBLIC FINANCING AUTHORITY**

TUESDAY JANUARY 14, 2020 5:30p.m.

**CITY HALL COUNCIL CHAMBERS
200 CAMPUS DRIVE, ARVIN**

CALL TO ORDER Mayor Jose Gurrola

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL	Jose Gurrola	Mayor
	Jazmin Robles	Mayor Pro Tem
	Gabriela Martinez	Councilmember
	Olivia Trujillo	Councilmember
	Mark S. Franetovich	Councilmember

STAFF	Richard Breckinridge	City Manager
	Shannon Chaffin	City Attorney – Aleshire & Wynder
	Jeff Jones	Finance Director
	Scot Kimble	Chief of Police
	Pawan Gill	Director of Administrative Services
	Cecilia Vela	City Clerk

PUBLIC COMMENTS:

The meetings of the City Council and all municipal entities, commissions, and boards (“the City”) are open to the public. At regularly scheduled meetings, members of the public may address the City on any item listed on the agenda, or on any non-listed matter over which the City has jurisdiction. At special or emergency meetings, members of the public may only address the City on items listed on the agenda. The City may request speakers to designate a spokesperson to provide public input on behalf of a group, based on the number of people requesting to speak and the business of the City.

In accordance with the Brown Act, all matters to be acted on by the City must be posted at least 72 hours prior to the City meeting. In cases of an emergency, or when a subject matter needs immediate action or comes to the attention of the City subsequent to the agenda being posted, upon making certain findings, the City may act on an item that was not on the posted agenda.

AGENDA STAFF REPORTS AND HANDOUTS:

Staff reports and other disclosable public records related to open session agenda items are available at City Hall, 200 Campus Drive, Arvin, CA 93203 during regular business hours.

CONDUCT IN THE CITY COUNCIL CHAMBERS:

Rules of Decorum for the Public

Members of the audience shall not engage in disorderly or boisterous conduct, including the utterance of loud, threatening or abusive language, clapping, whistling, stamping of feet or other acts which disturb, disrupt, impede or otherwise render the orderly conduct of the City meeting infeasible. A member of the audience engaging in any such conduct shall, at the discretion of the presiding officer or a majority of the City, be subject to ejection from the meeting per Gov. Code Sect. 54954.3(c).

Removal from the Council Chambers

Any person who commits the following acts in respect to a meeting of the City shall be removed from the Council Chambers per Gov. Code Sect. 54954.3(c).

- (a) Disorderly, contemptuous or insolent behavior toward the City or any member thereof, tending to interrupt the due and orderly course of said meeting;
- (b) A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting;
- (c) Disobedience of any lawful order of the Mayor, which shall include an order to be seated or to refrain from addressing the City; and
- (d) Any other unlawful interference with the due and orderly course of said meeting.

AMERICANS with DISABILITIES ACT:

In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by the City, please contact the City Clerk’s office, (661) 854-3134. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

1. Approval of Agenda as To Form.

Motion _____ Second _____ Vote _____

Roll Call: CM Martinez ____ CM Trujillo ____ CM Franetovich ____ MPT Robles ____ Mayor Gurrola ____

2. CLOSED SESSION ITEM(S)

- A. CONFERENCE WITH LABOR NEGOTIATORS** (Pursuant to Government Code, § 54957.6):
City Negotiator: Jerry Breckinridge, City Manager and Pawan Gill, Director of Administrative Services
Employee Organizations: Arvin Police Officers Association (APOA) and Central California Association of Public Employees SEIU Local 521.
- B. CONFERENCE WITH LEGAL COUNSEL: Anticipated Litigation** (Pursuant to Government Code § 54956.9(d)(2))
One Potential Case
- C. CONFERENCE WITH LEGAL COUNSEL – Anticipated Litigation**
Initiation of litigation pursuant to Government Code Section 54956.9(d)(4)
One case (City of Arvin v. Clean Fuel Connection, Inc.)
- D. Conference with Legal Counsel: Liability Claims** (Pursuant to Cal. Govt. Code § 54956.9(d)(2))
Claimant: Cristian Garcia - AIMS File No. FR98829; RMA Claim No. 18974
Against: City of Arvin
- E. Conference with Legal Counsel: Liability Claims** (Pursuant to Cal. Govt. Code § 54956.9(d)(2))
Claimant: Rosendo Rodriguez - AIMS File No. FR98832; RMA Claim No. 18977
Against: City of Arvin
- F. CONFERENCE WITH LEGAL COUNSEL – Existing Litigation** (Pursuant to Government Code § 54956.9(d)(1))
Citizens for a Better Arvin v. City of Arvin and City Council (Real Party In Interest: Petro Lud, Inc.)
Kern County Superior Court Case No. BCV-18-102949-KCT
- G. PUBLIC EMPLOYEE PERFORMANCE EVALUATION** (Pursuant to Government Code § 54957(b)(1))
Position: City Attorney

3. PUBLIC COMMENTS

(This is the opportunity for the public to address the City Council on any matter on the agenda or any item of interest to the public that is within the subject matter jurisdiction of the City Council.)

4. PRESENTATION(S)

- A. City of Arvin Complete Streets and Safe Routes to School Plan
Lydia Kenselaar, Alta Planning

5. CONSENT AGENDA ITEM(S)

- A. Approval of Demand Register(s) of December 06, 2019 – January 10, 2020.
- B. Approval of Payroll Register(s) of December 13, 2019; December 27, 2019; and January 10, 2020.
- C. Approval of the Minutes of the Special Meeting(s) of December 09, 2019 and December 19, 2019.
- D. Approval of A Resolution of the City Council of the City of Arvin for the Approval of Amendment No. 1 for Caltrans Co-op Agreement 06-1516.
- E. Approval of A Resolution of the City Council of the City of Arvin for the Approval of Amendment No. 2 for Caltrans Co-op Agreement 06-1680.
- F. Approval of A Resolution of the City Council of the City of Arvin Authorizing the Execution of A Memorandum of Understanding (MOU) between the City of Arvin and the Institute for Local Government (ILG), and Authorizing Related Actions.
- G. Approval of A Resolution of the City Council of the City of Arvin Adopting the City of Arvin’s Safe Routes to School (SRTS) Plan, and Authorizing Related Actions.
- H. Authorization to Enter Into Agreement with County of Kern to Complete Regional Surface Transportation Program (RSTP) Project for Franklin Street.
- I. Approval of Task Order No. 2001 Pursuant to Section 2.4 of the Professional Services Agreement Entered Into Between the City of Arvin and DeWalt Corporation Dated September 1, 2017 for Professional Engineering Services for the Haven Drive Rehabilitation Phase 2 Project.

Staff recommends approval of the Consent Agenda.

Motion _____ Second _____ Vote _____

Roll Call: CM Martinez ____ CM Trujillo ____ CM Franetovich ____ MPT Robles ____ Mayor Gurrola ____

6. ELECTION OF VICE MAYOR

7. STAFF REPORTS

- A. Impact Fee Report for Fiscal Year 2018-2019 per Government Code Section 66000 et seq. (Finance Director)

- B. Monthly Financial Report – December 2019 (Finance Director)

8. COUNCIL MEMBER COMMENTS

9. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted on the Arvin City Council Chambers Bulletin Board not less than 72 hours prior to the meeting. Dated January 10, 2020.



Cecilia Vela, City Clerk

City of Arvin, CA / La ciudad de Arvin, CA

Complete Streets *and* Safe Routes to School Plan

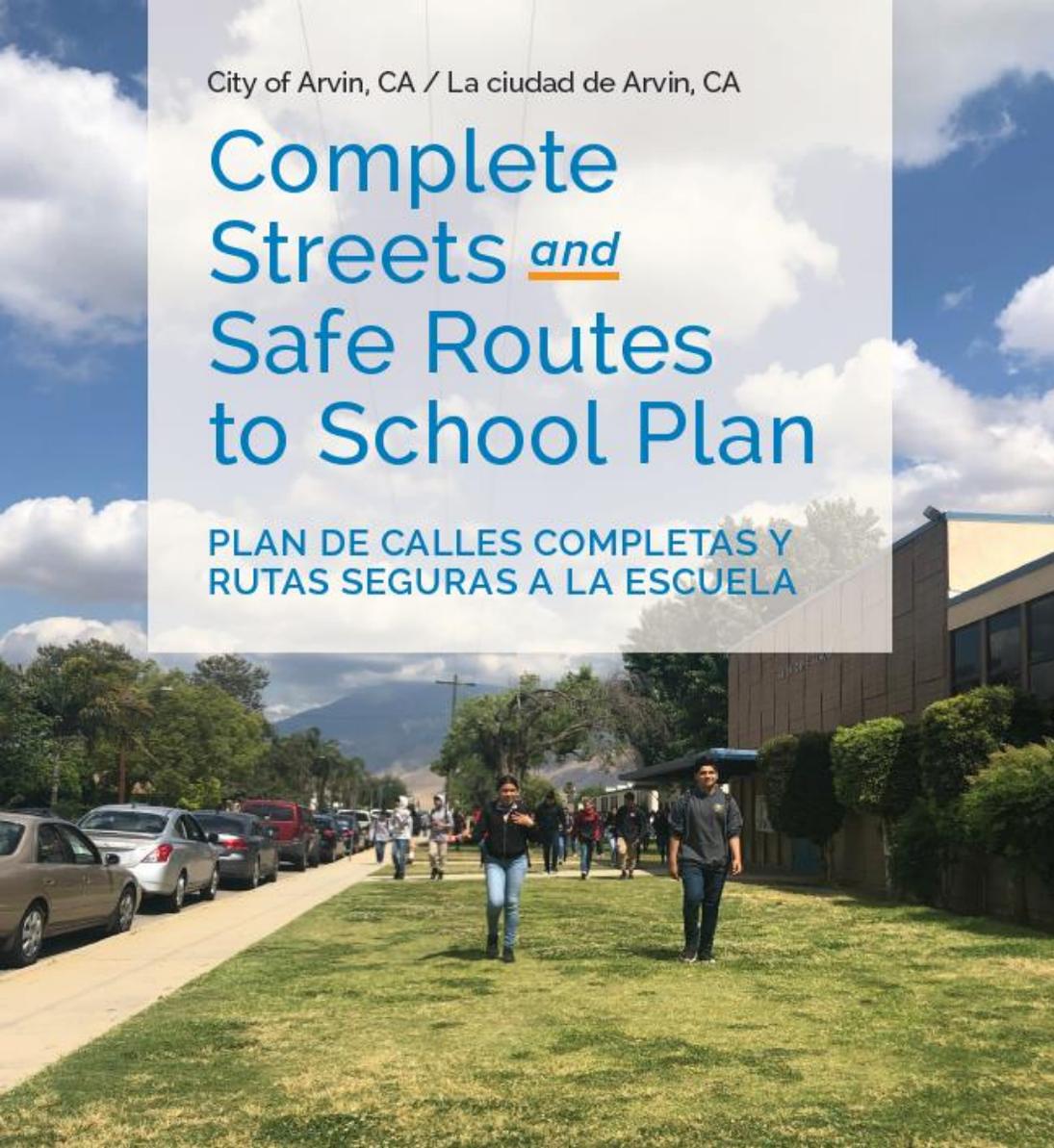
PLAN DE CALLES COMPLETAS Y RUTAS SEGURAS A LA ESCUELA

City of Arvin Complete Streets and Safe Routes to School Plan

City Council Presentation

1.14.2020

Attachment: Presentation City of Arvin Complete Streets and Safe Routes to School Plan



Local Government Commission

Leaders for Livable Communities



Plan Purpose + Vision



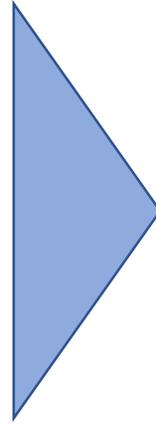
Deliver a set of infrastructure projects and design tools that can be applied throughout the city to:

- *Improve safety;*
- *encourage non-motorized transportation, public transportation, rideshare, and other emerging modes;*
- *balance modes to improve the comfort of the street for all;*
- *improve the quality of life for students and residents of Arvin.*

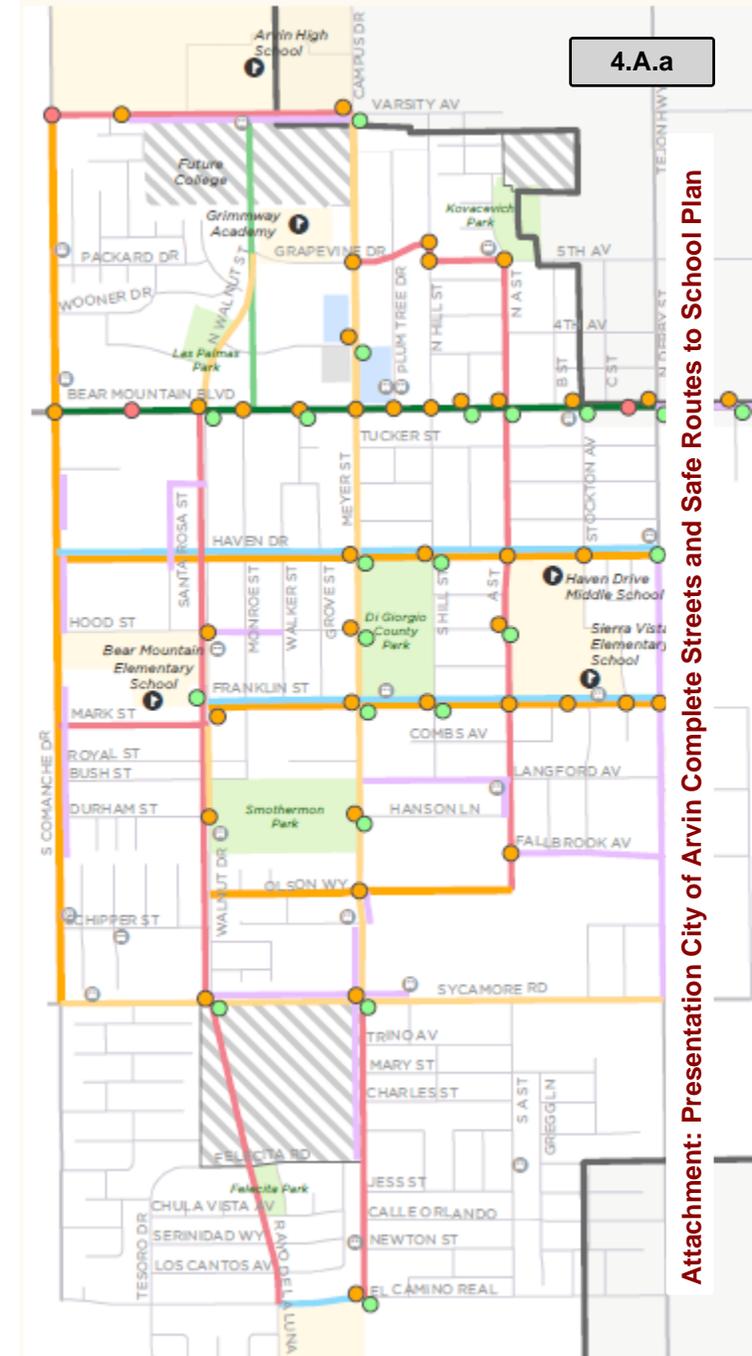
How did we develop the plan?

PLAN PROCESS

- Existing conditions analysis
- Site visits
- Advisory Group
- Feedback from the community
 - Working sessions at Arvin's schools
 - Community Design Charette



COMPLETE STREETS AND SRTS RECOMMENDATIONS



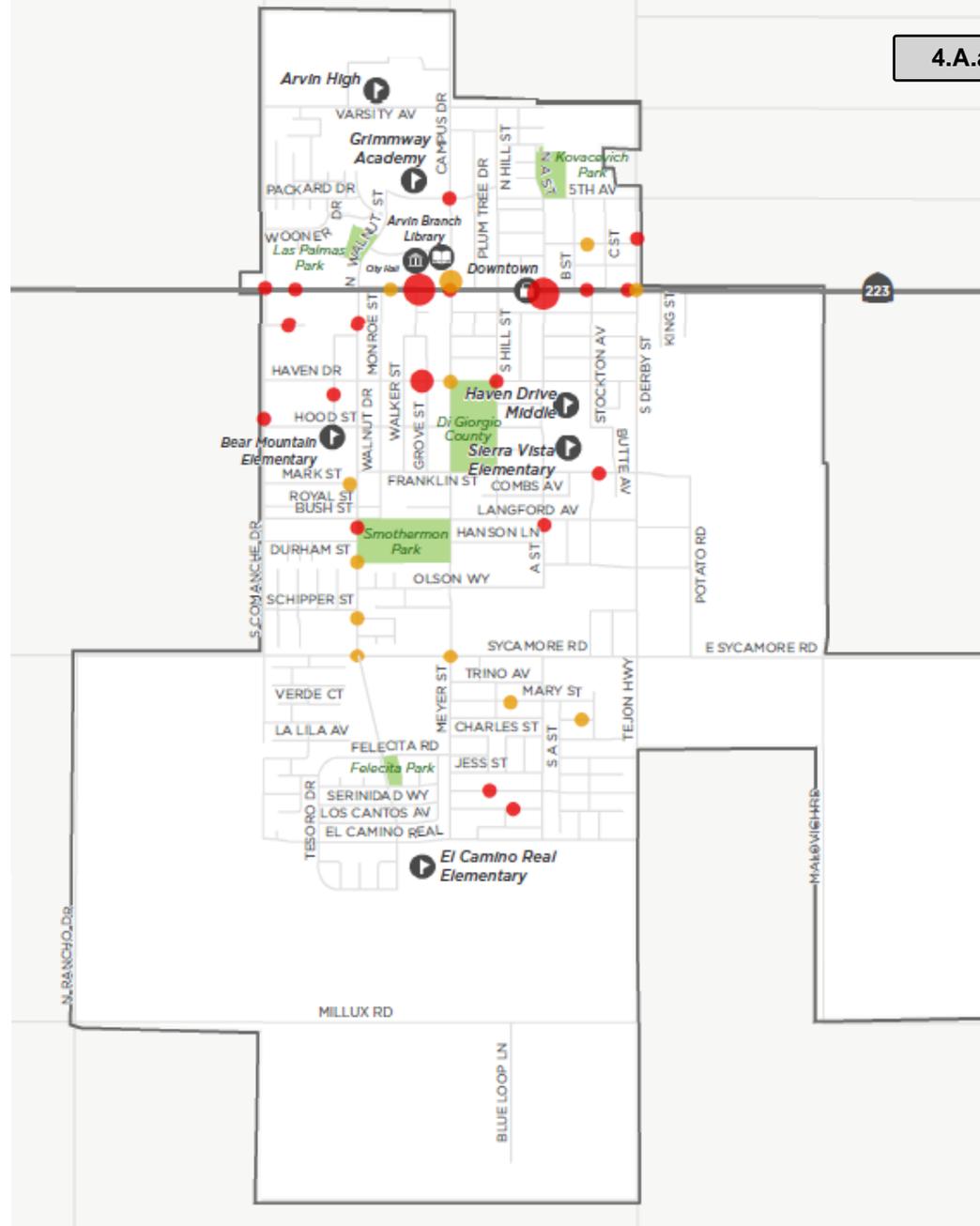
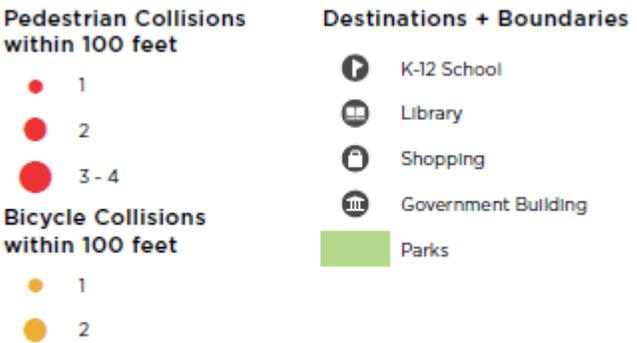
Attachment: Presentation City of Arvin Complete Streets and Safe Routes to School Plan

Existing Conditions

Arvin is a relatively small city. Its small size makes it a very easy to get from one end to the other via walking and biking, if the appropriate infrastructure is in place.

MAJOR TAKE AWAYS:

- Collisions involving those walking and biking (Bear Mountain Boulevard, Walnut Street and Haven Drive.)
- Lack of existing pedestrian and bike infrastructure
- Sidewalk gaps
- Paving conditions (roadway and sidewalk)
- Drainage concerns
- Heat
- Poor air quality



Community + Stakeholder Feedback



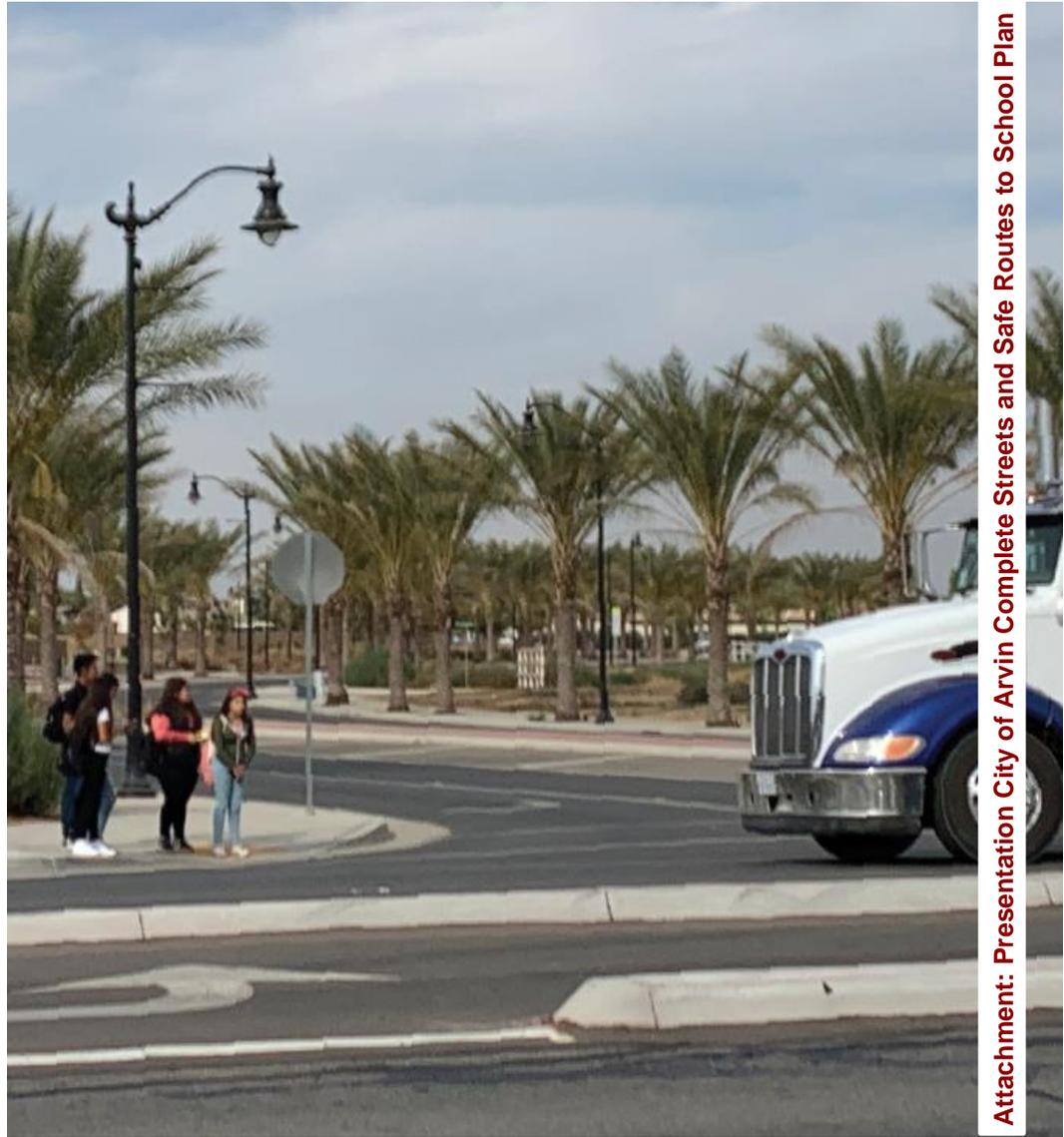
Engagement:

- Stakeholder Advisory Committee
- Arvin School District
- Police + Fire
- Mapping sessions w/ K-12 Students
- 4-Day Community Design Charette
- Draft Plan Workshop

Key Concerns:

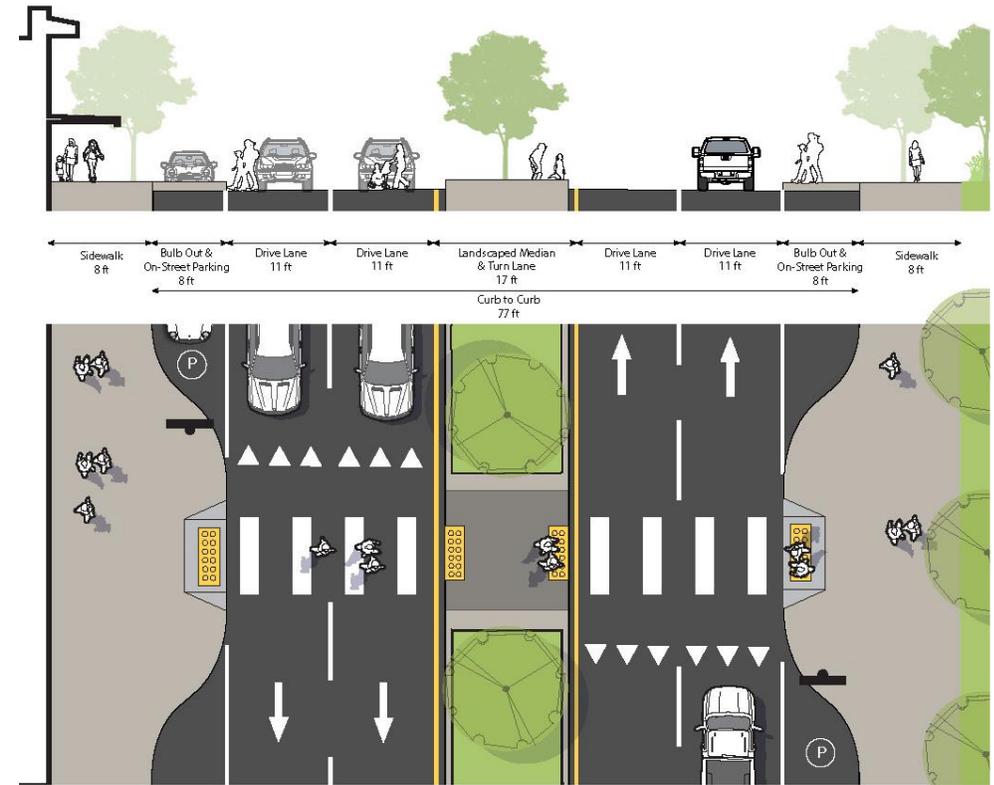
- Safety for people crossing the street. Particularly at:
 - Bear Mountain Boulevard (Walnut Drive, people want a signal!)
 - Existing crosswalks are faded, need upgrading (e.g. Casa Burger)
- Speeding and lack of compliance with stop signs
- Pedestrian-scaled lighting
- Lack of sidewalks or gaps in sidewalk network
- Lack of bicycle lanes
- Missing curb ramps

Bear Mountain Boulevard/Caltrans Coordination



Attachment: Presentation City of Arvin Complete Streets and Safe Routes to School Plan

Bear Mountain Boulevard



Attachment: Presentation City of Arvin Complete Streets and Safe Routes to School Plan

Universal Recommendations + Design Toolkit



UNIVERSAL RECOMMENDATIONS (e.g. Franklin Street)

Safe Routes to School Improvements

Crossing Improvements

Shade and Green Infrastructure



DESIGN TOOLKIT (e.g. Haven Drive)

Pedestrian Realm Improvements

Roadway Improvements

Traffic Calming

Bicycle Improvements

Intersections and Crossings

City of Arvin, CA / La ciudad de Arvin, CA

Complete Streets and Safe Routes to School Plan

PLAN DE CALLES COMPLETAS Y
RUTAS SEGURAS A LA ESCUELA

Next Steps:

- *Adoption Resolution signed by Council*
- *Once adopted, City has plans needed to pursue funding to implement these projects and enhance safety for the community*

Thank you!



Edit List of Invoices - Detail

5.A.a

Date: 12/11/2019

Time: 5:14 pm

Page 1

City of Arvin

Ref. No.	Vendor Name	Post Date	PO Number	Bank	Invoice Description Line 1	Gross Amount
Vendor No.	Vendor Address	Pay. Date		Hold?	Invoice Description Line 2	Taxes Withheld
	City	Disc. Date	Req. No.	Sep. Ck.?	Use Description 1 On Check	Discour
	State/Province Zip/Postal	Due Date	Disc. %	1099?	Hand Check Number/Date	Net Amount
	Email Address	Inv. Date	Invoice No.			
	PROTERRA	09/27/2019		BOFA	VIN#7JZTG11J6KL000075 35' BUS	
	PROTERRA LOCKBOX 741340	12/11/2019		N		901,438.3
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Vendor Total:						901,438.3

Grand Total: 901,438.3

Less Credit Memos: 0.0

Net Total: 901,438.3

Less Hand Check Total: 0.0

Outstanding Invoice Total: 901,438.3

Total Invoices: 1

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 – January 10, 2020.)

Edit List of Invoices - Detail

5.A.a

Date: 12/11/2019

Time: 4:48 pm

Page 1

City of Arvin

Ref. No. Vendor No.	Vendor Name Vendor Address City State/Province Zip/Postal Email Address	Post Date Pay. Date Disc. Date Due Date Inv. Date	PONumber Req. No. Disc. % Invoice No.	Bank Hold? Sep. Ck.? 1099?	Invoice Description Line 1 Invoice Description Line 2 Use Description 1 On Check Hand Check Number/Date	Gross Amour Taxes Withheld Discour Net Amour
50391 48-830	ACTION LOCKSMITH 4006 HARVARD DR. BAKERSFIELD CA 93306 <Emailing Stub Disabled>	12/02/2019 12/11/2019 12/02/2019 12/02/2019 12/02/2019	 0.00 2515	BOFA N N Y	12 KEYS STREET SWEEPER N 0	 32.4 0.0 0.0 <u>32.4</u>
Vendor Total:						467.3
50392 48-830	ACTION LOCKSMITH 4006 HARVARD DR. BAKERSFIELD CA 93306 <Emailing Stub Disabled>	12/02/2019 12/11/2019 12/02/2019 12/02/2019 12/02/2019	 0.00 2514	BOFA N N Y	REPAIRS KOVACEVICH PARK N 0	 319.9 0.0 0.0 <u>319.9</u>
Vendor Total:						467.3
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Vendor Total:						467.3
50394 48-785	ALL AMERICAN UNIFORMS 4817 STOCKDALE HWY BAKERSFIELD CA 93309 <Emailing Stub Disabled>	11/15/2019 12/11/2019 11/15/2019 11/15/2019 11/15/2019	 0.00 106	BOFA N N N	UNIFORM RESERVE OFFICER DI N 0	 247.6 0.0 0.0 <u>247.6</u>
Vendor Total:						247.6
50395 01-452	ALLSTATE P.O. BOX 650514 DALLAS TX 75265-0514 <Emailing Stub Disabled>	11/30/2019 12/11/2019 11/30/2019 11/30/2019 11/30/2019	 0.00 CASE 91936 11.30.19	BOFA N N N	POST TAX INS 11.30.19 N 0	 217.4 0.0 0.0 <u>217.4</u>
Vendor Total:						217.4
50396 01-705	ARVIN COMM SERVICES DIST 309 CAMPUS DR. ARVIN CA 93203 <Emailing Stub Disabled>	12/03/2019 12/11/2019 12/03/2019 12/03/2019 12/03/2019	 0.00 SERVICE 10.24.19 - 11.19.1	BOFA N N N	SERVICE 10.24.19 - 11.19.19 N 0	 4,995.8 0.0 0.0 <u>4,995.8</u>
Vendor Total:						4,995.8
50413 01-740	ARVIN LIONS CLUB P.O BOX 151 ARVIN CA 93203 <Emailing Stub Disabled>	09/24/2019 12/11/2019 09/24/2019 09/24/2019 09/24/2019	 0.00 CM DUES FOR 09.24.19	BOFA N N N	CM DUES FOR 09.24.19-12.31.19 N 0	 175.0 0.0 0.0 <u>175.0</u>
Vendor Total:						175.0

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Page 2

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 1		Gross Amour
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2		Taxes Withhel
	City	Disc. Date	Sep. Ck.?	Use Description 1 On Check		Discour
	State/Province Zip/Postal	Due Date	1099?	Hand Check Number/Date		Net Amour
	Email Address	Inv. Date	Invoice No.			
50434	BAKERSFIELD CALIFORNIAN 1AF	11/30/2019	BOFA	LEGAL NOTICES NOV2019		
02-011	3700 PEGASUS DRIVE	12/11/2019	N			1,304.3
	BAKERSFIELD	11/30/2019	N	N		0.0
	CA 93308	11/30/2019	N	0		0.0
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03-757	12312 MAIN STREET	12/11/2019	N			170.7
	LAMONT	11/19/2019	N	N		0.0
	CA 93241	11/19/2019	N	0		0.0
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	CA 93241	11/25/2019	N	0		0.0
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	CA 93241	12/02/2019	N	0		0.0
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	CA 93241	12/04/2019	N	0		0.0
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	CA 93241	12/05/2019	N	0		0.0
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03-757	12312 MAIN STREET	12/11/2019	N			61.7
	LAMONT	12/05/2019	N	N		0.0
	CA 93241	12/05/2019	N	0		0.0
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50404	DEPARTMENT OF JUSTICE	11/05/2019	BOFA	FINGERPRINTS/OTHER OCT2019		
04-258	P.O. BOX 944255	12/11/2019	N			285.0
	SACRAMENTO	11/05/2019	N	N		0.0
	CA 94244-2550	11/05/2019	N	0		0.0
	<Emailing Stub Disabled>	11/05/2019	412763			285.0

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Page 3

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	City	Disc. Date	Req. No.	Use Description 1 On Check		Discour
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date		Net Amour
	Email Address	Inv. Date	Invoice No.			
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04-595	1198-A N. GROVE	12/11/2019	N			1,721.1
	ANAHEIM	11/06/2019	N	N		0.0
	CA 92806	11/06/2019	0.00	0		0.0
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50407	GENERAL OFFICE	12/03/2019	BOFA	METER READING - APD & COM D		
07-250	P.O BOX 2486	12/11/2019	N	11.04.19 - 12.01.19		237.5
	BAKERSFIELD	12/03/2019	N	N		0.0
	CA 93303	12/03/2019	0.00	0		0.0
	<Emailing Stub Disabled>	12/03/2019	15190			237.5
					Vendor Total:	237.5
50408	HIGH DESERT WIRELESS BROAD	10/01/2019	BOFA	UNITS 269, 274, 271 REPAIR&REF		
08-340	1823 SABOVICH ST #84B	12/11/2019	N			1,317.4
	MOJAVE	10/01/2019	N	N		0.0
	CA 93501	10/01/2019	0.00	0		0.0
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26-950	P.O BOX 2002	12/11/2019	N			2,287.5
	UPLAND	12/05/2019	N	N		0.0
	CA 91786	12/05/2019	0.00	0		0.0
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	UPLAND	12/05/2019	N	N		0.0
	CA 91786	12/05/2019	0.00	0		0.0
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50411	JTS TRUCKING REPAIR	08/26/2019	BOFA	12 EACH 2.5 DEF		
48-540	PO BOX 40970	12/11/2019	N			228.7
	BAKESFIELD	08/26/2019	N	N		0.0
	CA 93384	08/26/2019	0.00	0		0.0
	<Emailing Stub Disabled>	08/26/2019	241781			228.7
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50412	JTS TRUCKING REPAIR	07/01/2019	BOFA	7 EACH 2.5 DEF		
48-540	PO BOX 40970	12/11/2019	N			133.4
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Page 4

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50414 28-388	MARY VALENTI, PH.D 2012 E STREET BAKERSFIELD CA 93301 <Emailing Stub Disabled>	11/04/2019 12/11/2019 11/04/2019 11/04/2019 11/04/2019		BOFA N N Y PRE-EMPLYMT EVAL 11.04	PRE-EMPLYMT EVAL 11.04.19 DIX N 0 0	400.0 0.0 0.0 <u>400.0</u>
Vendor Total:						400.0
50415 13-585	MOUNTAINSIDE DISPOSAL 8665 SO. UNION AVE BAKERSFIELD CA 93307 <Emailing Stub Disabled>	12/02/2019 12/11/2019 12/02/2019 12/02/2019 12/02/2019		BOFA N N N 561564	LANDFILL FEE 12.01.2019 N N 0 0	162.1 0.0 0.0 <u>162.1</u>
Vendor Total:						162.1
50418 28-447	MUNISERVICES, LLC BIRMINGHAM AL 35202-0992 <Emailing Stub Disabled>	11/10/2019 12/11/2019 11/10/2019 11/10/2019 11/10/2019		BOFA N N N INV06-007200	SUTA SVCS QTR ENDING JUN201 N N 0 0	220.1 0.0 0.0 <u>220.1</u>
Vendor Total:						220.1
50419 15-304	OFFICE DEPOT PO BOX 29248 PHOENIX AZ 85038-9248 <Emailing Stub Disabled>	10/25/2019 12/11/2019 10/25/2019 10/25/2019 10/25/2019		BOFA N N N 382936010001	OFFICE SUPPLIES APD 10.25.19 N N 0 0	54.7 0.0 0.0 <u>54.7</u>
50420 15-304	OFFICE DEPOT PO BOX 29248 PHOENIX AZ 85038-9248 <Emailing Stub Disabled>	09/26/2019 12/11/2019 09/26/2019 09/26/2019 09/26/2019		BOFA N N N 382935588001	OFFICE SUPPLIES APD 09.26.19 N N 0 0	231.6 0.0 0.0 <u>231.6</u>
50421 15-304	OFFICE DEPOT PO BOX 29248 PHOENIX AZ 85038-9248 <Emailing Stub Disabled>	11/07/2019 12/11/2019 11/07/2019 11/07/2019 11/07/2019		BOFA N N N 399528167001	OFFICE SUPPLIES APD 11.07.19 N N 0 0	65.8 0.0 0.0 <u>65.8</u>
50422 15-304	OFFICE DEPOT PO BOX 29248 PHOENIX AZ 85038-9248 <Emailing Stub Disabled>	11/05/2019 12/11/2019 11/05/2019 11/05/2019 11/05/2019		BOFA N N N 397862112001	OFFICE SUPPLIES APD 11.05.19 N N 0 0	179.4 0.0 0.0 <u>179.4</u>
50423 15-304	OFFICE DEPOT PO BOX 29248 PHOENIX AZ 85038-9248 <Emailing Stub Disabled>	10/25/2019 12/11/2019 10/25/2019 10/25/2019 10/25/2019		BOFA N N N 394245203001	OFFICE SUPPLIES APD 10.25.19 N N 0 0	266.0 0.0 0.0 <u>266.0</u>

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 – January 10, 2020.)

Edit List of Invoices - Detail

5.A.a

Date: 12/11/2019

Time: 4:48 pm

Page 5

City of Arvin

Ref. No. Vendor No.	Vendor Name Vendor Address City State/Province Zip/Postal Email Address	Post Date Pay. Date Disc. Date Due Date Inv. Date	PONumber Req. No. Disc. % Invoice No.	Bank Hold? Sep. Ck.? 1099?	Invoice Description Line 1 Invoice Description Line 2 Use Description 1 On Check Hand Check Number/Date	Gross Amour Taxes Withhel Discour Net Amour
50424 15-304	OFFICE DEPOT	10/25/2019		BOFA	OFFICE SUPPLIES APD 10.25.19	
	PO BOX 29248	12/11/2019		N		581.6
	PHOENIX	10/25/2019		N	N	0.0
	AZ 85038-9248	10/25/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	10/25/2019	394245416001			581.6
Vendor Total:						1,379.4
50416 28-249	O'REILLY AUTOMOTIVE, INC	12/04/2019		BOFA	UNIT 100 WIPER BLADES	
	PO BOX 9464	12/11/2019		N		50.0
	SPRINGFIELD	12/04/2019		N	N	0.0
	MO 65801-9464	12/04/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	12/04/2019	4451-451140			50.0
Vendor Total:						50.0
50417 16-075	PACIFIC TIRE ARVIN	11/22/2019		BOFA	UNIT 271 REPLACE VALVE STEM	
	190 C. STREET	12/11/2019		N		15.0
	ARVIN	11/22/2019		N	N	0.0
	CA 93203	11/22/2019	0.00	Y	0	0.0
	<Emailing Stub Disabled>	11/22/2019	24589			15.0
Vendor Total:						40.0
50425 16-075	PACIFIC TIRE ARVIN	11/25/2019		BOFA	UNIT 268 REPAIR 11.25.19	
	190 C. STREET	12/11/2019		N		10.0
	ARVIN	11/25/2019		N	N	0.0
	CA 93203	11/25/2019	0.00	Y	0	0.0
	<Emailing Stub Disabled>	11/25/2019	24592			10.0
Vendor Total:						40.0
50426 16-075	PACIFIC TIRE ARVIN	12/11/2019		BOFA	UNIT 275 PATCHED TIRE	
	190 C. STREET	12/11/2019		N		15.0
	ARVIN	12/11/2019		N	N	0.0
	CA 93203	12/11/2019	0.00	Y	0	0.0
	<Emailing Stub Disabled>	12/11/2019	24302			15.0
Vendor Total:						40.0
50427 16-004	PG & E	12/03/2019		BOFA	TRACT 6052-2 11.01.19-12.03.19	
	BOX 997300	12/11/2019		N		324.6
	SACRAMENTO	12/03/2019		N	N	0.0
	CA 95899-7300	12/03/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	12/03/2019	8440977428-2 12.03.19			324.6
Vendor Total:						324.6
50428 27-015	PRO FORCE LAW ENFORCEMEN	11/12/2019		BOFA	SAFETY EQUIPMENT JIMENEZ	
	2625 STEARMAN ROAD SUITE A	12/11/2019		N		929.6
	PRESCOTT	11/12/2019		N	N	0.0
	AZ 86301	11/12/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	11/12/2019	392402			929.6
Vendor Total:						929.6

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail

5.A.a

Date: 12/11/2019

Time: 4:48 pm

Page 6

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 1	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amour
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withhel
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discour
	Email Address	Inv. Date	Invoice No.		Net Amour
50429	DOMINGO RAMIREZ	10/22/2019	BOFA	REFUND CANCELLED BUS LIC AF	
62-034	1200 CALIFORNIA AVE	12/11/2019	N	RECEIPT 33248	79.0
	BAKERSFIELD	10/22/2019	N	N	0.0
	CA 93304	10/22/2019	0.00	N	0.0
	<Emailing Stub Disabled>	10/22/2019	CANCELLATION 10.22.19		79.0
				Vendor Total:	79.0
50430	SC COMMUNICATIONS, INC	10/30/2019	BOFA	UNIT 280 DUALBAND ANTENNA M	
19-086	5303 WOODMERE DR.	12/11/2019	N		351.8
	BAKERSFIELD	10/30/2019	N	N	0.0
	CA 93313	10/30/2019	0.00	N	0.0
	<Emailing Stub Disabled>	10/30/2019	9135		351.8
				Vendor Total:	351.8
50431	SPECTRUM BUSINESS	12/02/2019	BOFA	SVC 12.01.19 - 12.31.19	
02-581	PO BOX 51013	12/11/2019	N		285.0
	LOS ANGELES	12/02/2019	N	N	0.0
	CA 90051-5313	12/02/2019	0.00	N	0.0
	<Emailing Stub Disabled>	12/02/2019	064070101120219		285.0
				Vendor Total:	285.0
50432	SPECTRUM BUSINESS	11/30/2019	BOFA	SVC 11.29.19 - 12.28.19	
02-581	PO BOX 51013	12/11/2019	N		104.0
	LOS ANGELES	11/30/2019	N	N	0.0
	CA 90051-5313	11/30/2019	0.00	N	0.0
	<Emailing Stub Disabled>	11/30/2019	069794801113019		104.0
				Vendor Total:	389.0
50433	THE NATELSON DALE GROUP INC	10/10/2019	BOFA	TAX SPLIT ANALYSIS SEP2019	
20-295	P.O. BOX 489	12/11/2019	N		3,300.0
	YORBA LINDA	10/10/2019	N	N	0.0
	CA 92885	10/10/2019	0.00	Y	0.0
	<Emailing Stub Disabled>	10/10/2019	03481		3,300.0
				Vendor Total:	3,300.0
50435	VEOLIA WATER NA - MAINT-NOTE	11/14/2019	BOFA	O & M WASTEWATER TREATMEN	
22-282	PO BOX 28895	12/11/2019	N	OCTOBER 2019	140,104.4
	CHICAGO	11/14/2019	N	N	0.0
	IL 60673-8895	11/14/2019	0.00	N	0.0
	<Emailing Stub Disabled>	11/14/2019	90217415		140,104.4
				Vendor Total:	140,104.4
50436	VERIZON WIRELESS A#64202330	11/28/2019	BOFA	SVC 10.29.19-11.28.19 TRANSIT	
28-292	PO BOX 660108	12/11/2019	N		120.1
	DALLAS	11/28/2019	N	N	0.0
	TX 75266-0108	11/28/2019	0.00	N	0.0
	<Emailing Stub Disabled>	11/28/2019	9843132077		120.1
				Vendor Total:	120.1

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail

5.A.a

Date: 12/11/2019

Time: 4:48 pm

Page 7

City of Arvin

Ref. No.	Vendor Name	Post Date	PO Number	Bank	Invoice Description Line 1	Gross Amount
Vendor No.	Vendor Address	Pay. Date	Req. No.	Hold?	Invoice Description Line 2	Taxes Withheld
	City	Disc. Date	Disc. %	Sep. Ck.?	Use Description 1 On Check	Discour
	State/Province Zip/Postal	Due Date	Invoice No.	1099?	Hand Check Number/Date	Net Amount
	Email Address	Inv. Date				
50437	WELLS FARGO LEASE PMTS	11/21/2019		BOFA	COPIER LEASE ARVIN PD	
23-201	PO BOX 10306	12/11/2019		N	SVC 11.18.19 - 12.17.19	183.8
	DES MOINES	11/21/2019		N	N	0.0
	IA 50306-0306	11/21/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	11/21/2019	5008157336			<u>183.8</u>
50438	WELLS FARGO LEASE PMTS	11/28/2019		BOFA	COPIER LEASE COMM DEV	
23-201	PO BOX 10306	12/11/2019		N	SVC 11.24.19 - 12.23.19	121.1
	DES MOINES	11/28/2019		N	N	0.0
	IA 50306-0306	11/28/2019	0.00	N	0	0.0
	<Emailing Stub Disabled>	11/28/2019	5008236636			<u>121.1</u>
					Vendor Total:	<u>305.0</u>

Total Invoices: 47

Grand Total:	166,755.5
Less Credit Memos:	<u>0.0</u>
Net Total:	166,755.5
Less Hand Check Total:	<u>0.0</u>
Outstanding Invoice Total:	166,755.5

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 – January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 1

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50451 48-486	ACC BUSINESS P.O. BOX 105306 ATLANTA GA 30348-5036 <Emailing Stub Disabled>	11/27/2019 12/17/2019 11/27/2019 11/27/2019 11/27/2019		BOFA N N N	INTERNET ACC 10.11.19-11.10.19	958.64 0.00 0.00 958.64

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5100	IT SYSTEMS SUPPORT	958.64	0.00
Distribution Total		958.64	0.00
		Vendor Total:	958.64

50452 26-909	AT&T P.O. BOX 9011 CAROL STREAM IL 60197 <Emailing Stub Disabled>	12/01/2019 12/17/2019 12/01/2019 12/01/2019 12/01/2019		BOFA N N N	9391060015 11.01.19 - 11.30.19	193.44 0.00 0.00 193.44
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GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5056	TELEPHONE	19.35	0.00
100-007-5056	TELEPHONE	38.69	0.00
100-014-5056	TELEPHONE	87.06	0.00
400-023-5056	TELEPHONE	19.35	0.00
100-009-5056	TELEPHONE	9.67	0.00
100-019-5056	TELEPHONE	9.67	0.00
100-002-5056	TELEPHONE	9.68	0.00
Distribution Total		193.47	0.00

50453 26-909	AT&T P.O. BOX 9011 CAROL STREAM IL 60197 <Emailing Stub Disabled>	12/17/2019 12/17/2019 12/17/2019 12/17/2019 12/17/2019		BOFA N N N	9391059040 11.01.19 - 11.30.19	271.20 0.00 0.00 271.20
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GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5056	TELEPHONE	27.12	0.00
100-007-5056	TELEPHONE	54.24	0.00
100-014-5056	TELEPHONE	122.04	0.00
400-023-5056	TELEPHONE	27.12	0.00
100-009-5056	TELEPHONE	13.56	0.00
100-019-5056	TELEPHONE	13.56	0.00
100-002-5056	TELEPHONE	13.56	0.00
Distribution Total		271.20	0.00

Vendor Total: 464.64

50478 02-480	BLACKBURN OIL COMPANY LLC PO BOX 177 ARVIN CA 93203 <Emailing Stub Disabled>	11/30/2019 12/17/2019 11/30/2019 12/10/2019 11/30/2019		BOFA N N N	FUEL USAGE REPORT NOV2019	8,859.97 0.00 0.00 8,859.97
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GL Number	Account Name	Pay Amount	Relieve Amount
400-003-5080	FUEL EXPENSE	407.70	0.00
100-014-5080	FUEL EXPENSE	2,419.52	0.00
200-020-5080	FUEL EXPENSE	1,670.13	0.00
400-023-5080	FUEL EXPENSE	4,362.62	0.00
Distribution Total		8,859.97	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 2

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

Vendor Total: 8,859.9

50450	BRANDON'S TRANSMISSION	11/27/2019	BOFA	UNIT 304 REPAIR/REPLAC START	
	9834 S. UNION AVE	12/17/2019	N		471.5
50-015	BAKERSFIELD	11/27/2019	N	N	0.0
	CA 93307	11/27/2019	0.00	0	0.0
	<Emailing Stub Disabled>	11/27/2019	5889		471.5

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5012	MAINTENANCE - VEHICLE	471.51	0.0
Distribution Total		471.51	0.0

Vendor Total: 471.5

50454	BROADLUX, INC	12/01/2019	BOFA	O&M SERVICES DEC 2019	
	POST OFFICE BOX 7303	12/17/2019	N		252.5
28-414	LAGUNA NIGUEL	12/01/2019	N	N	0.0
	CA 92607	12/01/2019	0.00	0	0.0
	<Emailing Stub Disabled>	12/01/2019	BR9I1732-64		252.5

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5080	FUEL EXPENSE	252.50	0.0
Distribution Total		252.50	0.0

Vendor Total: 252.5

50447	CENTRAL CALIF. ASSOC. PUBLIC	11/29/2019	BOFA	UNION DUES 11.29.19	
	SEIU LOCAL 521	12/17/2019	N		747.6
11-150	SAN FRANCISCO	11/29/2019	N	N	0.0
	CA 94139-8826	11/29/2019	0.00	0	0.0
	<Emailing Stub Disabled>	11/29/2019	UNION DUES 11.29.19		747.6

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0206	UNION DUES PAYABLE	747.60	0.0
Distribution Total		747.60	0.0

50448	CENTRAL CALIF. ASSOC. PUBLIC	12/13/2019	BOFA	UNION DUES 12.13.19	
	SEIU LOCAL 521	12/17/2019	N		747.6
11-150	SAN FRANCISCO	12/13/2019	N	N	0.0
	CA 94139-8826	12/13/2019	0.00	0	0.0
	<Emailing Stub Disabled>	12/13/2019	UNION DUES 12.13.19		747.6

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0206	UNION DUES PAYABLE	747.60	0.0
Distribution Total		747.60	0.0

Vendor Total: 1,495.2

50459	CINTAS	12/04/2019	BOFA	MISC MATS & LINEN CH 12.04.19	
	PO BOX 29059	12/17/2019	N		77.2
50-006	PHOENIX	12/04/2019	N	N	0.0
	AZ 85038-9059	12/04/2019	0.00	0	0.0
	<Emailing Stub Disabled>	12/04/2019	4036572854		77.2

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5008	MAINTENANCE - OTHER	77.28	0.0
Distribution Total		77.28	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 3

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

Vendor Total: 77.21

50456	CLEAN CUT LANDSCAPE MANAG	11/30/2019		BOFA	MAINT LLMD NO.2 NOV 2019	
48-477	8406 N. ARMSTRONG AVE	12/17/2019		N		645.00
	CLOVIS	11/30/2019		N	N	0.00
	CA 93619	11/30/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/30/2019	2243			645.00

GL Number	Account Name	Pay Amount	Relieve Amount
242-027-5077	OUTSIDE SERVICES	645.00	0.00
Distribution Total		645.00	0.00

50457	CLEAN CUT LANDSCAPE MANAG	11/30/2019		BOFA	MAINT LLMD NO.1 NOV 2019	
48-477	8406 N. ARMSTRONG AVE	12/17/2019		N		2,680.00
	CLOVIS	11/30/2019		N	N	0.00
	CA 93619	11/30/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/30/2019	2242			2,680.00

GL Number	Account Name	Pay Amount	Relieve Amount
240-025-5077	OUTSIDE SERVICES	2,680.00	0.00
Distribution Total		2,680.00	0.00

Vendor Total: 3,325.00

50460	COMMUNICATION ENTERPRISES	12/03/2019		BOFA	LTR450 DISPTCH TRANSIT DEC20	
03-580	2315 "Q" ST	12/17/2019		N		135.00
	BAKERSFIELD	12/03/2019		N	N	0.00
	CA 93301	12/03/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/03/2019	1101260			135.00

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5036	COMMUNICATIONS	135.00	0.00
Distribution Total		135.00	0.00

50461	COMMUNICATION ENTERPRISES	12/03/2019		BOFA	LTR450 DISPATCH M&I DEC2019	
03-580	2315 "Q" ST	12/17/2019		N		165.00
	BAKERSFIELD	12/03/2019		N	N	0.00
	CA 93301	12/03/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/03/2019	1101261			165.00

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5036	COMMUNICATIONS	165.00	0.00
Distribution Total		165.00	0.00

Vendor Total: 300.00

50462	COPOWER	12/09/2019		BOFA	CHIRO SVC JAN 2020	
27-067	ID 903697	12/17/2019		N		206.11
	DEPT. 34604	12/09/2019		N	N	0.00
	SAN FRANCISCO	12/09/2019	0.00	N	0	0.00
	CA 94139	12/09/2019	879414			206.11
	<Emailing Stub Disabled>	12/09/2019				

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5015	MEDICAL INSURANCE	27.74	0.00
100-013-5015	MEDICAL INSURANCE	16.85	0.00
100-014-5015	MEDICAL INSURANCE	77.35	0.00
100-030-5015	MEDICAL INSURANCE	4.78	0.00
200-020-5015	MEDICAL INSURANCE	27.74	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 – January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 4

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
	400-023-5015	MEDICAL INSURANCE				51.66 0.00
	Distribution Total					206.12 0.00

Vendor Total: 206.12

50458	CORELOGIC SOLUTIONS, LLC P.O. BOX 847239 DALLAS TX 75284-7239 <Emailing Stub Disabled>	11/30/2019 12/17/2019 11/30/2019 11/30/2019		BOFA N N N	KERN ONLINE MAPS ETC NOV20 0	137.50 0.00 0.00 137.50
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GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5062	DUES AND SUBSCRIPTIONS	137.50	0.00
Distribution Total		137.50	0.00

Vendor Total: 137.50

50463	DIAMOND TECHNOLOGIES, INC P.O BOX 660831 DALLAS TX 75266-0831 <Emailing Stub Disabled>	12/13/2019 12/17/2019 12/13/2019 12/13/2019		BOFA N N N	ACCESS CONTROL PANEL 0	964.97 0.00 0.00 964.97
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GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5100	IT SYSTEMS SUPPORT	964.97	0.00
Distribution Total		964.97	0.00

50464	DIAMOND TECHNOLOGIES, INC P.O BOX 660831 DALLAS TX 75266-0831 <Emailing Stub Disabled>	10/22/2019 12/17/2019 10/22/2019 10/22/2019		BOFA N N N	3 DELL OPTIPLEX 5060 COMPUTE INSTALLED 0	3,126.75 0.00 0.00 3,126.75
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GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5100	IT SYSTEMS SUPPORT	1,042.25	0.00
100-014-5100	IT SYSTEMS SUPPORT	2,084.50	0.00
Distribution Total		3,126.75	0.00

50465	DIAMOND TECHNOLOGIES, INC P.O BOX 660831 DALLAS TX 75266-0831 <Emailing Stub Disabled>	12/09/2019 12/17/2019 12/09/2019 12/09/2019		BOFA N N N	026-1356669-000 AGRMT DELL PV EDGE SRVR LIC & EQUIP 0	1,583.19 0.00 0.00 1,583.19
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GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5100	IT SYSTEMS SUPPORT	1,583.19	0.00
Distribution Total		1,583.19	0.00

50466	DIAMOND TECHNOLOGIES, INC P.O BOX 660831 DALLAS TX 75266-0831 <Emailing Stub Disabled>	12/31/2019 12/17/2019 12/31/2019 12/31/2019		BOFA N N N	PSCS CRD READRS, PWR SUP, N MATL, SFTWR MAINT, ADDL CAP/ 0	6,758.60 0.00 0.00 6,758.60
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GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5100	IT SYSTEMS SUPPORT	6,758.60	0.00
Distribution Total		6,758.60	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 5

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Sep. Ck.?	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	1099?	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

Vendor Total: 12,433.5

50467	GOLDEN EMPIRE FLEET SERVICE	12/12/2019	BOFA	UNIT 211 45 DAY INSP. 12.03.19	
	P.O. BOX 2192	12/17/2019	N		235.71
07-592	BAKERSFIELD	12/12/2019	N	N	0.00
	CA 93303-2192	12/12/2019	0.00	0	0.00
	<Emailing Stub Disabled>	12/12/2019	57988		235.71

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	235.75	0.00
Distribution Total		235.75	0.00

50468	GOLDEN EMPIRE FLEET SERVICE	12/12/2019	BOFA	UNIT 209 45 DAY INSP. 12.03.19	
	P.O. BOX 2192	12/17/2019	N		279.14
07-592	BAKERSFIELD	12/12/2019	N	N	0.00
	CA 93303-2192	12/12/2019	0.00	0	0.00
	<Emailing Stub Disabled>	12/12/2019	57987		279.14

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	279.14	0.00
Distribution Total		279.14	0.00

50469	GOLDEN EMPIRE FLEET SERVICE	12/17/2019	BOFA	UNIT 207 45 DAY INSP. 12.09.19	
	P.O. BOX 2192	12/17/2019	N		209.14
07-592	BAKERSFIELD	12/17/2019	N	N	0.00
	CA 93303-2192	12/17/2019	0.00	0	0.00
	<Emailing Stub Disabled>	12/17/2019	57986		209.14

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	209.14	0.00
Distribution Total		209.14	0.00

50470	GOLDEN EMPIRE FLEET SERVICE	12/12/2019	BOFA	UNIT 110 45 DAY INSP. 12.04.19	
	P.O. BOX 2192	12/17/2019	N		244.14
07-592	BAKERSFIELD	12/12/2019	N	N	0.00
	CA 93303-2192	12/12/2019	0.00	0	0.00
	<Emailing Stub Disabled>	12/12/2019	57984		244.14

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	244.14	0.00
Distribution Total		244.14	0.00

50471	GOLDEN EMPIRE FLEET SERVICE	12/12/2019	BOFA	UNIT 203 45 DAY INSP. 12.03.19	
	P.O. BOX 2192	12/17/2019	N		233.24
07-592	BAKERSFIELD	12/12/2019	N	N	0.00
	CA 93303-2192	12/12/2019	0.00	0	0.00
	<Emailing Stub Disabled>	12/12/2019	57985		233.24

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	233.24	0.00
Distribution Total		233.24	0.00

Vendor Total: 1,201.4

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 6

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50472	JAS PACIFIC P.O BOX 2002 UPLAND	11/05/2019 12/17/2019 11/05/2019		BOFA N N	PLAN CHECKS OCT 2019	1,125.00 0.00
26-950	CA 91786 <Emailing Stub Disabled>	11/05/2019 11/05/2019	0.00 PC 5481	N N	0	0.00 <u>1,125.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5095	Plan Check Services	1,125.00	0.00
Distribution Total		1,125.00	0.00

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50473	JAS PACIFIC P.O BOX 2002 UPLAND	12/17/2019 12/17/2019 12/17/2019		BOFA N N	BLDG INSPECTION OCT2019	6,525.00 0.00
26-950	CA 91786 <Emailing Stub Disabled>	12/17/2019 12/17/2019	0.00 BI 13455	N N	0	0.00 <u>6,525.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5095	Plan Check Services	6,525.00	0.00
Distribution Total		6,525.00	0.00

Vendor Total: 7,650.00

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50474	JIM BURKE FORD P.O BOX 2088 BAKERSFIELD	12/10/2019 12/17/2019 12/10/2019		BOFA N N	UNIT 280 SERVICE OIL CHANGE	65.00 0.00
10-380	CA 93303-2088 <Emailing Stub Disabled>	01/09/2020 12/10/2019	0.00 187342	N N	0	0.00 <u>65.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5012	MAINTENANCE - VEHICLE	65.04	0.00
Distribution Total		65.04	0.00

Vendor Total: 65.00

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50475	KAISER PERMANENTE FILE 5915 LOS ANGELES	12/17/2019 12/17/2019 12/17/2019		BOFA N N	MEDICAL JANUARY 2020	28,085.74 0.00
28-063	CA 90074-5915 <Emailing Stub Disabled>	12/17/2019 12/17/2019	0.00 BU 690201404 - JAN 2020	N N	0	0.00 <u>28,085.74</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5015	MEDICAL INSURANCE	1,467.42	0.00
100-007-5015	MEDICAL INSURANCE	1,072.97	0.00
100-013-5015	MEDICAL INSURANCE	1,737.23	0.00
100-014-5015	MEDICAL INSURANCE	6,625.75	0.00
100-030-5015	MEDICAL INSURANCE	1,534.95	0.00
200-020-5015	MEDICAL INSURANCE	4,443.38	0.00
400-023-5015	MEDICAL INSURANCE	8,461.08	0.00
100-000-0228	KAISER HMO DEDUCTION	2,743.00	0.00
Distribution Total		28,085.78	0.00

Vendor Total: 28,085.74

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50449	MOUNTAINSIDE DISPOSAL 8665 SO. UNION AVE BAKERSFIELD	12/17/2019 12/17/2019 12/17/2019		BOFA N N	PROP TAX - JUL THRU DEC 2019	198,709.10 0.00
13-585	CA 93307 <Emailing Stub Disabled>	12/17/2019 12/17/2019	0.00 PROP TAX - JUL THRU DEC	N N	0	0.00 <u>198,709.10</u>

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 7

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0238	DUE TO MOUNTAINSIDE (PROP TAX)	198,709.10	0.00
Distribution Total		198,709.10	0.00

Vendor Total: 198,709.10

50476	MUNICIPAL CODE CORPORATION	11/27/2019		BOFA	CODIFY & SUPPLEMENT NEW OF	
28-024	PO BOX 2235	12/17/2019		N	FOR MUNICODE	7,490.23
	TALLAHASSEE	11/27/2019		N	N	0.00
	FL 32316	11/27/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/27/2019	336613			7,490.23

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5034	PROFESSIONAL SERVICES	7,490.23	0.00
Distribution Total		7,490.23	0.00

Vendor Total: 7,490.23

50479	NAPA AUTO PARTS	10/29/2019		BOFA	INTERLOCK TRLR MNT & BALL	
14-025	107 MORTON PL	12/19/2019		N		53.56
	ARVIN	10/29/2019		N	N	0.00
	CA 93203-1301	10/29/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	10/29/2019	616184			53.56

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5012	MAINTENANCE - VEHICLE	53.56	0.00
Distribution Total		53.56	0.00

Vendor Total: 53.56

50444	IRMA ORNELAS	12/17/2019		BOFA	DEPOSIT REIMB FOR 12.07.19	
62-035	908 EL CAMINO REAL	12/17/2019		N		100.00
	ARVIN	12/17/2019		N	N	0.00
	CA 93203	12/17/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/17/2019	ORNELAS 12.07.19			100.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-0202	DEPOSITS PAYABLE	100.00	0.00
Distribution Total		100.00	0.00

Vendor Total: 100.00

50477	PUBLIC WORKS COUNTY OF KEF	12/08/2019		BOFA	MUNI & STSW SVC NOV 2019	
16-951	PO BOX 845590	12/17/2019		N		616.05
	LOS ANGELES	12/08/2019		N	N	0.00
	CA 90084-5590	12/08/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/08/2019	ARVIN 12.08.19			616.05

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5107	REFUSE COSTS	616.05	0.00
Distribution Total		616.05	0.00

Vendor Total: 616.05

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/19/2019

Time: 8:25 am

Page 8

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	VANTAGE POINT TRANSFER AGE	11/29/2019	BOFA	457K 11.29.19	
	C/O M&T BANK	12/17/2019	N		1,556.65
50445	BALTIMORE	11/29/2019	N	N	0.00
26-912	MD 21264	11/29/2019	0.00	N	0
	<Emailing Stub Disabled>	11/29/2019	457K 11.29.19		<u>1,556.65</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0211	457K DEDUCTIONS	1,556.65	0.00
Distribution Total		1,556.65	0.00

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	VANTAGE POINT TRANSFER AGE	12/13/2019	BOFA	457K 12.13.19	
	C/O M&T BANK	12/17/2019	N		1,556.65
50446	BALTIMORE	12/13/2019	N	N	0.00
26-912	MD 21264	12/13/2019	0.00	N	0
	<Emailing Stub Disabled>	12/13/2019	457K 12.13.19		<u>1,556.65</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0211	457K DEDUCTIONS	1,556.65	0.00
Distribution Total		1,556.65	0.00

Vendor Total: 3,113.30

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	CECILIA VELA	12/16/2019	BOFA	REIMB SMINAR 12.10.19-12.13.19	
		12/17/2019	N		334.00
50455		12/16/2019	N	N	0.00
22-079		12/16/2019	0.00	N	0
	<Emailing Stub Disabled>	12/16/2019	REIMB SMINAR 12.10.19-12.13.19		<u>334.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5058	TRAVEL & CONFERENCES	334.00	0.00
Distribution Total		334.00	0.00

Vendor Total: 334.00

Grand Total: 276,400.30

Less Credit Memos: 0.00

Net Total: 276,400.30

Less Hand Check Total: 0.00

Outstanding Invoice Total: 276,400.30

Total Invoices: 36

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 1

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
50492	BAKERSFIELD CALIFORNIAN 1AF	12/02/2019	BOFA	12 MONTH SUBSCRIPTION RENE	
02-010	ATTN: CIRCULATION A/R DEPT	12/26/2019	N		263.88
	BAKERSFIELD	12/02/2019	N	N	0.00
	CA 93308	12/02/2019	0.00	N	0
	<Emailing Stub Disabled>	12/02/2019	A#3237238 2020		263.88

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5062	DUES AND SUBSCRIPTIONS	263.88	0.00
Distribution Total		263.88	0.00
Vendor Total:			263.88

50501	BLUE SHIELD OF CALIFORNIA	12/16/2019	BOFA	MEDICAL 01.01.20 - 01.31.20	
02-490	PO BOX 749415	12/26/2019	N		19,143.44
	LOS ANGELES	12/16/2019	N	N	0.00
	CA 90074-9415	12/16/2019	0.00	N	0
	<Emailing Stub Disabled>	12/16/2019	193500065807		19,143.44

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5015	MEDICAL INSURANCE	6,072.75	0.00
100-007-5015	MEDICAL INSURANCE	637.94	0.00
100-013-5015	MEDICAL INSURANCE	987.22	0.00
100-014-5015	MEDICAL INSURANCE	3,910.71	0.00
200-020-5015	MEDICAL INSURANCE	3,445.73	0.00
230-032-5015	MEDICAL INSURANCE	679.16	0.00
400-023-5015	MEDICAL INSURANCE	1,713.95	0.00
100-000-0227	GEMCARE HMO DEDUCTION	1,696.00	0.00
Distribution Total		19,143.46	0.00
Vendor Total:			19,143.44

50503	CINTAS	12/04/2019	BOFA	OPEN INVOICES JUL19 THRU DE	
50-006	PO BOX 29059	12/27/2019	N		2,803.57
	PHOENIX	12/04/2019	N	N	0.00
	AZ 85038-9059	12/04/2019	0.00	N	0
	<Emailing Stub Disabled>	12/04/2019	OPEN INVOICES JUL19 TH		2,803.57

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5008	MAINTENANCE - OTHER	503.90	0.00
400-023-5023	UNIFORMS	688.50	0.00
100-001-5008	MAINTENANCE - OTHER	1,202.02	0.00
200-020-5023	UNIFORMS	237.16	0.00
100-019-5008	MAINTENANCE - OTHER	171.99	0.00
Distribution Total		2,803.57	0.00
Vendor Total:			2,803.57

50480	CLARK PEST CONTROL	12/11/2019	BOFA	PEST CONTROL VET'S HALL DEC	
03-480	ACCOUNTING OFFICE	12/26/2019	N		80.00
	BAKERSFIELD	12/11/2019	N	N	0.00
	CA 93303	12/11/2019	0.00	N	0
	<Emailing Stub Disabled>	12/11/2019	A#01-01063519 12.11.19		80.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-5077	OUTSIDE SERVICES	80.00	0.00
Distribution Total		80.00	0.00
Vendor Total:			80.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 2

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	FEDEX	12/20/2019	BOFA	SVC 11.13.19 - 12.17.19	
	P.O. BOX 7221	12/26/2019	N		722.00
50500	PASADENA	12/20/2019	N	N	0.00
06-012	CA 91109-7321	12/20/2019	0.00	N	0
	<Emailing Stub Disabled>	12/20/2019	6-874-73549		722.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5026	POSTAGE	67.63	0.00
100-007-5026	POSTAGE	329.93	0.00
100-014-5026	POSTAGE	324.45	0.00
Distribution Total		722.01	0.00

Vendor Total: 722.00

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	GUARDIAN	12/27/2019	BOFA	BUNDLE INSURANCE JAN2020	
	P.O. BOX 677458	12/27/2019	N		6,817.70
50502	DALLAS	12/27/2019	N	N	0.00
07-790	TX 75267-7458	12/27/2019	0.00	N	0
	<Emailing Stub Disabled>	12/27/2019			6,817.70

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5015	MEDICAL INSURANCE	852.75	0.00
400-003-5015	MEDICAL INSURANCE	92.89	0.00
100-007-5015	MEDICAL INSURANCE	319.73	0.00
100-013-5015	MEDICAL INSURANCE	469.70	0.00
100-014-5015	MEDICAL INSURANCE	1,608.64	0.00
100-030-5015	MEDICAL INSURANCE	149.64	0.00
230-032-5015	MEDICAL INSURANCE	156.56	0.00
200-020-5015	MEDICAL INSURANCE	474.54	0.00
400-023-5015	MEDICAL INSURANCE	437.52	0.00
100-000-0229	GUARDIAN DENTAL/VISION	1,469.38	0.00
100-000-0214	POST TAX DEDUCTIONS	946.28	0.00
100-014-5015	MEDICAL INSURANCE	-159.91	0.00
Distribution Total		6,817.72	0.00

Vendor Total: 6,817.70

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	JAS PACIFIC	10/05/2019	BOFA	BLDG INSPECTION SEP2019	
	P.O BOX 2002	12/26/2019	N		5,700.00
50495	UPLAND	10/05/2019	N	N	0.00
26-950	CA 91786	10/05/2019	0.00	N	0
	<Emailing Stub Disabled>	10/05/2019	BI 13429		5,700.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5095	Plan Check Services	5,700.00	0.00
Distribution Total		5,700.00	0.00

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
	JAS PACIFIC	10/05/2019	BOFA	PLAN CHECKS SEP2019	
	P.O BOX 2002	12/26/2019	N		2,081.25
50496	UPLAND	10/05/2019	N	N	0.00
26-950	CA 91786	10/05/2019	0.00	N	0
	<Emailing Stub Disabled>	10/05/2019			2,081.25

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5095	Plan Check Services	2,081.25	0.00
Distribution Total		2,081.25	0.00

Vendor Total: 7,781.25

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 3

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Sep. Ck.?	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	1099?	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount
50505	KERN COUNTY CHIEF LAW E	11/08/2019	BOFA	2019/2020 ANNUAL MMBERSHP D	
11-177	C/O CHIEF LYLE MARTIN	12/27/2019	N		100.00
	BAKERSFIELD	11/08/2019	N	N	0.00
	CA 93302	11/08/2019	0.00	N	0
	<Emailing Stub Disabled>	11/08/2019	19102		100.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5062	DUES AND SUBSCRIPTIONS	100.00	0.00
Distribution Total		100.00	0.00
Vendor Total:			100.00

50493	MOUNTAINSIDE DISPOSAL	12/11/2019	BOFA	BIN RENT 4YD FL SVC NOV2019	
13-585	8665 SO. UNION AVE	12/26/2019	N		66.90
	BAKERSFIELD	12/11/2019	N	N	0.00
	CA 93307	12/11/2019	0.00	N	0
	<Emailing Stub Disabled>	12/11/2019	562077		66.90

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5107	REFUSE COSTS	66.94	0.00
Distribution Total		66.94	0.00
Vendor Total:			66.90

50490	OFFICE DEPOT	12/09/2019	BOFA	OFFICE SUPPLIES ARVIN PD	
15-304	PO BOX 29248	12/26/2019	N		266.00
	PHOENIX	12/09/2019	N	N	0.00
	AZ 85038-9248	12/09/2019	0.00	N	0
	<Emailing Stub Disabled>	12/09/2019	412638209001		266.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5016	OFFICE SUPPLIES	266.02	0.00
Distribution Total		266.02	0.00

50491	OFFICE DEPOT	12/09/2019	BOFA	OFFICE SUPPLIES ARVIN PD	
15-304	PO BOX 29248	12/26/2019	N		317.30
	PHOENIX	12/09/2019	N	N	0.00
	AZ 85038-9248	12/09/2019	0.00	N	0
	<Emailing Stub Disabled>	12/09/2019	412638328001		317.30

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5016	OFFICE SUPPLIES	317.30	0.00
Distribution Total		317.30	0.00
Vendor Total:			583.30

50504	PG & E	12/11/2019	BOFA	ELEC SVC 11.13.19 - 12.11.19	
16-004	BOX 997300	12/27/2019	N		11,607.00
	SACRAMENTO	12/11/2019	N	N	0.00
	CA 95899-7300	12/11/2019	0.00	N	0
	<Emailing Stub Disabled>	12/11/2019	ELEC SVC 11.13.19 - 12.11.		11,607.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-5060	UTILITIES EXPENSE	49.05	0.00
100-014-5060	UTILITIES EXPENSE	1,274.72	0.00
100-001-5060	UTILITIES EXPENSE	656.68	0.00
100-014-5060	UTILITIES EXPENSE	120.17	0.00
100-001-5060	UTILITIES EXPENSE	61.91	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 4

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date Disc. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
	100-009-5060	UTILITIES EXPENSE			365.23	0.00
	100-012-5060	UTILITIES EXPENSE			1,180.30	0.00
	420-016-5060	UTILITIES EXPENSE			56.02	0.00
	100-019-5060	UTILITIES EXPENSE			121.13	0.00
	200-020-5060	UTILITIES EXPENSE			3,920.71	0.00
	240-025-5060	UTILITIES EXPENSE			3,232.15	0.00
	242-027-5060	UTILITIES EXPENSE			436.00	0.00
	100-007-5060	UTILITIES EXPENSE			9.53	0.00
	400-023-5060	UTILITIES EXPENSE			19.53	0.00
	100-005-5060	UTILITIES EXPENSE			103.87	0.00
	Distribution Total				11,607.00	0.00

Vendor Total: 11,607.00

	PURCHASE POWER	12/11/2019		BOFA	METER REFILL 11.14.19	
	P.O. BOX 371874	12/26/2019		N		503.50
50498	PITTSBURGH	12/11/2019		N	N	0.00
16-391	PA 15250-7874	12/11/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/11/2019	A#8000-9000-0054-0157 12.			503.50

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5026	POSTAGE	253.50	0.00
100-007-5026	POSTAGE	125.00	0.00
100-014-5026	POSTAGE	125.00	0.00
Distribution Total		503.50	0.00

Vendor Total: 503.50

	PV BUSINESS SOLUTIONS	11/15/2019		BOFA	2020 OSHA COMPLIANCE JOURN	
	3600 S STATE ROAD 7 SUITE 204	12/26/2019		N		298.50
50499		11/15/2019		N	N	0.00
16-905	FL 33023	11/15/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/15/2019	27145			298.50

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	298.50	0.00
Distribution Total		298.50	0.00

Vendor Total: 298.50

	STAPLES BUSINESS ADVANTAGE	12/13/2019		BOFA	OFFICE SUPPLIES CITY HALL	
	STAPLES BUSINESS CREDIT	12/26/2019		N		13.64
50481	ATLANTA	12/13/2019		N	N	0.00
19-812	GA 30348-5638	12/13/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/13/2019	O#7302854050-0-2			13.64

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	13.64	0.00
Distribution Total		13.64	0.00

	STAPLES BUSINESS ADVANTAGE	12/10/2019		BOFA	OFFICE SUPPLIES CITY HALL	
	STAPLES BUSINESS CREDIT	12/26/2019		N		27.50
50482	ATLANTA	12/10/2019		N	N	0.00
19-812	GA 30348-5638	12/10/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/10/2019	O#7302854050-0-3			27.50

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	27.50	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 5

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

Distribution Total					27.50	0.00
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50483	STAPLES BUSINESS ADVANTAGE	12/12/2019	BOFA	OFFICE SUPPLIES CITY HALL		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		18.4	
	ATLANTA	12/12/2019	N	N	0.00	
	GA 30348-5638	12/12/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/12/2019	O#7302854080-0-4			18.4

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	18.47	0.00
Distribution Total		18.47	0.00

50484	STAPLES BUSINESS ADVANTAGE	12/09/2019	BOFA	OFFICE SUPPLIES CITY HALL		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		361.44	
	ATLANTA	12/09/2019	N	N	0.00	
	GA 30348-5638	12/09/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/09/2019	O#7302854050-0-1			361.44

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	361.48	0.00
Distribution Total		361.48	0.00

50485	STAPLES BUSINESS ADVANTAGE	09/12/2019	BOFA	RETURN OFFICE SUPPLIES CDD		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		-18.72	
	ATLANTA	09/12/2019	N	N	0.00	
	GA 30348-5638	09/12/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	09/12/2019	O#7300557293-1-1			-18.72

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5016	OFFICE SUPPLIES	-18.72	0.00
Distribution Total		-18.72	0.00

50486	STAPLES BUSINESS ADVANTAGE	09/09/2019	BOFA	OFFICE SUPPLIES CDD		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		54.95	
	ATLANTA	09/09/2019	N	N	0.00	
	GA 30348-5638	09/09/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	09/09/2019	O#7300557293-0-1			54.95

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5016	OFFICE SUPPLIES	54.95	0.00
Distribution Total		54.95	0.00

50487	STAPLES BUSINESS ADVANTAGE	09/09/2019	BOFA	OFFICE SUPPLIES CDD		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		3.78	
	ATLANTA	09/09/2019	N	N	0.00	
	GA 30348-5638	09/09/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	09/09/2019	O#7300557293-0-2			3.78

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5016	OFFICE SUPPLIES	3.78	0.00
Distribution Total		3.78	0.00

50488	STAPLES BUSINESS ADVANTAGE	08/27/2019	BOFA	OFFICE SUPPLIES CDD		
19-812	STAPLES BUSINESS CREDIT	12/26/2019	N		218.30	
	ATLANTA	08/27/2019	N	N	0.00	
	GA 30348-5638	08/27/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	08/27/2019	O#7300390284-0-1			218.30

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 12/27/2019

Time: 10:58 am

Page 6

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5016	OFFICE SUPPLIES	218.30	0.00
Distribution Total		218.30	0.00

	STAPLES BUSINESS ADVANTAGE	11/06/2019		BOFA	OFFICE SUPPLIES CDD	
	STAPLES BUSINESS CREDIT	12/26/2019		N		128.30
50489	ATLANTA	11/06/2019		N	N	0.00
19-812	GA 30348-5638	11/06/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/06/2019	O#7301817479-0-1			128.30

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5016	OFFICE SUPPLIES	128.32	0.00
Distribution Total		128.32	0.00

Vendor Total: 807.70

	TAG-AMS, INC	12/09/2019		BOFA	COLLECTION -DRUG TEST TRAN:	
	10572 CHESTNUT ST.	12/26/2019		N		33.90
50497	LOS ALAMITOS	12/09/2019		N	N	0.00
20-040	CA 90720	12/09/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/09/2019	2759351			33.90

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5034	PROFESSIONAL SERVICES	33.95	0.00
Distribution Total		33.95	0.00

Vendor Total: 33.90

Grand Total: 51,631.50
 Less Credit Memos: -18.70
 Net Total: 51,612.80
 Less Hand Check Total: 0.00

Outstanding Invoice Total: 51,612.80

Total Invoices: 25

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 1

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	1099?	Hand Check Number/Date
	Email Address	Inv. Date	Invoice No.		Discour
					Net Amount
50506	AMERICAN BUSINESS MACHINES	12/11/2019	BOFA	BASE RATE SVC + OVERAGE	
01-520	P.O BOX 2737	01/06/2020	N	09.15.19 - 12.14.19	1,255.20
	BAKERSFIELD	12/11/2019	N	N	0.00
	CA 93303-2737	12/11/2019	0.00	N	0
	<Emailing Stub Disabled>	12/11/2019	490742		<u>1,255.20</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5016	OFFICE SUPPLIES	822.86	0.00
400-023-5016	OFFICE SUPPLIES	432.34	0.00
Distribution Total		1,255.20	0.00

Vendor Total: 1,255.20

50507	ARVIN COMM SERVICES DIST	01/01/2020	BOFA	SERVICE 11.19.19 - 12.18.19	
01-705	309 CAMPUS DR.	01/06/2020	N		4,996.00
	ARVIN	01/01/2020	N	N	0.00
	CA 93203	01/01/2020	0.00	N	0
	<Emailing Stub Disabled>	01/01/2020	SERVICE 11.19.19 - 12.18.1		<u>4,996.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-5060	UTILITIES EXPENSE	328.89	0.00
100-001-5060	UTILITIES EXPENSE	98.94	0.00
100-014-5060	UTILITIES EXPENSE	98.94	0.00
100-007-5060	UTILITIES EXPENSE	84.20	0.00
400-023-5060	UTILITIES EXPENSE	138.66	0.00
100-009-5060	UTILITIES EXPENSE	137.13	0.00
100-012-5060	UTILITIES EXPENSE	1,768.67	0.00
100-019-5060	UTILITIES EXPENSE	135.60	0.00
200-020-5060	UTILITIES EXPENSE	694.83	0.00
240-025-5060	UTILITIES EXPENSE	1,332.20	0.00
242-027-5060	UTILITIES EXPENSE	98.42	0.00
420-016-5060	UTILITIES EXPENSE	53.02	0.00
450-070-5060	UTILITIES EXPENSE	26.51	0.00
Distribution Total		4,996.01	0.00

Vendor Total: 4,996.00

50508	ARVIN LIONS CLUB	12/19/2019	BOFA	POLICE CHIEF DUES FOR 2020	
01-740	P.O BOX 151	01/06/2020	N		225.00
	ARVIN	12/19/2019	N	N	0.00
	CA 93203	12/19/2019	0.00	N	0
	<Emailing Stub Disabled>	12/19/2019	POLICE CHIEF DUES FOR		<u>225.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5062	DUES AND SUBSCRIPTIONS	225.00	0.00
Distribution Total		225.00	0.00

Vendor Total: 225.00

50509	ARVIN POLICE OFFICERS	12/27/2019	BOFA	UNION DUES 12.13.19 & 12.27.19	
01-725		01/06/2020	N		600.00
		12/27/2019	N	N	0.00
		12/27/2019	0.00	N	0
	<Emailing Stub Disabled>	12/27/2019	UNION DUES 12.13.19 & 12		<u>600.00</u>

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0206	UNION DUES PAYABLE	600.00	0.00
Distribution Total		600.00	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 2

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

Vendor Total: 600.00

50510	BRANDON'S TRANSMISSION	12/18/2019	BOFA	UNIT 317 SHIFTER MALFUNCTION	
	9834 S. UNION AVE	01/06/2020	N		602.47
50-015	BAKERSFIELD	12/18/2019	N	N	0.00
	CA 93307	12/18/2019	0.00	N	0
	<Emailing Stub Disabled>	12/18/2019	5908		602.47

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5012	MAINTENANCE - VEHICLE	602.47	0.00
Distribution Total		602.47	0.00

Vendor Total: 602.47

50513	C & T AUTOMOTIVE, INC	12/12/2019	BOFA	UNIT 277 SVC & FRONT BRAKE P.	
	12312 MAIN STREET	01/06/2020	N		341.83
03-757	LAMONT	12/12/2019	N	N	0.00
	CA 93241	12/12/2019	0.00	N	0
	<Emailing Stub Disabled>	12/12/2019	900027504		341.83

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5012	MAINTENANCE - VEHICLE	341.83	0.00
Distribution Total		341.83	0.00

Vendor Total: 341.83

50512	CALIFORNIA HIGHWAY PATROL	12/30/2019	BOFA	SAFETY 2019 CHP INSPECTION	
	ATT: RUBEN VALVERDE-ACCOUN	01/06/2020	N	FOR NEW ELECTRIC VEHICLES	150.00
03-007	SACRAMENTO	12/30/2019	N	N	0.00
	CA 94298-0001	12/30/2019	0.00	N	0
	<Emailing Stub Disabled>	12/30/2019	2019 CHP INSPECTION ELI		150.00

GL Number	Account Name	Pay Amount	Relieve Amount
408-074-5034	PROFESSIONAL SERVICES	150.00	0.00
Distribution Total		150.00	0.00

Vendor Total: 150.00

50511	CENTRAL CALIF. ASSOC. PUBLIC	12/27/2019	BOFA	COA UNION DUES 12.27.19	
	SEIU LOCAL 521	01/06/2020	N		747.60
11-150	SAN FRANCISCO	12/27/2019	N	N	0.00
	CA 94139-8826	12/27/2019	0.00	N	0
	<Emailing Stub Disabled>	12/27/2019	COA UNION DUES 12.27.19		747.60

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0206	UNION DUES PAYABLE	747.60	0.00
Distribution Total		747.60	0.00

Vendor Total: 747.60

50514	COLONIAL LIFE	12/26/2019	BOFA	SUPPLMENTAL INS DEC 2019	
	PREMIUM PROCESSING	01/06/2020	N		497.20
03-505	COLUMBIA	12/26/2019	N	N	0.00
	SC 29202-0903	12/26/2019	0.00	N	0
	<Emailing Stub Disabled>	12/26/2019	5193602-1213638		497.20

GL Number	Account Name	Pay Amount	Relieve Amount
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Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 3

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
	100-000-0213	INSURANCE DEDUCTIONS				497.28
	Distribution Total					497.28

Vendor Total: 497.28

50515	GRANITE CONSTRUCTION P.O. BOX 742478 LOS ANGELES CA 90074-2478	12/10/2019 01/06/2020 12/10/2019 12/10/2019	0.00	BOFA N N N	CMA COLD MIX SC800 N 0	1,354.34 0.00 0.00
07-700	<Emailing Stub Disabled>	12/10/2019	1721690			1,354.34

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5031	STRIPING/PAVING MATERIALS	1,354.34	0.00
Distribution Total		1,354.34	0.00

Vendor Total: 1,354.34

50516	JONES, JEFF	12/12/2019 01/06/2020 12/12/2019	0.00	BOFA N N N	EOC- SECTION OVERVIEW 12.12. FIN&ADMIN G611F-1-19 LUNCH	25.00 0.00
48-985	<Emailing Stub Disabled>	12/12/2019	12122019			0.00
						25.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5058	TRAVEL & CONFERENCES	25.00	0.00
Distribution Total		25.00	0.00

50517	JONES, JEFF	07/01/2019 01/06/2020 07/01/2019	0.00	BOFA N N N	CSJVRMA MEETING 06/25/2019 MILEAGE + LUNCH	141.00 0.00
48-985	<Emailing Stub Disabled>	07/01/2019	06252019			0.00
						141.00

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5058	TRAVEL & CONFERENCES	141.00	0.00
Distribution Total		141.00	0.00

Vendor Total: 166.00

50518	OJEDA, ADAM	12/03/2019 01/06/2020 12/03/2019	0.00	BOFA N N N	CALTRNS PVMNT CLASS 12.03. SACRAMENTO, CA FUEL + GAS	59.44 0.00
15-320	<Emailing Stub Disabled>	12/03/2019	12032019			0.00
						59.44

GL Number	Account Name	Pay Amount	Relieve Amount
100-007-5021	TRAINING	59.49	0.00
Distribution Total		59.49	0.00

Vendor Total: 59.44

50519	O'REILLY AUTOMOTIVE, INC PO BOX 9464 SPRINGFIELD MO 65801-9464	12/11/2019 01/06/2020 12/11/2019 12/11/2019	0.00	BOFA N N N	BLOWER #5 -NEW ROPE	5.94 0.00
28-249	<Emailing Stub Disabled>	12/11/2019	4451-452266			0.00
						5.94

GL Number	Account Name	Pay Amount	Relieve Amount
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Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 4

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

100-012-5008	MAINTENANCE - OTHER				5.94	0.00
Distribution Total					5.94	0.00

50520	O'REILLY AUTOMOTIVE, INC	12/13/2019	BOFA	UNIT 203 REPAIRS/MAINT		
28-249	PO BOX 9464	01/06/2020	N			12.00
	SPRINGFIELD	12/13/2019	N	N		0.00
	MO 65801-9464	12/13/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/13/2019	4451-452526			12.00

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5012	MAINTENANCE - VEHICLE	12.09	0.00
Distribution Total		12.09	0.00

50521	O'REILLY AUTOMOTIVE, INC	12/23/2019	BOFA	MOTOR OIL PUBLIC WORKS FLEI		
28-249	PO BOX 9464	01/06/2020	N			38.95
	SPRINGFIELD	12/23/2019	N	N		0.00
	MO 65801-9464	12/23/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/23/2019	4451-453924			38.95

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5012	MAINTENANCE - VEHICLE	38.95	0.00
Distribution Total		38.95	0.00

Vendor Total: 56.90

50522	PETTY CASH-ELSA CARDOSO-GL	12/26/2019	BOFA	PD PETTY CASH 9.30.19-12.18.19		
28-199	200 CAMPUS DR	01/06/2020	N			77.50
	ARVIN	12/26/2019	N	N		0.00
	CA 93203	12/26/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/26/2019	PD PETTY CASH 9.30.19-12.18.19			77.50

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5030	PRISONER MEALS	9.17	0.00
100-014-5046	COMMUNITY EXPENSE	68.42	0.00
Distribution Total		77.59	0.00

Vendor Total: 77.50

50523	PG & E	01/02/2020	BOFA	ELEC SVC 12.04.19 - 01.02.20		
16-004	BOX 997300	01/06/2020	N			324.85
	SACRAMENTO	01/02/2020	N	N		0.00
	CA 95899-7300	01/02/2020	0.00	N	0	0.00
	<Emailing Stub Disabled>	01/02/2020	A#8440977428-2 12.4.19-12.4.19			324.85

GL Number	Account Name	Pay Amount	Relieve Amount
240-025-5060	UTILITIES EXPENSE	324.85	0.00
Distribution Total		324.85	0.00

50524	PG & E	12/24/2019	BOFA	ELEC SVC 11.22.19 - 12.23.19		
16-004	BOX 997300	01/06/2020	N			15.45
	SACRAMENTO	12/24/2019	N	N		0.00
	CA 95899-7300	12/24/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/24/2019	A#9132070691-3 112219-12.23.19			15.45

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-5060	UTILITIES EXPENSE	15.45	0.00
Distribution Total		15.45	0.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 5

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50525 16-004	PG & E BOX 997300 SACRAMENTO CA 95899-7300 <Emailing Stub Disabled>	12/23/2019 01/06/2020 12/23/2019 12/23/2019 12/23/2019		BOFA N N N	ELEC SVC 11.21.19 - 12.22.19	124.79 0.00 0.00 124.79

GL Number	Account Name	Pay Amount	Relieve Amount
100-012-5060	UTILITIES EXPENSE	124.79	0.00
Distribution Total		124.79	0.00

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50526 16-004	PG & E BOX 997300 SACRAMENTO CA 95899-7300 <Emailing Stub Disabled>	12/24/2019 01/06/2020 12/24/2019 12/24/2019 12/24/2019		BOFA N N N	ELEC SVC 11.22.19 - 12.23.19	26.28 0.00 0.00 26.28

GL Number	Account Name	Pay Amount	Relieve Amount
100-012-5060	UTILITIES EXPENSE	26.28	0.00
Distribution Total		26.28	0.00

Vendor Total: 491.3

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50527 49-005	PRIMETIME SIGNS INC. 3830 CHESTER AVE BAKERSFIELD CA 93301 <Emailing Stub Disabled>	12/19/2019 01/06/2020 12/19/2019 12/19/2019 12/19/2019		BOFA N N N	INSTALL NEW TRANSIT SIGN	438.93 0.00 0.00 438.93

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5008	MAINTENANCE - OTHER	438.93	0.00
Distribution Total		438.93	0.00

Vendor Total: 438.93

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50528 19-629	SPARKLE TEXTILE RENTAL SERV 121 MONTEREY STREET BAKERSFIELD CA 93305 <Emailing Stub Disabled>	12/31/2019 01/06/2020 12/31/2019 12/31/2019 12/31/2019		BOFA N N N	UNIFORM RENTAL SVC DEC2019	1,471.57 0.00 0.00 1,471.57

GL Number	Account Name	Pay Amount	Relieve Amount
100-001-5008	MAINTENANCE - OTHER	36.12	0.00
100-007-5008	MAINTENANCE - OTHER	59.00	0.00
100-014-5008	MAINTENANCE - OTHER	491.72	0.00
100-019-5008	MAINTENANCE - OTHER	159.35	0.00
200-020-5023	UNIFORMS	455.38	0.00
400-023-5008	MAINTENANCE - OTHER	114.96	0.00
400-023-5023	UNIFORMS	155.04	0.00
Distribution Total		1,471.57	0.00

Vendor Total: 1,471.57

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50529 20-278	TEL-TEC SECURITY SYSTEMS 5020 LISA MARIE COURT BAKERSFIELD CA 93313 <Emailing Stub Disabled>	01/01/2020 01/06/2020 01/01/2020 01/01/2020 01/01/2020		BOFA N N N	ADOBE CMLPX FIRE MONITOR J/	55.00 0.00 0.00 55.00

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 6

City of Arvin

Ref. No.	Vendor Name	Post Date	Bank	Invoice Description Line 2	
Vendor No.	Vendor Address	Pay. Date	Hold?	Invoice Description Line 2	Gross Amount
	City	Disc. Date	Req. No.	Use Description 1 On Check	Taxes Withheld
	State/Province Zip/Postal	Due Date	Disc. %	Hand Check Number/Date	Discoun
	Email Address	Inv. Date	Invoice No.		Net Amount

GL Number	Account Name	Pay Amount	Relieve Amount
100-002-5077	OUTSIDE SERVICES	55.00	0.00
Distribution Total		55.00	0.00

Vendor Total: 55.00

50530	TYACK TIRES INC.	12/17/2019		BOFA	UNIT 281 MOUNT 4 TIRES	
	211 SUMNER	01/06/2020		N	CITY PROVIDED TIRES	164.11
49-085	BAKERSFIELD	12/17/2019		N	N	0.00
	CA 93305	12/17/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/17/2019	196616			164.11

GL Number	Account Name	Pay Amount	Relieve Amount
100-014-5012	MAINTENANCE - VEHICLE	164.18	0.00
Distribution Total		164.18	0.00

50531	TYACK TIRES INC.	12/12/2019		BOFA	UNIT 302 REPLACE RF TIRE	
	211 SUMNER	01/06/2020		N	STREET SWEEPER	405.30
49-085	BAKERSFIELD	12/12/2019		N	N	0.00
	CA 93305	12/12/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/12/2019	196543			405.30

GL Number	Account Name	Pay Amount	Relieve Amount
200-020-5012	MAINTENANCE - VEHICLE	405.30	0.00
Distribution Total		405.30	0.00

Vendor Total: 569.41

50532	VANTAGE POINT TRANSFER AGE	12/27/2019		BOFA	457K 12.27.19	
	C/O M&T BANK	01/06/2020		N		1,556.65
26-912	BALTIMORE	12/27/2019		N	N	0.00
	MD 21264	12/27/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/27/2019	457K 12.27.19			1,556.65

GL Number	Account Name	Pay Amount	Relieve Amount
100-000-0211	457K DEDUCTIONS	1,556.65	0.00
Distribution Total		1,556.65	0.00

Vendor Total: 1,556.65

50533	VEOLIA WATER NA - MAINT-NOTE	12/10/2019		BOFA	OPER & MAINT WASTEWATER NK	
	PO BOX 28895	01/06/2020		N		129,148.68
22-282	CHICAGO	12/10/2019		N	N	0.00
	IL 60673-8895	12/10/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	12/10/2019	90221590			129,148.68

GL Number	Account Name	Pay Amount	Relieve Amount
420-016-5110	VEOLIA OPERATING EXPENSES	127,848.68	0.00
420-016-5034	PROFESSIONAL SERVICES	1,300.00	0.00
Distribution Total		129,148.68	0.00

Vendor Total: 129,148.68

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/09/2020

Time: 9:48 am

Page 7

City of Arvin

Ref. No.	Vendor Name Vendor Address City	Post Date Pay. Date	PO Number Req. No.	Bank Hold? Sep. Ck.?	Invoice Description Line 2 Invoice Description Line 2 Use Description 1 On Check	Gross Amount Taxes Withheld
Vendor No.	State/Province Zip/Postal Email Address	Disc. Date Due Date Inv. Date	Disc. % Invoice No.	1099?	Hand Check Number/Date	Discoun Net Amount
50534	ZEE MEDICAL SERVICE 107 SO. BRYANT ST OJAI	12/13/2019 01/06/2020 12/13/2019		BOFA N N	FIRST AID SUPPLIES TRANSIT	219.62 0.00
26-250	CA 93023 <Emailing Stub Disabled>	12/13/2019 12/13/2019	0.00 34-217589	N N	0	0.00 219.62

GL Number	Account Name	Pay Amount	Relieve Amount
400-023-5016	OFFICE SUPPLIES	219.62	0.00
Distribution Total		219.62	0.00

Vendor Total: 219.62

Grand Total: 145,081.00
 Less Credit Memos: 0.00
 Net Total: 145,081.00
 Less Hand Check Total: 0.00
 Outstanding Invoice Total: 145,081.00

Total Invoices: 29

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

Edit List of Invoices - Detail w/GL

5.A.a

Date: 01/10/2020

Time: 11:31 am

Page 1

City of Arvin

Ref. No.	Vendor Name	Post Date	PO Number	Bank	Invoice Description Line 2	Gross Amount
Vendor No.	Vendor Address	Pay. Date	Req. No.	Hold?	Invoice Description Line 2	Taxes Withheld
	City	Disc. Date	Disc. %	Sep. Ck.?	Use Description 1 On Check	Discoun
	State/Province Zip/Postal	Due Date	Invoice No.	1099?	Hand Check Number/Date	Net Amount
	Email Address	Inv. Date				
	JTS CONSTRUCTION	11/25/2019		BOFA	PARK & RIDE PROJ APPLICATION	
	ATTN: STEVE BLACKWOOD	01/10/2020		N		64,529.71
50535	BAKERSFIELD	11/25/2019		N	N	0.00
48-541	CA 93384-1765	11/25/2019	0.00	N	0	0.00
	<Emailing Stub Disabled>	11/25/2019	PARK & RIDE PROJ APPLIC			64,529.71

GL Number	Account Name	Pay Amount	Relieve Amount
405-063-5052	CAPITAL EXPENSE	64,529.70	0.00
Distribution Total		64,529.70	0.00

Vendor Total: 64,529.71

Grand Total: 64,529.71

Less Credit Memos: 0.00

Net Total: 64,529.71

Less Hand Check Total: 0.00

Outstanding Invoice Total: 64,529.71

Total Invoices: 1

Attachment: Demand Registers 120619-011020 (Demand Register(s) of December 06, 2019 - January 10, 2020.)

EARNINGS REPORT

Emp. Code Desc.: All Employer Codes
 From 12/13/2019 to 12/13/20
 City of Arvin

Date: 1/10/20
 Time: 8:34:30

Employee Name	Employee ID	15X ADMLV	1X ADPAY	1XFTO ALLOW	25X BERV	2X BNFT1	3X COMP	ADJ CTO	ADLCO CTYWK
		DEGRE	DIFFL	FH	FTO	HLPER	HOL	HP1X	INSUR
		JURY	LONG	MILIT	MISC	PBD	PBD3	PBDCO	PDADL
		PERE	PERS	PHALW	POST	PTO	REG	RETOT	RETRO
		SCKCO	SEVR	SHOEA	SICK	SRO	SSWEP	STDBY	STLMT
		TRAIN	TUPGR	UACL	UAPEP	UNADV	URCL	URPEP	VAC
		VACCO	VACTO	WRKCO	TTD				
Grand Total:	Employee Count: 56	0.00	10,587.86	0.00	0.00	239.40	0.00	0.00	0.00
		0.00	0.00	200.00	0.00	839.52	0.00	368.92	132.57
		329.94	176.40	0.00	323.10	0.00	9,870.48	5,359.08	1,744.16
		0.00	2,396.25	0.00	0.00	685.92	320.15	0.00	0.00
		0.00	0.00	300.00	710.89	0.00	88,866.24	653.62	2,305.91
		1,745.20	0.00	0.00	4,784.09	0.00	553.28	0.00	0.00
		0.00	198.42	0.00	0.00	90.78	0.00	0.00	2,097.43
		894.00	0.00	1,622.84	1,590.86				

COST REPORT

Emp. Code Desc.: All Employer Codes
 From 12/13/2019 to 12/13/20
 City of Arvin

Date: 1/10/20
 Time: 8:39:0

Employee Name	Employee ID	PER3E PER3S SUTA	FUTA PER5E PERS4	MC PER6E PERS5	MC1 PER9E PERS6	PER1E PERCP PERS8	PER2D PERS PERS9	PER2E PERS1 SS	PER2M PERS2 SS1
Grand Total:	Employee Count: 56	0.00	0.00	1,742.18	398.82	0.00	1,512.53	0.00	1,080.84
		1,359.53	114.21	0.00	0.00	0.00	0.00	0.00	2,486.47
		2,688.04	0.00	0.00	2,316.72	2,495.55	0.00	6,961.13	1,941.33
		0.00							

Attachment: Payroll Registers Dec 13, 2019; Dec 27, 2019; and Jan 10, 2020. (Payroll Register(s) of Dec 13, 2019)

EARNINGS REPORT

Emp. Code Desc.: All Employer Codes
 From 12/27/2019 to 12/27/20
 City of Arvin

Date: 1/10/20
 Time: 8:35:00

Employee Name	Employee ID	15X ADMLV DEGRE JURY PERE SCKCO TRAIN VACCO	1X ADPAY DIFFL LONG PERS SEVR TUPGR VACTO	1XFTO ALLOW FH MILIT PHALW SHOEA UACL WRKCO	25X BERV FTO MISC POST SICK UAPEP TTD	2X BNFT1 HLPER PBD PTO SRO UNADV	3X COMP HOL PBD3 REG SSWEP URCL	ADJ CTO HP1X PBDCO RETOT STDBY URPEP	ADLCO CTYWK INSUR PDADL RETRO STLMT VAC	
Grand Total:	Employee Count: 56	0.00	9,835.41	0.00	0.00	304.67	0.00	0.00	0.00	
		0.00	0.00	200.00	0.00	931.82	0.00	699.12	0.00	126,3
		293.02	176.40	510.52	121.15	0.00	0.00	0.00	1,744.16	7
		0.00	2,372.26	0.00	0.00	596.40	202.89	0.00	0.00	
		0.00	0.00	300.00	608.35	0.00	95,969.47	582.27	1,332.71	
		0.00	0.00	0.00	3,420.26	0.00	766.08	0.00	0.00	
		0.00	222.48	0.00	0.00	90.78	0.00	0.00	2,011.21	
		0.00	0.00	1,208.74	1,856.00					

COST REPORT

Emp. Code Desc.: All Employer Codes
 From 12/27/2019 to 12/27/20
 City of Arvin

Date: 1/10/20
 Time: 8:39:40

Employee Name	Employee ID	PER3E PER33 SUTA	FUTA PER5E PERS4	MC PER6E PERS5	MC1 PER9E PERS6	PER1E PERCP PERS8	PER2D PERS PERS9	PER2E PERS1 SS	PER2M PERS2 SS1	
Grand Total:	Employee Count: 56	0.00	0.00	1,620.08	253.03	0.00	1,432.93	0.00	1,023.28	
		979.70	115.44	0.00	0.00	0.00	0.00	0.00	2,470.81	22,1
		1,953.34	0.00	0.00	2,283.62	2,160.03	0.00	6,437.78	1,317.66	70
		0.00								

Attachment: Payroll Registers Dec 13, 2019; Dec 27, 2019; and Jan 10, 2020. (Payroll Register(s) of Dec

EARNINGS REPORT

5.B.a

Emp. Code Desc.: All Employer Codes
 From 01/10/2020 to 01/10/20
 City of Arvin

Date: 1/10/2020
 Time: 8:35:5

Employee Name	Employee ID	15X	1X	1XFTO	25X	2X	3X	ADJ	ADLCO	
		ADMLV	ADPAY	ALLOW	BERV	BNFT1	COMP	CTO	CTYWK	
		DEGRE	DIFFL	FH	FTO	HLPER	HOL	HP1X	INSUR	
		JURY	LONG	MILIT	MISC	PBD	PBD3	PBDCO	PDADL	
		PERE	PERS	PHALW	POST	PTO	REG	RETOT	RETRO	
		SCKCO	SEVR	SHOEA	SICK	SRO	SSWEP	STDBY	STLMT	
		TRAIN	TUPGR	UACL	UAPEP	UNADV	URCL	URPEP	VAC	
		VACCO	VACTO	WRKCO	TTD					
Grand Total:	Employee Count: 56	0.00	5,289.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		0.00	0.00	200.00	0.00	969.25	0.00	2,478.40	0.00	148,4
		325.78	176.40	324.68	350.81	0.00	24,338.38	17,716.83	1,869.16	5
		0.00	2,323.53	0.00	0.00	581.87	0.00	0.00	0.00	
		0.00	0.00	300.00	566.57	0.00	78,480.72	0.00	0.00	
		0.00	0.00	0.00	2,073.53	0.00	936.32	0.00	0.00	
		0.00	216.46	0.00	0.00	90.78	0.00	0.00	5,914.29	
		0.00	0.00	1,081.06	1,856.00					

COST REPORT

Emp. Code Desc.: All Employer Codes
 From 01/10/2020 to 01/10/20
 City of Arvin

Date: 1/10/20
 Time: 8:40:0

Employee Name	Employee ID	FUTA	MC	MC1	PER1E	PER2D	PER2E	PER2M		
		PER3E	PER5E	PER6E	PER9E	PERCP	PERS	PERS1	PERS2	
		PERS3	PERS4	PERS5	PERS6	PERS8	PERS9	SS	SS1	
		SUTA								
Grand Total:	Employee Count: 56	0.00	0.00	1,924.76	290.46	0.00	1,432.93	0.00	1,023.28	0
		1,461.59	119.59	0.00	0.00	0.00	0.00	0.00	2,638.46	27,5
		2,885.44	0.00	0.00	2,395.13	3,826.35	0.00	8,113.48	1,477.75	2
		0.00								

Attachment: Payroll Registers Dec 13, 2019; Dec 27, 2019; and Jan 10, 2020. (Payroll Register(s) of Dec

SPECIAL MEETING MINUTES

ARVIN CITY COUNCIL / SUCCESSOR AGENCY TO THE ARVIN COMMUNITY REDEVELOPMENT AGENCY / ARVIN HOUSING AUTHORITY / ARVIN PUBLIC FINANCING AUTHORITY

DECEMBER 09, 2019

CALL TO ORDER @ 5:05PM

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL: All present. CM Trujillo arrived late prior to Agenda Item No. 1. Mayor Gurrola left the meeting at conclusion of all Closed Session Items 2A – 2D.

1. Approval of Agenda as To Form.

Motion to approve agenda with removal of Consent Agenda Item 4J.

Motion MPT Robles Second Mayor Gurrola Vote 5-0

2. CLOSED SESSION ITEM(S)

- A. CONFERENCE WITH LABOR NEGOTIATORS** (Pursuant to Government Code, § 54957.6):
City Negotiator: Jerry Breckinridge, City Manager and Pawan Gill, Director of Administrative Services
Employee Organizations: Arvin Police Officers Association (APOA) and Central California Association of Public Employees SEIU Local 521.
- B. CONFERENCE WITH LEGAL COUNSEL – Anticipated Litigation**
Initiation of litigation pursuant to Government Code Section 54956.9(d)(4)
One case (City of Arvin v. Clean Fuel Connection, Inc.)
- C. CONFERENCE WITH LEGAL COUNSEL- Anticipated Litigation**
Initiation of litigation pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9 of the California Government Code
One Potential Case
- D. PUBLIC EMPLOYEE PERFORMANCE EVALUATION** (Pursuant to Government Code § 54957(b)(1)
Position: City Manager

CLOSED SESSION REPORT BY CITY ATTORNEY.

No reportable action.

3. PUBLIC COMMENTS

(This is the opportunity for the public to address the City Council on any matter on the agenda or any item of interest to the public that is within the subject matter jurisdiction of the City Council.)

4. CONSENT AGENDA ITEM(S)

- A. Approval of Demand Register(s) of November 08, 2019 – December 05, 2019.
- B. Approval of Payroll Register(s) of November 15, 2019 and November 29, 2019.
- C. Approval of the Minutes of the Regular Meeting(s) of November 12, 2019.
- D. Approval of A Resolution of the City Council of the City of Arvin Approving Budget Amendment Number 1920-01 in the Amount of \$92,578 and Authorizing Payment to Kern County Fire Services for Same.

Resolution No. 2019-91

- E. Approval of A Resolution of the City Council of the City of Arvin Approving Budget Amendment Number 1920-02 in the Amount of (\$170,236.00) of TDA Revenue and Transfer of \$170,794 of Expenses from TDA Fund 400 to the General Fund.

Resolution No. 2019-92

- F. Approval of A Resolution of the City Council of the City of Arvin Authorizing the City Manager to Apply for Mills-Alquist-Deddeh (TDA) Act Funds.

Resolution No. 2019-93

- G. Authorization to Cancel the Regular City Council Meeting of December 10, 2019.
- H. Approval of A Resolution of the City Council of the City of Arvin for the Approval and Recordation of Grant Deed for Lot 54 of Tract 6677.

Resolution No. 2019-94

- I. Approval of A Resolution of the City Council of the City of Arvin for the Cancellation of Active Transportation Program Projects for Haven Drive and Franklin Street.

Resolution No. 2019-95

- J. Approval of A Resolution of the City Council of the City of Arvin Electing to be Subject to the Public Employees' Medical and Hospital Care Act at an Unequal Amount for Employees and Annuitants.

Above Consent Agenda Item 4J was removed from the agenda.

Staff recommends approval of the Consent Agenda.

Consent Agenda Item 4J was removed from the agenda.

Motion to approve Consent Agenda Items 4A – 4I.

Motion CM Trujillo

Second CM Franetovich

Vote 4-0

5. PRESENTATION(S)

- A. Swearing in of New Police Officer, James Dixon
Cecilia Vela, City Clerk

- B. Kern County Rural Alternative Transportation Plan
Jeanette Flores, VMA Communications / Kern Council of Governments
Outreach Team

6. STAFF REPORTS

- C. Monthly Financial Report – November 2019 (Finance Director)

7. COUNCIL MEMBER COMMENTS**8. ADJOURNED @ 6:00 PM**

Respectfully Submitted,

Cecilia Vela, City Clerk

DRAFT

SPECIAL MEETING MINUTES

ARVIN CITY COUNCIL / SUCCESSOR AGENCY TO THE ARVIN COMMUNITY REDEVELOPMENT AGENCY / ARVIN HOUSING AUTHORITY / ARVIN PUBLIC FINANCING AUTHORITY

DECEMBER 19, 2019

CALL TO ORDER @ 2:36PM

PLEDGE OF ALLEGIANCE

INVOCATION

ROLL CALL: CM Martinez and CM Franetovich absent; All others present.

1. Approval of Agenda as To Form.

Motion to approve Agenda.

Motion Mayor Gurrola Second MPT Robles Vote 3-0

2. PUBLIC COMMENTS

(This is the opportunity for the public to address the City Council on any matter on the agenda or any item of interest to the public that is within the subject matter jurisdiction of the City Council.)

NONE

3. SUCCESSOR AGENCY ITEM(S)

A. Approval of A Resolution of the Board of Directors of the Successor Agency to the Dissolved Arvin Community Redevelopment Agency, Approving and Adopting A Recognized Obligation Payment Schedule Covering the Period of July 1, 2020 Through June 30, 2021, Pursuant to Health and Safety Code Section 34177(r) and (m). (Finance Director)

Staff recommends approval of the Resolution.

Motion to approve the Resolution.

Motion MPT Robles Second Mayor Gurrola Vote 3-0

Resolution No. 2019-96

4. CLOSED SESSION ITEM(S)

A. Conference with Legal Counsel: Liability Claims (Pursuant to Cal. Govt. Code § 54956.9(d)(2) and Cal. Govt. Code § 54956.95)

Claimant: In re: claim of the minor claimants (J.G., A.G., A.P. and L.P.), minors, and Alexander Heard - AIMS File No. FR98890; RMA Claim Nos. 19038-19042

Against: City of Arvin

CLOSED SESSION REPORT BY MAYOR GURROLA:

The City Attorney participated in closed session via phone call. The City is accepting late claims received from the minor claimants J.G., A.G., A.P. and L.P.; and rejecting all other claims.

5. ADJOURED @ 2:56 PM

Respectfully Submitted,

Cecilia Vela, City Clerk

DRAFT



CITY OF ARVIN
Staff Report

Meeting Date: January 14, 2020

TO: City Council

FROM: Adam Ojeda, City Engineer
Jerry Breckinridge, City Manager

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN FOR THE APPROVAL OF AMENDMENT NO. 1 FOR CALTRANS CO-OP AGREEMENT 06-1516

BACKGROUND:

The City of Arvin entered into agreement number 06-1516 with Caltrans on March 2, 2012 for the construction and maintenance of pedestrian and landscaping improvements along State Route 223 (also known as Bear Mountain Boulevard) between post miles 19.8 and 22.2 in the City of Arvin. These limits generally are between Rancho Road and Towerline Road. Since the execution of the agreement, the City and a consulting engineer developed a plan, specification, and estimate (PS&E) package that was then issued to contractors to be bid on. Considering the project budget, the limits of the project were reduced to generally between A Street and Derby Street; a portion of the central business district of the City. The entire project was constructed in 2013.

Because the limits of the project were substantially less than the limits of the original agreement, Caltrans desires to amend the referenced post mile limits to be between 20.91 and 21.16 corresponding to the stretch of CA-223 between A Street and Derby Street. The attached amendment has been approved by Caltrans and City Staff.

FINANCIAL IMPACT:

No impact. No additional work is necessary for the execution of this project.

RECOMMENDATION:

Staff recommends the approval of a resolution to execute the attached amendment to agreement 06-1516.

RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN FOR THE APPROVAL OF AMENDMENT NO. 1 FOR CALTRANS CO- OP AGREEMENT 06-1516

WHEREAS, the City of Arvin entered into agreement number 06-1516 with Caltrans on March 2, 2012 for the construction and maintenance of pedestrian and landscaping improvements along State Route 223 (also known as Bear Mountain Boulevard) between post miles 19.8 and 22.2 in the City of Arvin; and

WHEREAS, the improvements were generally between Rancho Road and Towerline Road; and

WHEREAS, since the execution of the agreement, the City and a consulting engineer developed a plan, specification, and estimate (PS&E) package that was then issued to contractors to be bid on; and

WHEREAS, due to the project budget, the limits of the project were reduced to generally between A Street and Derby Street; a portion of the central business district of the City; and

WHEREAS, the entire project was constructed in 2013; and

WHEREAS, as the limits of the project were substantially less than the limits set forth in the original agreement, Caltrans desires to amend the agreement to reflect the post mile limits to be between 20.91 and 21.16 corresponding to the stretch of CA-223 between A Street and Derby Street.

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

Section 1: The foregoing recitals are true and correct.

Section 2: Amendment No. 1 to Agreement 06-1516 conforming to the construction and maintenance of CA 223 between A Street and Derby Street is hereby approved.

Section 3: The City Manager to execute the amendment and other documents as necessary.

Section 4: This Resolution will take effect immediately.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a Regular Meeting thereof held on the 14th day of January, 2020 by the following vote:

ATTEST

CECILIA VELA, City Clerk

CITY OF ARVIN

By: _____
JOSE GURROLA, Mayor

APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

I, _____, City Clerk of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

06-KER-223-19.8/21.2
 EA: 0P660
 Project ID: 0612000199
 Agreement.: 06-1516 A-1

AMENDMENT NO. 1 TO AGREEMENT 06-1516

This Amendment No. 1 (AMENDMENT) to Agreement 06-1516 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Arvin, a body politic and municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

RECITALS

1. CALTRANS and CITY, collectively referred to as PARTIES, entered into AGREEMENT on March 2, 2012, defining the terms and conditions for construction of pedestrian and landscape improvements to SR 223 between PM 19.8/22.2 in the city of Arvin referred to as PROJECT.
2. The AGREEMENT established post miles of proposed construction work on SR 223 were between 19.8/22.2.
3. PARTIES now seek to amend the post miles of actual completed construction work on SR 223 from 19.8/22.2 to 20.91/21.16.

IT IS THEREFORE MUTUALLY AGREED:

1. Article 2 in the AGREEMENT is replaced in its entirety to read as follows:

For purpose of this agreement, construction of pedestrian and landscape improvements to SR 223 between PM 20.911/21.165 in the City of Arvin referred to as PROJECT.

2. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
3. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

06-KER-223-19.8/21.2
EA: 0P660
Project ID: 0612000199
Agreement.: 06-1516 A-1

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this AMENDMENT.
3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

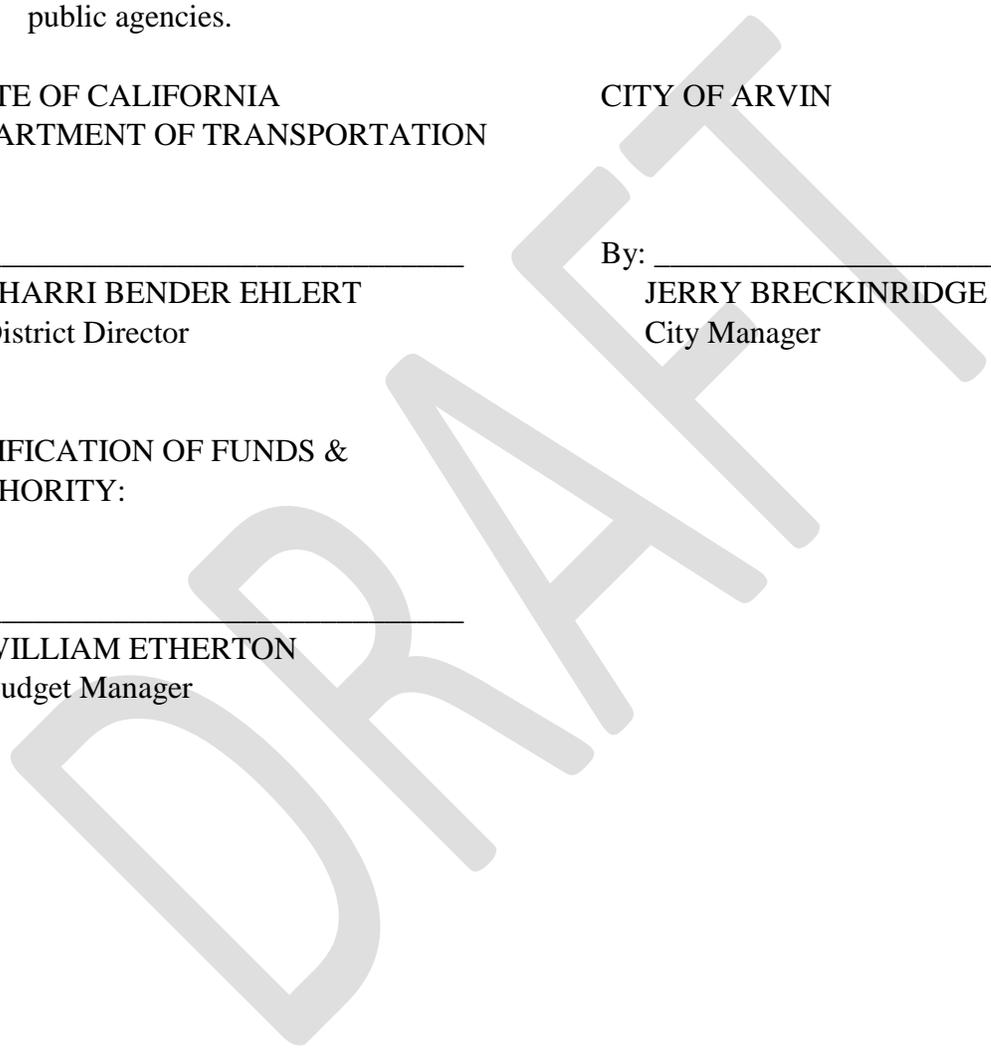
CITY OF ARVIN

By: _____
SHARRI BENDER EHLERT
District Director

By: _____
JERRY BRECKINRIDGE
City Manager

VERIFICATION OF FUNDS &
AUTHORITY:

By: _____
WILLIAM ETHELTON
Budget Manager



06-KER - KERN-223-19.8/21.2
 EA: 0P660
 Federal Funds
 District Agreement 06-1516

CITY OF ARVIN
 CITY CLERK'S OFFICE
 AGMT NO 2012-04

COOPERATIVE AGREEMENT

This agreement, effective on Mar 2, 2012, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Arvin, a body politic and municipal corporation or chartered city of the State of California, referred to as CITY.

For the purpose of this agreement, the term PARTNERS collectively refers to CALTRANS and CITY (all signatory parties to this agreement). The term PARTNER refers to any one of those signatory parties individually.

RECITALS

1. California Streets and Highways Code sections 114 and 130 authorize PARTNERS to enter into a cooperative agreement for performance of work within the State Highway System (SHS) right of way.
2. This agreement outlines the terms and conditions of cooperation between PARTNERS to complete construction for pedestrian and landscape improvements to State Route (SR) 223 between PM 19.8/22.2 in the City of Arvin.

For the purpose of this agreement, construction of pedestrian and landscape improvements to SR 223 between PM 19.8/22.2 will be referred to as PROJECT. All responsibilities assigned in this agreement to complete construction will be referred to as OBLIGATIONS.

3. There are no prior PROJECT-related cooperative agreements.
4. Prior to this agreement, CITY developed the Project Report.
5. CALTRANS prepared the environmental documentation for PROJECT. CITY completed the PS&E and Right of Way.
6. The estimated date for OBLIGATION COMPLETION is July 31, 2013.
7. In this agreement capitalized words represent defined terms and acronyms. The Definitions section contains a complete definition for each capitalized term.
8. From this point forward, PARTNERS define in this agreement the terms and conditions under which they will accomplish OBLIGATIONS.

RESPONSIBILITIES

9. CITY is SPONSOR for 100% of PROJECT.
10. CALTRANS will provide IQA for the portions of WORK within existing and proposed SHS right of way. CALTRANS retains the right to reject noncompliant WORK, protect public safety, preserve property rights, and ensure that all WORK is in the best interest of the SHS.
11. CITY may provide IQA for the portions of WORK outside existing and proposed SHS right of way.
12. CITY is the only FUNDING PARTNER for this agreement. CITY's funding commitment is defined in the FUNDING SUMMARY.
13. CALTRANS is the CEQA lead agency for PROJECT.
14. CALTRANS is the NEPA lead agency for PROJECT.
15. CITY is IMPLEMENTING AGENCY for CONSTRUCTION.

SCOPE

Scope: General

16. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.
17. IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN.
18. Any PARTNER may, at its own expense, have representatives observe any OBLIGATIONS performed by another PARTNER. Observation does not constitute authority over those OBLIGATIONS.
19. Each PARTNER will ensure that all of its personnel participating in OBLIGATIONS are appropriately qualified, and if necessary licensed, to perform the tasks assigned to them.
20. PARTNERS will invite each other to participate in the selection and retention of any consultants who participate in OBLIGATIONS.

21. If WORK is done under contract (not completed by a PARTNER's own employees) and is governed by the California Labor Code's definition of "public works" (section 1720(a)(a)), that PARTNER will conform to sections 1720 – 1815 of the California Labor Code and all applicable regulations and coverage determinations issued by the Director of Industrial Relations.
22. IMPLEMENTING AGENCY for each PROJECT COMPONENT included in this agreement will be available to help resolve problems generated by that component for the entire duration of PROJECT.
23. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right of way.

Contractors and/or agents, and utility owners will not perform WORK without an encroachment permit issued in their name.

24. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
25. PARTNERS will hold all administrative draft and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT in confidence to the extent permitted by law. Where applicable, the provisions of California Government Code section 6254.5(e) will govern the disclosure of such documents in the event that PARTNERS share said documents with each other.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

26. If any PARTNER receives a public records request, pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public records. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.
27. If HM-1 or HM-2 is found during a PROJECT COMPONENT, IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.
28. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.

29. CITY, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. CITY will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
30. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
31. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
32. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this agreement.
33. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with only a final report for OBLIGATIONS completed in that component.
34. Upon OBLIGATION COMPLETION, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right of way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right of way.
35. IMPLEMENTING AGENCY for a PROJECT COMPONENT will accept, reject, compromise, settle, or litigate claims of any non-agreement parties hired to do WORK in that component.
36. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this agreement in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on claim.
37. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs, and provide billing and payment support.
38. PARTNERS will comply with the appropriate federal cost principles and administrative requirements outlined in the Applicable Cost Principles and Administrative Requirements table below. These principles and requirements apply to all funding types included in this agreement.

39. PARTNERS will ensure that any party hired to participate in OBLIGATIONS will comply with the appropriate federal cost principles and administrative requirements outlined in the Applicable Cost Principles and Administrative Requirements table below.

Applicable Cost Principles and Administration Requirements		
The federal cost principles and administrative requirements associated with each organization type apply to that organization.		
Organization Type	Cost Principles	Administrative Requirements
Federal Governments	2 CFR Part 225	OMB A-102
State and Local Government	2 CFR, Part 225	49 CFR, Part 18
Educational Institutions	2 CFR, Part 220	2 CFR, Part 215
Non-Profit Organizations	2 CFR, Part 230	2 CFR, Part 215
For Profit Organizations	48 CFR, Chapter 1, Part 31	49 CFR, Part 18
CFR (Code of Federal Regulations)		
OMB (Office of Management and Budget)		
Related URLs:		
• Various OMB Circular:	http://www.whitehouse.gov/omb/grants_circulars	
• Code of Federal Regulations:	http://www.gpoaccess.gov/CFR	

40. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this agreement.
41. PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.
42. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA, and CITY will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within 30 calendar days of receipt.

Upon completion of the final audit, PARTNERS have 30 days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to dispute resolution. Any costs arising out of the dispute resolution process will be paid within 30 calendar days of the final audit or dispute resolution findings.

43. PARTNERS will undergo an annual audit in accordance with the Single Audit Act of OMB Circular A-133.
44. Any PARTNER that hires another party to participate in OBLIGATIONS will conduct a pre-award audit of that party in accordance with the *Local Assistance Procedures Manual*.
45. PARTNERS will not incur costs beyond the funding commitments in this agreement. If IMPLEMENTING AGENCY anticipates that funding for WORK will be insufficient to complete WORK, IMPLEMENTING AGENCY will promptly notify SPONSOR.

IMPLEMENTING AGENCY has no obligation to perform WORK if funds to perform WORK are unavailable.

46. If WORK stops for any reason, IMPLEMENTING AGENCY will place all facilities impacted by WORK in a safe and operable condition acceptable to CALTRANS.
47. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this agreement, in order to keep PROJECT in environmental compliance until WORK resumes.
48. Each PARTNER accepts responsibility to complete the activities that it selected on the SCOPE SUMMARY. Activities marked with "N/A" on the SCOPE SUMMARY are not included in the scope of this agreement.

Scope: Environmental Permits, Approvals and Agreements

49. PARTNERS anticipate that environmental permits, approvals, and applicable agreements are not needed for PROJECT. In the event that environmental permits, approvals, and applicable agreements are needed for PROJECT, PARTNERS will amend this agreement to include completion of those environmental permits, approvals, and applicable agreements.

Environmental Permits						
Permit	Coordinate	Prepare	Obtain	Implement	Renew	Amend
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Scope: CONSTRUCTION

50. CITY will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code.

CITY will not advertise the construction contract until CALTRANS completes or accepts the final plans, specifications, and estimate package; CALTRANS approves the Right of Way Certification; and SPONSOR verifies full funding of CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL.

By accepting responsibility to advertise and award the construction contract, CITY also accepts responsibility to administer the construction contract.

51. CITY will provide a RESIDENT ENGINEER and construction support staff that are independent of the design engineering company and construction contractor.
52. CITY will provide a landscape architect.
53. IMPLEMENTING AGENCY will implement changes to the construction contract through contract change orders (CCOs). PARTNERS will review and concur on all CCOs over \$5,000.
- CALTRANS must approve all CCOs affecting public safety or the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS Construction Manual prior to implementing the CCO.
54. IMPLEMENTING AGENCY will use a CALTRANS-approved construction contract claims process, will administer all claims through said process, and will be available to provide advice and technical input in any claims process.
55. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, all PARTNERS must be involved in determining how to proceed. If PARTNERS do not agree in writing on a course of action within 15 working days, the IMPLEMENTING AGENCY shall not award the construction contract.
56. CITY will require the construction contractor to furnish payment and performance bonds naming CITY as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS specifications.
57. CITY will prepare a Quality Management Plan (QMP) for WBS activity 5.270.35.20 (Source Inspection), and will submit it to CALTRANS for review and approval.

- After CITY submits the proper permit application and CALTRANS approves the QMP, CALTRANS will issue the encroachment permit(s) for the construction contract.
58. As IMPLEMENTING AGENCY for CONSTRUCTION, CITY is responsible for maintenance within PROJECT limits as part of the construction contract.
 59. PARTNERS will execute a separate maintenance agreement prior to OBLIGATION COMPLETION.

COST

Cost: General

60. The cost of any awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS COST.
61. CALTRANS, independent of PROJECT, will pay all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right of way.
62. CITY, independent of PROJECT, will pay, or cause to be paid, all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within PROJECT limits and outside of the existing SHS right of way.
63. HM MANAGEMENT ACTIVITIES costs related to HM-2 are CONSTRUCTION SUPPORT and CONSTRUCTION CAPITAL costs.
64. The cost to comply with and implement the commitments set forth in the environmental documentation is an OBLIGATIONS COST.
65. The cost to ensure that PROJECT remains in environmental compliance is an OBLIGATIONS COST.
66. The cost of any legal challenges to the CEQA or NEPA environmental process or documentation is an OBLIGATIONS COST.
67. Independent of OBLIGATIONS COST, CALTRANS will fund the cost of its own IQA for WORK done within existing or proposed future SHS right of way.
68. Independent of OBLIGATIONS COST, CITY will fund the cost of its own IQA for WORK done outside existing or proposed future SHS right of way.

69. CALTRANS will provide encroachment permits to PARTNERS, their contractors, consultants and agents, at no cost.
70. Fines, interest, or penalties levied against a PARTNER will be paid, independent of OBLIGATIONS cost, by the PARTNER whose actions or lack of action caused the levy. That PARTNER will indemnify and defend each other PARTNER.
71. CALTRANS will administer all federal subvention funds identified on the FUNDING SUMMARY.
72. Travel, per diem, and third-party contract reimbursements are an OBLIGATIONS COST only after those hired by PARTNERS to participate in OBLIGATIONS incur and pay those costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this agreement.

If CITY invoices for rates in excess of DPA rates, CITY will fund the cost difference and reimburse CALTRANS for any overpayment.

73. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds are subject to the current Program Functional Rate. Local funds are subject to the current Program Functional Rate and the current Administration Rate. Caltrans periodically adjusts the Program Functional Rate and the Administration Rate.
74. If CALTRANS reimburses CITY for any costs later determined to be unallowable, CITY will reimburse those funds.
75. The cost to place PROJECT right of way in a safe and operable condition and meet all environmental commitments is an OBLIGATIONS cost.
76. Because IMPLEMENTING AGENCY is responsible for managing the scope, cost, and schedule of a project component, if there are insufficient funds available in this agreement to place the right of way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY accepts responsibility to fund these activities until such time as PARTNERS amend this agreement.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

77. If there are insufficient funds in this agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each

PARTNER implementing commitments or conditions accepts responsibility to fund these activities, as they apply to each PARTNER's responsibilities, until such time are PARTNERS amend this agreement.

Each PARTNER may request reimbursement for these costs during the amendment process.

78. PARTNERS will pay invoices within 30 calendar days of receipt of invoice.

Cost: Environmental Permits, Approvals and Agreements

79. The cost of coordinating, obtaining, complying with, implementing, and if necessary renewing and amending resource agency permits, agreements, and/or approvals is an OBLIGATIONS COST.

Cost: CONSTRUCTION Support

80. The cost to maintain the SHS within PROJECT limits is an OBLIGATIONS COST until PARTNERS execute a separate maintenance agreement.
81. Each PARTNER listed below may submit invoices for CONSTRUCTION Support:
- CITY may invoice CALTRANS

PARTNERS will exchange funds of actual costs.

CITY will invoice CALTRANS on a reimbursement basis. CITY may submit invoices on a monthly basis.

After PARTNERS agree that all WORK for construction support is complete, CITY will submit a final accounting for all OBLIGATIONS COSTs for construction support. Based on the final accounting, CITY will invoice or refund as necessary in order to satisfy the financial commitments of this agreement.

Cost: CONSTRUCTION Capital

82. Each PARTNER listed below may submit invoices for CONSTRUCTION Capital:
- CITY may invoice CALTRANS

PARTNERS will exchange funds of actual costs.

CITY will invoice CALTRANS on a reimbursement basis. CITY may submit invoices on a monthly basis.

After PARTNERS agree that all WORK for construction is complete, CITY will submit a final accounting for all OBLIGATIONS COSTs for construction. Based on the final accounting, CITY will invoice as necessary in order to satisfy the financial commitments of this agreement.

SCHEDULE

83. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

GENERAL CONDITIONS

84. PARTNERS understand that this agreement is in accordance with and governed by the Constitution and laws of the State of California. This agreement will be enforceable in the State of California. Any PARTNER initiating legal action arising from this agreement will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this agreement resides, or in the Superior Court of the county in which PROJECT is physically located.
85. All OBLIGATIONS of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
86. Any PARTNER performing IQA does so for its own benefit. No one can assign liability to that PARTNER due to its IQA activities.
87. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this agreement.

It is understood and agreed that CALTRANS will fully defend, indemnify, and save harmless CITY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this agreement.

88. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CITY under this agreement.

It is understood and agreed that CITY will fully defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under this agreement.

89. PARTNERS do not intend this agreement to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this agreement. PARTNERS do not intend this agreement to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
90. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this agreement.
91. PARTNERS will not interpret any ambiguity contained in this agreement against each other. PARTNERS waive the provisions of California Civil Code section 1654.
92. A waiver of a PARTNER's performance under this agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of this agreement does not constitute an amendment to or negate all other articles or sections of this agreement.
93. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
94. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within 30 calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
95. PARTNERS will first attempt to resolve agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of CITY will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this agreement. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or 45 calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this agreement resides. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this agreement or to enforce the provisions of this article including equitable relief.

96. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
97. If any provisions in this agreement are deemed to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other agreement provisions invalid, inoperative, or unenforceable, and PARTNERS will automatically sever those provisions from this agreement.
98. PARTNERS intend this agreement to be their final expression and supersede any oral understanding or writings pertaining to OBLIGATIONS.
99. If during performance of WORK additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this agreement to include completion of those additional tasks.
100. PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.
101. This agreement will terminate upon OBLIGATION COMPLETION or an amendment to terminate this agreement, whichever occurs first.

However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, and ownership articles will remain in effect until terminated or modified in writing by mutual agreement.

102. The following documents are attached to, and made an express part of this agreement: SCOPE SUMMARY, FUNDING SUMMARY.

DEFINITIONS

CALTRANS – The California Department of Transportation

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

CEQA (California Environmental Quality Act) – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

CFR (Code of Federal Regulations) – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government.

CONSTRUCTION CAPITAL – See PROJECT COMPONENT.

CONSTRUCTION SUPPORT – See PROJECT COMPONENT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this agreement and in all amendments to this agreement.

COST – The responsibility for cost responsibilities in this agreement can take one of three assignments:

- **OBLIGATIONS COST** – A cost associated with fulfilling OBLIGATIONS that will be funded as part of this agreement. The responsibility is defined by the funding commitments in this agreement.
- **PROJECT COST** – A cost associated with PROJECT that can be funded outside of OBLIGATIONS. A PROJECT COST may not necessarily be part of this agreement. This responsibility is defined by the PARTNERS' funding commitments at the time the cost is incurred.
- **PARTNER cost** – A cost that is the responsibility of a specific PARTNER, independent of PROJECT.

FHWA – Federal Highway Administration

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at www.fhwa.dot.gov/topics.htm.

FUNDING PARTNER – A PARTNER that commits a defined dollar amount to fulfill OBLIGATIONS. Each FUNDING PARTNER accepts responsibility to provide the funds identified on the FUNDING SUMMARY under its name.

FUNDING SUMMARY – The table that designates an agreement's funding sources, types of funds, and the PROJECT COMPONENT in which the funds are to be spent. Funds listed on the FUNDING SUMMARY are "not-to-exceed" amounts for each FUNDING PARTNER.

GAAP (Generally Accepted Accounting Principles) – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

IQA (Independent Quality Assurance) – Ensuring that IMPLEMENTING AGENCY's quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan (QMP). IQA does not include any work necessary to actually develop or deliver WORK or any validation by verifying or rechecking work performed by another partner.

NEPA (National Environmental Policy Act of 1969) – The federal act that establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

OBLIGATION COMPLETION – PARTNERS have fulfilled all OBLIGATIONS included in this agreement, and all amendments to this agreement, and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

OBLIGATIONS – All responsibilities included in this agreement.

OBLIGATIONS COST – See COST.

OMB (Office of Management and Budget) – The federal office that oversees preparation of the federal budget and supervises its administration in Executive Branch agencies.

PARTNER – Any individual signatory party to this agreement.

PARTNERS – The term that collectively references all of the signatory agencies to this agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other partners.

PROJECT – The undertaking to pedestrian and landscape improvements to State Route SR 223 between PM 19.8/22.2.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The activities required to deliver the project initiation document for PROJECT.
- **PA&ED (Project Approval and Environmental Document)** – The activities required to deliver the project approval and environmental documentation for PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** – The activities required to deliver the plans, specifications, and estimate for PROJECT.
- **R/W (Right of Way) SUPPORT** – The activities required to obtain all property interests for PROJECT.
- **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for PROJECT.
- **CONSTRUCTION SUPPORT** – The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL** – The funds for the construction contract.

PROJECT COST – See COST.

PROJECT MANAGEMENT PLAN – A group of documents used to guide a project's execution and control throughout that project's lifecycle.

PS&E (Plans, Specifications, and Estimate) – See PROJECT COMPONENT.

QMP (Quality Management Plan) – An integral part of the Project Management Plan that describes IMPLEMENTING AGENCY's quality policy and how it will be used.

RESIDENT ENGINEER – A civil engineer licensed in the State of California who is responsible for construction contract administration activities. Said engineer must be independent of the design engineering company and the construction contractor.

R/W (Right of Way) CAPITAL – See PROJECT COMPONENT.

R/W (Right of Way) SUPPORT – See PROJECT COMPONENT.

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SCOPE SUMMARY – The attachment in which each PARTNER designates its commitment to specific scope activities within each PROJECT COMPONENT as outlined by the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

SHS (State Highway System) – All highways, right of way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

SPONSOR – Any PARTNER that accepts the responsibility to establish scope of PROJECT and the obligation to secure financial resources to fund PROJECT. SPONSOR is responsible for

adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT scope. If a PROJECT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

SFM (State Furnished Material) – Any materials or equipment supplied by CALTRANS.

WORK – All scope activities included in this agreement.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Victor Shaw, Project Manager
2015 East Shields, Suite 100
Fresno, California 93726
Office Phone: 559 243-3441
Fax Number: 559 243-3426
Email: victor_shaw@dot.ca.gov

The primary agreement contact person for CITY is:

Tim Chapa, City Manager
200 Campus Drive
Arvin, California 93203
Office Phone: (661) 854-3134

SIGNATURES

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

APPROVED

By: Sharri Bender-Ehlert
Sharri Bender-Ehlert
District 6 Director

Date: 3/2/2012

CERTIFIED AS TO FUNDS:

By: Bill Etherton
for Bill Etherton
Budget Manager

Date: _____

CITY OF ARVIN

APPROVED

By: Tim Tarver
Tim Tarver
Mayor

Date: 02/13/12

By: _____
Placeholder
Placeholder

Date: N/A

APPROVED AS TO FORM AND PROCEDURE

By: Rachel Richman
Rachel Richman
City Attorney

Date: 02/27/12

Attachment: 06-1516 EA 06-0P660 Prj 0612000199 executed 3-2-12-reduced (Caltrans Co-op Agreement 06-1516 Amendment No. 1)

SCOPE SUMMARY

4	5	6	7	8	Description	CALTRANS	CITY	N/A
3	235				Mitigate Environmental Impacts and Clean Up Hazardous Waste	X	X	
		05			Environmental Mitigation		X	
		10			Detailed Site Investigation for Hazardous Waste		X	
		15			Hazardous Waste Management Plan		X	
		20			Hazardous Waste Plans, Specifications, and Estimates		X	
		25			Hazardous Waste Clean-Up		X	
		30			Hazardous Substances Disclosure Document (HSDD)		X	
		35			Long Term Mitigation Monitoring		X	
		40			Updated Environmental Commitments Record		X	
		45			NEPA Delegation	X		
3	260				Contract Bid Documents Ready to List		X	
3	265				Awarded and Approved Construction Contract		X	
5	270				Construction Engineering and General Contract Administration		X	
		10			Construction Staking Package and Control		X	
		15			Construction Stakes		X	
		20			Construction Engineering Work		X	
		25			Construction Contract Administration Work		X	
		05			Secured Lease for Resident Engineer Office Space or Trailer		X	
		10			Set Up Construction Project Files		X	
		15			Pre-Construction Meeting		X	
		20			Progress Pay Estimates		X	
		25			Weekly Statement of Working Days		X	
		30			Construction Project Files and General Field Office Clerical Work		X	
		35			Labor Compliance Activities		X	
		40			Approved Subcontractor Substitutions		X	
		45			Coordination		X	
		50			Civil Rights Contract Compliance		X	
		99			Other Construction Contract Administration Products		X	
		30			Contract Item Work Inspection		X	
		35			Construction Material Sampling and Testing		X	
		40			Safety and Maintenance Reviews		X	
		45			Relief From Maintenance Process		X	
		55			Final Inspection and Acceptance Recommendation		X	
		60			Plant Establishment Administration		X	
		65			Transportation Management Plan Implementation During Construction		X	

		80		Long-Term Environmental Mitigation/Mitigation Monitoring During Construction Contract		X	
		99		Other Construction Engineering and General Contract Administration		X	
5	275			Construction Engineering and General Contract Administration of Structures Work		X	
5	285			Contract Change Order Administration		X	
5	290			Resolve Contract Claims		X	
5	295			Accept Contract, Prepare Final Construction Estimate, and Final Report		X	
4	300			FINAL RIGHT OF WAY ENGINEERING		X	

FUNDING SUMMARY

Funding Source	Funding Partner	Funding Type	CON Capital	CON Support
FEDERAL	CITY	TEA	\$695,650	\$104,350
LOCAL	CITY	City (Matching)	\$246,959	\$37,401
		Subtotals by Component	\$942,609	\$141,391

Funding Source	Funding Partner	Funding Type	Subtotal Support	Subtotal Capital	Subtotal Funds Type
FEDERAL	CITY	TEA	\$104,350	\$695,650	\$800,000
LOCAL	CITY	City (Matching)	\$37,401	\$246,959	\$284,000
		Subtotals by Component	\$141,391	\$942,609	\$1,084,000

RESOLUTION NO. 2012-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN APPROVING COOPERATIVE AGREEMENT 06-1516 BETWEEN THE CITY OF ARVIN AND CALTRANS TO COMPLETE CONSTRUCTION FOR PEDESTRIAN AND LANDSCAPE IMPROVEMENTS TO STATE ROUTE (SR) 223 BETWEEN PM 19.8/22.2 IN THE CITY OF ARVIN AND AUTHORIZING THE MAYOR TO SIGN AND EXECUTE THE AGREEMENT

WHEREAS, The City of Arvin desires to construct pedestrian and landscape improvements to State Route (SR) 223, also known as Bear Mountain Boulevard, between PM 19.8/22.2 in the City of Arvin; and

WHEREAS, Cooperative Agreement 06-1516 outlines the terms and conditions of cooperation between the City of Arvin and Caltrans to complete construction for pedestrian and landscape improvements to State Route (SR) 223 between PM 19.8/22.2 in the City of Arvin; and

WHEREAS, the City Council of the City of Arvin agrees to the terms and conditions of the proposed Cooperative Agreement; and

NOW, THEREFORE, BE IT RESOLVED THAT: the City Council of the City of Arvin does hereby approve Cooperative Agreement 06-1516 and authorizes the Mayor to sign and execute the agreement.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a Special meeting thereof held on the 08th of February 2012 by the following vote:

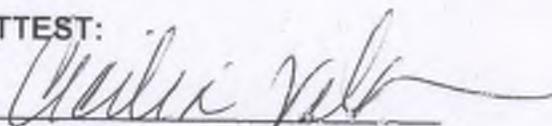
AYES: CM Guzman, CM Pichardo, CM Ojeda, MPT Flores, Mayor Tarver

NOES: _____

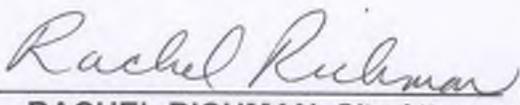
ABSTAIN: _____

ABSENT: _____

CITY OF ARVIN
By: 
TIM TARVER, Mayor

ATTEST:

CECILIA VELA, City Clerk

APPROVED AS TO FORM

By: 
RACHEL RICHMAN, City Attorney (DA)



I, , City Clerk of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

Attachment: 06-1516 EA 06-0P660 Prj 0612000199 executed 3-2-12-reduced (Caltrans Co-op Agreement 06-1516 Amendment No. 1)



CITY OF ARVIN
Staff Report

Meeting Date: January 14, 2020

TO:	City Council
FROM:	Adam Ojeda, City Engineer Jerry Breckinridge, City Manager
SUBJECT:	A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN FOR THE APPROVAL OF AMENDMENT NO. 2 FOR CALTRANS CO-OP AGREEMENT 06-1680.

BACKGROUND:

The City of Arvin entered into agreement number 06-1680 with Caltrans on June 29, 2018 for the Construction Capital cost of traffic signals at the intersection of Derby Street and CA-223 (also known as Bear Mountain Boulevard). In that agreement, a sum of \$400,000 was obligated from the City to be used for Construction Capital. The cost of this obligation was to come from the Caltrans Highway Safety Improvement Program (HSIP) funds previously awarded to the City for said project. Following execution of said agreement, amendment number 1 was executed on February 13, 2019 after being approved by the Arvin City Council. This amendment modified the amount of HSIP money obligated for the cost of Construction Capital to \$198,175 and obligated \$300,000 of HSIP money to Right-of-Way (ROW) Capital costs.

As the lead agency of the project, Caltrans has recently determined that the previously allocation of \$300,000 for ROW is not necessary, and desires to obligate all monies to the construction costs of the project. Proposed amendment number 2 shall obligate a total of \$498,175 in HSIP money to the Construction Capital budget for the project and no monies for the ROW budget for the project.

FINANCIAL IMPACT:

Previously allocated HSIP funds totaling \$498,175 are rebudgeted to Construction Capital only. No net increase or decrease in obligations are proposed.

RECOMMENDATION:

Staff recommends the approval of a resolution to execute the attached amendment to agreement 06-1680.

RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN FOR THE APPROVAL OF AMENDMENT NO. 2 FOR CALTRANS CO- OP AGREEMENT 06-1680.

WHEREAS, The City of Arvin entered into agreement number 06-1680 with Caltrans on June 29, 2018 for the Construction Capital cost of traffic signals at the intersection of Derby Street and CA-223 (also known as Bear Mountain Boulevard); and

WHEREAS, In that agreement, a sum of \$400,000 was obligated from the City to be used for Construction Capital; and

WHEREAS, The cost of this obligation was to come from the Caltrans Highway Safety Improvement Program (HSIP) funds previously awarded to the City for said project. Following execution of said agreement, amendment number 1 was executed on February 13, 2019 after being approved by the Arvin City Council; and

WHEREAS, This amendment modified the amount of HSIP money obligated for the cost of Construction Capital to \$198,175 and obligated \$300,000 of HSIP money to Right-of-Way (ROW) Capital costs; and

WHEREAS, As the lead agency of the project, Caltrans has recently determined that the previously allocation of \$300,000 for ROW is not necessary, and desires to obligate all monies to the construction costs of the project; and

WHEREAS, Proposed amendment number 2 shall obligate a total of \$498,175 in HSIP money to the Construction Capital budget for the project and no monies for the ROW budget for the project;

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

Section 1: The foregoing recitals are true and correct.

Section 2: Approves Amendment No. 2 to Agreement 06-1680.

Section 3: Authorizes the City Manager to execute the amendment.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a Regular Meeting thereof held on the 14th day of January, 2020 by the following vote:

ATTEST

CECILIA VELA, City Clerk

CITY OF ARVIN

By: _____
JOSE GURROLA, Mayor

APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

I, _____, City Clerk of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

Agreement No.: 06-1680 A2

Project ID: 0614000162

EA: 0S510

06 KER 223 (21.0/21.3)

AMENDMENT NO. 2 TO AGREEMENT 1680

This Amendment No. 2 (AMENDMENT) to Agreement 06-1680 (AGREEMENT), effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Arvin, a body politic and municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

RECITALS

1. CALTRANS and CITY, collectively referred to as PARTIES, entered into AGREEMENT on June 29, 2018, defining the terms and conditions for installing traffic signals in Arvin 0.2 miles west of Derby Street to King Street, referred to as PROJECT.
2. The AGREEMENT established CITY will contribute \$400,000 to the PROJECT. Contributed funds will be used for PROJECT.
3. PARTIES entered into Amendment No. 1 to AGREEMENT on February 13, 2019, to contribute \$498,175 of HSIP funds to PROJECT.
4. The AMENDMENT No. 1 established \$300,000 of HSIP funds would be used for RIGHT OF WAY CAPITAL and \$198,175 of HSIP funds would be used for CONSTRUCTION CAPITAL.
5. PARTIES now seek to move the RIGHT OF WAY CAPITAL funds of \$300,000 to CONSTRUCTION CAPITAL for a total of \$498,175.

IT IS THEREFORE MUTUALLY AGREED:

1. Article 5 in the AGREEMENT is replaced in its entirety to read as follows:

PARTIES agree that funds will be contributed to the following PROJECT COMPONENT:

- CONSTRUCTION CAPITAL

2. Article 14 in the AGREEMENT is replaced in its entirety to read as follows:

CITY will contribute the funds listed below:

Agreement No.: 06-1680 A2
Project ID: 0614000162
EA: 0S510
06 KER 223 (21.0/21.3)

FUNDING TABLE			
Fund Source	Fund Type	Project Component	Amount
FEDERAL	HSIP	Right of Way Capital	\$0
FEDERAL	HSIP	Construction Capital	\$498,175
Total Funds			\$498,175

- 3. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
- 4. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

DRAFT

Agreement No.: 06-1680 A2
Project ID: 0614000162
EA: 0S510
06 KER 223 (21.0/21.3)

SIGNATURES

PARTIES declare that:

- 1. Each PARTY is an authorized legal entity under California state law.
- 2. Each PARTY has the authority to enter into this AMENDMENT.
- 3. The people signing this AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

CITY OF ARVIN

By: _____
Sharri Bender Elhert
District Director

By: _____
Jose Gurrola
Mayor

VERIFICATION OF FUNDS &
AUTHORITY:

By: _____
William Etherton
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Darwin Salmos
HQ Accounting Supervisor

Agreement No.: 06-1680 A1
 Project Id: 0614000162
 EA: 0S510
 06 KER 223 (21.0/21.3)

AMENDMENT NO. 1 TO AGREEMENT 06-1680

This Amendment No. 1 to AGREEMENT 06-1680 (AMENDMENT), effective on FEB 13 2019, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Arvin, a body politic and municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

RECITALS

1. CALTRANS and CITY, collectively referred to as PARTIES, entered into AGREEMENT No. 06-1680, on June 29, 2018, defining the terms and conditions for installing traffic signals in Arvin 0.2 miles west of Derby Street to King Street, referred to as PROJECT.
2. The AGREEMENT established CITY will contribute an amount of \$400,000 to the PROJECT. Contributed funds will be used for the PROJECT.
3. The AGREEMENT established PARTIES agree that funds will be contributed to the following PROJECT COMPONENT:
 - CONSTRUCTION CAPITAL
4. CITY now seek to decrease the contributed amount of HSIP funds from \$400,000 to \$198,175 to CONSTRUCTION CAPITAL.
5. CITY now also seek to contribute \$300,000 of HSIP funds to RIGHT-OF- WAY CAPITAL.

IT IS THEREFORE MUTUALLY AGREED:

1. Article 4 in the AGREEMENT is replaced in its entirety to read as follows:

CITY will contribute an amount of \$498,175 to the PROJECT. Contributed funds will be used for the PROJECT.

Agreement No.: 06-1680 A1
Project Id: 0614000162
EA: 0S510
06 KER 223 (21.0/21.3)

2. Article 5 in the AGREEMENT is replaced in its entirety to read as follows:

PARTIES agree that funds will be contributed to the following PROJECT COMPONENT:

- RIGHT-OF-WAY CAPITAL
- CONSTRUCTION CAPITAL

3. Article 14 in the AGREEMENT is replaced in its entirety to read as follows:

CITY will contribute the funds listed below:

FUNDING TABLE			
Fund Source	Fund Type	Project Component	Amount
FEDERAL	HSIP	Right of Way Capital	\$300,000
FEDERAL	HSIP	Construction Capital	\$198,175
Total Funds			\$498,175

- 4. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
- 5. This AMENDMENT is deemed to be included and made a part of the AGREEMENT.

Agreement No.: 06-1680 A1
Project Id: 0614000162
EA: 0S510
06 KER 223 (21.0/21.3)

SIGNATURES

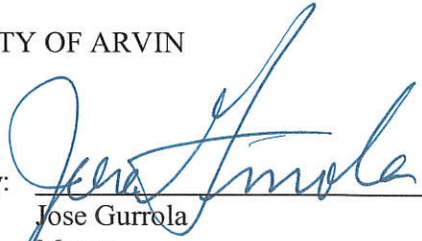
PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: 
Sharri Bender Elbert
District Director

CITY OF ARVIN

By: 
Jose Gurrola
Mayor

VERIFICATION OF FUNDS AND
AUTHORITY:

By: 
William Etherton
District Budget Manager

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

By: 
Darwin Salmos
HQ Accounting Supervisor

Agreement No.: 06-1680
 Project Id: 0614000162
 EA: 0S510
 06 KER 223 (21.0/21.3)

COOPERATIVE AGREEMENT

Local Contribution Only

JUN 29 2018

This AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

City of Arvin, a body politic and municipal corporation or chartered city of the State of California, referred to hereinafter as CITY.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code sections 114 and 130.
2. The term AGREEMENT, as used herein, includes this document and any associated attachments, exhibits, and amendments.
3. For the purpose of this AGREEMENT, installing traffic signals in Arvin 0.2 miles west of Derby Street to King Street, will be referred to hereinafter as PROJECT. This description only serves to identify the PROJECT. The project scope of work is defined in the appropriate authorizing documents per the Project Development Procedures Manual.
4. CITY will contribute an amount of \$400,000 to the PROJECT. Contributed funds will be used for the PROJECT.
5. PARTIES agree that funds will be contributed to the following PROJECT COMPONENT:
 - CONSTRUCTION CAPITAL
6. PARTIES hereby set forth the terms, covenants, and conditions for CITY's contribution toward the PROJECT.

ROLES AND RESPONSIBILITIES

7. CALTRANS is the SPONSOR and IMPLEMENTING AGENCY for the PROJECT.
8. CITY is a FUNDING PARTY contributing a fixed amount toward the PROJECT as shown in the FUNDING TABLE.
9. CALTRANS is responsible for completing all work for the PROJECT.

GENERAL CONDITIONS

10. All obligations of CALTRANS under the terms of this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
11. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
12. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless CITY and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
13. This AGREEMENT is intended to be PARTIES' final expression and supersedes any oral understanding or writings pertaining to PROJECT.

INVOICE AND PAYMENT

14. CITY will contribute the funds listed below:

FUNDING TABLE			
Fund Source	Fund Type	Project Component	Amount
FEDERAL	HSIP	Construction Capital	\$400,000
Total Funds			\$400,000

15. CALTRANS will draw from state and federal funds that are provided by CITY without invoicing CITY when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible. Otherwise invoicing and payment will occur in accordance with the following:
16. CALTRANS will submit to CITY monthly invoices for the prior month's expenditures.
17. CITY will pay the invoiced amount within forty-five (45) calendar days of receipt of the invoice unless CITY is paying with Electronic Funds Transfer (EFT). When paying with EFT, CITY will pay the invoiced amount within five (5) calendar days of receipt of the invoice.
18. If CITY has received Electronic Funds Transfer (EFT) certification from CALTRANS then CITY will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
19. After all work for the PROJECT is complete, CALTRANS will submit a final accounting for all costs. Based on the final accounting CALTRANS will, if necessary, refund CITY the unexpended local fund sources shown in the FUNDING TABLE.
20. This AGREEMENT will terminate upon CALTRANS' receipt of the PROJECT funds. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

FUNDING PARTY – A PARTY who commits a defined dollar amount to the PROJECT.

IMPLEMENTING AGENCY – The party responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

PARTY – The term that references a signatory agencies to this AGREEMENT.

PARTIES – The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one party's individual actions legally bind the other PARTIES.

SPONSOR – The PARTY that accepts the obligation to secure financial resources to fully fund PROJECT. This includes any additional funds beyond those committed in this AGREEMENT necessary to complete the full scope of PROJECT.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The activities required to deliver the project initiation document for PROJECT.
- **PA&ED (Project Approval and Environmental Document)** – The activities required to deliver the project approval and environmental documentation for PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** – The activities required to deliver the plans, specifications, and estimate for PROJECT.
- **R/W (Right of Way) SUPPORT** – The activities required to obtain all property interests for PROJECT.

- **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for PROJECT.
- **CONSTRUCTION SUPPORT** – The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL** – The funds for the construction contract.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

The primary AGREEMENT contact person for CALTRANS is:

Paul Pineda, Project Manager
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726
Office Phone: (661) 326-3416
Mobile Phone: (559) 287-2128
Email: paul.pineda@dot.ca.gov

The primary AGREEMENT contact person for CITY is:

Jeff Jones, Finance Director
200 Campus Drive
Post Office Box 548
Arvin, CA 93203
Office Phone: (661) 854-3134
Email: jeffjones@arvin.org

SIGNATURES

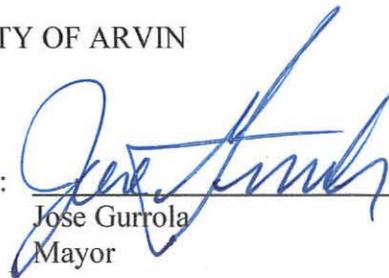
PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this AGREEMENT.
3. The people signing this AGREEMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: 
 Sharri Bender Elhert
 District Director

CITY OF ARVIN

By: 
 Jose Gurrola
 Mayor

VERIFICATION OF FUNDS AND
AUTHORITY:

By: 
 William Etherton
 District Budget Manager

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

By: 
 Darwin Salmos
 HQ Accounting Supervisor

Attachment: 06-1680 Executed City of Arvin Local Contribution Proj Id0614000162 EA 0S510 062918 (Caltrans Co-op Agreement 06-1680



CITY OF ARVIN Staff Report

Meeting Date: January 14, 2020

TO: City Council

FROM: Pawan Gill, Director of Administrative Services
Jerry Breckinridge, City Manager

SUBJECT: A Resolution of the City Council of the City of Arvin Authorizing the Execution of A Memorandum of Understanding (MOU) between the City of Arvin and the Institute for Local Government (ILG), and Authorizing Related Actions.

BACKGROUND:

In the Fall of 2019, the City of Arvin was selected by the Institute For Local Government (ILG) and the Strategic Growth Council (SGC) for the "BOOST" pilot program grant, wherein these organizations will provide technical assistance, education and training to the City of Arvin. This program will build capacity for future grant applications and program incentives for residents. The proposed resolution authorizes the City Manager to sign a Memorandum of Understanding (MOU) with ILG to proceed with this program.

FINANCIAL IMPACT:

There is no fiscal impact. The program has the potential to generate future funding opportunities as well as direct energy efficiency incentive opportunities for Arvin's residents.

RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN AUTHORIZING THE EXECUTION OF A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY OF ARVIN AND THE INSTITUTE FOR LOCAL GOVERNMENT (ILG), AND AUTHORIZING RELATED ACTIONS.

WHEREAS, the City of Arvin has been selected by the by the Institute For Local Government (ILG) and the Strategic Growth Council (SGC) for the "BOOST" pilot program grant; and

WHEREAS, the City now desires to enter into an agreement with ILG in order to fulfill its partnership with ILG and gain technical assistance, education, and training for the City of Arvin, pursuant to the "BOOST" pilot program grant; and

WHEREAS, California Strategic Growth Council's (SGC) California Climate Investments Technical Assistance Program was created to build local capacity and support communities in applying for the cap-and-trade funded grant programs; and

WHEREAS, ILG has been selected by SGC to administer the BOOST pilot program to ten cities and two regions in California to model capacity building and technical assistance services; and the City of Arvin has been selected to participate in the BOOST pilot program; and

WHEREAS, ILG has developed expertise in providing impartial and easy-to-use resources for local agencies to assist with on-the-ground implementation of policies; and

WHEREAS, the BOOST pilot program was designed to help local agencies:

- a. Build awareness of funding opportunities available to address climate action.
- b. Organize projects to be best positioned to meet goals.
- c. Optimize existing resources and build more capacity.
- d. Strengthen relationships with key stakeholders and identify new opportunities for regional engagement and collaboration
- e. Transform their approach to addressing climate action; and

WHEREAS, ILG has developed expertise in providing impartial and easy-to-use resources for local agencies to assist with on-the-ground implementation of policies; and

WHEREAS, the BOOST pilot program was designed to help local agencies:

- a. Build awareness of funding opportunities available to address climate action.
- b. Organize projects to be best positioned to meet goals.
- c. Optimize existing resources and build more capacity.
- d. Strengthen relationships with key stakeholders and identify new opportunities for regional engagement and collaboration.
- e. Transform their approach to addressing climate action; and

WHEREAS, the City Council of the City of Arvin has the authority to approve the Memorandum of Understanding between ILG and the City of Arvin.

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

Section 1: The City Manager or his designee, is hereby authorized to sign the Memorandum of Understanding and to submit all required documents to the "Boost Program."

Section 2: The City Manager, or his designee, is hereby authorized and empowered to execute in the name of the City of Arvin all program documents including, but not limited to, applications, agreements, amendments and request for payments, necessary to secure program funds and implement the approved project from the "BOOST" program, subject to approval as to legal form by the City Attorney.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a Regular Meeting thereof held on the 14th day of January, 2020 by the following vote:

ATTEST

CECILIA VELA, City Clerk

CITY OF ARVIN

By: _____
JOSE GURROLA, Mayor

APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

I, _____, City Clerk of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.



MEMORANDUM OF UNDERSTANDING

For

TECHNICAL ASSISTANCE, EDUCATION, and TRAINING

Between

CITY OF ARVIN

And

INSTITUTE FOR LOCAL GOVERNMENT

IN WITNESS WHEREOF, the Parties have executed this Memorandum of Understanding as of the day and year of the last signature indicated below.

By: *Eoshull*

Date: 12/20/19

By: _____

Date: _____

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) is entered into by and between the Institute for Local Government (ILG) and the City of Arvin (Local Agency) (collectively, the Parties).

1. PURPOSE

The purpose of this MOU is to establish the framework through which the Parties will collaborate and to articulate the specific objectives of the partnership, as well as the roles and responsibilities of each Party to accomplish those objectives.

2. BACKGROUND

WHEREAS, California Strategic Growth Council's (SGC) California Climate Investments Technical Assistance Program was created to build local capacity and support communities in applying for the cap-and-trade funded grant programs.

WHEREAS, the SGC aims to create replicable models of capacity building and technical assistance and to develop best practices that will inform future service delivery to diverse communities across the state.

WHEREAS, ILG has been selected by SGC to administer the BOOST pilot program to ten cities and two regions in California to model capacity building and technical assistance services; and the Local Agency has been selected to participate in the BOOST pilot program.

WHEREAS, ILG has developed expertise in providing impartial and easy-to-use resources for local agencies to assist with on-the-ground implementation of policies.

WHEREAS, the BOOST pilot program was designed to help local agencies:

- a. Build awareness of funding opportunities available to address climate action.
- b. Organize projects to be best positioned to meet goals.
- c. Optimize existing resources and build more capacity.
- d. Strengthen relationships with key stakeholders and identify new opportunities for regional engagement and collaboration.
- e. Transform their approach to addressing climate action.

WHEREAS, ILG is committed to helping local agencies achieve climate action by providing right-sized assistance so they can better navigate through complex issues and create healthier, more vibrant communities.

NOW, THEREFORE, the undersigned Parties agree as follows:

3. OBJECTIVES

The objectives of this MOU are as follows:

- a. To allow the Parties to engage in discussion, collaborate and identify activities of mutual interest.
- b. Where appropriate and as mutually agreed upon by SGC, ILG and the local agency, to jointly seek sources of external support to fund these planned collaborative efforts.
- c. To make available to other jurisdictions best practices that are discovered through their collaboration, and to share information that will expand the knowledge base and improve outcomes for all California communities.

4. EXPECTATIONS OF BOTH PARTIES

- a. ILG Responsibilities. ILG will conduct the following activities:
 - i. Support & Planning: ILG will offer one-on-one coaching that includes staff trainings and stakeholder engagement, and will work with the Local Agency to develop a realistic and sustainable implementation plan.
 - ii. Consultation: ILG will identify local projects, organize them, and work closely with the Local Agency to identify funding sources through grants and other creative funding mechanisms.
 - iii. Training & Technical Assistance: ILG will assess the specific training, education and technical assistance needs of the local agency related to the BOOST program.
- b. Joint Responsibilities. Each Party agrees to the following joint responsibilities:
 - i. Key Contacts: Each Party will appoint a key contact person for the BOOST pilot program partnership.
 - ii. Willingness to Collaborate: Each Party agrees to collaborate, share relevant information and maintain frequent communications to facilitate cooperation under this MOU.
 - iii. Established Timelines & Deadlines: These key contacts will work together to determine appropriate timelines for project updates and status reports throughout the pilot program period. Agreed upon activities, projects and outcomes related to this partnership will be specified in “Appendix A” of this document.

- iv. Each Party will collaborate on all communication and messaging associated with this pilot program and its activities.

5. ASSURANCES

- a. Each Party hereby assures and represents that it:
 - i. Has all requisite power and authority to execute this MOU;
 - ii. Is committed to working collaboratively to meet the responsibilities specified in this MOU in order to improve the likelihood of the BOOST pilot program's success;
 - iii. Will comply with all the terms of the BOOST program and all applicable Federal and State laws and regulations.

6. REPORTING

Upon completion of the BOOST pilot program, ILG will provide a closing report, which outlines key activities and outcomes for the Local Agency.

7. FUNDING

This MOU does not anticipate any present exchange of monies between the Parties or guarantee any funding.

8. EFFECTIVE DATE/DURATION/TERMINATION

This MOU is at-will and may be modified by mutual written consent of authorized officials from either Party. This MOU shall become effective upon signature by the authorized officials from each organization and will remain in effect until modified or terminated in writing by either Party with written notice provided to SGC via email to ena.lupine@sgc.ca.gov and First-Class mail addressed to California Strategic Growth Council, 1400 Tenth Street, Sacramento, CA 95814. Unless terminated earlier, this MOU shall end upon the expiration of the BOOST pilot project period on December 31, 2020.

APPENDIX A.

Based on discussions between ILG and the Local Agency, the following are priorities for this partnership and potential activities that may achieve the desired outcomes.

1. LOCAL AGENCY PRIORITY PROJECTS

The City of Arvin has indicated the following priorities:

- 1) Prepare for February application period Affordable Housing and Sustainable Communities grant
- 2) Prepare an economic development plan
- 3) Explore opportunities for solar on all city buildings
- 4) Expanding clean energy into the community
- 5) Bring on a CivicSpark/AmeriCorps fellow

2. SCOPE OF ACTIVITIES

To address the above priorities, ILG will work with the Local Agency to accomplish some or all of the following activities, if possible:

- **Opportunity Assessment** to identify projects that qualify for sustainability-related grant funding
- **Grant Application Support** to review and enhance applications for funding assistance
- **Research** to identify sustainability and public engagement best practices from local governments throughout California
- **Facilitation Assistance** to address public engagement and regional collaboration needs
- **Promotional Storytelling** to tell your agency's success story to a variety of stakeholders

ILG and the Local Agency may identify additional activities not listed here to accomplish their priorities and desired outcomes.

3. DESIRED OUTCOMES

The following outcomes would demonstrate a successful endeavor by both Parties. ILG and the Local Agency will work collaboratively to:

- 1) Develop a grant application for the Affordable Housing and Sustainable Communities program
 - a. Facilitate relationship building and partnerships with the Local Agency and subject matter experts and strategic partners to build the capacity, skills, and knowledge of the Local Agency and enhance the grant application
 - b. Conduct research on potential sources of matching funds and incentive opportunities
- 2) Support economic development plan research
 - a. Connect the Local Agency to subject matter experts at GoBiz and other strategic partners to assist in the development of an economic development plan.

- 3) Expand opportunities for clean energy in city facilities
 - a. Facilitate partnerships and relationship building with community based organizations, key stakeholders and strategic partners to advance clean energy project development
 - b. Work with state agencies and other strategic partners to identify potential funding, rebates and incentive sources and partnerships to facilitate deployment of solar in the city
 - c. Work with the Local Agency to develop and refine funding applications for relevant clean energy projects
- 4) Expand opportunities for clean energy in the community
 - a. Facilitate partnerships and relationship building with community based organizations, key stakeholders and strategic partners to advance solar project development
 - b. Provide community outreach assistance focused on increasing resident interest, understanding and readiness of solar
 - c. Provide assistance in increasing resident interest, understanding and uptake of electric vehicles (EV), renewable energy, and energy efficiency initiatives through outreach events and direct engagement
 - d. Host a community energy and EV fair, including bringing in state partners, local businesses, community organizations, and others
- 5) Explore opportunities to bring on a CivicSpark/AmeriCorps fellow
 - a. Identify potential funding sources and partnerships to bring on a CivicSpark/AmeriCorps fellow that resides within or nearby the city
 - b. Assist in process of applying for a CivicSpark/AmeriCorps fellow for the City of Arvin that would begin work in fall of 2020



CITY OF ARVIN Staff Report

Meeting Date: January 14, 2020

TO: City Council

FROM: Pawan Gill, Director of Administrative Services
Jerry Breckinridge, City Manager

SUBJECT: A Resolution of the City Council of the City of Arvin Adopting the City of Arvin's Safe Routes to School (SRTS) Plan, and Authorizing Related Actions.

BACKGROUND:

The City of Arvin was awarded a grant for Active Transportation Planning by the California Department of Transportation on October 4, 2017. The City of Arvin entered into a contract for an Active Transportation Consultant with Alta Planning to draft a Safe Routes to School Plan on August 1, 2018 which is now in final draft form for adoption by the City Council and submission to the California Department of Transportation in order to fulfill its grant obligation. This plan will be used to increase future funding opportunities for active transportation projects within the City of Arvin. This plan reflects the community's goals and input received while conducting extensive public outreach events.

FINANCIAL IMPACT:

No fiscal impact.

RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN ADOPTING THE CITY OF ARVIN'S SAFE ROUTES TO SCHOOL (SRTS) PLAN, AND AUTHORIZING RELATED ACTIONS.

WHEREAS, the City of Arvin was awarded a grant for Active Transportation Planning by Caltrans on October 4, 2017; and

WHEREAS, The City of Arvin entered into a contract for an Active Transportation Consultant with Alta Planning on August 1, 2018, and

WHEREAS, Alta Planning has completed the final draft plan and hereby submits the plan as an attachment to this resolution, and

WHEREAS, this plan adequately reflects the community's goals for improving active transportation within the City of Arvin, and

WHEREAS, The City of Arvin desires to adopt the final Safe Routes to School plan in fulfillment of its grant obligations,

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

Section 1. The above recitals are true and correct and are incorporated herein.

Section 2. The City Council adopts The City of Arvin's Safe Routes to School (SRTS) Plan and finds that such adoption is in the public interest.

Section 3. The City Council authorizes the City Manager or designee to submit the final draft of the SRTS Plan to the California Department of Transportation and any necessary amendments in a timely manner, subject to approval as to legal form by the City Attorney.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Arvin at a Regular Meeting thereof held on the 14th day of January, 2020 by the following vote:

ATTEST

CECILIA VELA, City Clerk

CITY OF ARVIN

By: _____
JOSE GURROLA, Mayor

APPROVED AS TO FORM:

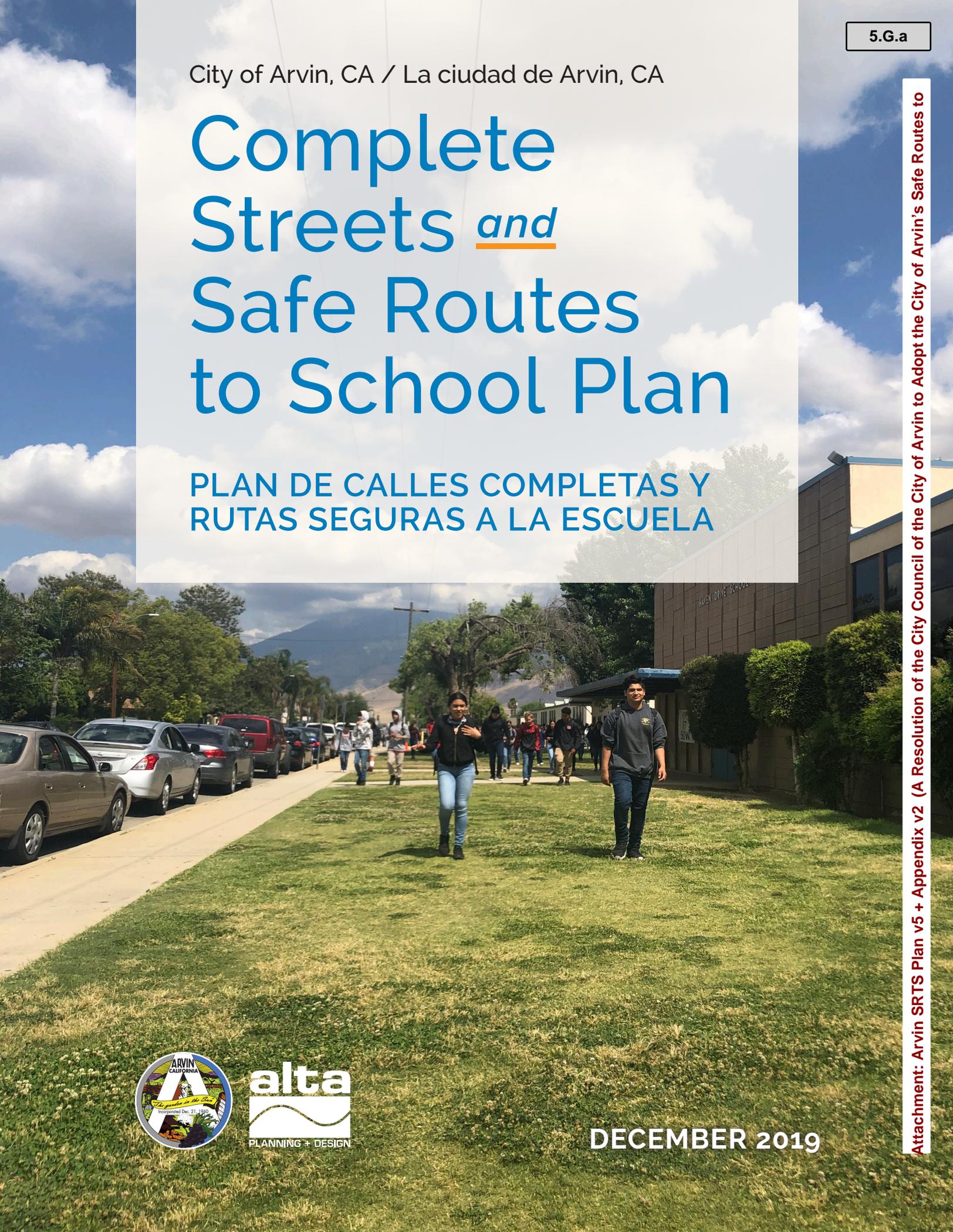
By: _____
SHANNON L. CHAFFIN, City Attorney
 Aleshire & Wynder, LLP

I, _____, City Clerk of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

City of Arvin, CA / La ciudad de Arvin, CA

Complete Streets *and* Safe Routes to School Plan

PLAN DE CALLES COMPLETAS Y RUTAS SEGURAS A LA ESCUELA



DECEMBER 2019

ACKNOWLEDGEMENTS

Arvin City Council

Jose Gurrola Jr. – Mayor
 Jazmin Robles – Mayor Pro Tem
 Gabriela Martínez- Council Member
 Olivia Trujillo – Council Member
 Mark Franetovich – Council Member

Project Team

CITY OF ARVIN

Pawan Gill, Director of Administrative Services
 Christine Viterelli, Grant Writer
 Adam Ojeda, City Engineer

ALTA PLANNING + DESIGN

Sam Corbet, Principal in Charge
 Lydia Kenselaar, Design Associate
 Kaitlin Scott, Senior Planner
 Marlene Salazar, Planner
 Ryan Taylor- Gratzner, GIS Specialist

DOLORES HUERTA FOUNDATION

Camila Chavez, Executive Director
 Priscilla Sanchez-Olivares, Executive Assistant
 Timoteo Prado, Arvin Organizer

LOCAL GOVERNMENT COMMISSION

Paul Zykofsky, Community Design Specialist
 Tony Leonard, Project Manager

Advisory Members

ARVIN UNIFIED SCHOOL DISTRICT

Georgia Rhett, Superintendent

BIKE BAKERSFIELD

Asha Candy, Programs Manager

CALIFORNIA WALKS

Wendy Ortiz, Community Programs Manager

CALTRANS

Lorena Mendibles, Chief, Transportation Planning - South
 Lupita Mendoza, Transportation Planner

COMMITTEE FOR A BETTER ARVIN

Sal Partida

KERN COUNCIL OF GOVERNMENTS

Peter Smith, Regional Planner
 Susanne Campbell, Regional Planner

KERN COUNTY PUBLIC WORKS

Michael Dillenbeck, Advanced Planning Supervisor
 Yolanda Alcantar, Public Works Manager

KERN HEALTH SYSTEMS

Carlos Bello, Senior Member Health Educator

TABLE OF CONTENTS

1: Executive Summary / Resumen Ejecutivo	4
Plan Purpose + Vision / Plan + Visión.....	1
What Is a Complete Street?.....	2
What Are Safe Routes To School?.....	2
¿Qué Es Una Calle Completa?.....	3
¿Qué Son Las Rutas Seguras A La Escuela?.....	3
What Is The Relationship Between Complete Streets and Safe Routes To School?.....	4
¿Cuál Es La Relación Entre Calles Completas y Rutas Seguras a Escuela?.....	5
Outreach Summary.....	8
Resumen del Proceso Participativo.....	9
Recommendations.....	10
Recomendaciones.....	11
Next Steps.....	20
Próximos Pasos.....	21
2: Existing Conditions	22
Plan Review.....	24
Existing Bicycling and Walking Network.....	25
Bicycle Facilities.....	25
Walking Facilities.....	27
Collision Analysis.....	27
Collision Severity.....	29
Traffic Volumes.....	32
Active Transportation and Vehicular Volumes.....	32
Heat And Shade Analysis.....	36
Existing Conditions Takeaways.....	38
3: Public Participation	40
Outreach Modes.....	42
4: Safe Routes to School Toolkit	48
The Six E's of SRTS.....	50
Education.....	51
Encouragement.....	52
Enforcement.....	53
Engineering.....	54
Evaluation.....	56
Equity.....	56
Developing and Sustaining Programs.....	57
5: Recommended Infrastructure Projects	58
Design Approach.....	60
Universal Improvements.....	60
Funded Projects.....	61
Recommended Projects.....	61
6: Implementation Plan	84
Next Steps.....	85
Potential Funding Sources.....	86
Federal Sources.....	87
State Sources.....	87
Regional & Local Sources.....	88
Policies.....	89
Low-Cost Improvements And Maintenance.....	90

1

EXECUTIVE SUMMARY

RESUMEN EJECUTIVO

PLAN PURPOSE + VISION

The purpose of this Plan is to deliver a Complete Streets and Safe Routes to School Plan for the City of Arvin that builds upon the recommendations of the Kern County Active Transportation Plan to deliver a set of infrastructure projects and design tools that can be applied throughout the city to improve safety; encourage the use of non-motorized transportation, public transportation, rideshare, and other emerging modes; balance modes to improve the comfort of the street for all users; and improve the quality of life for students and residents of Arvin.

PLAN + VISIÓN

El objetivo de este Plan es entregar un Plan de calles completas y rutas seguras a la escuela para la ciudad de Arvin. En parte, el plan se basa en las recomendaciones del Plan de Transporte Activo del Condado de Kern para entregar un conjunto de proyectos de infraestructura y herramientas de diseño que se puedan aplicar en toda la ciudad para mejorar la seguridad; alentar el uso de transporte no motorizado, transporte público, viajes compartidos y otros modos de circular; equilibrar los diferentes modos de transporte para mejorar la comodidad de transitar la calle para todos los usuarios; y mejorar la calidad de vida de los estudiantes y residentes de Arvin.

WHAT IS A COMPLETE STREET?

There is no one-size-fits-all definition of a Complete Street, rather, it is a design approach that integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. When applied at the city scale, a wide range of tools are used to create a connected network where certain streets prioritize different modes of travel. See the appendix of the document for a Design Toolkit that includes a menu of design treatments that Arvin may apply throughout the city.

This design approach helps to create streets that are accessible for people of all ages and abilities; balances the needs of different modes; and supports local land uses, economies, cultures, and natural environments. Complete Streets and the tools they employ have been proven to yield positive economic, environmental, and public health and safety benefits. They celebrate community character, increase access to businesses and community destinations like schools, improve transportation options, increase opportunity for physical activity, and create space for new plantings and street trees to strengthen our urban ecologies.



Complete Streets consider a street's function and experience for all users

WHAT ARE SAFE ROUTES TO SCHOOL?

Safe Routes to Schools (SRTS) is an integrated program that encourages students to walk and bike to school through a variety of educational programs, enforcement strategies, and infrastructure improvements and tools. SRTS benefits students by promoting safety and increasing levels of physical activity. A variety of agencies or organizations can implement SRTS programs, such as the

department of transportation, school district, and even an individual school, along with community-based partners such as parent volunteers and community groups. There are many common SRTS resources available such as parent and student surveys, and strategies, such as walking school bus programs, which can be used to encourage walking and biking to school.

¿QUÉ ES UNA CALLE COMPLETA?

No existe una definición única para una calle completa, más bien, es un enfoque de diseño que integra a las personas dentro del proceso de planeación, diseño, construcción, operación y mantenimiento de nuestras redes de transporte. Cuando se aplica a la escala de la ciudad, se utiliza una amplia gama de herramientas para crear una red conectada donde ciertas calles priorizan diferentes modos de viaje. Consulte el apéndice del documento para obtener una serie de herramientas de diseño que incluye un menú con diversos diseños que Arvin puede aplicar en toda la ciudad.

Este enfoque de diseño ayuda a crear calles accesibles para personas de todas las edades y habilidades; equilibra las necesidades de diferentes modos, y apoya los usos locales de la zona, las economías, las culturas y los entornos naturales. Se ha demostrado que las calles completas y las herramientas que se usan producen beneficios positivos para la economía, el medio ambiente y la salud y seguridad pública. Las calles completas celebran el carácter comunitario, aumentan el acceso a negocios y a destinos comunitarios como las escuelas. Además, mejoran las opciones de transporte, aumentan las oportunidades para la actividad física y crean espacios para crear áreas verdes nuevas en las calles para fortalecer nuestra ecología urbana.



Una calle completa considera la función y experiencia de la calle para todos los usuarios

¿QUÉ SON LAS RUTAS SEGURAS A LA ESCUELA?

Las Rutas Seguras a la Escuela es un programa integrado que alienta a los estudiantes a caminar y andar en bicicleta a la escuela a través de una variedad de programas educativos, estrategias de aplicación de la ley y mejoras de la infraestructura. Las Rutas Seguras a la Escuela benefician a los estudiantes al promover la seguridad y aumentar los niveles de actividad física. Distintas agencias u organizaciones pueden implementar programas de Rutas Seguras a la Escuela. Por ejemplo, el departamento

de transporte, el distrito escolar e incluso una escuela por su cuenta, junto con padres y madres de familia y grupos de la comunidad pueden iniciar un programa. Hay muchos recursos disponibles para implementar un programa de Rutas Seguras a la Escuela incluyendo encuestas a padres y estudiantes, y estrategias, como programas para caminar juntos a la escuela conocidos como el camión escolar a pie o "walking school bus", que se pueden usar para alentar a los jóvenes a caminar y andar en bicicleta a la escuela.

WHAT IS THE RELATIONSHIP BETWEEN COMPLETE STREETS AND SAFE ROUTES TO SCHOOL?

Complete Streets and Safe Routes to School (SRTS) are complimentary strategies that share the core goals of making walking and biking easier and safer. Many of the infrastructure improvement types that are core to Complete Streets, such as traffic calming measures, crossing improvements, and right-sizing roadways, are also key components of SRTS plans. You may think of SRTS as a sub-set of Complete Streets that provides an additional level of detail that is laser-focused on design treatments, and programmatic recommendations, that are specifically tailored to the needs of students and families getting to and from school.

PROCESS + APPROACH

This year-long project is the result of an iterative and collaborative process that is rooted in community and stakeholder engagement. The project team conducted a detailed analysis of the City's transportation networks to identify deficiencies and gaps, and synthesized findings with community identified opportunities and constraints to develop a robust set of recommendations. This chapter of the document provides a high-level overview of each of project phases: existing conditions analysis, community feedback, recommendations, and next steps. Additional detail on each project phase is provided in Chapters 2-6 and in the appendix of this document.

EXISTING CONDITIONS

The project team conducted a detailed planning and site analysis of the City of Arvin. This process included:

- » A review of existing City and local planning documents that might inform recommendations
- » A desktop review and analysis of street conditions (reviewing digital data)
- » Traffic counts and collision analysis
- » Site visits conducted at the Community Design Charrette

The team synthesized these layers of information to identify opportunities and constraints that identify specific barriers (e.g. constrained rights of way widths, missing sidewalks, etc.) and opportunities (such as overly wide streets) that ultimately informed the design recommendations.

Major takeaways from the existing conditions analysis include:

- » The lack of existing pedestrian and bike infrastructure in Arvin discourages people from walking and biking.
- » Many of Arvin's streets lack sidewalks and ADA-compliant crossings, of particular concern near parks and schools. To close sidewalk gaps in some areas, property acquisition may be required to address constrained rights-of-way.
- » Paving conditions (roadway and sidewalk) are generally poor throughout the City. This is due in part to high volumes of truck traffic and lack of funds for re-paving.

¿CUÁL ES LA RELACIÓN ENTRE CALLES COMPLETAS Y RUTAS SEGURAS A LA ESCUELA?

Las calles completas y las rutas seguras a la escuela son estrategias complementarias que comparten objetivos centrales para que caminar y andar en bicicleta sea más fácil y seguro. Muchos de los tipos de mejoras de infraestructura que son fundamentales para las calles completas, como las medidas para calmar el tráfico, las mejoras en los cruces y la reconfiguración de las calles, también son componentes clave de los planes para Rutas Seguras a la Escuela. Usted puede pensar en Rutas Seguras a la Escuela como un subconjunto de calles completas que proporciona un nivel adicional de detalle centrado en los tratamientos del diseño y recomendaciones programáticas que se adaptan específicamente a las necesidades de los estudiantes y las familias que van y vienen de la escuela.

PROCESO + ENFOQUE

Este proyecto de un año de duración es el resultado de un proceso iterativo y colaborativo basado en la participación de la comunidad y las partes interesadas. El equipo del proyecto realizó un análisis detallado de las redes de transporte de la ciudad para identificar deficiencias y brechas, y sintetizó los hallazgos con oportunidades y limitaciones identificadas por la comunidad para desarrollar un conjunto de recomendaciones. Este capítulo del documento proporciona una visión general de alto nivel de cada una de las fases del proyecto: análisis de las condiciones existentes, comentarios de la comunidad, recomendaciones y próximos pasos. Se proporcionan detalles adicionales sobre cada fase del proyecto en los Capítulos del 2 al 6 y en el apéndice de este documento.

CONDICIONES EXISTENTES

El equipo del proyecto realizó una planificación detallada y un análisis de la Ciudad de Arvin. Este proceso incluyó:

- » Una revisión de los planes existentes a nivel local y de toda la ciudad que podrían contener recomendaciones
- » Una revisión en oficina y análisis de las condiciones de la calle (revisión de datos digitales)
- » Conteos de tráfico y análisis de choques
- » Visitas al sitio realizadas en un taller de diseño participativo

El equipo sintetizó esta información para identificar oportunidades y limitaciones que identifican barreras específicas (por ejemplo, derechos restringidos de ancho de vía, aceras faltantes, etc.) y oportunidades (como calles demasiado anchas) que finalmente informaron las recomendaciones de diseño.

Las principales conclusiones del análisis sobre las condiciones existentes incluyen:

- » La falta de infraestructura para peatones y ciclistas desalienta a las personas a caminar y andar en bicicleta en Arvin

- » Drainage concerns were documented in site visits along several corridors, where pools of water were observed collecting at intersections and failing to flow properly to storm drains.
- » The highest concentration of collisions involving those walking and biking are concentrated on Bear Mountain Boulevard, as well as Walnut Street and Haven Drive.
- » Bear Mountain Boulevard has two different speed limits, 45 mph west-bound and 30 mph eastbound. This makes it difficult for people crossing Bear Mountain Boulevard to consistently gauge how fast cars are going.
- » Arvin has relatively low volumes of vehicular traffic, meaning some of the City's streets have potential to be right-sized to better accommodate a wider range of travel modes, notably improved provision for walking and biking.
- » Arvin is a relatively small city, measuring approximately 3 miles north-south, and 1.5 miles east-west. Its small size makes it a very easy to get from one end to the other via walking and biking, if the appropriate infrastructure is in place.
- » Heat is another barrier to walking, biking, and taking transit in Arvin. Temperatures in the summer months are high, and a lack of transit shelters and shade trees within the public right-of-way make being outside uncomfortable, and a health risk, without shade.
- » Poor air quality in Arvin – due to agriculture, industry, rail freight and road traffic – also acts as a deterrent to walking and biking. Poor air quality can contribute to health issues such as asthma, heart disease, cancer, and more.
- » During the fall and spring, tule fog often forms, which limits visibility and can cause collisions.
- » In many locations throughout Arvin, residential landscaping encroaches onto sidewalks, a barrier to people walking in the city.
- » Community members who participated in outreach reported that unleashed dogs in the city are a deterrent to walking, and discourage parents from allowing their children to walk to school.



Parents picking up children from Sierra Vista Elementary School. Many people use umbrellas to create shade in the absence of street trees. The existing mid-block crossing presents barriers for people in wheelchairs or walking with strollers; it is not ADA compliant and it lacks high-visibility crosswalk striping or signage.

- » Muchas de las calles de Arvin carecen de aceras y cruces que cumplan con las normas de la Ley de Americanos con Discapacidad (ADA por sus siglas en inglés), esto es especialmente preocupante cerca de parques y escuelas. Para cerrar las brechas en las aceras en algunas áreas, se puede requerir la adquisición de propiedades para abordar los derechos de paso restringidos
- » Las condiciones del pavimento (calzadas y aceras) son generalmente pobres en toda la ciudad. Esto se debe en parte a los altos volúmenes de tráfico de camiones y la falta de fondos para mantener el pavimento
- » Las preocupaciones por el drenaje se documentaron en visitas al sitio a lo largo de varios corredores, donde se observaron charcos de agua que se acumulaban en los cruces y no fluían adecuadamente a los desagües pluviales
- » La mayor concentración de choques que involucran a los que caminan y andan en bicicleta se concentra en Bear Mountain Boulevard, así como en Walnut Street y Haven Drive
- » Bear Mountain Boulevard tiene dos límites de velocidad diferentes, 45 mph en dirección oeste y 30 mph en dirección este. Esto hace que sea difícil para las personas que cruzan Bear Mountain Boulevard medir consistentemente la velocidad de los autos.
- » Arvin tiene volúmenes relativamente bajos de tráfico vehicular, lo que significa que algunas de las calles de la ciudad tienen el tamaño adecuado para acomodar mejor una gama más amplia de modos de viaje, notablemente una mejor disposición para caminar y andar en bicicleta
- » Arvin es una ciudad relativamente pequeña, que mide aproximadamente 3 millas de norte a sur y 1,5 millas de este a oeste. Su pequeño tamaño hace que sea muy fácil llegar de un extremo al otro a pie y en bicicleta, si existe la infraestructura apropiada
- » El calor es otra barrera para caminar, andar en bicicleta y tomar el transporte público en Arvin. Las temperaturas en los meses de verano son altas, y la falta de parabuses con sombra y árboles en las aceras hacen que estar afuera sea incómodo y un riesgo para la salud
- » La mala calidad del aire en Arvin, debido a la agricultura, la industria, el transporte de mercancías por ferrocarril y el tráfico en las calles, también actúa como un elemento disuasorio para caminar y andar en bicicleta. La mala calidad del aire puede contribuir a problemas de salud como asma, enfermedades cardíacas, cáncer y más
- » Durante el otoño y la primavera, a menudo se forma niebla tule que limita la visibilidad y puede causar colisiones
- » En muchos lugares de Arvin, la falta de mantenimiento de jardines en propiedad privada resulta en plantas y árboles que invaden las aceras, creando una barrera para las personas que caminan por la ciudad
- » Los miembros de la comunidad que participaron en las reuniones informaron que los perros de la calle y sin correa hacen difícil el caminar, y desalienta a los padres de dar permiso para que sus hijos caminen a la escuela

Padres recogiendo a sus niños en la escuela primaria Sierra Vista. Muchas personas usan paraguas para darse sombra en ausencia de árboles en la calle. El cruce existente a mitad de cuadra presenta barreras para las personas en sillas de ruedas o para caminar con carritos; no cumple con las normas de la ADA y le falta un cruce de alta visibilidad con letrero.

OUTREACH SUMMARY

Community and stakeholder feedback was gathered in a variety of ways. At the start of the project, an Advisory Group was formed comprised of City of Arvin, Caltrans, Bike Bakersfield, Dolores Huerta Foundation, Committee for a Better Arvin, California Walks, Kern Health Systems, Kern County Public Works, Kern Council of Governments, and Arvin Union School District. The group met three times over the course of the project: the first meeting on March 7th, 2019 to confirm project goals, identify top community issues and existing conditions; second on April 2nd, 2019 to prepare for the Community Design Charrette; and third on June 12th, 2019, after the charrette to confirm direction received at the Charrette and the outline for this Plan document.

The project team hosted a four-day long Community Design Charrette between April 29th and May 2nd, 2019. This Charrette allowed the consultant team to take up temporary residence at City Hall to fully immerse in the project for the full duration of the event. They conducted field visits to ground-truth existing conditions data collected and analyzed digitally; gained valuable insight and feedback from community members, city staff, and stakeholders at small meetings and two large community-facing events; and developed a set of preliminary infrastructure improvement recommendations that were presented at the closing community event of the charrette. In total, approximately 160 community members attended events.

The most critical outcome of the charrette was the confirmation of specific areas of concern within the City that built upon findings from the existing conditions analysis. This laid the groundwork for the recommendations of the plan. Themes that came up throughout conversations with community members and stakeholders included:



Community members vote for preferred design treatments (left), and map challenges in Arvin (right)

RESUMEN DEL PROCESO PARTICIPATIVO

Los comentarios de la comunidad y de las partes interesadas se recopilaron de diversas maneras. Al comienzo del proyecto, se formó un Grupo Asesor compuesto por la Ciudad de Arvin, Caltrans, Bike Bakersfield, la Fundación Dolores Huerta, el Comité para un Mejor Arvin, California Walks, Kern Health Systems, Kern County Public Works, Kern Council of Governments, y Arvin Union School District. El grupo se reunió tres veces en el transcurso del proyecto: la primera reunión fue el 7 de marzo de 2019 para confirmar los objetivos del proyecto e identificar los principales problemas de la comunidad y las condiciones existentes; el segundo encuentro fue el 2 de abril de 2019 para prepararse para el taller de diseño participativo; y el tercero encuentro fue el 12 de junio de 2019, después del taller para confirmar la dirección recibida en el taller de diseño participativo y el esquema de este documento del Plan.

El equipo del proyecto organizó una serie de talleres de diseño participativo durante cuatro días entre el 29 de abril y el 2 de mayo de 2019. Estos talleres permitieron que el equipo de consultores estableciera su residencia temporal en la ciudad para sumergirse completamente en el proyecto durante toda la duración del evento. Realizaron visitas de campo para identificar las condiciones existentes sobre la base de datos recolectados y para analizarlos de forma digital; se obtuvo información

valiosa y comentarios de los miembros de la comunidad, del personal de la ciudad y de las partes interesadas en pequeñas reuniones y dos grandes eventos orientados a la comunidad; y se desarrolló un conjunto de recomendaciones preliminares sobre cómo mejorar la infraestructura que se presentó en el evento de clausura del taller de diseño participativo. En total, aproximadamente 160 miembros de la comunidad asistieron a los eventos.

El resultado más relevante del taller fue la confirmación de las áreas específicas en donde hay mayor preocupación dentro de la ciudad que los cual ayudo a ampliar en los resultados del análisis de las condiciones existentes. Esto sentó las bases para las recomendaciones del Plan. Los temas que surgieron durante las conversaciones con los miembros de la comunidad y las partes interesadas incluyen:

- » Preocupaciones de seguridad a lo largo del Bear Mountain Boulevard: esta arteria principal tiene las tasas de colisión más altas de cualquier corredor dentro de la ciudad. Son pocos los cruces marcados, las velocidades son excesivas y los volúmenes vehiculares son altos. Todo esto hace que las mejoras en los cruces peatonales sean una alta prioridad. La intersección en Walnut Street es de preocupación especial, dada su proximidad a la escuela preparatoria y la Academia Grimmway

Los miembros de la comunidad votan por los diseños preferidos de calle (izquierda) e identifican los desafíos en Arvin (derecha)

- » Safety concerns along Bear Mountain Boulevard: this major arterial has the highest collision rates of any corridor within the city. Few marked crossings and higher vehicular speeds and volumes make pedestrian crossing improvements a high community priority. The intersection at Walnut Street is of particular concern, given its proximity to the high school and Grimmway Academy.
- » Overly-wide roads and speeding: many of Arvin's streets are designed for higher vehicular capacity than they actually carry. Exploring traffic calming solutions for corridors including Haven Drive, Meyer Street/Campus Drive, and Varsity Avenue, as well as ways to improve crossings were a top request.
- » Paving conditions and ADA: community members expressed concern for the lack of curb ramps, sidewalk gaps, and the poor material conditions of both roadways and sidewalks.

RECOMMENDATIONS

The recommendations that follow, which are guided by Complete Streets design and Safe Routes to School (SRTS) principles, represent a refinement of the recommendations developed at the Charrette as well as national best practices. Recommendations are tailored to be appropriate for Arvin's context, and mindful of ongoing maintenance costs and available funding sources the City may pursue to secure funding for design and implementation.

Several universal infrastructure improvements throughout the City would enable more community members to access a convenient pedestrian network:

- » Crossings:
 - Bi-directional curb ramps with tactile domes
 - High-visibility crosswalks
 - Curb extensions, where feasible, to shorten crossing distances and calm traffic
- Advanced yield markings and rectangular rapid flashing beacons (at unsignalized locations)
- Signals updated to include a Leading Pedestrian Interval (a headstart for people crossing the street) at intersections near major destinations and commercial areas
- » Shade and Green Infrastructure:
 - Bus stops should have a shade structure and bench to maximize comfort while waiting for the bus
 - Street trees should be planted wherever feasible to maximize shade and encourage walking and biking
 - Where curb extensions and planted center medians are installed, consider stormwater-capturing designs to improve water quality and manage stormwater flows

- » Carreteras demasiado anchas y exceso de velocidad: muchas de las calles de Arvin están diseñadas para una mayor capacidad vehicular de lo que realmente transportan. Una de las principales solicitudes fue explorar las soluciones para calmar el tráfico en Haven Drive, Meyer Street/ Campus Drive y Varsity Avenue, así como las formas de mejorar los cruces peatonales
- » Condiciones de pavimentación y ADA: los miembros de la comunidad expresaron su preocupación por la falta de rampas en las aceras, falta de aceras y las malas condiciones materiales de las calles y aceras

RECOMENDACIONES

Las recomendaciones a continuación se guían por el diseño de calles completas y los principios de Rutas Seguras a la Escuela. Representan un refinamiento de las recomendaciones desarrolladas en los talleres de diseño participativo, así como las mejores prácticas nacionales. Las recomendaciones se adaptan para que sean apropiadas para el contexto de Arvin, y toman en cuenta los costos de mantenimiento continuos y las fuentes de fondos disponibles que la ciudad puede buscar para asegurar el financiamiento para el diseño y la implementación.

Varias mejoras de infraestructura en toda la ciudad permitirían a más miembros de la comunidad acceder a una conveniente red peatonal:

- » Cruces:
 - Rampas bidireccionales en las aceras con guías táctiles
 - Cruces peatonales de alta visibilidad
 - Extensión de las aceras, donde sea posible, para acortar las distancias de cruce y calmar el tráfico
 - Marcas avanzadas para ceder el paso y luces de advertencia intermitentes (en ubicaciones sin semáforos)
 - Semaforización actualizada para incluir un intervalo al peatón de varios segundos de ventaja para empezar a cruzar antes de que los carros reciban la luz verde en las intersecciones cerca de los principales destinos y áreas comerciales

» Safe Routes to School Improvements:

- School Zone signs should be placed within school zones to indicate to drivers there may be children present. They should be combined with 15 to 25 mile per hour speed limit signs
- Crosswalks in school zones should be marked in yellow and accompanied by pavement markings and at minimum should include advance warning signs (e.g., SCHOOL, SLOW SCHOOL X-ING, etc.)
- Curb paint and signs should be used to communicate and enforce parking restrictions in school loading zones
- Speed feedback signs should be placed strategically to deter drivers from speeding in and near school zones
- Install pedestrian-scale lighting through Arvin, but with priority given to corridors that connect to our schools

The recommendations, summarized in the map on the following page, include pedestrian improvement crossings and improvement of the bicycle network throughout the city, in particular on Varsity Avenue, Walnut Street/Drive, El Camino Real, Franklin Street, A Street, Campus Drive/Meyer Street, and Haen Drive. These recommendations help develop a comprehensive bicycle and pedestrian networks that provide safe and comfortable access to parks, schools, retail, transit, and other destinations throughout the City of Arvin.

Bear Mountain Boulevard, a Caltrans-controlled corridor, was a major topic of concern for the community at the charrette. This corridor has the highest history of collision within Arvin. It is also the widest road within the city, and therefore pedestrians are exposed to traffic for the longest while crossing. Additionally, in some locations along Bear Mountain Boulevard, there are distances of as much as 1/4-mile between marked crosswalks. It is a major barrier for those walking to cross, particularly students getting to and from schools on the north side of Arvin. Specific areas for concern and requests for improvement on Bear Mountain Boulevard came up repeatedly during the charrette:

- » Vehicles tend to speed on this road, and with few marked crossings this makes it feel unsafe for many to cross the street.
- » Requests for a signal with marked crosswalks at Walnut Street, which many students cross to access Arvin High School.
- » Crosswalks located at intersections or mid-block locations without signals or stop signs are faded and difficult to see. As a result, drivers often do not stop for those trying to cross. This was a particular concern at Stockton Avenue and North Acala Street
- » A lack of pedestrian-scaled lighting along Bear Mountain Boulevard amplifies the low-visibility issues for those crossing the street at night, making those crossing feel even more vulnerable.

» Sombra e infraestructura verde:

- Las paradas de autobús deben tener una estructura de sombra y una banca para que sea más cómodo esperar el autobús
- Los árboles de la calle deben plantarse donde sea posible para maximizar la sombra y alentar caminar y andar en bicicleta
- Cuando se instalen extensiones de aceras y los camellones centrales con arbolado se considerarán los diseños de captura de aguas pluviales para mejorar la calidad del agua y gestionar los flujos de aguas pluviales

» Mejoras al programa Rutas Seguras a la Escuela (RSE):

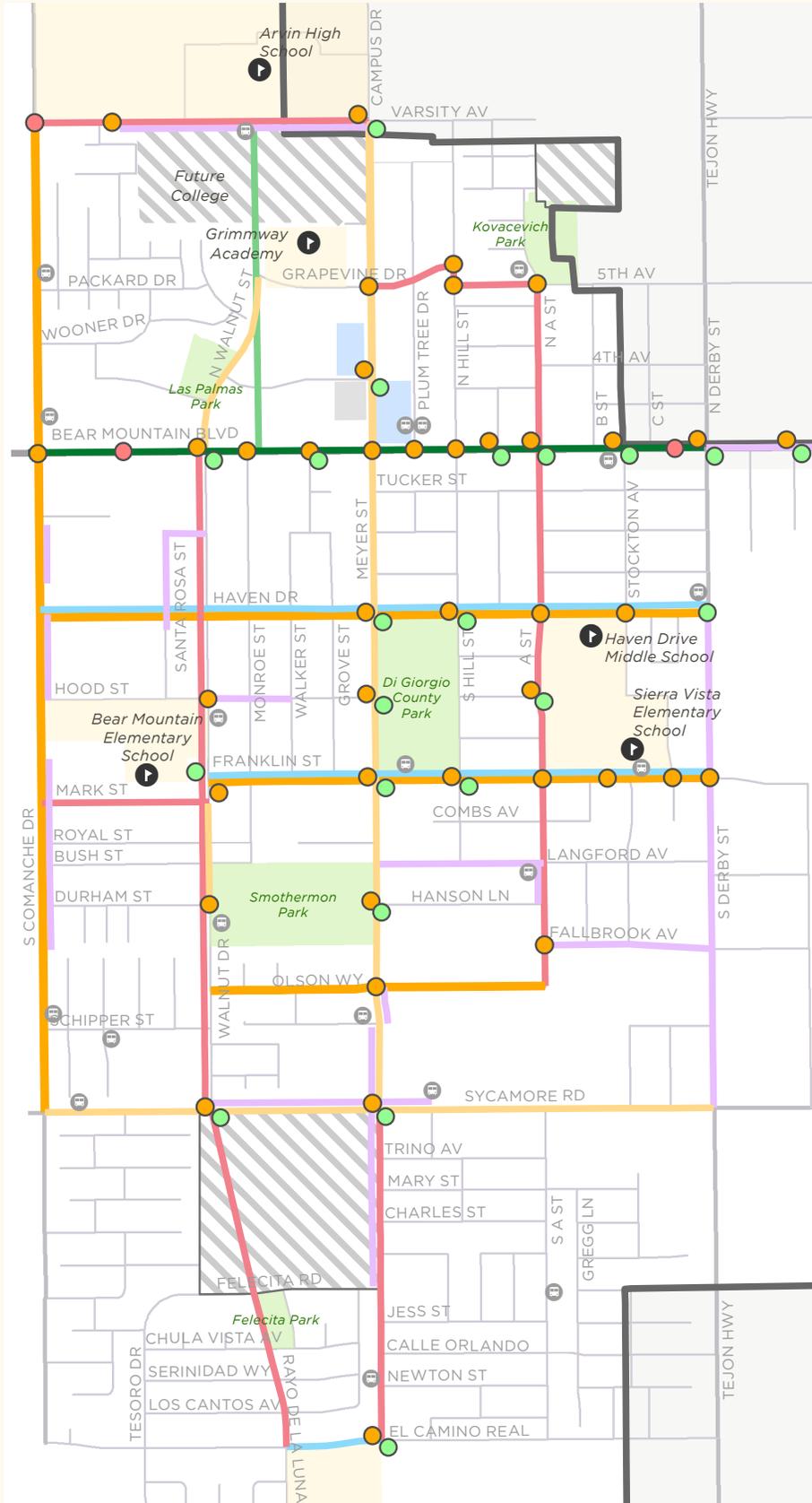
- Los señalamientos de la zona escolar deben colocarse para indicar a los conductores que puede haber niños presentes. Deben combinarse con letreros de límite de velocidad de 15 a 25 millas por hora
- Los cruces peatonales en las zonas escolares deben estar marcados de amarillo y, como mínimo, deben incluir señales de advertencia anticipadas (por ejemplo, ESCUELA, BAJE LA VELOCIDAD, CRUCE ESCOLAR, etc.)

- La pintura al borde de la calle y los letreros deben usarse para comunicar y hacer cumplir las restricciones de estacionamiento en las zonas de carga de la escuela
- Los señalamientos para bajar la velocidad deben colocarse estratégicamente para disuadir a los conductores de acelerar dentro y cerca de las zonas escolares
- Instalar iluminación a escala peatonal por todo Arvin, pero con prioridad dado a los corredores que se conectan a nuestras escuelas

Las recomendaciones, resumidas en el mapa de la página siguiente, incluyen mejoras a los cruces peatonales y mejora de la red para bicicletas en toda la ciudad, en particular en Varsity Avenue, Walnut Street/Drive, El Camino Real, Franklin Street, A Street, Campus Drive/Meyer Street, y Haen Drive. Estas recomendaciones ayudarán a desarrollar una red integral para ciclistas y peatones que brinde un acceso seguro y cómodo a parques, escuelas, tiendas, transporte público y otros destinos en toda la ciudad de Arvin.

Bear Mountain Boulevard, un corredor controlado por Caltrans, fue un tema importante para la comunidad cuando se llevaron a cabo los talleres de diseño participativo. Este corredor tiene el mayor número de choques viales dentro de Arvin. También es el camino más ancho dentro de la ciudad y, por lo tanto, los peatones están expuestos al tráfico durante más tiempo mientras cruzan. Además, las distancias entre los cruces marcados en Bear Mountain Boulevard son muy largas, pueden llegar a ser 1/4 de una

Figure 1: Recommendations Map



RECOMMENDATIONS RECOMENDACIONES

COMPLETE STREETS AND
SAFE ROUTES TO SCHOOL PLAN
PLAN DE CALLES COMPLETAS Y
RUTAS SEGURAS A LA ESCUELA

Recommendations Recomendaciones

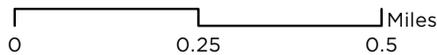
-  *Crossing Improvement*
Mejora de Cruce
-  *Signals or Beacons*
Semáforos o Luces de Advertencia
-  *Traffic Calming*
Calmar el Tráfico
-  *Shared Use Path*
Ruta de Uso Compartido
-  *Bicycle Lane*
Carril de Ciclismo
-  *Bicycle Boulevard*
Boulevard de Bicicletas
-  *Separated Bikeway*
Carril Separado para Bicicletas
-  *Traffic Calming*
Calmar el Tráfico
-  *Sidewalk Gap Closure*
Cerrar Brecha en Red de Aceras

Existing Bikeways Ciclovías Existentes

-  *Bicycle Lane*
Carril de Ciclismo

Boundaries & Destinations Límites y Destinos

-  *Transit Stop*
Parada de Tránsito
-  *Library / Biblioteca*
-  *School / Escuela*
-  *Government Building*
Edificio del Gobierno
-  *Park / Parque*
-  *Parcel Under Development*
Parcela en Desarrollo
-  *Arvin Boundary*
Limite de Arvin



Data provided by Kern County,
Esri, Caltrans.
Map produced October 2019





Recommended improvements to Bear Mountain Boulevard include marked crosswalks at all intersections and pedestrian-activated flashing beacons.

Any improvements to the Bear Mountain Boulevard corridor will require coordination and approval from Caltrans. A traffic study needs to be conducted for the Bear Mountain Boulevard corridor to determine appropriate speeds and the most appropriate crossing improvements needed at each intersection, and appropriate bike facility type.

At signalized intersections, high visibility crosswalks, curb extensions, and leading pedestrian intervals are advised to shorten the crossing distance for pedestrians, allow more time to cross, and increase visibility to drivers. At unsignalized intersections, rectangular rapid flashing beacons and advanced yield markings may be installed to improve visibility of pedestrians to drivers, and curb extensions may be installed where feasible and are a green infrastructure opportunity

that can address help address drainage and stormwater management issues. Additionally, automated pedestrian detection technology, such as infrared, can be installed to sense when someone is waiting to cross the street and send a signal to switch to a pedestrian walk phase. In addition to these pedestrian improvements, a separated bikeway is called for on Bear Mountain Boulevard. This has the potential to further calm traffic and provide east-west connectivity across the city.

The image above, at Stockton Avenue, illustrates how these improvements to an unsignalized intersection might be applied along Bear Mountain Boulevard. The image demonstrates what this corridor could look with these infrastructure improvements installed.



Las mejoras propuestas para Bear Mountain Boulevard incluyen cruces peatonales marcados en todas las intersecciones y luces de advertencia intermitentes activados por los peatones

milla. Es una barrera importante para aquellos que caminan y andan en bicicleta, particularmente los estudiantes que van y vienen de las escuelas en el lado norte de Arvin. Áreas específicas de preocupación y solicitudes de mejora en Bear Mountain Boulevard surgieron repetidamente durante los talleres de diseño participativo:

- » Los vehículos tienden a acelerar en este corredor y son pocos los cruces peatonales marcados, esto hace que sea inseguro para muchos cruzar la calle
- » Se solicitó una semaforización y señalización adecuada en Walnut Street, en donde muchos estudiantes cruzan para acceder a Arvin High School
- » Los cruces peatonales ubicados en intersecciones o ubicaciones a mitad de cuadra sin señales o señales de alto se desvanecen y son difíciles de ver. Como resultado, los conductores a menudo no se detienen para aquellos que intentan cruzar. Esta fue una preocupación particular en Stockton Avenue y North Acala Street
- » La falta de iluminación a escala peatonal a lo largo de Bear Mountain Boulevard amplifica los problemas de baja visibilidad para aquellos que cruzan la calle por la noche, haciendo que en los cruces los caminantes se sientan aún más vulnerables

Cualquier mejora en este corredor requerirá coordinación y aprobación de Caltrans. Se recomienda que Caltrans haga un estudio formal de la circulación en Bear Mountain Boulevard para determinar el límite de velocidad apropiado y las mejoras

que se deben hacer en cada cruce de calle, y el tipo de instalación de bicicleta adecuada.

En las intersecciones con semáforos, se recomienda la instalación de cruces peatonales de alta visibilidad, extensiones de banqueta e los intervalos de avance peatonal para acortar la distancia de cruce para los peatones, dar más tiempo para cruzar y aumentar la visibilidad. En intersecciones sin semáforos, se pueden instalar cruces peatonales de alta visibilidad acompañados de luces de advertencia intermitentes y marcas de ceder el paso avanzadas para mejorar la visibilidad de los peatones. También, donde sea posible, se pueden instalar extensiones de acera que proporcionan una oportunidad de infraestructura verde que puede ayudar al manejo del drenaje y la gestión de aguas pluviales. Además, se puede instalar tecnología automatizada de detección de peatones para detectar cuando alguien está esperando cruzar la calle y enviar una señal para cambiar a una fase de paso peatonal. In addition to these pedestrian improvements, a separated bikeway is called for on Bear Mountain Boulevard. Además de estas mejoras para peatones, se requiere un carril bici separado en Bear Mountain Boulevard. Esto tiene el potencial de calmar aún más el tráfico y proporcionar conectividad este-oeste en toda la ciudad.

La imagen a continuación, en la Avenida Stockton, ilustra cómo se podrían aplicar estas mejoras a una intersección sin semáforo en este corredor.

A variety of different bike facility types are recommended throughout the city. These include standard and buffered bike lanes (Class II facilities), as well as bicycle boulevards (Class III facilities). Locations for recommended bike facilities were selected by considering how to best connect destinations, such as schools, parks, civic buildings, and shopping areas; identifying high-collision corridors; and by examining roadway widths to determine which streets were wider than vehicular capacity demands. The majority of bike facility types recommended in Arvin are either Class II or Class III facilities. This is because these types of facilities can be easily installed with simple paint and signage and are low-maintenance, and therefore easier for the City to upkeep.

In the example below, buffered bike lanes are installed along Franklin Street, an example of right-sizing a roadway to better

balance travel modes. A mid-block crossing with pedestrian-activated flashing beacons and curb extensions to help reinforce school zone speed limits will improve safety for students at Sierra Vista Elementary School, and a planted center median adds shade and an opportunity to capture stormwater. Improvements like these can make it more appealing for students to walk and bike to school and can be applied throughout the City to improve its Safe Routes to School network.

On lower-traffic streets, such as Haven Drive, bicycle boulevards (Class III facilities) can be installed with pavement markings that indicate cyclists share the road with vehicles. Traffic calming elements, such as speed humps, or "chicanes," pictured in the photosimulation on the next page, can also be installed to reinforce speed limits and encourage drivers to comply

Recommended conditions on Franklin Street make walking and biking to school more accessible. Existing parking is preserved and where red curb is located, planted curb extensions may be added.



Se recomienda una variedad de diferentes tipos de instalaciones para bicicletas en toda la ciudad. Estos incluyen ciclocarriles estándar y con separación tipo Clase II), así como bulevares para bicicletas (tipo Clase III). Las ubicaciones para la infraestructura ciclista propuestas se seleccionaron considerando la mejor manera de conectar destinos, como escuelas, parques, edificios cívicos y áreas de compras; identificación de corredores de alta colisión; y al examinar lo ancho de las calles para determinar qué calles eran más anchas de lo necesario. La mayoría de los tipos de instalaciones para bicicletas recomendadas en Arvin son infraestructura de Clase II o Clase III. Esto se debe a que este tipo de infraestructura se puede instalar fácilmente con pintura y letreros simples y son de bajo mantenimiento y, por lo tanto, más fáciles de mantener para la ciudad.

En el ejemplo en la página anterior, se instalan ciclocarriles con separación a lo largo de Franklin Street, un ejemplo de dimensionamiento correcto de una calle para equilibrar mejor los modos de viaje. Un cruce a mitad de cuadra con luces de advertencia intermitentes activadas por los peatones y extensiones de acera para ayudar a reforzar los límites de velocidad de la zona escolar mejorará la seguridad de los estudiantes en la Escuela Primaria Sierra Vista. Además se contempla un camellón con arbolado para agregar sombra y la oportunidad de capturar aguas pluviales. Mejoras como estas pueden hacer que sea más atractivo para los estudiantes caminar y andar en bicicleta a la escuela y pueden aplicarse en toda la ciudad para mejorar su red de rutas seguras a la escuela.

En las calles de poco tráfico, como Haven Drive, se pueden instalar bulevares para bicicletas (tipo Clase III) con marcas en el pavimento que indican que los ciclistas comparten la carretera con los vehículos. También se pueden instalar elementos para calmar el tráfico, como los topes o las extensiones de acera, que se muestran en la imagen en la próxima página, para reducir la velocidad de los carros. Las extensiones de acera a media cuadra actúan para calmar el tráfico al reducir el campo visual para los conductores, lo que requiere movimientos de giro cuidadosos para seguir los carriles. Estas áreas también son oportunidades para integrar árboles y plantas, y para capturar y filtrar aguas pluviales. Mejoras como estas pueden aumentar la seguridad y el acceso a los parques de Arvin.

El Capítulo 5 de este documento incluye una lista completa de proyectos recomendados en toda la ciudad y detalles adicionales sobre las recomendaciones de diseño. Para obtener información adicional sobre la gama completa de diseño de calles completas y estrategias de Rutas Seguras a la Escuela, que pueden emplearse en toda la ciudad, consulte la serie de herramientas de diseño en el Apéndice de este documento.



Las condiciones propuestas en la calle Franklin hacen que caminar y andar en bicicleta a la escuela sean experiencias más accesibles. El estacionamiento existente se conserva y donde se encuentra el bordillo rojo, se pueden agregar extensiones de las aceras



A bicycle boulevard and chicanes may be installed along Haven Drive

with the posted speed. Chicanes act as traffic calming by reducing the visual field for drivers, requiring minor turning movements to follow the lanes. These areas are also opportunities to integrate trees and plantings, and to capture and filter stormwater. Improvements like these can increase safety and access to Arvin's parks.

Chapter 5 of this document includes a full list of recommended projects throughout the city and additional details about design recommendations. For additional information on the full range of Complete Streets design treatments and Safe Routes to School strategies that can be employed throughout the city, please refer to Design Toolkit in the Appendix of this document

NEXT STEPS

This Plan represents the first in a series of steps needed to implement these recommendations, which will address the core goal of improving Arvin's transportation network for all users (those walking, biking, taking public transit, and driving) with a strong focus on providing Safe Routes to School. This Plan provides the city with the preliminary planning information needed to seek grant funding to design and construct the

recommendations. The process of seeking funding and completing the design work needed to construct these projects varies, and typically takes several years per project. In Chapter 6 of this document you will find detail about competitive funding sources the City may pursue to implement these projects, as well as policies and maintenance strategies the City has identified to increase the effectiveness and longevity of projects and programs once funding is secured.



Se puede instalar un bulevar de bicicletas con extensiones de acera a lo largo de Haven Drive

PRÓXIMOS PASOS

Este Plan representa el primero de una serie de pasos necesarios para implementar estas recomendaciones, que abordarán el objetivo central de mejorar la red de transporte de Arvin para todos los usuarios (aquellos que caminan, andan en bicicleta, toman el transporte público y conducen) con un fuerte enfoque en proporcionar Rutas Seguras a la Escuela. Este Plan proporciona a la ciudad la información de planificación preliminar necesaria para buscar fondos de subvención para diseñar y construir las recomendaciones. El proceso de

buscar financiación y completar el trabajo de diseño necesario para construir estos proyectos varía, y generalmente toma varios años por proyecto. En el Capítulo 6 de este documento usted encontrará detalles sobre las fuentes de financiamiento competitivas que la ciudad puede seguir para implementar estos proyectos, así como las políticas y estrategias de mantenimiento que la ciudad ha identificado para aumentar la efectividad y la longevidad de los proyectos y programas una vez que se asegure la financiación.

2

EXISTING CONDITIONS

The project team conducted a detailed planning and site analysis of the City of Arvin. This process included:

- A review of existing City and local planning documents that might inform recommendations
- A desktop review and analysis of street conditions (reviewing digital data)
- Traffic counts and collision analysis
- Heat and shade analysis
- Site visits conducted at the Community Design Charrette

The team synthesized these layers of information to identify opportunities and constraints that identify specific barriers (e.g. constrained rights of way widths, missing sidewalks, etc.) and opportunities (such as overly wide streets). These, augmented by the community feedback described in Chapter 3, ultimately informed the recommendations in Chapter 5.

PLAN REVIEW

For local context, the project team reviewed relevant local, regional, and state plans. Key plans that informed this effort include the Kern Region Active Transportation Plan, which guides the Kern Council of Governments in its efforts to enhance walking, bicycling, and transit throughout Kern County, including within the City of Arvin. The Plan recommends over 17 miles of new bikeways and over 12 miles of pedestrian improvements, such as sidewalk gap closures, traffic calming, and crossing improvements. The Plan also makes recommendations for end-of-trip facilities, such as the number and location of long-term and short-term bicycle parking.

The review also included Recommendations to Improve Pedestrian and Bicycle Safety for the City of Arvin, a report developed via collaboration between Bike Arvin, California Walks, the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC), and the City of Arvin Planning Committee. Through stakeholder engagement, a review of plans and policies, and analysis and mapping of pedestrian and bicycle injury data, this report identifies existing conditions and challenges and makes recommendations to improve safety of walking and bicycling in Arvin.

The complete details of plans reviewed can be found in the appendix of this plan and are listed in Table 1.

Table 1: List of Relevant Local, Regional, and State Plans

Plan Name	Year
Local	
Recommendations to Improve Pedestrian and Bicycle Safety for the City of Arvin	2018
Arvin General Plan Update	2012
Street Story	N/A
Regional	
Kern Region Active Transportation Plan	2018
State	
Toward an Active California: Statewide Bicycle and Pedestrian Plan	2017
California Transportation Plan 2040	2015
Main Street California: A Guide for Improving Community and Transportation Vitality	2013
Caltrans Strategic Management Plan	2010
California Complete Streets Deputy Directive 64	2010
Smart Mobility 2010: A Call to Action for the New Decade	2010
Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians	2010

EXISTING BICYCLING AND WALKING NETWORK

BICYCLE FACILITIES

The California Department of Transportation (Caltrans) defines four classes of bicycle facilities. See the appendix of this document for additional information in the Design Toolkit pertaining to bicycle facility types. The map in Figure 2 shows where bike facilities exist today in Arvin:

- » **Class II Bicycle Lanes** are striped preferential lanes on the roadway for one-way bicycle travel that include pavement stencils and signs. Class II bicycle lanes exist on Campus Drive/ Meyer Street from Varsity Avenue to Olson Way, Sycamore Road from Comanche Drive to Derby Street, and Walnut Street north of Bear Mountain Boulevard.
- » **Class III Bicycle Routes** are signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are typically only appropriate either on quiet, low-speed streets with relatively low traffic volumes or on higher-speed roadways that include a wide outside lane or shoulder to accommodate safe passing. Some Class III bicycle routes include shared lane markings or "sharrows" that encourage proper bicyclist positioning in the center of a travel lane and alert drivers that bicyclists may be present. Class III bike routes have been designated along several east-west corridors, one cross-town north south corridor, and one neighborhood north-south corridor.

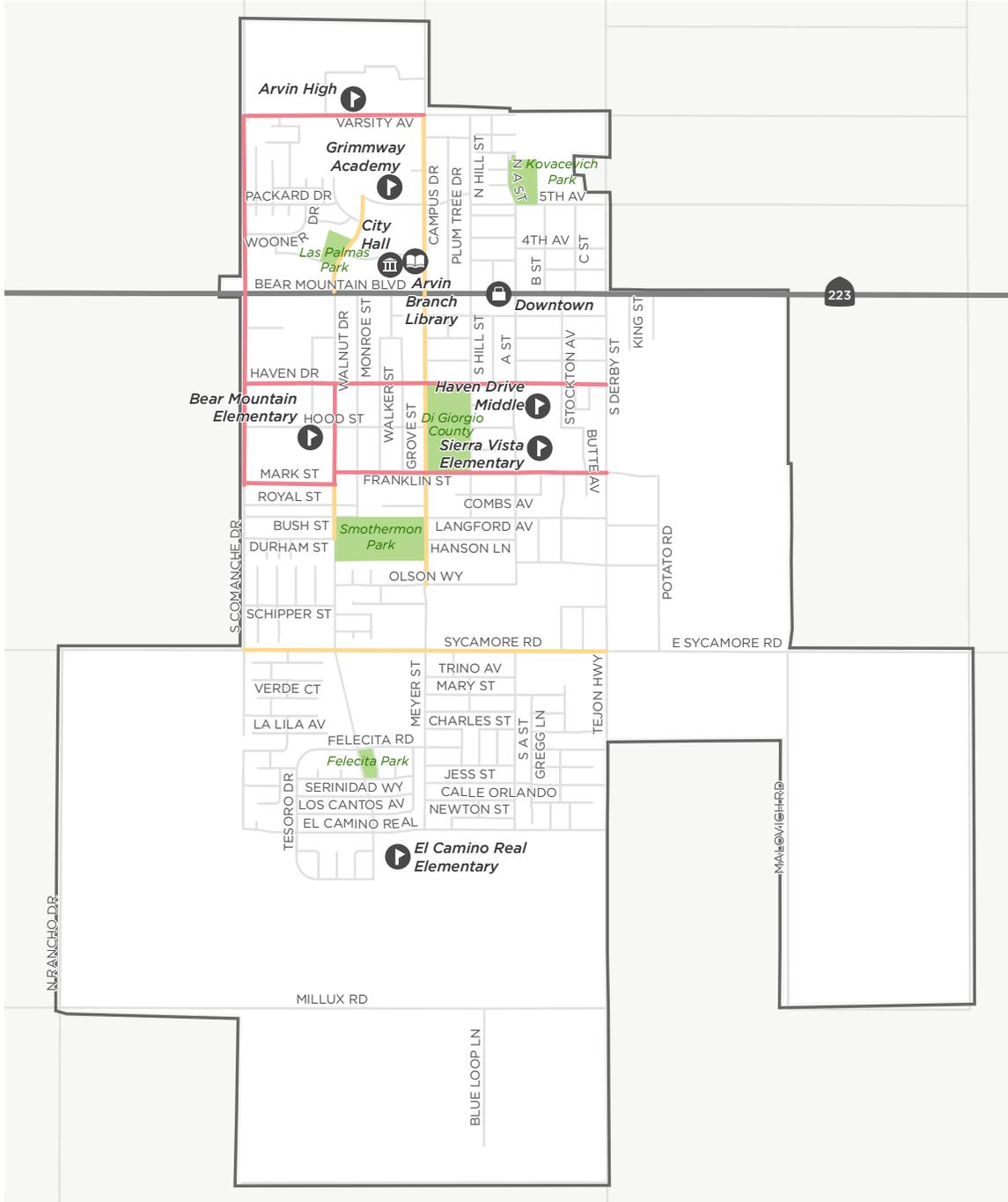
Two additional classes of bike facilities are defined by Caltrans, neither of which currently exist in Arvin:

- » **Class I Shared Use Paths** are exclusively for the shared use of bicycles and pedestrians and are not located in a roadway.
- » **Class IV Separated Bikeways** are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or parking aisle. They can allow for one- or two-way bicycle travel on one or both sides of the roadway.



Currently, the City of Arvin's Municipal Code limits riding bicycles on sidewalks. Implementation of additional bikeways, as recommended in Chapter 5, would give people safer, more comfortable options for riding in the street rather than on the sidewalk.

Figure 2: Existing Bicycle Facilities

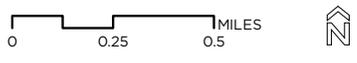


Existing Bikeways

- Class II Bicycle Lane
- Class III Bicycle Route

Destinations + Boundaries

- K-12 School
- Library
- Shopping
- Government Building
- Parks



alta Data provided by Kern County, Esri, Caltrans.
 PLANNING + DESIGN Map produced February 2019

Attachment: Arvin SRTS Plan v5 + Appendix v2 (A Resolution of the City Council of the City of Arvin to Adopt the City of Arvin's Safe Routes to

WALKING FACILITIES

An inventory of sidewalks was not available for review, but a desktop review of aerial imagery showed that much of Arvin's residential neighborhoods have existing sidewalks. The sidewalks can generally be categorized as standard width, mostly back of curb without a planting strip separating it from the roadway. However, many of these existing sidewalks are in poor condition, with cracks and holes, creating barriers for people walking or using mobility devices. Further, in many locations, residential landscaping encroaches onto sidewalks, leaving little or no space for people to walk on the sidewalk.

Though much of our community has access to sidewalks, some street segments do not currently have sidewalks. One of the City's goals with this Plan is to close all sidewalk gaps where possible. It is important to note that in some locations where sidewalks do not exist, property acquisition may be required to build new sidewalks.

Crossing Amenities

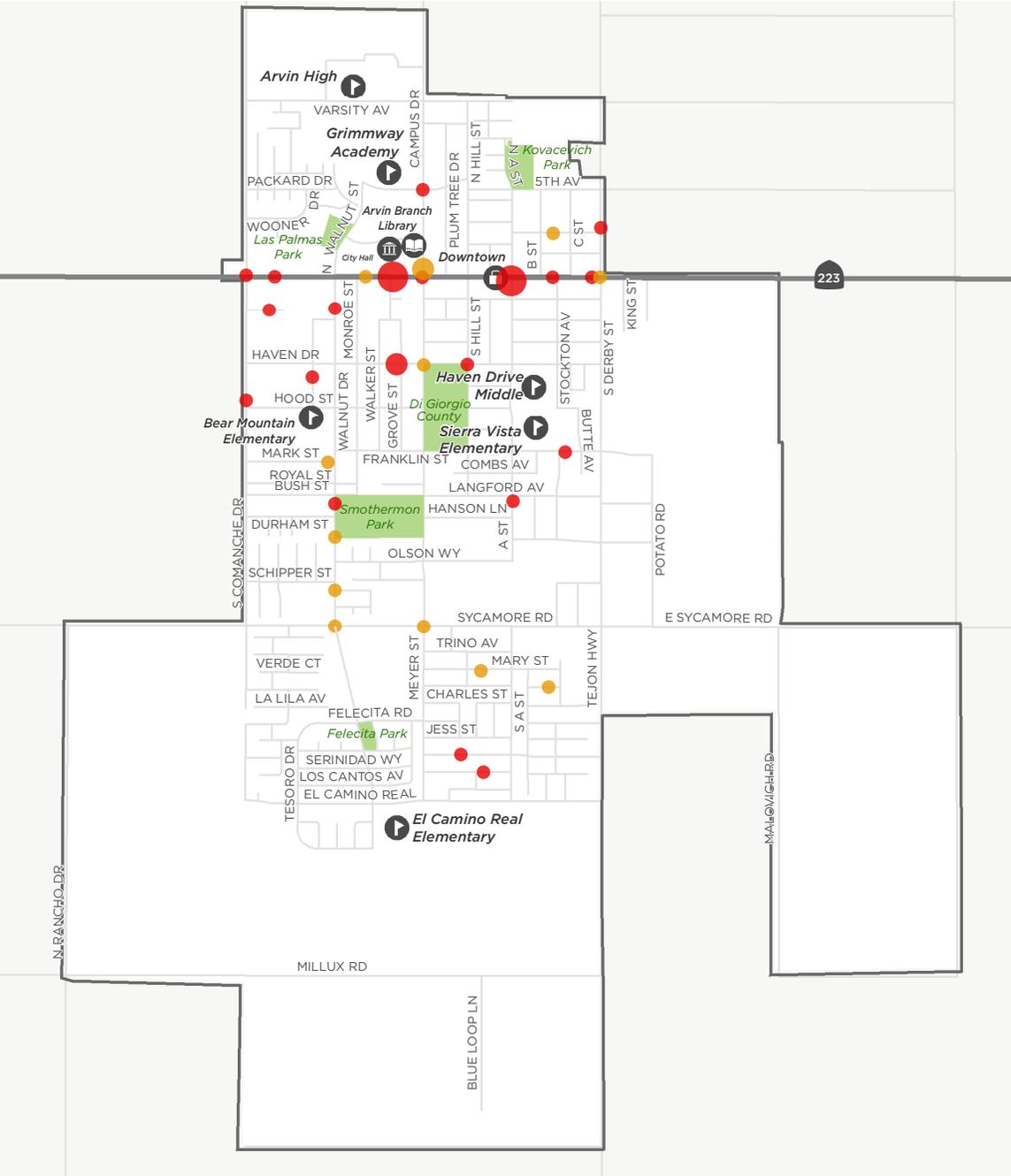
Within residential neighborhoods, marked crossings are uncommon, though some marked crosswalks exist near schools. Many existing crosswalks are faded and require maintenance to be high-visibility. The desktop review showed wide curb radii and noted no enhanced crossing treatments such as curb extensions or median islands.

COLLISION ANALYSIS

Data on motor vehicle collisions with bicyclists and pedestrians can provide insight into locations or roadway features that tend to have higher collision rates, as well as behaviors and other factors that contribute to collisions. Collision data involving people walking and bicycling was acquired from the UC Berkeley Transportation Injury Mapping System (TIMS), which includes only reported fatal or injury collisions. Five years of data were evaluated, from 2013 through 2017. Additional collision analysis can be found in the appendix of this document. Highlighted in this chapter are major takeaways that informed design recommendations.

A total of 167 collisions were reported in Arvin during the study period, 13 of which involved a person riding a bicycle (7.8 percent) and 26 of which involved pedestrians (15.6 percent). Of the 167 collisions, two were fatal: one pedestrian crash and one motor vehicle crash.

Figure 3: Bicycle and Pedestrian Collisions that resulted in Injury or Death – Location and Frequency



Pedestrian Collisions within 100 feet

- 1
- 2
- 3 - 4

Bicycle Collisions within 100 feet

- 1
- 2

Destinations + Boundaries

- K-12 School
- Library
- Shopping
- Government Building
- Parks



alta Data provided by Kern County, Esri, Caltrans.
 PLANNING + DESIGN Map produced February 2019

COLLISION SEVERITY

Bicyclist-Involved Collisions

There were two collisions that resulted in severe injury to the bicyclist, and no collisions where a bicyclist was killed. The severe injury collisions did not occur at intersections.

- >> The collision on Walnut Drive south of Durham Street was caused by a speeding driver who fled the scene of the collision. It was night time and street lights were functioning. There are no bicycle facilities on Walnut Drive south of Durham Street.
- >> The collision on Bear Mountain Boulevard west of Monroe Street was caused by a bicyclist making an unsafe lane change. The collision occurred during the daytime. There are no bicycle facilities on Bear Mountain Boulevard.

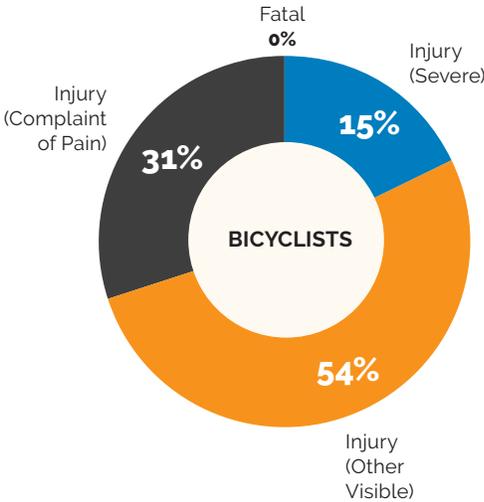


Figure 4: Bicyclist-Involved Collision Severity, % Out of 167 Collisions in a 5-year period

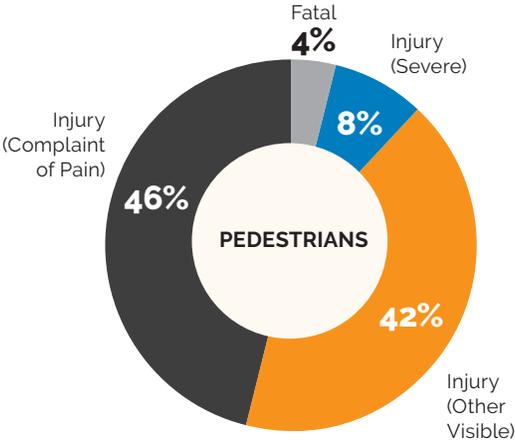


Figure 5: Pedestrian-Involved Collision Severity, % Out of 167 Collisions in a 5-year period

Pedestrian-Involved Collisions

One pedestrian-involved collision was fatal, and two resulted in severe injuries.

- >> The single fatal pedestrian-involved collision occurred on Derby Street, just north of 4th Avenue. The victim was a 78-year-old man who was walking in the northbound travel lane of Derby Street, where he was hit by a driver traveling north. There is no sidewalk on that side of Derby Street. It was night time, and street lights were functioning. The road surface was dry and under good condition. The collision was attributed to the actions of the pedestrian.
- >> Both severe injury collisions occurred on Bear Mountain Boulevard, and in both cases the driver of the vehicle was determined to be at fault.

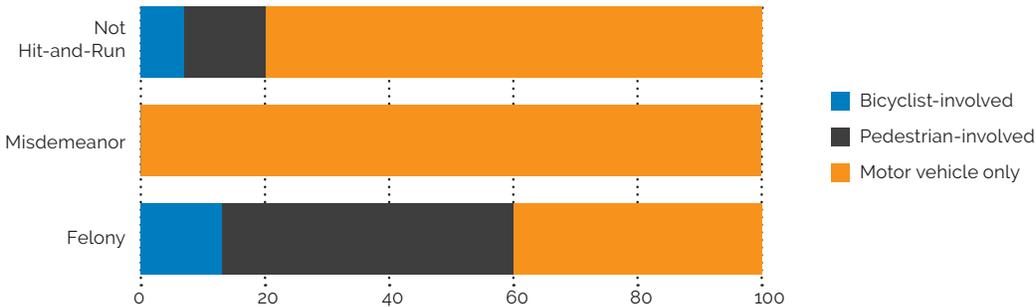
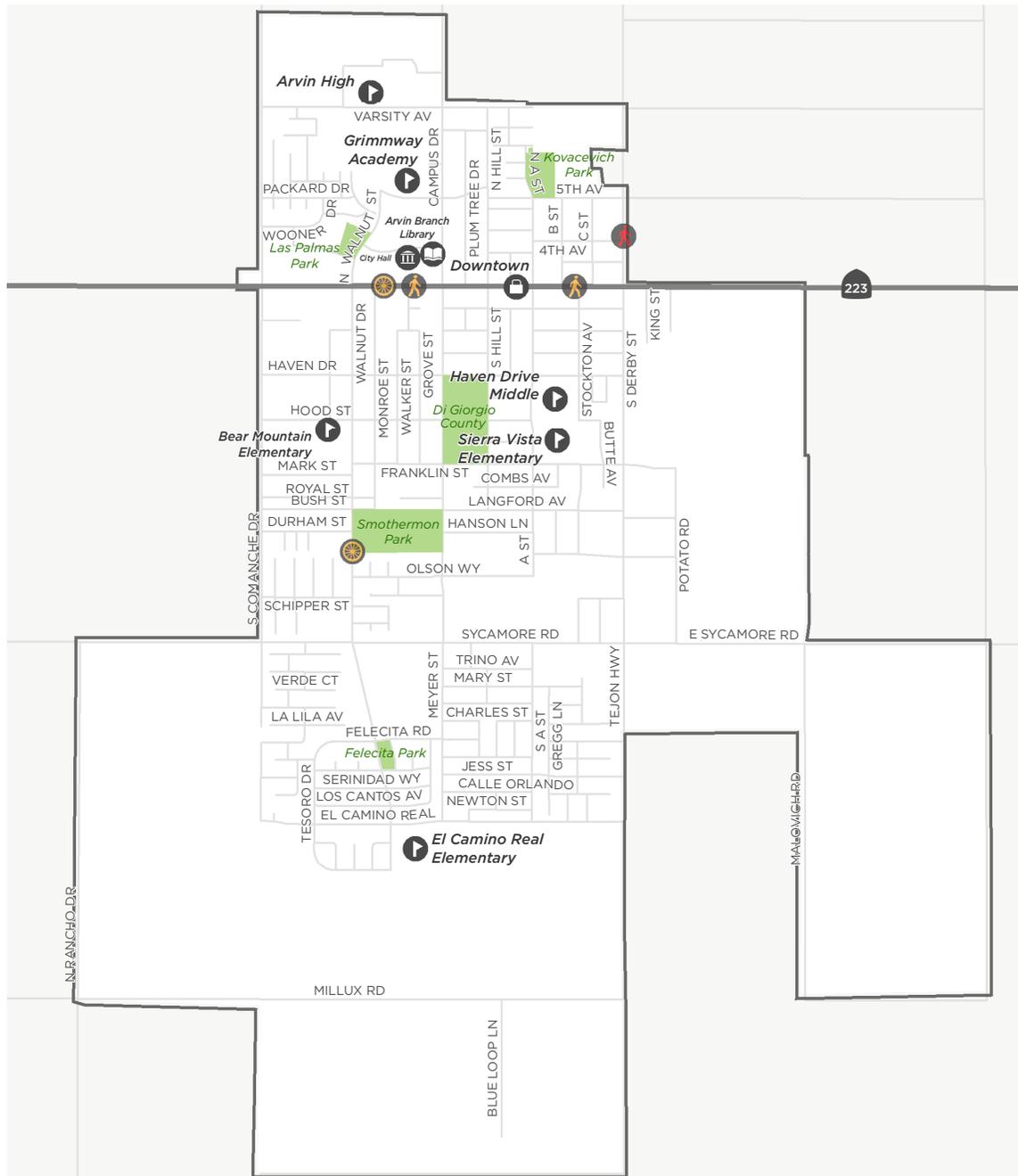


Figure 6: Percent of Hit-and-Run Collisions by Mode

Hit and Run Collisions

There were 15 felony hit-and-run collisions during the study period. Bicycle and pedestrian-involved collisions comprise a disproportionately large share of hit-and-runs: 60 percent of hit-and-run collisions in Arvin left a bicyclist or pedestrian killed or severely injured.

Figure 7: Collisions in which cyclists or pedestrians were killed or severely injured

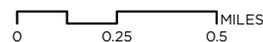


Collision Severity

- Pedestrian Killed
- Pedestrian Severely Injured
- Bicyclist Severely Injured

Destinations + Boundaries

- K-12 School
- Library
- Shopping
- Government Building
- Parks



alta Data provided by Kern County, Esri, Caltrans.
 PLANNING + DESIGN Map produced February 2019

TRAFFIC VOLUMES

ACTIVE TRANSPORTATION AND VEHICULAR VOLUMES

The Kern County Council of Governments provided bicycle and pedestrian volume data compiled in 2017 and 2018. The highest volumes of both bikes and pedestrians were found clustered around parks and schools, as well as along Bear Mountain Boulevard. This underscores the need for infrastructure that supports active walking and biking environments in these locations.

Additionally, vehicular volumes were mapped based upon data from Kern County Council of Governments compiled

in 2018. Traffic volumes were not available on all corridors, but where data was available traffic volumes were all are less than 10,000 vehicles per day. As many of Arvin's streets carry two lanes of travel in each direction, this assessment indicates the potential to rebalance the roadway and reallocate space to bikes, pedestrians, and landscape where vehicular volumes can be accommodated with fewer lanes. The Federal Highway Administration (FHWA) advises roadways with ADT volumes of 20,000 or less, such as the segment of Sycamore Road between Comanche Drive and Tejon Highway, make good candidates for road re-balancing studies. Additional research and case studies can be found at https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/.

Figure 8: Bicycle counts per day at specified locations

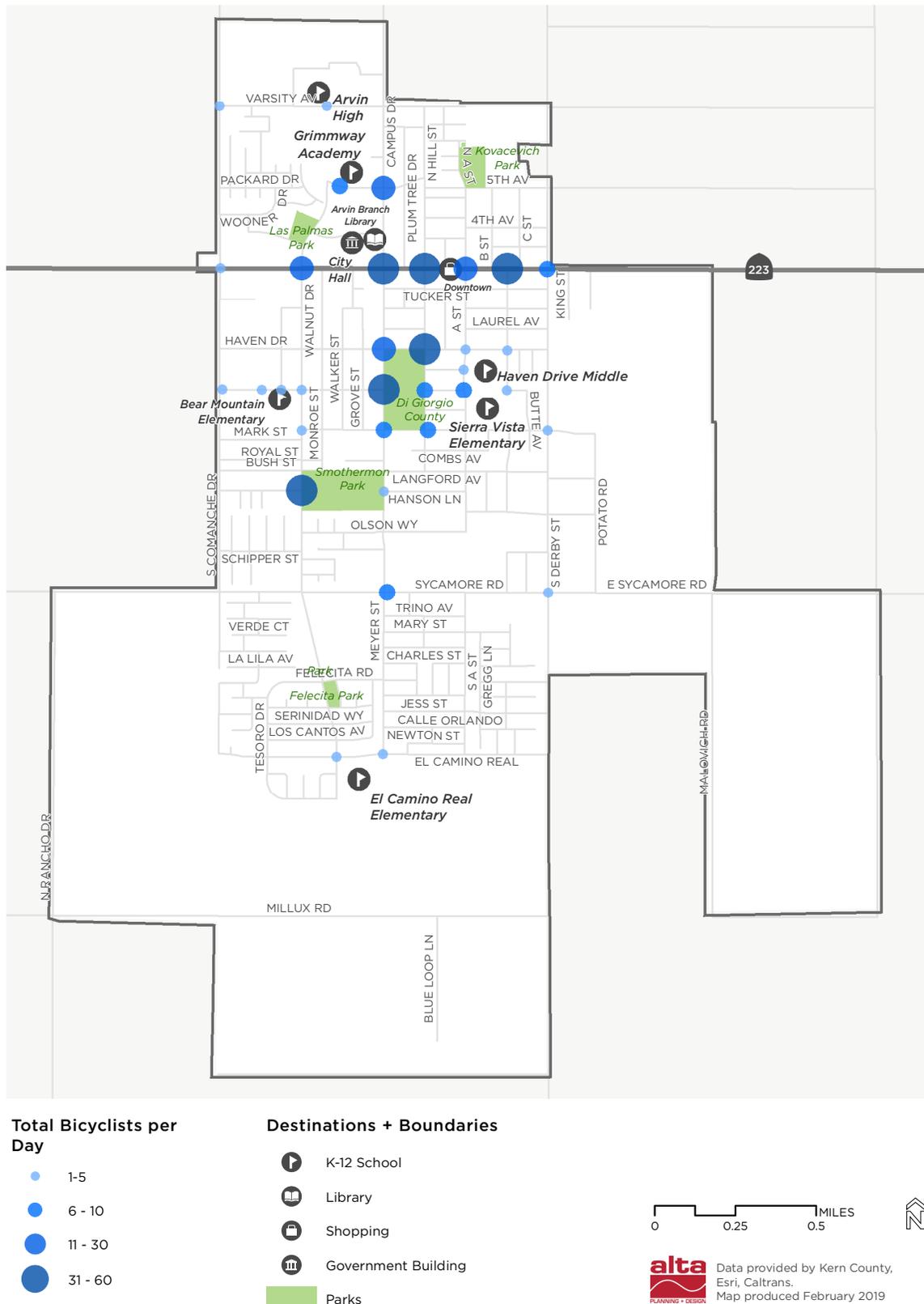
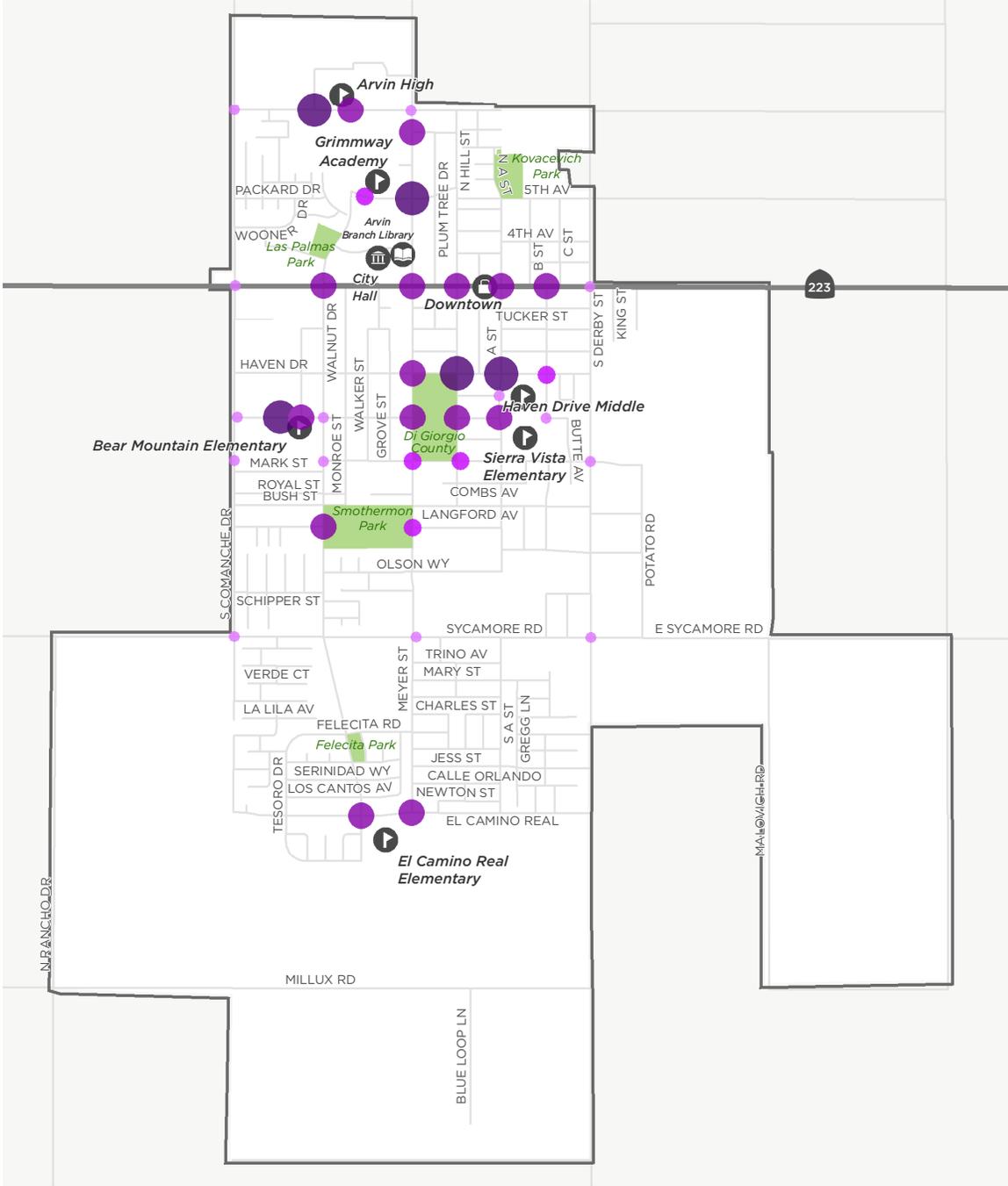


Figure 9: Pedestrian counts per day at specified locations



Total Pedestrians per Day

- 5 - 50
- 51 - 100
- 101 - 300
- 301 - 600

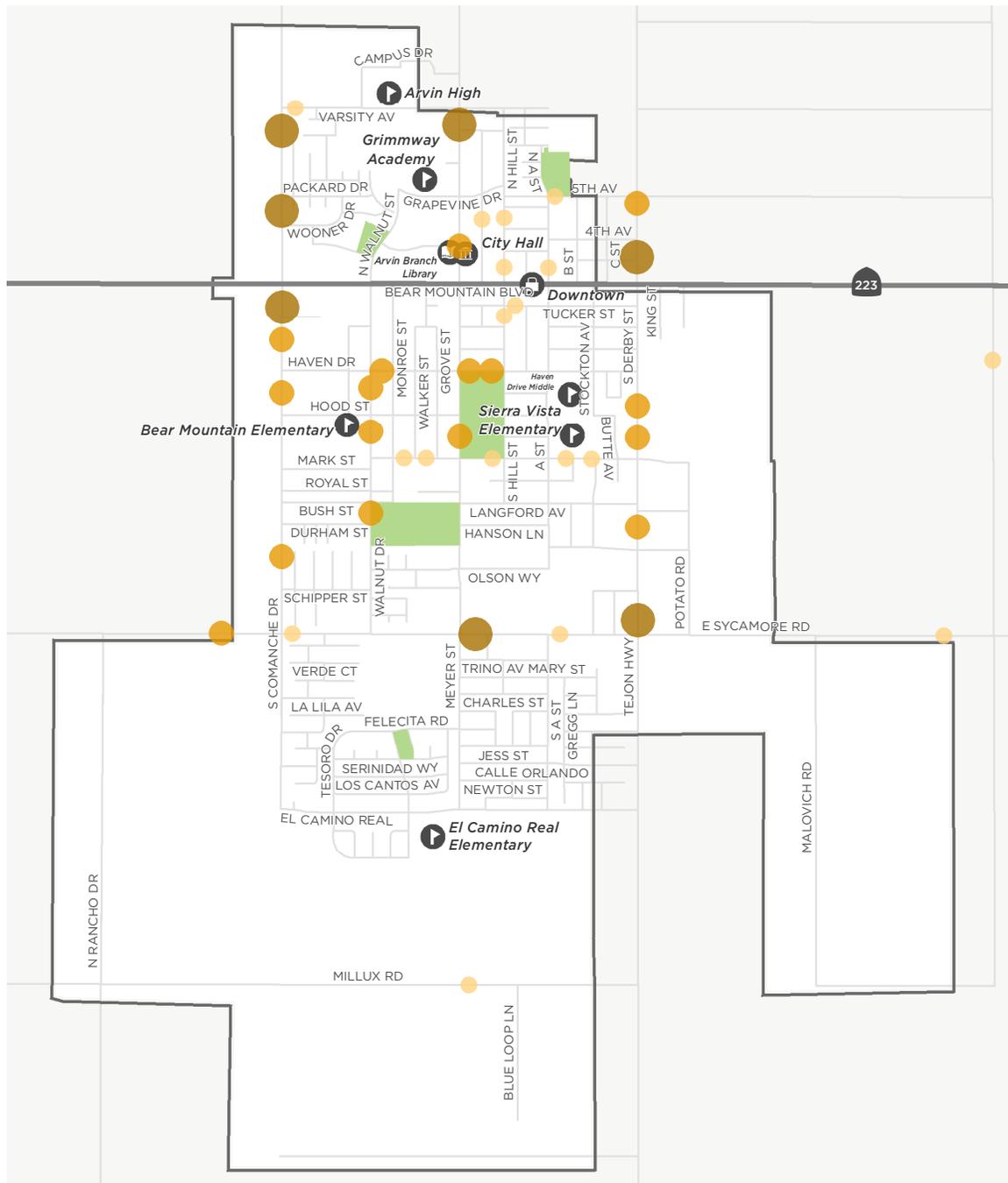
Destinations + Boundaries

- ▶ K-12 School
- 📖 Library
- 🛒 Shopping
- 🏛️ Government Building
- Parks

0 0.25 0.5 MILES

alta Data provided by Kern County, Esri, Caltrans.
Map produced February 2019

Figure 10: Vehicle counts per day at specified locations

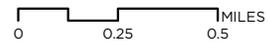


Vehicles per Day

- Less than 2,000
- 2,000 - 4,000
- More than 4,000

Destinations + Boundaries

- K-12 School
- Library
- Shopping
- Government Building
- Parks



alta Data provided by Kern County, Esri, Caltrans.
Map produced February 2019

HEAT AND SHADE ANALYSIS

Heat is a major barrier to walking and biking in Arvin. According to the California Heat Assessment Tool, the average maximum temperature in Arvin during Heat Health Events (HHE), any heat event that generates public health impacts, are 103.45 degrees and the frequency of HHEs in Arvin are among the highest in the state, and significantly higher than in neighboring Bakersfield.

In the map at right, streets that lack trees within the public right of way are mapped along key corridors, identifying opportunities to increase shade through planting.

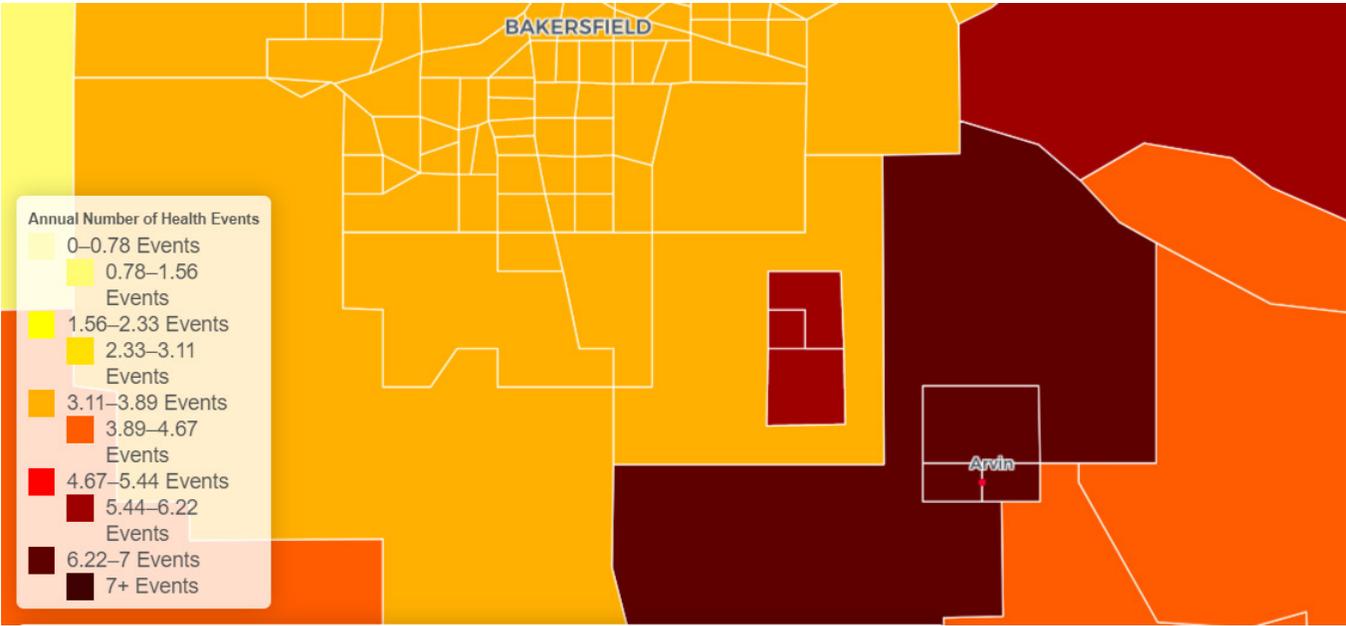


Figure 11: Average Heat Health Events in Arvin, Source: <https://www.cal-heat.org/explore>

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Figure 12: Street tree gaps

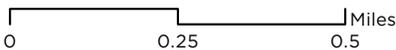
RECOMMENDATIONS

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLAN

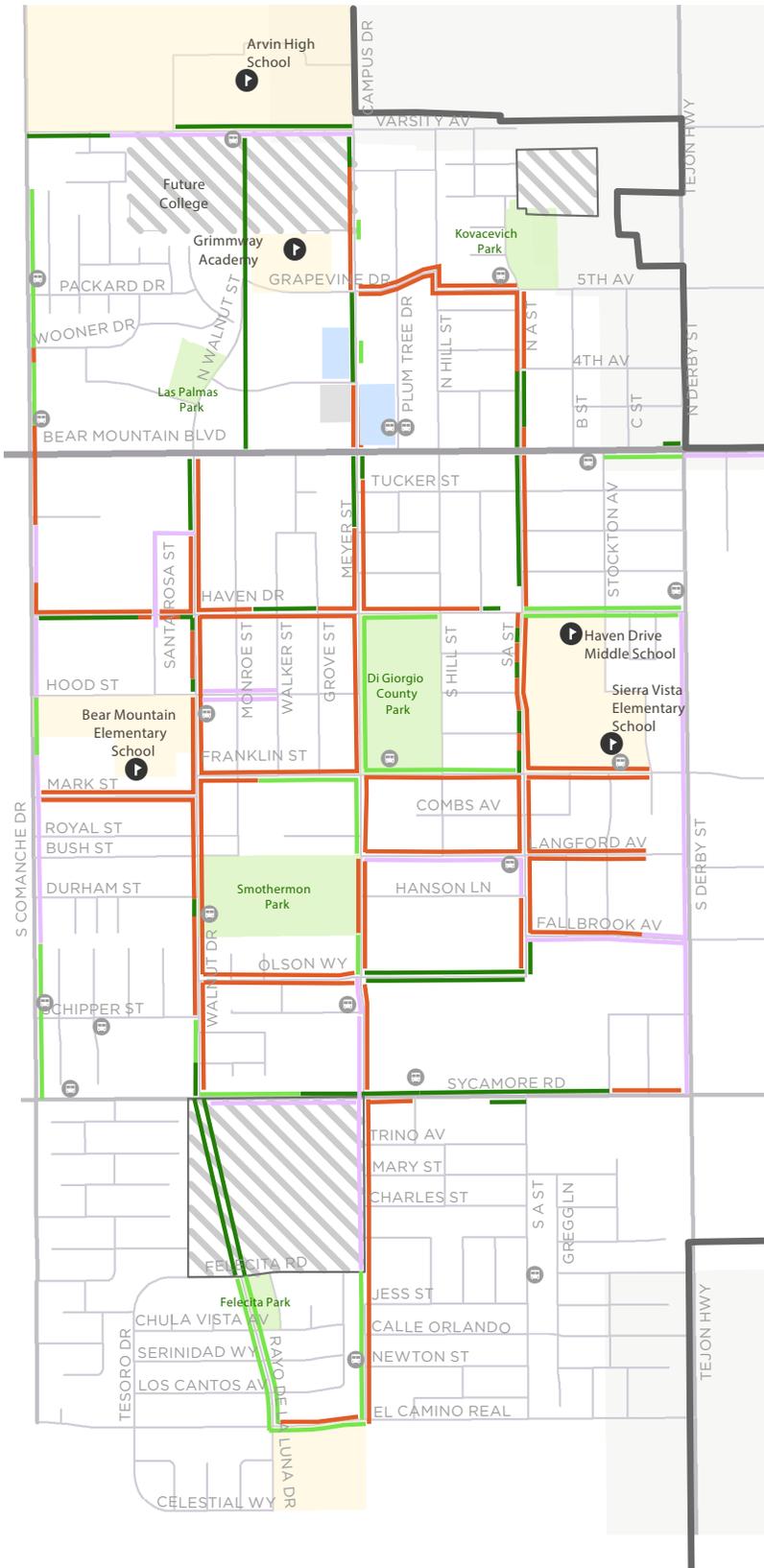
- Opportunity for Street Trees - No street trees are not present today, but adequate ROW is available to add trees
- Constrained condition - No street trees are present; narrow sidewalk/ constrained ROW make it challenging to add trees
- Some Street Trees - inconsistent presence of street trees, opportunity to fill in gaps
- New construction opportunity - sidewalk gaps exist along these streets, opportunity to plant street trees if new sidewalks are constructed

Boundaries & Destinations

- Transit Stop
- Library
- School
- Government Building
- Park
- Parcel Under Development
- Arvin Boundary



alta Data provided by Kern County, Esri, Caltrans. Map produced October 2019



EXISTING CONDITIONS TAKEAWAYS

Major takeaways from the existing conditions analyses include:

- » The lack of existing pedestrian and bike infrastructure in Arvin discourages people from walking and biking.



- » Many of Arvin's streets lack sidewalks and ADA-compliant crossings, of particular concern near parks and schools. To close sidewalk gaps in some areas, property acquisition may be required to address constrained rights-of-way.
- » Paving conditions (roadway and sidewalk) are generally poor throughout the City. This is due in part to high volumes of truck traffic and lack of funds for re-paving.



- » Drainage concerns were documented in site visits along several corridors, where pools of water were observed collecting at intersections and failing to flow properly to storm drains.
- » The highest concentration of collisions involving those walking and biking are concentrated on Bear Mountain Boulevard, as well as Walnut Street and Haven Drive.
- » Bear Mountain Boulevard has two different speed limits, 45 mph westbound and 30 mph eastbound. This makes it difficult for people crossing Bear Mountain Boulevard to consistently gauge how fast cars are going.



- » The intersection of Bear Mountain Boulevard and Walnut Street is a major barrier to those walking and biking to access Arvin High School, Las Palmas Park, and Grimmway Academy. As the photo above shows, children frequently cross at this location, which is unsignalized and lacks a marked crosswalk.

- » Arvin has relatively low volumes of vehicular traffic, meaning some of the City's streets have potential to be right-sized to better accommodate walking and biking facilities, and incorporate traffic calming strategies to reduce speeding.
- » Arvin is a relatively small city, measuring approximately 3 miles north-south, and 1.5 miles east-west. Its small size makes it a very easy to get from one end to the other via walking and biking, if the appropriate infrastructure is in place.



- » Heat is another barrier to walking, biking, and taking transit in Arvin. Temperatures in the summer months are high, and a lack of transit shelters and shade trees within the public right-of-way make being outside uncomfortable, and a health risk, without shade.
- » Poor air quality in Arvin – due to agriculture, industry, rail freight and road traffic – also acts as a deterrent to walking and biking. Poor air quality can contribute to health issues such as asthma, heart disease, cancer, and more.

- » During the fall and spring, tule fog often forms, which limits visibility and can cause collisions. Those walking and biking are especially vulnerable during this seasonal weather condition.



- » In many locations throughout Arvin, residential landscaping encroaches onto sidewalks, a barrier to people walking in the city.
- » Community members who participated in outreach reported that unleashed dogs in the city are a deterrent to walking, and discourage parents from allowing their children to walk to school.

equity

97% Hispanic
26

Porque hay muchos Latinos

La Cultura Diversidad

Community

Me gusta como en Mexico cuando hablan español

Every one is friendly here &

3

human kindness

la Diversidad

Por Como la vida de

risno

peaceful tranquil

Sense community

They offer help when you need it.

Com co TO el

Happy/Feliz

Happy/Feliz

It's very welcoming here

friendly neighbors

Small community

Everyone knows each other here

Everybody knows everybody in Arvin because it is a small place

I appreciate that you can walk to most places in Arvin.
walkable

Cultura

Everyone is friendly here and

IT'S very welcoming here

Public participation has been a crucial part of this planning effort. A variety of methods were employed to engage students, residents, and stakeholders throughout the process, including an array of outreach modes, a multi-day community design charrette workshop, and an Advisory Group, that provided feedback throughout the project.

OUTREACH MODES

Outreach to the community for this project was conducted in several ways. All written materials were provided in both English and Spanish. Outreach methods included:

- » **Posters and Flyers.** The City and Dolores Huerta Foundation disseminated flyers and posters through a variety of ways. Materials were posted in prominent locations and distributed in person throughout the City and at other community meetings. Dolores Huerta Foundation trained members of their Arvin health committee to engage residents about the project.
- » **Media Releases and Social Media.** Media releases were distributed by the City to local outlets in English and Spanish. Information about the charrette and was also posted on the City's website, through social media and to local TV stations.
- » **Outreach to Schools.** The team engaged the Arvin Union School District, distributing flyers at schools and district buildings such as the Family Resource Center. Arvin High School and Grimmway Academy students and faculty were engaged by setting up special sessions with students during the charrette.

- » **Other Events.** Both the City and Dolores Huerta Foundation made use of existing events to engage residents about the project. A booth was set up at the Wildflower Festival in Arvin. Dolores Huerta Foundation also directly engaged members of their health committee about the project.

Community Design Charrette

The primary method for engaging the community was a multi-day design charrette held from April 29–May 2, 2019. This method engaged residents and stakeholders in an intensive and highly community-based design exercise to assess and document conditions for all travel modes (walking, bicycling, transit, and driving) and users (youth, seniors, people with disabilities, residents, diverse groups, visitors, and businesses); identify shared values and concerns; and identify and prioritize enhancements in Arvin. The Project Team leading outreach efforts included staff from the City of Arvin, City Council, Alta Planning + Design, outreach consultant Local Government Commission, and the Dolores Huerta Foundation, a key partner whose role in the project was critical to securing such broad participation and trust with the community.

To meet the needs of Arvin's community, outreach materials and events were available in both English and Spanish, and Spanish was the primary language of delivery of verbal remarks.



Opening design charrette workshop.

The opening community workshop for the design charrette took place on the evening of April 30, 2019 at Veteran's Hall. At the beginning of the workshop, participants were asked to write down 1) five things they value most about Arvin, and 2) their community vision for Arvin in the next 10-20 years. Some participants shared their responses aloud with the group, and all responses were collected and reviewed by the consultant team to inform the design process and understand the community vision. The Consultant team provided background on the Complete Streets and Safe Routes to School Plan project and highlighted examples from other communities of the various tools for street design available to make communities more walkable and improve routes to schools.



Participant 20-year visions for Arvin.

Values Identified in the Opening Community Workshop:

- » Diversity/Community/Culture
- » Calm, Small
- » Work
- » Schools
- » Family
- » Places to walk to
- » Parks/Trees

After the presentation, the design team asked participants to break up into smaller groups for a design exercise. Participants were asked to identify locations on large aerial maps of Arvin that they felt should be addressed in the plan, as well as sharing their own ideas for street design solutions. Participants were provided dots to vote on various Complete Streets treatments and Safe Routes to Schools programs they would like to see happen in Arvin's schools. Top comments from community members included safety concerns along Bear Mountain Boulevard, the need for traffic calming and right-sizing roads, and addressing poor paving conditions and lack of ADA-compliant curb ramps in many areas of the city.



Mapping exercises at the Opening Workshop.

Stakeholder Meetings

During the first several days of the charrette, the project team also held various focus group sessions for different groups of stakeholders. This offered an opportunity to have smaller sessions to discuss issues they felt the consultant team should address in the plan. These meetings included:

- » **Arvin Union School District** A meeting was held with principals and other district staff such as bus drivers.
- » **Emergency Responders** This included the Arvin Police Department, Fire Department and ambulance services.
- » **Pop-Up Tables at Haven Drive Middle School and Sierra Vista Elementary School** The pop-up tables provided an opportunity to engage students walking or biking home, as well as engage parents.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS



Stakeholder meeting with School District staff.



Talking with the Arvin Police Department and Kern County Fire Department.



Engaging students outside Haven Drive Middle and Sierra Vista Elementary Schools.



High school student exercise.



Students at Grimmway Academy.



Student Mapping Sessions

The project team held small working sessions at two local schools during the charrette. During the sessions the project team engaged several students in a mapping activity similar to the one at the opening workshop.

Closing Workshop

After engaging the community during the previous activities of the charrette, the consultant team refined the initial community input to develop some preliminary concepts for recommended improvements. The consultant team then presented those preliminary draft recommendations to the community at a closing workshop on May 2, 2019.

The closing presentation included a summary of charrette activities and some of the key findings from the community discussions. A draft recommendations map of city-wide improvements, photosimulations, and suggested tools for improving walkability and creating safer routes to schools in Arvin were also shared. At the end of the workshop, the community members asked questions and offered comments to the consultant team.

After this workshop, the consultant team began using the input gathered from the community during this process to form the basis for the recommendations in this plan.

Advisory Group Meetings

A Project Advisory Group was formed to help guide the Project Team with outreach and plan development. Advisory Group members included stakeholders and community representatives from the City of Arvin, Caltrans, Arvin Union School District, California Walks, Dolores Huerta Foundation, Kern County Department of Public Works, Kern Council of Governments, Kern Health Systems and ADA advocates.

The Project Advisory Group convened for three Advisory Group meetings over the course of this plan's development. The Advisory Group helped the project team refine its outreach approach and plan for the design charrette. After the charrette, the Advisory Group helped refine the plan outline and review the recommended concepts.

Charrette Themes (Closing Workshop)

- » More lighting is needed
- » Fix the poor conditions of the streets
- » Improve sidewalks and fill in missing sections
- » Provide ramps for people with disabilities at all crossings
- » Improve bicycle lanes and paths
- » Add missing stop signs or traffic signals (especially around schools)
- » Fix Comanche Drive and add sidewalks
- » Improve the pedestrian crossings along Bear Mountain Boulevard, particularly at Walnut Street, and add more
- » Speeds too high around schools
- » More benches and trash cans
- » Improve parks for children



4

SAFE ROUTES TO SCHOOL TOOLKIT

Safe Routes to School Strategies (SRTS) is a movement to increase the number of students using active modes of transportation to get to and from school and improve pedestrian and bicycle travel around schools. Various stakeholders such as parents/guardians, city staff, school district, and police department staff can use these strategies to understand conditions and identify ways to support infrastructure improvements.

THE SIX E'S OF SRTS

The SRTS program best practice strategies are commonly referred to as the "6 Es." The "6 Es" are: Education, Encouragement, Enforcement, Engineering, Evaluation, and Equity. Each "E" is meant to remove barriers that prevent students from walking and bicycling to school, and they work in coordination to promote active, healthy lifestyles for school families.



Education

Giving people of all ages and abilities the skills and confidence to ride or walk



Encouragement

Creating a strong culture that welcomes and celebrates biking and walking



Enforcement

Ensuring safe roads for all users



Engineering

Creating safe and convenient places to ride and walk



Evaluation & Planning

Planning for bicycling and walking as safe and viable transportation options



Equity

Ensuring that all residents have access to and can take advantage of resources

EDUCATION

Education involves outreach and activities that teach students, families, and the community about traffic safety and the benefits of active transportation. Education is an important element of SRTS because it helps build the skills users need to choose active modes of transportation. Even students who live too far or are otherwise unable to walk or bike benefit from SRTS education, as they learn to walk safely around their homes, to bus stops, and for other trips.

Some examples of educational activities include:

- » **School Based Educational Materials** School materials can include bookmarks, backpack flyers, and brochures with safety tips or information about the SRTS program.
- » **Parent/Guardian Workshops** Training volunteers and interested stakeholders helps inform the school community of the planning process and obtain feedback, and it can solicit the SRTS champions who can implement activities.
- » **School Safety Workshops** These presentations can educate students on pedestrian and bicycle safety. Students learn about the importance of wearing a helmet and how to cross the street safely.
- » **School Pedestrian and Bike Rodeos** Rodeos provide students with the opportunity to learn and practice good pedestrian and bicyclist skills in a safe and fun environment. Lessons are age and grade appropriate and progressively challenge older students. Rodeos can be conducted at schools and/or at community events.
- » **Street-Shops** Informal pop-up workshops are a great way to engage with parents/guardians, students, school staff, and other stakeholders, allowing participants the opportunity to review infrastructure recommendations.
- » **Train the Trainer Workshops** Workshops build staff capacity and local leadership for community members to lead youth in learning safe bicycling skills.
- » **Program Webpage** Parents, students, school staff, residents, and other stakeholders can use the webpage to access additional resources and information about the program and transportation safety.

ENCOURAGEMENT

Encouragement events and activities celebrate active modes of travel to school and make them more fun and interesting. They build excitement for walking and bicycling while guiding participating to choose active modes of transportation. When budget or donations are available, promote interest by rewarding participating students with backpacks, reflective slap band, pencils, and suggested routes to school maps. Other strategies that Arvin may consider include:

- » **Walk/Bike to School Days** These events encourage students and families to choose walking and bicycling to school on specific days. International Walk to School Day is the first Wednesday in October, while Bike to School Day is the first Wednesday in May. Some schools celebrate Winter Walk to School Day, Earth Day, or other events throughout the year.
- » **Walking School Bus** Families organize to walk to school together with their neighbors and one or more adults. Students, parents, and community leaders gather at designated Walking School Bus "Bus Stops." Each Walking School Bus can be led by a "Bus Driver" who walk the participants into school.

Park and walk the site. Parents should be encouraged to park in a designated location near the school, which could be a park, mall, or church parking lot (with a shared use agreement). This will help mitigate congestion and pollution within the immediate school area.

- » **SRTS Video or Art Challenge** Students create an informercial video, outreach posters, or other artwork that promotes walking and biking as fun ways to get to school and how to do it safely.
- » **Golden Sneaker.** Walk Across America, or punch cards are all one- or two-week competitions for students to walk or bike to school as frequently as possible. Classrooms compete with each other and can win trophies such as a sneaker painted gold.
- » **Tactical Urbanism** Demonstration projects involve piloting temporary recommended infrastructure improvements, such as temporarily transforming existing crosswalks into continental crosswalks.

ENFORCEMENT

Enforcement strategies aim to deter unsafe behaviors of drivers, pedestrians, and bicyclists by encouraging all road users to obey traffic laws and share the road safely. Increasing safety surrounding schools may include enforcing traffic laws, particularly speed limits. The City, school district, police enforcement, and other stakeholders must work together to influence safer behaviors within school zones. Enforcement strategies to consider include the following:

- » **Driver Safety Education** Police enforcement and school districts should partner to promote driver safety education. This should include flyers sent home to parents/guardians that provide educational information on safety, or a back-to-school letter from the chief of police reminding families about traffic safety near school.
- » **Public Outreach Campaign** Banners or yard signs posted around the schools can remind drivers to slow down and watch for students. These can include messages like "drive like your kids walk here" or "drive 25."
- » **School District and School Partners** Crossing guards are important to help enforce safe crossing behaviors at key intersections and facilitate safe crossing during peak hours.
- » **Speed Monitoring Devices** Strategic use of devices such as Driver Speed Feedback Signs and Mobile Radar Speed Feedback Units help in locations with a high frequency of speeding. Mobile units are most effective when the trailer flashes SLOW DOWN or flashes a bright white light that mimics a photo speed camera or a blue and red light that mimics a police vehicle when drivers are moving too fast. Some speed trailers have the capability to collect traffic count data and speed data throughout the day, which can be used to identify times when more enforcement is needed. Funding of these devices can be secured through grant opportunities.
- » **Staggering Drop-off and Pick-up** Staggered drop-off and pick-up times can help disperse peak traffic around schools. Staggering drop-off and pick-up times can be done by grouping grade levels. The start times of these groups should be at least 15 minutes apart. This allows the vehicles from the first group to leave the school or be completely out of the area by the time the second group arrives.

- » **Pick-up/Drop-off Supervision**
Develop a rotational schedule so that all school sites are regularly monitored during pick-up/drop-off periods. Trained staff and/or volunteers can facilitate pick-up/drop-off supervision through designated periods. Older students can provide a 'valet' service to help younger students leave and return to their cars quickly, so parents can stay in their vehicles.
- » **Neighborhood Speed Watch Program** School neighborhoods can provide continuous "eyes on the street" surveillance that can benefit identification of offenders of unsafe vehicular operation. A Neighborhood Speed Watch Program would enlist local school residents to document speeding vehicles and document license plate numbers within their school neighborhoods.
- » **Vision Zero Program** The City of Arvin should consider adopting Vision Zero to promote pedestrian and bicyclist safety. Vision Zero is a policy commitment to reduce fatal and severe collision to zero by a certain date.

ENGINEERING

Engineering considers the physical built environment that make active modes of travel safe and convenient. Engineering also allows communities to design and build sidewalks, paths, crossings, and streets that are safer for all users using active modes of transportation.

Arvin may consider developing some of the following:

- » **Develop a site-specific circulation plan for each school.** This would ensure pick-up/drop-off locations are established and known to parents/guardians. The Plan should include vehicular, pedestrian, and bicycle accessibility, bike parking locations, and potential conflict areas. Collaboration between the City of Arvin and Arvin Union School District, Kern High School District, and Grimmway Academy as well as SRTS team is recommended to coordinate and establish a circulation plan for each of the six schools in the City.
- » **Bike Storage Facilities** Enhance campus bicycle/scooter/skateboard storage facilities to encourage students to use active transportation. Designated primary bicycle parking locations is an important way of legitimizing bicycling to school. Bike parking should be on a firm, stable surface, bike racks should support bicycles from two points of contact, and a fence should protect bikes from theft during the school day.



Student pick-up and drop-off supervision can be scheduled to increase safety

Additional infrastructure recommendations are detailed in the Recommendations chapter of this document, as well as the Design Toolkit appendix. These include crossing improvements, such as high-visibility crosswalks, crossing signs reinforced with push-button activated flashing lights, and curb extensions to narrow crossing distances; traffic calming measures, such as speed bumps or

humps, curb extensions either at crossings or where existing red curb is located, and lane narrowing; ADA upgrades, such as bi-directional curb ramps and the installation of new sidewalks where gaps exist in the network; and expanding the City's bike network and connecting it to key destinations including schools.

EVALUATION

Evaluation consists of tracking progress of program goals and assessing successes. It also provides a framework to determine if SRTS strategies and the program itself are having the desired outcomes of increased safety and active mode share. Recognize that behavior change takes time, so incremental change such as improving perceptions of walking and biking can be a success.

The National Center for SRTS provides free online tools for evaluating SRTS programs, and other data collected by partners can be used to better understand the impacts of the program.

- » **Student Travel Tallies** These hand-raising tallies measure how students get to school. The classroom teacher or a volunteer asks students to raise their hands to indicate which mode they used to get to school over multiple days in a single week.
- » **Parent/Caregiver Surveys** Surveys can collect the transportation decision-maker's opinions about walking and biking, as well as factors that affect why they allow or don't allow their children to walk or bike to school.
- » **Public Health Data** Statistics about transportation-related crashes, Emergency Room visits, helmet use, obesity and asthma rates, and even student truancy rates can all indicate the impact of a SRTS program.

- » **Success Stories** It is important to celebrate the community organizing and coming together around SRTS. Cities can publish a SRTS newsletter, column in a larger City newsletter, report card, or blog post to communicate about the SRTS program with the school communities and the general public.

The City may also use UC Berkeley Safe TREC's Street Story platform as a tool for gathering and evaluating crash, near miss, and other data that is often not reported to the police.

EQUITY

Safe and affordable transportation options are not always available to those who need them the most. Equity includes efforts to ensure that all students, families, and community members have equal access to SRTS Program activities. Equity brings awareness to the need to understand and address obstacles, create access, and ensure safe and equitable outcomes for all. Vulnerable populations, such as children, older adults, people of color, people with limited English proficiency, and low income families rely heavily on affordable transportation options, specifically walking, biking, and transit. A lack of high-quality walking, biking, and transit facilities can result in unsafe travel and/or long travel times. Transportation facilities help reduce the disproportionate economic and health burdens of vulnerable communities.

Strategies the City may consider to increase equity in the Safe Routes to School program include:

- » Perform an equity analysis that looks at the needs specific to Arvin's schools. This can consider questions like: are schools structuring programs so bus riders can participate in punch card competitions (such as by walking around the school campus)? Are students with disabilities able to participate in on-bike education? Are materials provided in the languages spoken by families? This will ensure equitable distribution of SRTS resources.
- » Provide materials in Spanish to reach school with students and parents whose first language might be Spanish
- » Train Spanish-speaking people to present at schools or at parent meetings
- » Provide free helmets to students, perhaps prioritizing schools with high populations of low-income students

DEVELOPING AND SUSTAINING PROGRAMS

In addition to the strategies and programming ideas provided in this chapter, it is important to combine a mix of various strategies to maximize benefits and lead to long-lasting impact. Stakeholders play an important role to develop programs that can be sustained through education and promotion of the SRTS program. Local partners include school families, school and district staff, police, after-school providers, local libraries,

bike shops, advocates, and others. These partners can together create and sustain a robust SRTS program.

Funding also plays an important role to sustain SRTS programs, additional funding sources are detailed in the Implementation chapter of this plan.

5

RECOMMENDED INFRASTRUCTURE PROJECTS

For many projects across the United States, transportation engineers prioritized the fast movement of motor vehicles over all other roadway users, including the most vulnerable: those walking, biking, and taking transit. Complete Streets reverses that approach and works to create streets that are welcoming and pleasant for everyone and, most importantly, safe for everyone. This includes people with accessibility or mobility needs, children, and seniors.

DESIGN APPROACH

A complete street is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truck drivers, and motorists, appropriate to the street's function and context. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

There is no one-size-fits-all definition of a complete street, rather, it is a design approach that integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks. When applied at the city scale, a wide range of tools are applied to create a connected network where certain streets prioritize different modes of travel. This toolkit highlights different design strategies that can be used to enhance the safety and experience of the street for all users and can be applied to create Safe Routes to School.

Like any citywide project, the recommended improvements in this chapter are made up of a combination of smaller design elements that work together to achieve the desired change (e.g. traffic calming). These elements are founded on local and national guidelines, and apply standard traffic engineering tools and designs. Key street features recommended in this toolkit described below. For more specific details about the tools, facilities and design elements referred within, refer to Caltrans Complete Streets Resources and Complete Streets Elements Toolbox, the 2012 AASHTO Guide for the Development of Bicycle Facilities, the 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the 2012 NACTO Urban Bikeway Design Guide, and the 2017 FHWA Small Town and Rural Design Guide.

UNIVERSAL IMPROVEMENTS

This plan includes both site-specific infrastructure improvements, and universal infrastructure improvements. These universal improvements represent best practice design standards and should be used whenever designing new infrastructure or upgrading existing infrastructure. These universal improvements can be applied throughout the City and should occur as funding is available and part of regular roadway maintenance, when feasible.

» Crossing Improvements:

- Bi-directional curb ramps with tactile domes
- High-visibility crosswalks
- Curb extensions, where feasible, to shorten crossing distances and calm traffic
- Advanced yield markings and pedestrian-activated beacons (at unsignalized locations)
- Signals updated to include a Leading Pedestrian Interval (a head start for people crossing the street) at intersections near major destinations and commercial areas

» Shade and Green Infrastructure Improvements:

- Bus stops should have a shade structure and bench to maximize comfort while waiting for the bus
- Street trees should be planted wherever feasible to maximize shade and encourage walking and biking
- Where curb extensions and planted center medians are installed, consider stormwater-capturing designs to improve water quality and manage stormwater flows

- » Safe Routes to School Improvements:
 - School Zone signs should be placed within school zones to indicate to drivers there may be children present. They should be combined with 15 to 25 mile per hour speed limit signs
 - Crosswalks in school zones should be marked in yellow and accompanied by pavement markings and at minimum should include advance warning signs (e.g., SCHOOL, SLOW SCHOOL X-ING, etc.)
 - Curb paint and signs should be used to communicate and enforce parking restrictions in school loading zones
 - Speed feedback signs should be placed strategically to deter drivers from speeding in and near school zones
 - Install pedestrian-scale lighting through Arvin, but with priority given to corridors that connect to our schools
- » Lighting: Pedestrian-scale lighting is recommended along transit corridors and safe routes to school to improve visibility and feeling of safety at night.
- » Curbs, gutters, sidewalks, and street widening on Derby Street from Haven Drive to Schipper Avenue
- » Curbs, gutters, sidewalks, and street widening on Langford Avenue from A Street to Meyer Street
- » Sidewalks, curbs, gutters, and street widening on Varsity Avenue outside of the high school

RECOMMENDED PROJECTS

Prioritization Framework

To guide implementation, a prioritization framework was developed to evaluate recommended projects. This methodology enables the City to identify priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization plan is aligned with the State's Active Transportation Program grant criteria, which is a key source of state funding the City can pursue for Safe Routes to School and Complete Streets improvements.

Recommended projects will be implemented in three tiers:

SHORT-TERM PROJECTS

These projects are lower-cost, quick first steps that can be taken to improve and expand the existing active transportation network, with a focus on making connections to schools and parks. These projects can generally be completed within five years of Plan adoption, as due to lower cost and ease of implementation (i.e., the improvements can be implemented through pavement markings and signage alone and within the existing right-of-way). This tier also includes projects that have been funded through external grants.

FUNDED PROJECTS

As of the adoption of this plan, the City of Arvin has secured funding for a number of projects that will contribute to a more walkable and bikable Arvin. These include:

- » Improvements to Franklin Street, including street repaving, a median, and improved crossings
- » A signal at Bear Mountain Boulevard/ Derby Street
- » Over \$500,000 for a shared-use path from 4th Street to Garden in the Sun Park

but that have not yet begun design or implementation at the time of this Plan's adoption. These projects are shown in Table 2.

MEDIUM-TERM PROJECTS

These projects close crucial gaps in the existing and Medium-term Project networks and provide connections to major destinations such as transit stations, key employment and retail centers, and parks. Unlike Short-term Projects, Medium-term Projects are more complex to design and construct than simply re-striping a roadway. These projects include bikeways that are physically separated (i.e., Class I shared-use paths or Class IV separated bikeways) or Class III Bicycle Boulevards with traffic calming elements that stretch across a city. These facilities typically require external grant funding to implement since they tend to be costlier than Short-term Projects. Implementation of Medium-term projects may begin at the same time as Short-term Projects (e.g., conducting any necessary studies or design work, applying for grant funding), but can take longer to fully design and construct because these projects are often more complex and are more likely to be dependent upon competitive grant awards for implementation than the Short-term Projects. These projects are shown in Table 3.

LONG-TERM PROJECTS

This final tier of projects is crucial to building out a complete network of active transportation facilities that connect users to local destinations and link Arvin to neighboring jurisdictions. It is comprised of projects that do not classify as Short-term or Medium-term due to budgetary or physical limitations. However, the City can also implement these projects in the Short- or Medium-term if a favorable

opportunity arises, such necessary roadway reconstruction or other concurrent projects. These projects are shown in Table 4.

Prioritized Projects

The recommended improvements in Arvin include complete streets elements that were selected based on feedback from the public and stakeholders and build off the Kern Region Active Transportation Plan the recommendations presented in this Plan will make walking and bicycling easier, safer, and more intuitive. Though the City has previously invested in bicycle and walking infrastructure to connect community residents to key destinations, these networks are incomplete and disconnected.

The following map and prioritized project lists consider past outreach efforts where community members shared feedback as well as the recommendations from the Kern Region Active Transportation Plan. Several key areas that stakeholders and community members identified during the community design charrette include Bear Mountain Boulevard, Franklin Street, Haven Drive, Comanche Drive, Walnut Drive, and Tejon Highway/Derby Street. These corridors are emblematic of several improvement types recommended more broadly throughout the city. More details on recommended projects on these key corridors are provided following the project map and prioritized project lists.

Note that any project identified in this plan that calls for roadway reconfiguration will require additional community input and traffic analysis to finalize the design. Further, all crossing improvements recommended at uncontrolled intersections or at midblock locations will require a traffic study prior to proceeding with design/implementation. Similarly, corridors with traffic calming recommendations will require a traffic study

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

to determine the most appropriate solution (e.g., curb extensions, speed humps, or roadway reconfigurations.). Further, at locations where curb extensions are proposed, design details will be carefully

considered for bicyclists to assure that they are visibly warned of the narrowing of the intersection and to assist them in maintaining proper spacing in the roadway.

Table 2: Short-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
5th Avenue	Hill Street	-	Crossing Improvement	High-Visibility Crosswalks (north and east legs)	2	\$5,000	\$7,000
				Advanced Yield Markings in north-south direction	2	\$2,000	
5th Avenue	Hill Street	N A Street	Bicycle Boulevard	Class III Bicycle Boulevard	0.1	\$38,079	\$38,079
Bear Mountain Boulevard	East of Comanche Drive	-	Traffic Calming	Speed Feedback Sign	1	\$10,000	\$10,000
Bear Mountain Boulevard	West of Derby Street	-	Traffic Calming	Speed Feedback Sign	1	\$10,000	\$10,000
Bear Mountain Boulevard	Monroe Street	-	Crossing Improvement	Ccrosswalk (south leg)	1	\$2,500	\$2,500
Bear Mountain Boulevard	Stockton Avenue	-	Signals and Beacons	Rectangular Rapid Flashing Beacons	2	\$40,000	\$44,500
			Crossing Improvement	High-Visibility Crosswalk (west leg)	1	\$2,500	
				Advanced Yield Markings in east-west direction	2	\$2,000	
Bear Mountain Boulevard	St Thomas Street	-	Crossing Improvement	High-Visibility Crosswalk (west leg)	1	\$2,500	\$44,500
				Advance Yield Markings in east-west direction	2	\$2,000	
			Signals and Beacons	Rectangular Rapid Flashing Beacons	2	\$40,000	
Comanche Dr	Sycamore Road	-	Crossing Improvement	High-visibility crosswalks (all legs)	4	\$10,000	\$170,000
				Curb extensions	4	\$160,000	
Comanche Dr	Varsity Avenue	Sycamore Road	Bike Lane	Class II Bike Lane	1.5	\$153,609	\$153,609

Table 2: Short-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Franklin Street	Walnut Drive	Derby Street	Bike Lane	Road Diet with Class II Buffered Bike Lane	0.8	\$95,341	\$95,341
Franklin Street*	A Street	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	
Franklin Street	Walnut Drive	-	Crossing Improvement	High-Visibility Crosswalks (north and east legs)	2	\$5,000	\$147,000
				Advanced Yield Markings in north-south direction	2	\$2,000	
				Curb Extensions (northeast and southeast corners, northwest midblock)	3	\$120,000	
			Signals and Beacons	1	\$20,000		
Franklin Street	Derby Street	-	Crossing Improvement	High-Visibility Crosswalks (west and south legs)	2	\$5,000	\$7,000
				Advanced Yield Markings in north-south direction	2	\$2,000	
Franklin Street	Midblock (between Strand Avenue and Stockton Avenue)	-	Crossing Improvement	High-Visibility Crosswalk	1	\$2,500	\$4,500
				Advanced Yield Markings in east-west direction	2	\$2,000	
Franklin Street	Butte Avenue	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$12,000
				Advanced Yield Markings in east-west direction	2	\$2,000	

*Partially funded

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Franklin Street*	Hill Street	-	Crossing Improvement	High-Visibility Crosswalks (north, south, east legs)	3	\$7,500	\$209,500
				Curb Extensions (all corners)	4	\$160,000	
				Advanced Yield Markings in east-west direction	2	\$2,000	
			Signals and Beacons	Rectangular Rapid Flashing Beacons	2	\$40,000	
Grapevine Drive	Campus Drive	Hill Street	Bicycle Boulevard	Class III Bicycle Boulevard	0.1	\$39,000	\$39,000
Grapevine Drive	Hill Street		Crossing Improvement	High-Visibility Crosswalk (west keg)	1	\$2,500	\$2,500
Haven Drive	Hill Street	-	Crossing Improvement	High-Visibility Crosswalks (north, east, and south legs)	3	\$7,500	\$49,500
				Advanced Yield Markings in east-west direction	2	\$2,000	
			Signals and Beacons	Rectangular Rapid Flashing Beacons	2	\$40,000	
Haven Drive	Derby Street	-	Signals and Beacons	Convert to 3-way Stop	2	\$600	\$600
Hill Street	Grapevine Drive	5th Avenue	Bike Boulevard	Class III Bicycle Route	0.03	\$4,419	\$4,419
Hood Street	Walnut Drive	-	Crossing Improvement	High-Visibility Crosswalks (north, east, and south legs)	3	\$7,500	\$7,500
Hood Street	A Street	-	Crossing Improvement	High-Visibility Crosswalks (north and west legs)	2	\$5,000	\$127,600
				Advanced Yield Markings in north-south direction	2	\$2,000	
				Curb Extensions (northwest and southwest corners, northeast midblock)	3	\$120,000	
			Signals and Beacons	Convert to 3-way Stop	2	\$600	

Attachment: Arvin SRTS Plan v5 + Appendix v2 (A Resolution of the City Council of the City of Arvin to Adopt the City of Arvin's Safe Routes to

Table 2: Short-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Hood Street	Meyer Street/ Campus Drive	-	Crossing Improvement	High-Visibility Crosswalks (west and south legs)	2	\$5,000	\$127,000
				Advanced Yield Markings in north-south direction	2	\$2,000	
				Curb Extensions (southwest corner and southeast midblock)	2	\$80,000	
			Signals and Beacons	2	\$40,000		
Mark Street	Comanche Drive	Walnut Drive	Bicycle Boulevard	Class III Bicycle Boulevard	0.3	\$76,265	\$76,265
Meyer Street/ Campus Drive	Sycamore Road	El Camino Real	Bicycle Boulevard	Class III Bicycle Boulevard	0.5	\$150,841	\$150,841
Olson Way	Walnut Drive	N A Street	Class II Bike Lane	Class II Bike Lane	0.5	\$51,917	\$51,917
Plumtree Drive	Bear Mountain Boulevard	-	Crossing Improvement	High-Visibility Crosswalk (north leg)	1	\$2,500	\$2,500
Rayo De La Luna Drive	Sycamore Drive	El Camino Real	Bicycle Boulevard	Class III Bicycle Boulevard	0.5	\$156,000	\$156,000
Tejon Highway	Bear Mountain Boulevard	Burkett Boulevard	Bike Lane	Class II Bike Lane	2.5	\$255,000	\$255,000
Varsity Avenue	Comanche Drive	Campus Drive	Bicycle Boulevard	Class III Bicycle Boulevard	0.5	\$152,324	\$152,324

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Table 3: Medium-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
5th Avenue	N A Street	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	
A Street	5th Avenue	Olson Way	Bicycle Boulevard	Class III Bicycle Boulevard	1.1	\$320,725	\$320,725
S A Street	Langford Avenue	Hanson Lane	Sidewalk Gap Closure	Sidewalk (west side of street)	0.1	\$32,928	\$32,928
Bear Mountain Boulevard**	Comanche Drive***	Derby Street	Separated Bikeway	Class IV Separated Bikeway	1.0		
Bear Mountain Boulevard	Derby Street	Malovich Road	Sidewalk Gap Closure	Sidewalk (south side of street)	0.5	\$268,338	\$268,338
Bear Mountain Boulevard	Comanche Drive	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$130,000
				Curb Extensions (southwest, northwest, and northeast corners)	3	\$120,000	
Bear Mountain Boulevard**	Walnut Street***	-	Crossing Improvement	High-Visibility Crosswalk (west leg)	1	\$2,500	\$1,233,500
				Pedestrian Refuge Island	1	\$30,000	
				Slip Lane Closure	1	\$1,000	
				Square Sidewalk and Crosswalk	0.1	TBD	
			Signals and Beacons	Traffic Signal	4	\$1,200,000	
Bear Mountain Boulevard	Campus Drive/ Meyer Street	-	Crossing Improvement	High-Visibility Crosswalks (north, south, and east legs)	3	\$7,500	\$171,500
				Advanced Stop Bars (all legs)	4	\$4,000	
				Curb Extensions (all corners)	4	\$160,000	
Bear Mountain Boulevard	Hill Street	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	

**See project details on page 73

*** Recommendations must be constructed together as a single project.

Table 3: Medium-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Bear Mountain Boulevard	Acala Street	-	Crossing Improvement	High-Visibility Crosswalks (north and west legs)	2	\$5,000	\$127,000
				Advanced Yield Markings (east-west direction)	2	\$2,000	
				Curb Extensions (northwest corner and southwest midblock)	2	\$80,000	
			Signals and Beacons	2	\$40,000		
Bear Mountain Boulevard	A Street	-	Crossing Improvement	High-Visibility Crosswalks (north, south, and east legs)	3	\$7,500	\$129,500
				Advanced Yield Markings (east-west direction)	2	\$2,000	
				Curb extensions	2	\$80,000	
			Signals and Beacons	2	\$40,000		
Bear Mountain Boulevard	Derby Street*	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$1,380,000
				Curb Extensions (all corners)	4	\$160,000	
			Signals and Beacons	W-11-2, W16-9P Pedestrian Ahead Signage	2	\$10,000	
				Traffic signal*	4	\$1,200,000	
Bear Mountain Boulevard	Morton Place	-	Crossing Improvement	High-Visibility Crosswalks (north, south, and east legs)	3	\$7,500	\$209,500
				Advanced Yield Markings (east-west direction)	2	\$2,000	
				Curb Extensions (all corners)	4	\$160,000	
			Signals and Beacons	2	\$40,000		

*The recommended traffic signal at Derby Street is already funded through the State Highway Operation and Protection Program (SHOPP)

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Campus Drive	Grapevine Drive	-	Crossing Improvement	Curb Extensions (all corners)	4	\$160,000	\$160,000
Campus Drive	4th Street	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$480,000
				Curb Extensions (all corners)	4	\$160,000	
			Signals and Beacons	Pedestrian Signal	1	\$150,000	
Comanche Drive	Mark Street	Durham Street	Sidewalk Gap Closure	Sidewalk (east side of street)	0.3	\$153,120	\$153,120
Comanche Drive	Haven Drive	Hood Street	Sidewalk Gap Closure	Sidewalk (east side of street)	0.1	\$68,640	\$68,640
Comanche Drive	Shane Court	Haven Drive	Sidewalk Gap Closure	Sidewalk (east side of street)	0.1	\$47,520	\$47,520
Derby Street	Haven Drive	Sycamore Road	Sidewalk Gap Closure	Sidewalk (west side of street)	0.8	\$396,000	\$396,000
Durham Street	Walnut Drive	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	
Fallbrook Avenue	A Street	-	Crossing Improvement	High-Visibility Crosswalks (north and east legs)	2	\$5,000	\$125,000
				Curb Extensions (northwest midblock, northeast and southeast corners)	3	\$120,000	
Fallbrook Avenue	A Street	Tejon Highway	Sidewalk Gap Closure	Sidewalks (both sides of street)	0.3	\$268,874	\$268,874
Haven Dr	A Street	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	
Haven Drive	Stockton Avenue	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$170,000
				Curb Extensions (all corners)	4	\$160,000	

Attachment: Arvin SRTS Plan v5 + Appendix v2 (A Resolution of the City Council of the City of Arvin to Adopt the City of Arvin's Safe Routes to

Table 3: Medium-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Hood Street	Walnut Drive	Walker Street	Sidewalk Gap Closure	Sidewalk (south side of street)	0.1	\$62,304	\$62,304
Langford Avenue	Meyer Street/ Campus Drive	S A Street	Sidewalk Gap Closure	Sidewalk (south side of street)	0.3	\$134,267	\$134,267
Meyer Street/ Campus Drive	Olson Way	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$172,000
				Advanced Yield Markings (north-south direction)	2	\$2,000	
				Curb extensions (all corners)	4	\$160,000	
Meyer Street/ Campus Drive	Olson Way	Schipper Avenue	Sidewalk Gap Closure	Add sidewalks on east side of street	0.1	\$29,568	\$29,568
Meyer Street/ Campus Drive	Schipper Avenue	Felecita Road	Sidewalk Gap Closure	Add sidewalks on west side of street	0.4	\$210,672	\$210,672
Meyer Street/ Campus Drive	Hanson Lane	-	Signals and Beacons	Rectangular Rapid Flashing Beacon	1	\$20,000	\$107,000
			Crossing Improvement	High-Visibility Crosswalks (south and east legs)	2	\$5,000	
				Advanced yield markings in north-south direction	2	\$2,000	
				Curb Extensions (southwest midblock and southeast corner)	2	\$80,000	
Santa Rosa Street	Orange Avenue	Haven Drive	Sidewalk Gap Closure	Sidewalk (both sides of street)	0.2	\$219,648	\$219,648
Sycamore Road	Walnut Drive	Payne Drive	Sidewalk Gap Closure	Sidewalk (south side of street)	0.3	\$176,550	\$176,550

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Sycamore Road	Walnut Drive	-	Signals and Beacons	Rectangular Rapid Flashing Beacon	1	\$20,000	\$147,000
			Crossing Improvement	High-Visibility Crosswalks (north and east legs)	2	\$5,000	
				Advanced Yield Markings (east-west direction)	2	\$2,000	
				Curb Extensions (northwest and northeast corners, southeast midblock)	3	\$120,000	
Varsity Avenue	805' east of Comanche Drive	Campus Drive	Sidewalk Gap Closure	Add sidewalks on south side of street	0.4	\$199,584	\$199,584
Varsity Avenue	midblock (between Comanche Drive and Campus Drive)	-	Crossing Improvement	High-Visibility Crosswalk	1	\$2,500	\$82,500
				Curb Extensions (northeast corner, southeast midblock)	2	\$80,000	
Walnut Drive	Bear Mountain Boulevard	Sycamore Drive	Bicycle Boulevard	Class III Bicycle Boulevard	1.0	\$301,272	\$301,272

Table 4: Long-Term Project Recommendations

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
Campus Drive	Varsity Avenue	Bear Mountain Blvd	Bike Lane	Road Diet with Class II Buffered Bike Lane	0.5	\$62,748	\$62,748
Campus Drive	Varsity Avenue	-	Crossing Improvement	Curb Extensions (all corners)	4	\$160,000	\$1,370,000
				High-Visibility Crosswalks (all legs)	4	\$10,000	
			Signals and Beacons	Traffic Signal (all legs)	4	\$1,200,000	
Comanche Drive	Varsity Avenue	-	Traffic Calming	Roundabout	1	\$500,000	\$500,000
El Camino Real	Meyer Street/ Campus Drive	-	Crossing Improvement	High-Visibility Crosswalks (north and west legs)	2	\$5,000	\$1,325,000
				Curb Extensions (northeast, northwest, and southwest corners)	3	\$120,000	
			Signals and Beacons	Traffic Signal (all legs)	4	\$1,200,000	
Franklin Street*	Meyer Street/ Campus Drive	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$1,210,000
			Signals and Beacons	Traffic Signal (all legs)	4	\$1,200,000	
Haven Drive	Comanche Drive	Derby Street	Traffic Calming	Chicanes	1.0		
Haven Drive	Meyer Street/ Campus Drive	-	Crossing Improvement	High-Visibility Crosswalks (all legs)	4	\$10,000	\$1,210,000
			Signals and Beacons	Traffic Signal (all legs)	4	\$1,200,000	
Haven Drive	Comanche Drive	Derby Street	Bike Lane	Class II Bike Lane	1.0	\$103,656	
			Traffic Calming	Chicanes			
Meyer Street/ Campus Drive	Bear Mountain Boulevard	Sycamore Drive	Bike Lane	Road Diet with Class II Buffered Bike Lane	1.0	\$102,468	\$102,468

*Partially funded

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Corridor	Start	End	Map Category	Project Detail	Length (miles) or # Units	Unit Cost	Total Cost
North City Path	Bear Mountain Boulevard	Varsity Avenue	Shared Use Path	Class I Shared Use Path	0.5	\$1,003,862	\$1,003,862
Sycamore Road	Meyer Street	-	Crossing Improvement	High-Visibility Crosswalks (north, east, and south leg)	3	\$7,500	\$1,327,500
				Curb Extensions (northwest, northeast, and southeast corners)	3	\$120,000	
				Signals and Beacons	Traffic Signal (all legs)	4	
Varsity Avenue	Campus Drive	-	Traffic Calming	Roundabout	1	\$500,000	\$500,000

RECOMMENDATIONS RECOMENDACIONES

COMPLETE STREETS AND
SAFE ROUTES TO SCHOOL PLAN
PLAN DE CALLES COMPLETAS Y
RUTAS SEGURAS A LA ESCUELA

Recommendations Recomendaciones

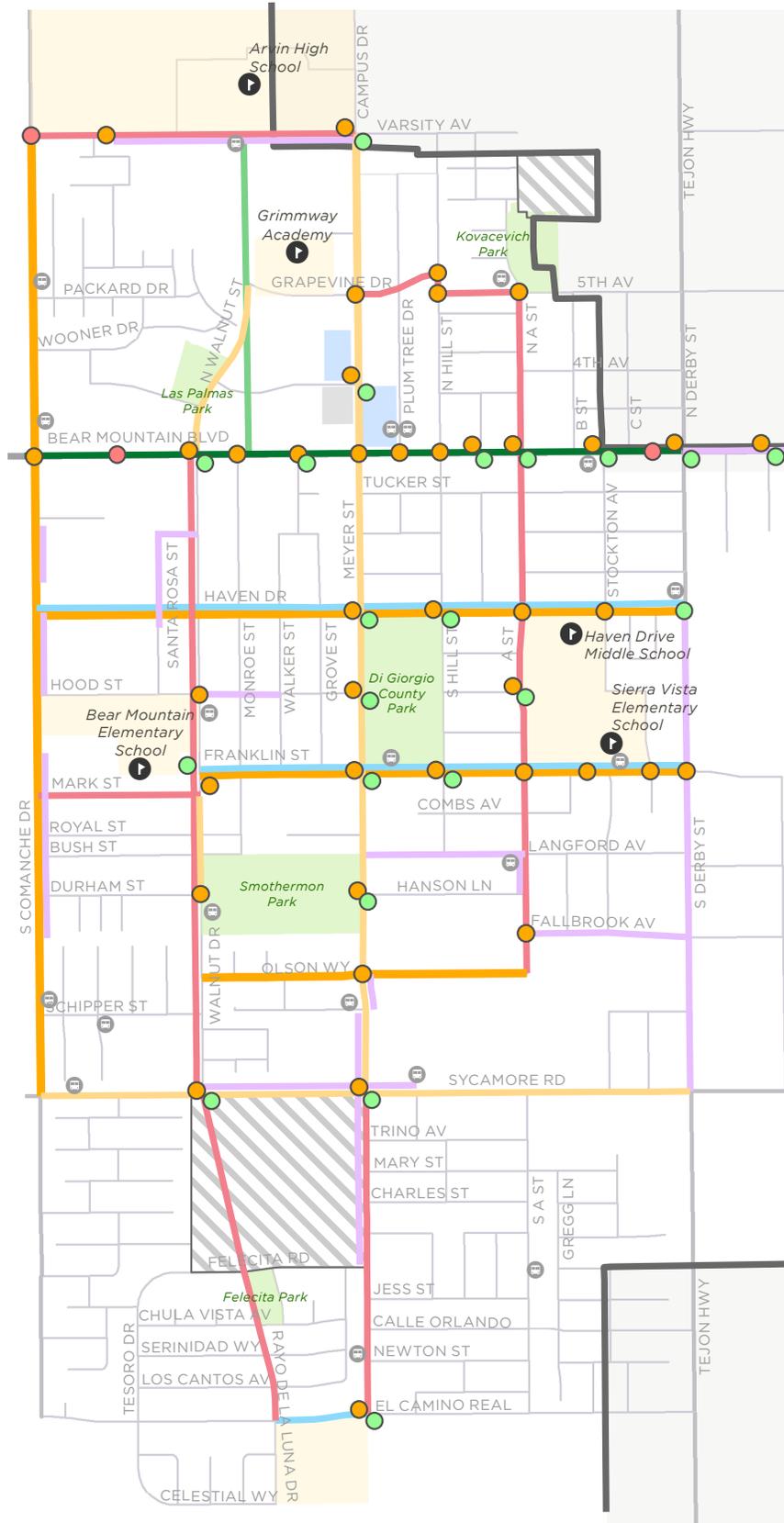
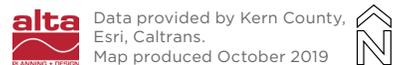
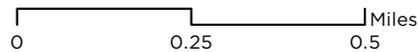
- Crossing Improvement
Mejora de Cruce
- Signals or Beacons
Semáforos o Luces
de Advertencia
- Traffic Calming
Calmar el Tráfico
- Shared Use Path
Ruta de Uso Compartido
- Bicycle Lane
Carril de Ciclismo
- Bicycle Boulevard
Boulevard de Bicicletas
- Separated Bikeway
Carril Separado
para Bicicletas
- Traffic Calming
Calmar el Tráfico
- Sidewalk Gap Closure
Cerrar Brecha en Red
de Aceras

Existing Bikeways Ciclovías Existentes

- Bicycle Lane
Carril de Ciclismo

Boundaries & Destinations Límites y Destinos

- T Transit Stop
Parada de Tránsito
- Library / Biblioteca
- School / Escuela
- Government Building
Edificio del Gobierno
- Park / Parque
- Parcel Under Development
Parcela en Desarrollo
- Arvin Boundary
Límite de Arvin





Recommended improvements to Bear Mountain Boulevard include marked crosswalks at all intersections and pedestrian-activated flashing beacons.

Key Project Details

The following projects were identified in the community design charrette as top priorities for the community.

Bear Mountain Boulevard

Bear Mountain Boulevard, a Caltrans-controlled corridor, was a major topic of concern for the community at the charrette. This corridor has the highest history of collisions within Arvin. It is also the widest road within the city, and therefore pedestrians are exposed to traffic for the longest amount of time while crossing the street. Additionally, in some locations along Bear Mountain Boulevard, there are distances of as much as 1/4-mile between marked crosswalks. It is a major barrier for those walking to cross, particularly students getting to and from schools on the north side of Arvin.

Any improvements to Bear Mountain Boulevard will require coordination and approval from Caltrans. Treatments along this corridor cannot be installed in phases over time, they must be installed as one project in order for it to function as designed. Further, traffic studies and engineering feasibility studies will need to be conducted in coordination with Caltrans before anything can be built.

Improving conditions at the intersection of Bear Mountain Boulevard and Walnut Street was a top priority for community members at the design charrette. Specifically, Arvin residents indicated a desire for the City to install a pedestrian crossing at this location, and commented that students of nearby schools cross Bear Mountain Boulevard here, despite a lack of



At Walnut Street, a student crosses Bear Mountain Boulevard without a marked crossing. At the same time, a bicyclist must ride through the left-turn pocket in order to get across the street.

marked crossings. A full traffic signal with high-visibility crosswalks and pedestrian refuge islands is the best practice solution to address these safety concerns at Walnut Street. Lesser treatments would not provide adequate safety.

The traffic study called for along the entirety of Bear Mountain Boulevard, conducted in coordination with Caltrans, will be required to formally document and justify the need for a signal at Walnut Street and Bear Mountain Boulevard, and should also examine whether or not the east-bound right turn pocket at this intersection is needed. This current configuration exposes pedestrians to vehicle traffic for longer amounts of time, particularly when crossing Walnut Street, where the existing path of travel is diagonal, making the crossing distance longer and impairing visibility for both drivers and pedestrians. If a traffic study

supports the addition of a signal and turn pocket removal, Caltrans will support this change.

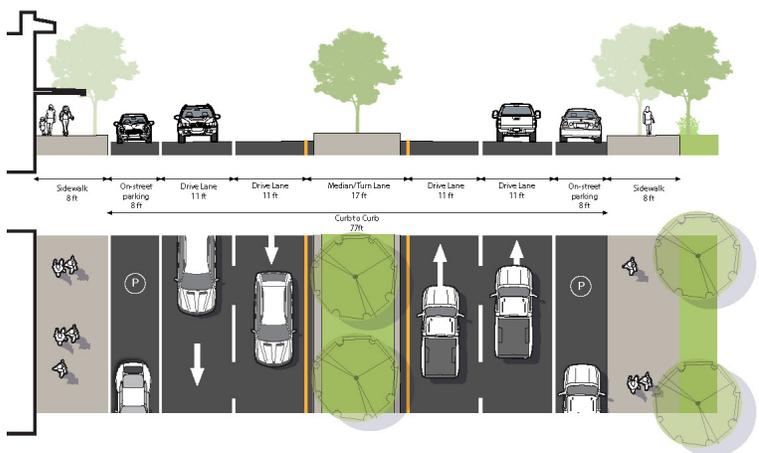
Bear Mountain Boulevard has two different speed limits, 45 mph westbound and 30 mph eastbound. This makes it difficult for people crossing Bear Mountain Boulevard to consistently gauge how fast cars are going. The traffic study will help determine appropriate speeds and the most appropriate crossing improvements needed at each intersection. Generally, at signalized intersections, high-visibility crosswalks, curb extensions, and leading pedestrian intervals are advised to shorten the crossing distance for pedestrians, allow more time to cross, and increase visibility to drivers. At unsignalized intersections, advanced yield markings and rectangular rapid flashing beacons may be installed to improve visibility of

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Existing Section, Bear Mountain Boulevard



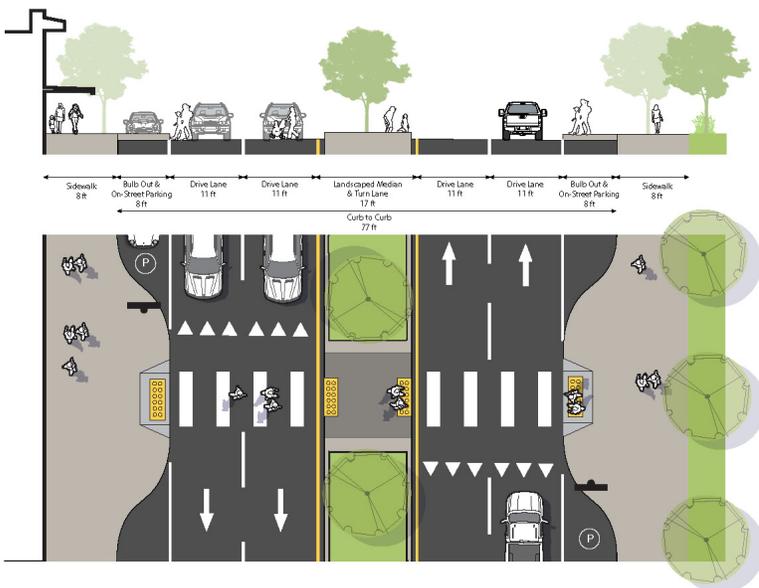
223 (Bear Mountain Blvd)



Typical un-signalized crossing improvement to Bear Mountain Boulevard adds a HAWK or RRFB



223 (Bear Mountain Blvd)



pedestrians to drivers, and curb extensions may be installed where feasible and are a green infrastructure opportunity that can address help address drainage and stormwater management issues. The image on the previous page, at Stockton Avenue, illustrates how improvements to an unsignalized intersection along Bear Mountain Boulevard. The image demonstrates what this corridor could look with these infrastructure improvements installed.

A variety of different bike facility types are recommended throughout the city. These include standard and buffered bike lanes (Class II facilities), as well as bicycle boulevards (Class III facilities). Locations for recommended bike facilities were selected

by considering how to best connect destinations, such as schools, parks, civic buildings, and shopping areas; identifying high-collision corridors; and by examining roadway widths to determine which streets were wider than vehicular capacity demands.

On Bear Mountain Boulevard, a Class IV separated bikeway is recommended. The design of this facility will require coordination with Caltrans and community outreach to determine the best treatment type, which will likely be a combination of the section alternatives shown at right.

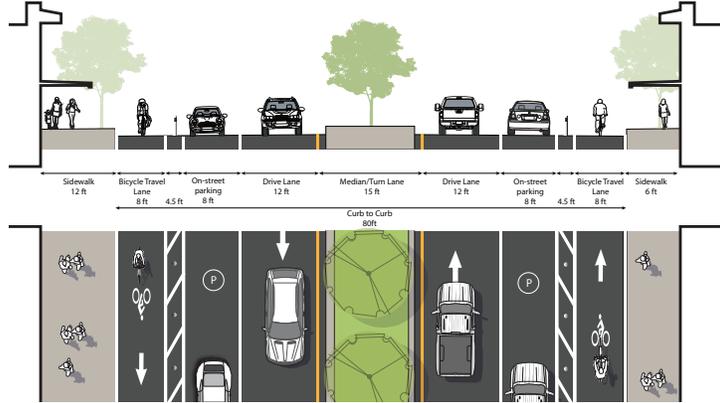
For example, through the central business district of Arvin it will be important to preserve street parking for businesses, whereas towards the city limits parking demand may be less.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

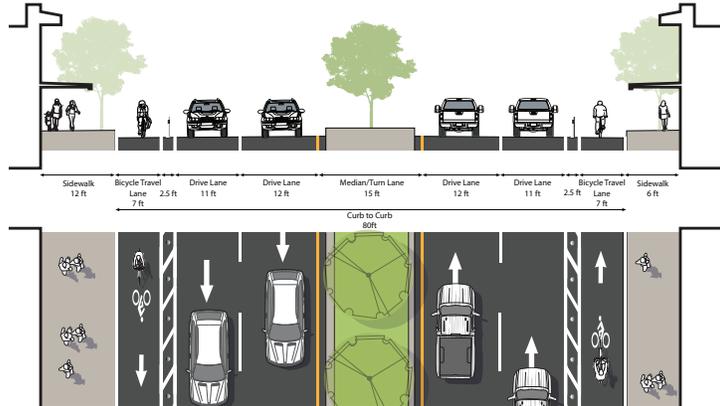
Bear Mountain Boulevard, Class IV Bikeway, Alternative A: Remove one lane of travel east-bound and west-bound. Provides greatest traffic calming benefits.



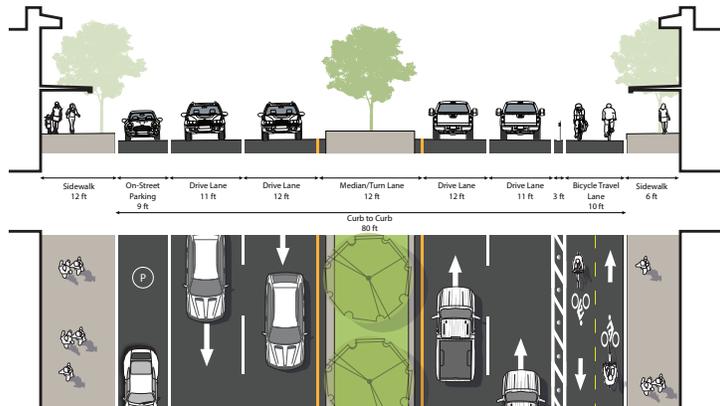
223 (Bear Mountain Blvd)



Bear Mountain Boulevard, Class IV Bikeway, Alternative B: Remove parking both sides of the street, no impact to traffic volume or flow.



Bear Mountain Boulevard, Class IV Bikeway, Alternative C: Remove parking on one side of the street and narrow the center median/turn lane to create space for a two-way bike facility on one side of the street.





Recommended conditions on Franklin Street make walking and biking to school more accessible.

The majority of bike facility types recommended in Arvin are either Class II or Class III facilities. This is because these types of facilities can be easily installed with simple paint and signage and are low-maintenance, and therefore easier for the City to upkeep. In the example below, buffered bike lanes are installed along Franklin Street, an example of right-sizing a roadway to better balance travel modes.

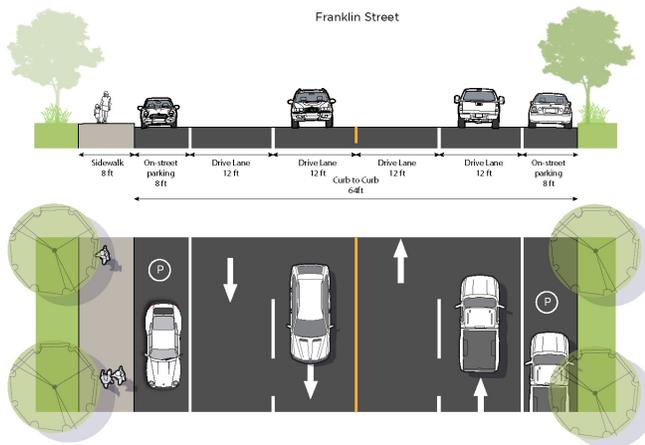
A mid-block crossing with pedestrian-activated flashing beacons and curb extensions to help reinforce school zone speed limits will improve safety for students at Sierra Vista Elementary, and a planted center median adds shade and an opportunity to capture stormwater. Improvements like these can make it more appealing for students to walk and bike to school and can be applied throughout the City to improve its Safe Routes to School network.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Existing Section, Franklin Street



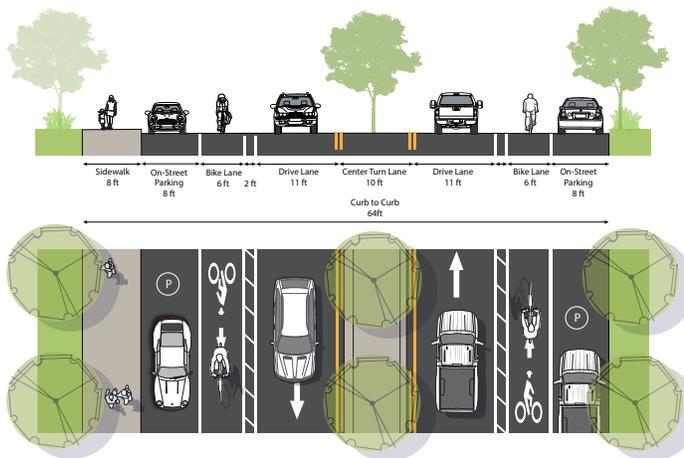
Franklin St



Recommended Section, Franklin Street



Franklin St





A bicycle boulevard and chicanes may be installed along Haven Drive

On streets such as Haven Drive, bicycle boulevards (Class III facilities) can be installed with pavement markings that indicate cyclists share the road with vehicles. Traffic calming elements, such as speed humps, or "chicanes," pictured in the photosimulation below, can also be installed to reinforce speed limits and encourage drivers to comply with the posted speed.

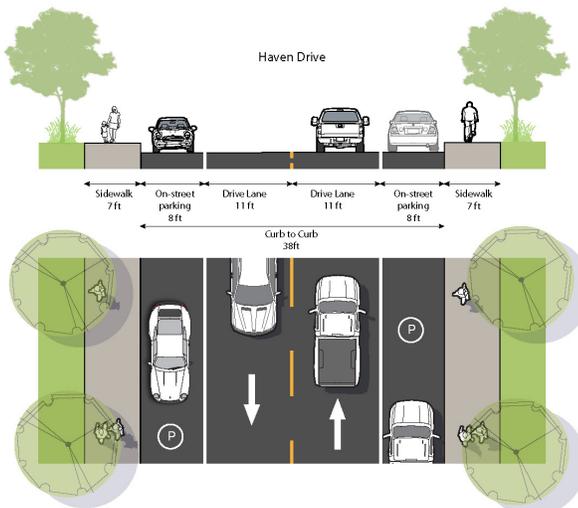
"Chicanes" act as traffic calming by reducing the visual field for drivers, requiring minor turning movements to follow the lanes. These areas are also opportunities to integrate trees and plantings, and to capture and filter stormwater. Improvements like these can increase safety and access to Arvin's parks.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS

Haven Drive, Existing



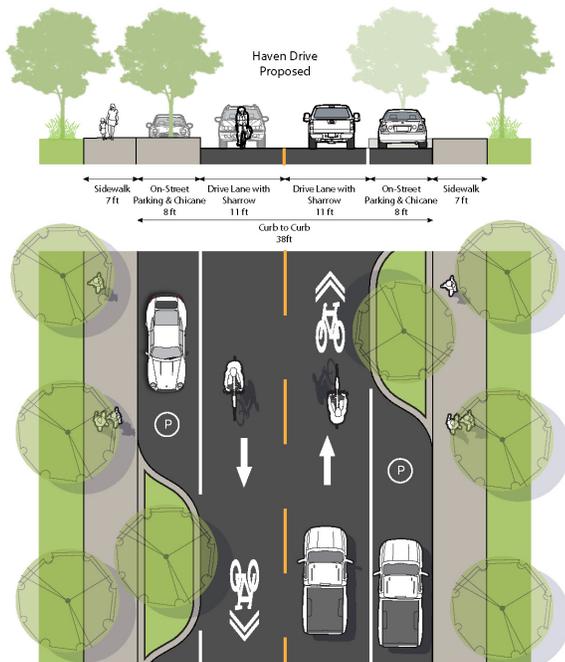
Haven Dr



Haven Drive, Recommended



Haven Dr



6

IMPLEMENTATION PLAN

NEXT STEPS

The plans prepared for this document represent preliminary design. Plans contained in this document have received initial review and input from the City, and the concept plans have also been reviewed by the project's Advisory Groups.

With this initial design planning phase completed, the next step in making this project a built reality is securing funding for detailed design and construction.

POTENTIAL FUNDING SOURCES

Funding for SRTS programs, projects, and for Complete Streets projects may come from a variety of sources including matching grants, sales tax or other taxes, bond measures, or public/private partnerships. This section identifies sources of funding for planning, design, implementation, and maintenance of projects and programs. See the appendix of this document for a detailed list of funding sources. Highlighted below are some of the "best fit" options for the City of Arvin.

The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.



Students and a crossing guard at El Camino Real Elementary

FEDERAL SOURCES

Department of Housing and Urban Development: Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. More information: www.hud.gov/cdbg

Federal Highway Administration: Congestion Mitigation and Air Quality Improvement Program

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. More information: www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

STATE SOURCES

California Department of Housing and Community Development Affordable Housing and Sustainable Communities Program

The purpose of the Affordable Housing and Sustainable Communities (AHSC) Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated

public policy objectives. More information: www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml

Caltrans Funding Programs

Caltrans operates a number of different competitive grant programs focused on improvements for active transportation. For additional information on these and all Caltrans funding programs visit: <https://dot.ca.gov/programs>

- » Active Transportation Program
- » Sustainable Transportation Planning Grants.
- » Community Based Transportation Planning Grant Program
- » Highway Safety Improvement Program
- » Regional Surface Transportation Program

California Natural Resources Agency

The CNRA operates two grant programs that specifically fund green infrastructure improvements: The Urban Greening program, and the Green Infrastructure program. These can provide funding to plant trees and stormwater-receptive plantings that are often not covered through active transportation funding sources.

REGIONAL & LOCAL SOURCES

Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bicycle and pedestrian projects. These projects have commonly provided Class II facilities for portions of on-street, previously planned routes and public spaces. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area.

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of pedestrian and bicycle facilities. Bond measures are often used by cities for local match in grant applications. Transportation-specific bond measures featuring a significant bicycle/pedestrian facility element have passed in other communities, such as Seattle's "Closing the Gap" measure.

San Joaquin Valley Air Pollution Control District Grants & Incentives

The San Joaquin Valley Air Pollution Control District accepts applications for bicycle infrastructure projects, including Class I (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. The program provides funding to assist with the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work and commercial sites. Funding for this program is limited to municipalities, government agencies, and public educational institutions located within the boundaries of the district. Funding opportunities include:

- » Up to \$150,000 per project for Class I shared-use paths
- » Up to \$100,000 per project for Class II bike lanes
- » Up to \$100,000 per project for Class III bike routes

Kern County Air Pollution Mitigation Fund

The Kern County Air Pollution Mitigation Fund fulfills the intent of a series of settlements between the Sierra Club and residential building developers in the Bakersfield area. As required by these settlements, the Fund receives air pollution mitigation fees paid by property developers to offset the cumulative air pollution impacts of new developments. With the advice of a Bakersfield based funding advisory board, the Rose Foundation uses these developer fees to support grants for projects designed to reduce particulate or ozone air pollution in Kern County.

POLICIES

Adopting policy changes is a low-cost way for cities to lay the groundwork for infrastructure improvements while they apply for competitive funding for design and construction.

Complete Streets policies are now required in each General Plan update in California. The Complete Streets projects recommended in this Plan should be incorporated into the City's Circulation Element, where applicable. Additionally, many communities adopt Complete Streets ordinances, example policies and ordinances the City of Arvin may consider as models are included in the appendix of this document for reference.

There is no similar requirement for Safe Routes to Schools policies or programs in the state of California, however communities that do have such policies and programs in place are better positioned for competitive funding. Some example SRTS policy language is included in the appendix of this document for reference. Because all school districts participating in the National School Lunch Program are required to adopt a local school wellness policy, a SRTS policy adopted by the City of Arvin should consider the relationship between these two efforts. This requirement reflects the essential role schools play in promoting student health, including preventing childhood obesity. Wellness policies must include "goals for nutrition promotion and education, physical activity, and other school-based activities that promote student wellness."

LOW-COST IMPROVEMENTS AND MAINTENANCE

Regular bicycle facility maintenance includes sweeping, maintaining a smooth surface, ensuring that the gutter-to-pavement transition remains relatively flush, and installing bicycle-friendly drainage grates. Pavement overlays are also a good opportunity to improve bicycle facilities. In terms of bicycle parking maintenance, it is important to refer to City Codes since most of them require the person, firm, business or corporation originally providing the racks to remain the owner and responsible for maintaining them in good condition.

The City Codes of the incorporated cities included in the Plan mandate that the cost to maintain the sidewalk network is primarily the responsibility of adjacent property owners, while new sidewalks should be funded by developers. Intersection and crossing projects will also be treated as part of the normal roadway maintenance program.

In April 2017 the Road Repair & Accountability Act was adopted, establishing the Road Maintenance & Rehabilitation Program (RMRP). The act introduces a long-term transportation reform and funding package including new revenues to make road safety improvements, fill potholes, and repair local streets, highways, bridges and overpasses. The act will raise at least \$5 billion when fully phased in, to make a dent in California's maintenance backlog.

This could provide Kern County with better maintained Caltrans highways and local roads.

Recommended maintenance and operations measures are listed in the following sections. These procedures are designed to make roads safer and more comfortable for bicyclists and pedestrians.

Maintenance

SWEEPING

- » Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.
- » Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- » In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

SIGNAGE

- » Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear. Replace signage along the bikeway network as-needed.
- » Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- » Create a Maintenance Management Plan.

ROADWAY SURFACE

- » Maintain a smooth pothole-free surface.
- » Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4-inch.
- » Maintain pavement so that ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- » Inspect the pavement two to four months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

PAVEMENT OVERLAYS

- » Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- » If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- » Ensure that inlet grates, manhole and valve covers are within 1/4-inch of the finished pavement surface and are made or treated with slip resistant materials.

Table 4: Recommended Maintenance Activities and Frequency

Maintenance Activity	Frequency
Inspections	Seasonal – at beginning and end of Summer
Pavement sweeping/blowing	As needed, with higher frequency in the early Spring and Fall
Pavement sealing	5 to 15 years
Pothole repair	1 week to 1 month after report
Culvert and drainage grate	Before Winter and after major storms
Pavement markings replacement	As needed
Signage replacement	As needed
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 to 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

DRAINAGE GRATES

- » Require all new drainage grates to be bicycle-friendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- » Create a program to inventory all existing drainage grates to determine where grates need to be cleaned or replaced. Additionally, temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement where needed.

GUTTER TO PAVEMENT TRANSITION

- » Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- » Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

LANDSCAPE

- » Ensure that shoulder plants do not hang into or impede passage along bikeways.
- » After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

MAINTENANCE MANAGEMENT PLAN

- » Provide fire and police departments with a map of the system, along with access points to gates/bollards.
- » Enforce all trespassing laws for people attempting to enter adjacent private properties.
- » Provide bicycle detour routes and signs during roadway construction.

Operations

ENFORCEMENT

- » Enforce speed limits and other rules of the road.
- » Work with the California Highway Patrol and local police to ensure officers are trained on safe bicycling practices and are up-to-date on bicycle-related laws.
- » Work with the California Highway Patrol and local police to improve the reporting and analysis of bicyclist-involved collisions and bicycle theft.

IMPLEMENTATION AND DESIGN

- » Implement on-street bicycle and pedestrian facilities recommended in this Plan when completing road rehabilitation and reconstruction projects.
- » Design and maintain all streets so that they incorporate Complete Streets standards.
- » Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.
- » Apply pavement stenciling to indicate detention areas at all traffic signals.
- » Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.

EVALUATION

- » Measure air quality and reductions in greenhouse gas emissions that may result from a decrease in vehicular use as bicycle use increases.
- » Create an annual bicycle and pedestrian count program.
- » Regularly monitor implementation of the Active Transportation Plan, and review and update the recommended bicycle and pedestrian facilities every five years.

Cost Estimates

The cost estimates for bicycle and pedestrian projects are listed below. It should be noted that cost estimates will fluctuate, particularly over the longer time period covered by this Plan.

Table 5: Cost Estimates

Treatment	Unit	Cost Estimate*
Bikeway Study	1 Mile	-
Class I Shared-Use Path (Paved)	1 Mile	-
Class II Standard Bike Lanes	1 Mile	-
Class II Buffered Bike Lanes	1 Mile	-
Class III Bicycle Boulevard	1 Mile	-
Class III Bicycle Route	1 Mile	-
Class IV Cycle Track	1 Mile	-
Street Trees	1 Mile	-
Crossing Improvement	1 Inter-section	-
Corridor Improvement	1 Mile	-
Sidewalk Improvement	1 Mile	-

Appendix: Complete Streets *and* Safe Routes to School Plan

APÉNDICE: PLAN DE CALLES COMPLETAS
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TABLE OF CONTENTS

APPENDIX A: PLAN REVIEW.....A-1

APPENDIX B: DESIGN TOOLKIT.....B-1

APPENDIX C: COLLISION ANALYSIS.....C-1

APPENDIX D: FUNDING SOURCES.....D-1

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PLAN REVIEW

This review of local, regional, and statewide plans and policies documents the context for the City of Arvin Complete Streets and Safe Routes to School (SRTS) Plan. Relevant goals, policies, and facility improvements identified will inform the development of the Plan. Projects identified in prior plans will be considered within the evaluation of potential projects. Prior recommendations will be supplemented by information from the Existing Conditions Review and public input during the planning process.

LOCAL PLANS

ARVIN GENERAL PLAN UPDATE

The Arvin General Plan Update was adopted by the City of Arvin in August, 2012. The update included an Existing Conditions Report that examined the nature and extent of land use, air quality, and health related issues facing Arvin. Goals, policies and action programs were developed and incorporated into the Plan based on the Existing Conditions Report.

Recommendations from the Existing Conditions Report include three overarching goals related to the walking and bicycling network:

- » Development patterns should contribute to healthier lifestyles and enable more residents to live within walking or bicycling distance to jobs and neighborhood services.
- » The site design of buildings and their relationship to the street and sidewalk should facilitate the ease of walking and bicycling by creating safe and inviting public spaces for pedestrians.
- » The design of streets and public spaces should create safe and inviting public spaces for pedestrians, enabling residents to engage in physical activity and gather with other community members.

RECOMMENDATIONS TO IMPROVE PEDESTRIAN AND BICYCLE SAFETY FOR THE CITY OF ARVIN

This 2018 report was created at the culmination of the Community Pedestrian and Bicycle Safety Training (CPBST), through a collaboration of Bike Arvin, California Walks, the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC), and the City of Arvin Planning Committee. Through stakeholder engagement, a review of plans and policies, and analysis and mapping of pedestrian and bicycle injury data, this report identifies existing conditions and challenges and makes recommendations to improve safety of walking and bicycling in Arvin.

Key findings from an analysis of existing conditions include:

- » Collisions involving pedestrians during the study period (2007 – 2016) were concentrated on Bear Mountain Boulevard (SR 223), Haven Drive, Meyer Street, and South A Street.
- » The top two collision factors for collisions involving pedestrians were drivers failing to yield to a pedestrian within a crosswalk and pedestrians failing to yield to drivers when crossing outside a designated crosswalk.

- » Collisions involving bicycles during the study period were concentrated on Bear Mountain Boulevard (SR 223), Meyer Street, Walnut Drive, and Sycamore Drive.
- » The top three collision factors for collisions involving bicyclists were bicyclists or drivers failing to yield the right-of-way when entering or crossing a highway, bicyclists or drivers failing to stop or yield at stop signs, and bicyclists or drivers failing to yield right-of-way in a crosswalk.
- » Pedestrian-involved collisions are clustered on arterial roads between low-income neighborhoods. The report found that these arterials are home to businesses and services that residents of the low-income communities access on a daily basis.
- » Faded bicycle lane and travel lane markings pose safety challenges to bicycling. In addition, some bicycle lanes are painted in the "door zone," posing an additional safety hazard.
- » Many sidewalks are missing accessible ramps, creating challenges for users with assisted mobility devices, and people using scooters or skateboards. Residents reported that many sidewalks are in disrepair and tree roots have lifted up the sidewalk in some places.
- » Community stakeholders reported that they enjoy the walking and bicycling culture in their community.

Recommendations to address these challenges and enhance walking and bicycling include:

- » Implement traffic calming measures such as speed bumps, curb extensions, and safety islands.
- » Enhance crosswalks in high traffic areas by installing high-visibility crosswalks, especially at the intersections of Haven Drive and South A Street, South Derby Street and Bear Mountain Boulevard (SR 223), and Haven Drive and Meyer Street
- » Create a well-connected bicycle network through new facilities and perform regular maintenance of existing bicycling facilities. Community Stakeholders also requested more bicycle parking and a separated bike lane to separate bicyclists from vehicular traffic and the opening doors of parked vehicles.
- » Community Stakeholders identified that they would like to see more community-wide walking and bicycling events and cross-generational educational campaigns.
- » Partner with Safe Kids Kern County to support pedestrian and bicycle injury prevention activities at Arvin schools. Review the California Department of Public Health's Kid's Plate Grant as a potential funding opportunity to provide education and encouragement programs.

- » Partner with Caltrans to implement infrastructure improvements for Bear Mountain Boulevard (SR 223).
- » Develop a Safe Routes to School and Complete Streets Advisory Board.
- » Perform citywide street lighting and tree and landscaping assessments to identify locations presenting challenges or opportunities for enhancement of the active transportation environment.

STREET STORY

University of California Berkeley Safe TREC has created a community data collection portal for active transportation collisions, near-misses, and safety concerns. The portal, funded by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration, is available at this website: <https://streetstory.berkeley.edu/city/arvin>. Reports made by others can be viewed here: <https://streetstory.berkeley.edu/reports.php>. To date, few reports have been made.

REGIONAL PLANS

KERN REGION ACTIVE TRANSPORTATION PLAN

The Kern County Active Transportation Plan was adopted in March 2018 by the Kern Council of Governments. The Plan guides the Council of Governments in its efforts to enhance walking, bicycling, and transit throughout Kern County. Through a review of existing conditions and stakeholder engagement, the Plan identifies broad goals and policies for active transportation in Kern County.

Themes incorporated into the Plan's overall goals and policies include:

- » Enhance the safety, accessibility and connectivity of the active transportation network.
- » Incorporate bicycling and walking elements into other transportation plans.
- » Use the existing bicycle and pedestrian infrastructure as a tool for community revitalization and economic growth.
- » Provide infrastructure that enables people to walk and bicycle more frequently to improve health.
- » Ensure the active transportation network equitably serves all people.

The Plan also includes a detailed analysis of the City of Arvin as a "focus area" community within Kern County. This "focus area" analysis describes the existing conditions of the active transportation network in Arvin and outlines proposed projects and programs to enhance walking and bicycling. For the City of Arvin, the Plan recommends over 17 miles of new bikeways and over 12 miles of pedestrian improvements, such as sidewalk gap closures, traffic calming, and crossing improvements. The Plan also makes recommendations for end-of-trip facilities, such as the number and location of long-term and short-term bicycle parking.

The highest priority bikeway projects include:

- » A Street, a 1.1-mile Class II Bike Lane from Olson Way to 5th Avenue
- » Haven Drive, a 1.0-mile Class II Bike Lane from Comanche Drive to Tejon Highway
- » Meyer Street, a 1.0-mile Class II Bike Lane from SR-223 to Sycamore Road
- » Franklin Street, a 0.8-mile Class II Buffered Bike Lane from Walnut Drive to S Derby Street
- » Tejon Highway, a 2.5-mile Class II Bike Lane from SR-223 to Burkett Boulevard

Challenges presented by existing pedestrian facility conditions include:

- » Mid-block crossings are not signalized and have limited signage, creating visibility issues for pedestrians and motorists.
- » Most marked crosswalks are low-visibility transverse crossings.
- » Many curb ramps and crosswalks are uneven and poorly maintained which may pose challenges for pedestrians with varying abilities.
- » Many residential neighborhoods do not have sidewalks or have gaps in their existing sidewalk network.
- » Near Arvin High School, the midblock crossing on Varsity Road is unsignalized and faded, causing low visibility for pedestrians and motorists.

- » Sidewalks are commonly located near Arvin schools, but they do not connect to a larger, connected pedestrian network.
- » The Plan also reports on bicyclist and pedestrian involved collisions in Arvin. The Plan determined that reported bicycle and pedestrian involved collisions occur at higher frequencies in the northern section of Arvin, north of Sycamore Road. The report also identifies three roadways with the highest number of reported bicycle and pedestrian collisions, which include Bear Mountain Boulevard (SR 223), Haven Drive, and Meyer Street.

Recommended bicycle and pedestrian facilities are illustrated in the following figures.

Figure 1: Recommended Bikeways and End-of-Trip Facilities in Arvin



Figure 2: Recommended Pedestrian Facilities in Arvin



STATEWIDE PLANS

Several state-level plans and policies will guide development of and provide requirements for the Complete Streets and Safe Routes to School Plan. Plans include Toward an Active California: Statewide Bicycle and Pedestrian Plan as well as the California Transportation Plan 2040. Policies include the California Complete Streets Policy and the 2014 Design Flexibility in Multimodal Design Memorandum. The Arvin Complete Streets and Safe Routes to School Plan will be consistent with each of these plans and policies.

TOWARD AN ACTIVE CALIFORNIA: STATEWIDE BICYCLE AND PEDESTRIAN PLAN

This 2017 plan is the first bicycle and pedestrian plan developed for the state. Primarily a policy document, it aims to align Caltrans policies and programs to support increased walking and bicycling in California. The plan includes strategies and actions intended to influence change at the state level while informing development of local plans like Safe Routes to School and Active Transportation Plans. The strategies are organized into four key objectives: safety, mobility, preservation, and social equity. The Plan's recommendations surrounding Safe Routes to School include implementing fun and engaging activities to encourage children to walk and bicycle to school regularly and education programs to teach motorists and pedestrians about traffic safety.

The Arvin Complete Streets and Safe Routes to School Plan will be a local tool to help achieve the statewide vision of Toward an Active California: "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." Similarly, the Objectives presented in this statewide document will help guide the development and implementation of this Plan for Arvin:

- » Safety: reduce the number, rate, and severity of bicycle and pedestrian involved collisions
- » Mobility: Increase walking and bicycling in California
- » Preservation: Maintain a high quality transportation system
- » Social Equity: Invest resources in communities that are most dependent on active transportation and transit

CALIFORNIA TRANSPORTATION PLAN 2040

The California Transportation Plan 2040 (CTP) is a long-range policy document to help Caltrans effectively meet the state's mobility needs while working to reduce greenhouse gas emissions. The CTP sets forth a vision that:

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods and services while meeting greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

The goals set forth in the CTP relevant to this effort include: Improve multimodal mobility and accessibility for all people, Foster livable and healthy communities and promote social equity, and Practice environmental stewardship.

CALTRANS STRATEGIC MANAGEMENT PLAN

The Strategic Management Plan provides direction for Caltrans as an organization. The most recent 2015-2020 plan set a goal to double walking and triple bicycling in California by 2020, based on 2010 levels, reduce bicycle and pedestrian fatalities by ten percent per year, and increase the number of complete streets projects by twenty percent.

CALIFORNIA COMPLETE STREETS DEPUTY DIRECTIVE 64

This policy is the foundation of active transportation policy in California, requiring Complete Streets principles to be integrated in all agency activities since 2008. Caltrans monitors and guides Complete Streets progress in the Complete Streets Implementation Action Plan released in 2010 and the updated Complete Streets Implementation Action Plan 2.0 released in 2014.

SMART MOBILITY 2010: A CALL TO ACTION FOR THE NEW DECADE

Caltrans' Smart Mobility framework provides tools and resources to help state and local agencies create a more sustainable transportation system, with policies centered on public health and safety. The Smart Mobility framework incorporates the California Transportation Plan and Regional Blueprint planning efforts, calling on the state Department of Transportation to design and implement complete streets that support walking, bicycling, and transit as everyday transportation choices.

MAIN STREET CALIFORNIA: A GUIDE FOR IMPROVING COMMUNITY AND TRANSPORTATION VITALITY

This 2013 document focuses on the design of state highways in California that also serve as main streets or local commercial streets in communities. The guide consolidates information from existing Caltrans manuals and policies, as well as national resources, to help communities improve multimodal access, livability, and sustainability while meeting appropriate engineering standards. The guide helps readers find information about standards and procedures described in the Caltrans Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), and the Project Development Procedures Manual.

COMPLETE INTERSECTIONS: A GUIDE TO RECONSTRUCTING INTERSECTIONS AND INTERCHANGES FOR BICYCLISTS AND PEDESTRIANS

This guide provides direction on implementing an important component of Caltrans' Complete Streets policy by identifying "actions that will improve safety and mobility for bicyclists and pedestrians at intersections and interchanges." The guide is intended primarily for Caltrans planners, engineers, and other highway designers working as generalists or specialists in advising, engineering, or designing for safe travel for all highway users at intersections and interchanges.

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DESIGN TOOLKIT

The elements that follow can be applied in combination with one another to make walking, biking, taking transit, and driving more intuitive, safe, accessible, and enjoyable for all. These improvements can also foster placemaking and community beautification.

Caltrans supports the implementation of Complete Streets efforts and policies along Caltrans right of way in Arvin. For information from Caltrans relating to Complete Streets, please visit <http://www.dot.ca.gov/transplanning/ocp/complete-streets.html>.

PEDESTRIAN REALM IMPROVEMENTS

The pedestrian realm includes everything between private property lines and the curb of a roadway: sidewalks, planting areas, and street furniture such as benches and trashcans within the public right-of-way, and crossing improvements described later in this toolkit.

SIDEWALKS

Many of Arvin's streets lack sidewalks. Closing these gaps in the pedestrian network is a key component to completing the City's transportation network and improving safety and access for pedestrians. A typical sidewalk is paved, provides a minimum 5' clear zone for pedestrians, and integrates a space for planting, street furniture, and transit stops. See the Intersection Treatments section of this document for additional information about design standards, and the Americans with Disabilities Act for specific standards to make sidewalks accessible for everyone.

STREET TREES

A city's green spaces play an integral role in regulating temperatures, reducing heat, managing stormwater, and beautifying the community. Street trees provide a "green backbone" to a city's open space network and can be integrated with other greening strategies to maximize environmental and aesthetic benefits.



Street Trees

Street trees, landscaping and other aesthetic elements, such as art or banners, produce a feeling of enclosure and add visual stimuli along a roadway corridor. Urban forests and green infrastructure also provide environmental benefits. Trees have been found to cool surface temperatures by as much as 45 degrees, providing much needed shade and making it more comfortable to walk and bike during the summer months. It is recommended that trees are spaced no further apart than their mature tree canopy size to create continuous shade along city streets. Plantings also enhance the experience of the street and beautify communities while creating a buffer between pedestrians and vehicle traffic.

STORMWATER PLANTING TREATMENTS

Stormwater swales are densely planted linear depressions that are designed to slow, filter, infiltrate, and convey stormwater. Check dams can be incorporated along the length of the swale to slow the conveyance of water and encourage infiltration. Swales can be enhanced with a subsurface gravel layer to increase storage capacity and an underdrain to convey excess stormwater to existing storm drains.

Stormwater planters, which include rain gardens, are manmade depressions in the landscape that slow, filter, and infiltrate stormwater. Unlike stormwater swales, which often parallel a road and have a larger catchment area, stormwater planters are designed to collect water from a discrete, local source, such as a rooftop, driveway, or street corner. Stormwater planters can be planted with perennials, grasses, shrubs, and/or trees and provide a great opportunity to improve streetscape aesthetics.



Stormwater Bio-Swale. Source: scpr.org



Stormwater Planter



Pedestrian-scaled lighting. Source: NACTO.org

PEDESTRIAN SCALE LIGHTING

Appropriately scaled street lighting provides a safer, more visible, and more inviting environment for all roadway users. Pairing pedestrian-scaled street lighting with other improvements, such as street trees, helps alert motorists to the potential presence of pedestrians and bicyclists.

SITE FURNISHINGS

Site furnishings are critical components of creating a socially and economically vibrant streetscape and accommodating a wide range of needs and activities. Providing benches at key rest areas and viewpoints encourages people of all ages to use the walkways by ensuring that they have a place to rest along the way. Bike racks accommodate bicyclists traveling to their destinations. Trash and recycling receptacles promote cleanliness and sustainability. Landscaped planters and movable furniture offer aesthetic and placemaking benefits to the sidewalk.

WAYFINDING AND SIGNAGE

Human-scale, versus vehicular-scale, wayfinding and signage can make it easier to utilize walking and biking as a primary mode of transportation. Key destinations, such as parks, schools, and shopping areas are often included in a city's wayfinding plan.

PUBLIC ART

A useful component in enhancing user experience and creating a sense of place in public space is art. Public art can be in the form of murals, sculpture, or decorative paving for example. Culturally relevant art should be a priority for inclusion in public space and partnering with local artists is an added bonus. Functionally, public art can serve as a landmark, wayfinding element, educational, placemaking element, reinforce cultural identity etc. Public art should be located in areas with high pedestrian concentrations, such as downtown, and can be located anywhere in the sidewalk zone except the path of travel.



Mural Wall Art. Source: Curbed LA

BICYCLE PARKING

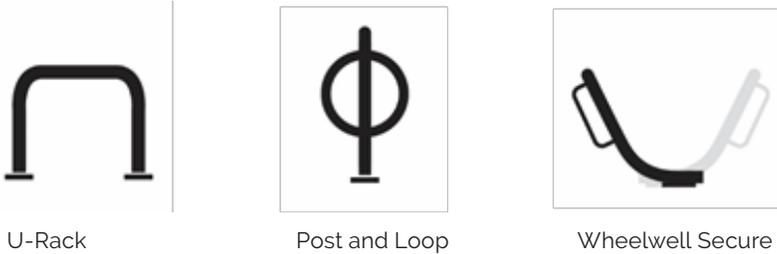
No bicycle network is complete without secure places to park bicycles near desired destinations in visible, well-situated locations. Bicycle racks for short-term parking are relatively inexpensive and can be installed in unused space along building frontages, in furniture zones on sidewalks, or in underutilized parking spaces (often called a 'bike corral'). The rack types illustrated below and recommended for use in Arvin are consistent with those recommended in the Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking: Selecting and Installing Bike Parking that Works (2015).

TRANSIT STOPS

Arvin Transit operates bus service throughout the City. For all users, transit stops should provide accessible alighting zones, benches for the comfort of waiting passengers, and a covered space to protect passengers from the sun and inclement weather. Sidewalks and paved walkways should be present at bus stops and should directly connect to adjacent development.

Transit route and station design should also minimize conflicts with bicyclists, provide secure bicycle parking, and provide ample loading space for bicycles on bus-mounted bicycle racks.

Transit stops and systems should look, feel, and be clean and secure. This can be accomplished through a number of methods, including lighting and the provision of trash and recycling receptacles.



Recommended types of bicycle racks (short-term parking)



Transit Stop, Glendale, CA. Source: NACTO.org

Transit stops should provide users with clear and informative system information and can be enhanced with digital amenities, such as real-time bus arrival information, wifi hot spots, and USB charging ports.

Transit stops should respond to the unique qualities of a place and community landmarks. Local, relevant art should be incorporated into the transit stations and all aspects of the transit system in order to improve the quality of users' experiences.

ROADWAYS

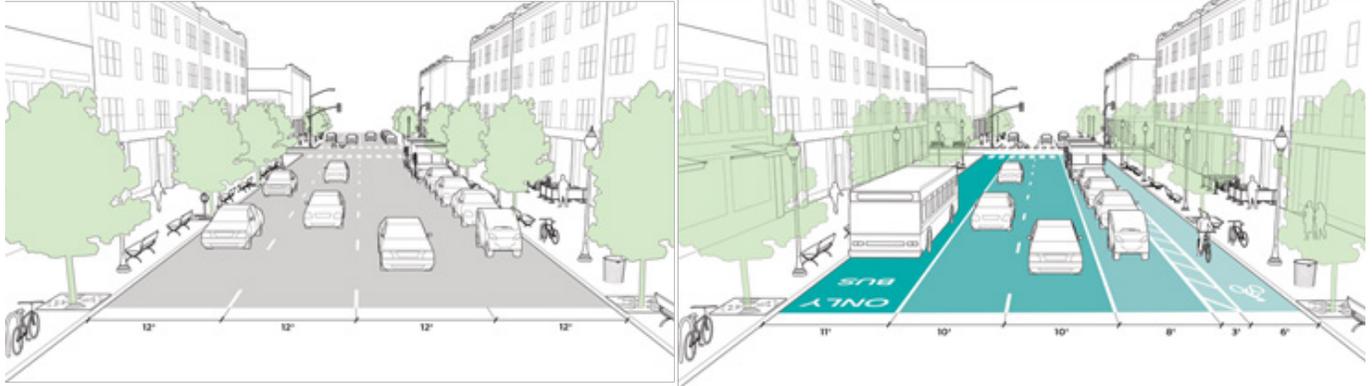
Roadways refer to the space dedicated to travel and parking for vehicles, and space dedicated to on-street bike facilities. Design elements in this section are focused on improvements the City of Arvin may consider within the roadway that will improve its sustainability, function, safety for all.

ROAD DIETS

Road diets are a reduction in the number of lanes along a roadway. Typically, four lane roads are reduced to three lanes – one lane for each direction of travel and a center two-way turning lane. By reducing the amount of the roadway dedicated to motor vehicles, more space is available for bicycle and pedestrian facilities. This not only improves conditions for bicyclists, but also enhances the pedestrian environment, improves traffic flow, and reduces vehicle-on-vehicle collision rates.



Road diet before and after. Source: NACTO.org



Lane Narrowing Before and After. Source NACTO.org

LANE NARROWING

Lane narrowing is when an excessively wide lane is reduced through the striping of a shoulder or the addition of bike lanes. This helps reduce motor vehicle speeds and creates dedicated space for bicyclists and/or pedestrians.

BACK-IN OR REVERSE ANGLED PARKING

'Back-in' or 'Reverse Angle' parking requires drivers to back their vehicles into diagonally angled parking spaces. The benefits of this parking configuration include an increased field of vision when exiting a space, which reduces the risk of collisions with pedestrians or bicyclists, and for some drivers is easier than standard parallel parking. Loading and unloading is also more convenient with the vehicle's trunk space oriented toward the sidewalk. This type of parking configuration should be considered as part of any road diet project.



Reverse-angle Parking

SIGNAL TIMING UPGRADES

Taking a closer look at signal timing throughout the City may consider a variety of modifications to make intersections safer and more intuitive for all users.

Leading Pedestrian Intervals Prioritizes pedestrian movement at intersections by giving pedestrians a head-start when entering a crosswalk. This makes pedestrians more visible and may help reduce conflicts. They are best utilized at intersections with high volumes of pedestrian crossings and vehicle turning movements, such as Bear Mountain Boulevard.

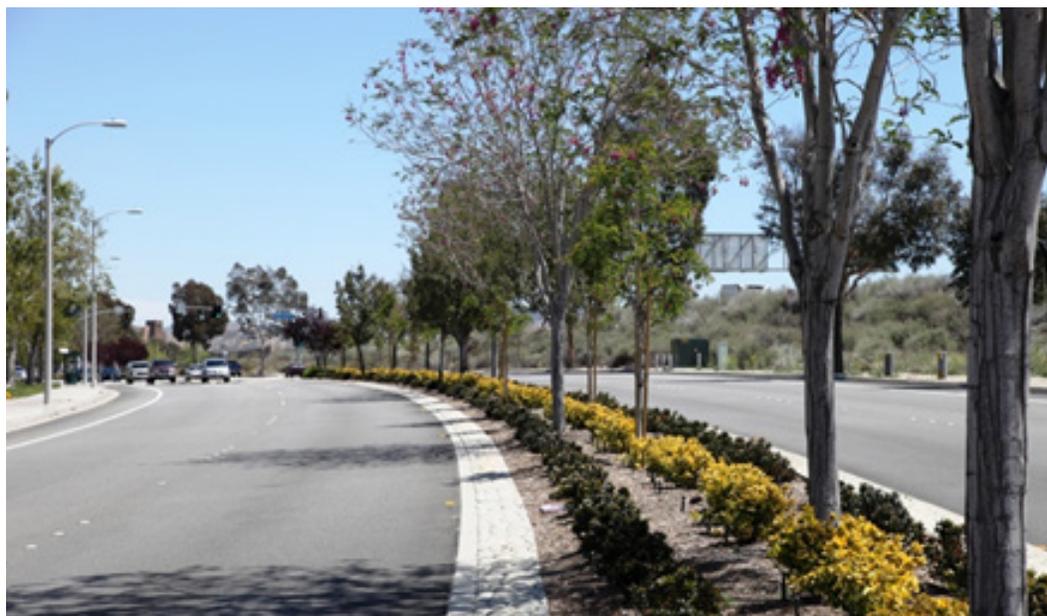
Shorter Signal Cycle Length Prioritizes pedestrian movement at intersections by decreasing wait times to cross the street. This encourages better pedestrian behavior and provides more consistent crossing opportunities.

PLANTED MEDIANS AND MEDIAN REFUGE ISLANDS

Landscaped medians can reduce head-on and turning collisions and provide refuge for pedestrian crossings, all while beautifying the area. Trees have been found to cool surface temperatures by as much as 45 degrees, providing much needed shade. It is recommended that trees are spaced no further apart than their mature tree canopy size to create a continuous shade along city streets. Plantings also enhance the experience of the street and can aid in traffic calming.

Median refuge islands are protected spaces placed in the center of the street, which can also be planted and can be incorporated into longer medians, to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are simplified by allowing bicyclists and pedestrians to navigate only one direction of traffic at a time. This treatment is most useful on high-volume multi-lane roadways that otherwise would be difficult to cross. Recommended minimum width for pedestrian refuge islands is 6 feet.

Planted median and street trees





Public works employees apply a cool paving treatment in Los Angeles.

COOL PAVING

Dark colored pavements, such as the asphalt most roads are made of, get hot in the sun because they absorb 80-95% of the its rays. These hot pavements intensify what is known as the "urban heat island effect" by raising the local air temperature in cities that are dominated by impermeable surfaces like pavement and buildings, versus permeable surfaces like planted areas. By using light-colored materials for paving that reflect sunlight, the urban heat island effect can be reduced. Many cities are using light-colored surface treatments on asphalt roads to create "cool streets," such as the example below in the City of Los Angeles.

TRAFFIC CALMING

SPEED HUMPS AND TABLES

Speed humps are rounded vertical traffic calming features common on residential streets, and may be used to control speed along a corridor. Speed tables are similar mesa-shaped features that may be configured as raised crossings, as shown above. If configured as a raised crossing, the speed table should be elevated so that it is flush with the sidewalk and/or multi-use trail.

CHICANES

A chicane is a curb extension, usually built in alternating patterns or with intermittent median strips, that creates an S-shaped curve on a street. These minor curves require motorists to proceed with greater caution and slower speeds. They may also provide additional space for landscaping or pedestrians. Some chicanes are concrete curbs, while others are painted on the roadway.

DIVERTERS

A diverter diverts motor vehicle traffic from one street to another while allowing pedestrian and bicycle traffic to proceed normally. They are most common parallel to arterial streets where congestion may lead motorists to seek alternative routes on local streets through a neighborhood. Common on bike routes, diverters are the most intense traffic calming treatment applied and should be implemented only after study and community outreach.

MINIMIZE CORNER RADII

The size of a curb's radius can have a significant impact on pedestrian comfort and safety. A smaller curb radius provides more pedestrian area at the corner, allows more flexibility in the placement of curb ramps, results in a shorter crossing distance and requires vehicles to slow more on the intersection approach. During the design phase, the chosen radius should be the smallest possible for the circumstances.

BICYCLE IMPROVEMENTS

Active transportation (biking and walking) is a key component in Arvin's overall transportation system. As some residents lack access to a vehicle and transit service is limited in terms of routes and frequency within the City, it is important for the city to be able to provide a safe and convenient network of bicycle and pedestrian facilities. Many of the recommendations put forth in these guidelines can be achieved without having to alter existing roadway widths and curb locations.

ON-STREET SEPARATED BIKEWAYS (CLASS IV)

A separated bike lane is an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A separated bike lane is physically separated from motor vehicle traffic and distinct from the sidewalk.

Separated bike lanes may be directional (i.e., one-way) or bidirectional (i.e., two-way) and may be at street level, sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates the facility from motor traffic, while different pavement color/texture separates the facility from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or flexible delineators.

By separating bicyclists from motor traffic, separated bike lanes can offer a higher level of comfort than bike lanes and are attractive to a wider spectrum of the public.



Durfee Avenue in South El Monte, CA, a community in the San Gabriel Valley whose climate is similar to Arvin. Here curb extensions capture and clean water and provide shade.

Separated bikeways can increase safety and promote proper riding by:

- » Defining road space for bicyclists and motorists, reducing the possibility that motorists will stray into the bicyclists' path.
- » Discouraging bicyclists from riding on the sidewalk.
- » Reducing the incidence of wrong way riding.
- » Reminding motorists that bicyclists have a right to the road.

MULTI-USE PATH (CLASS I)

Multi-use or shared use paths are paved rights-of-way completely separated from streets for the exclusive use of those walking and biking. These paths are often located along rivers and creeks, in railroad rights-of-way, or in parks or civic campuses. These paths are typically shared with pedestrians and often called mixed-use paths.



The Orange Line Path provides a separated facility for people walking and biking in Los Angeles' San Fernando Valley.

Image source: LADOT



Buffered bike lane

BIKE LANES (CLASS II)

Bike lanes are designated exclusively for bicycle use and are demarcated with pavement markings and signage. They are located on the roadway directly adjacent to motor vehicle travel lanes and follow the same direction as motor vehicles. Bike lanes provide visual separation from motor vehicles, which helps bicyclists and motorists anticipate one another's movements and behaviors.

Bike lanes can also increase safety and promote proper riding by:

- » Defining road space for bicyclists and motorists and reducing the possibility that motorists will stray into the bicyclists' path;
- » Discouraging bicyclists from riding on the sidewalk;
- » Reducing the incidence of wrong way riding; and,
- » Reminding motorists that bicyclists have a right to the road.

The optimal width of a bike lane is 6-feet. The minimum preferred width is 5-feet.

Bike lanes can be enhanced with buffer zones, which further separate the bike lane from adjacent motor vehicle lanes. Buffer zones are most appropriate on roadways with high motor vehicle traffic volumes and speeds and adjacent to parking lanes.



Sharrow marking

CLASS III OR SHARED LANE MARKINGS ("SHARROWS")

Shared roadways, defined by Caltrans as Class III bikeways, are designated bicycle routes where bicyclists and cars operate within the same travel lane, either side by side or in single file depending on roadway configuration. These facilities are best suited for local roads with low speeds and low traffic volumes. Shared roadway treatments can include various forms of signage and shared lane markings that delineate a roadway as a bicycle route and indicating that drivers must share the road and/or allow bicyclists to occupy the entire lane of travel.



Bicycle Corral

BICYCLE CORRAL

A bicycle corral creates additional bicycle parking by removing an existing on-street parking space, and replacing with a row of bicycle racks. They work well in areas where sidewalks are too narrow to accommodate bike racks, or demand for bicycle parking is not met by existing sidewalk racks.

BIKE SHARE PROGRAMS

Per Advisory Group Meeting # 3, Alta to add additional information to the toolkit pertaining to bike share programs.

INTERSECTIONS AND CROSSINGS

HIGH VISIBILITY CROSSWALKS

There are a number of marked crosswalk types. Standard transverse crosswalks consist of two parallel lines that mark the edges of the crosswalk.

High visibility markings include ladder-style crosswalks, which include transverse lines in addition to bold bars across the crosswalk. These markings are more noticeable to drivers and are typically used where there is existing or anticipated high walking activity, where slower walkers are expected (near schools and senior centers), at uncontrolled crossings, and where high numbers of pedestrian related crashes have occurred. In school areas, the crosswalks are yellow whereas outside school areas the crosswalks are white. In school areas, advance warning signage is recommended, particularly for school crosswalks. Crosswalks can be combined with curb extensions to narrow crossing distances.



Artistic crosswalk. Source: Miamiartguide.com

Artistic crosswalks serve as high visibility crosswalks and can improve the attractiveness of public space and create a sense of place. The most recent guidance from the Federal Highway Administration (Interpretation Letter 3(09)-24(I)) has recommended limited colors and patterns. However, cities across California and the U.S. have installed designs that may not comport to the FHWA guidance. The City of Arvin should explore their level of acceptable risk versus creating a sense of place or unique design highlighting Arvin's culture and values related to compliance with federal regulations before implementing these designs.



High-visibility crosswalk near a school



All Way Pedestrian Crossing Phase (Scramble Crosswalks)

ALL WAY PEDESTRIAN CROSSING PHASE (SCRAMBLE CROSSWALKS)

All way pedestrian crossing phase, also referred to as a scramble signal, is a signal phase where all vehicle movements are stopped, and all pedestrian movements are permitted. Pedestrians may travel along all crosswalk legs and potentially even in a diagonal movement across the intersection.

Right turn on red should be prohibited during all way pedestrian crossing phases. This treatment is most appropriate in areas of high pedestrian crossing demand. It is important to consider the accessibility needs of all people using the intersection in an all way pedestrian crossing, particularly those with hearing or vision impairments.



Advance Yield Line

ADVANCE STOP LINE AND ADVANCE YIELD LINE

Advance stop lines are placed six to ten feet before a marked crosswalk to indicate to motorists where they should stop. Advance yield lines are used at uncontrolled or midblock crossings (see graphic on the next page). Advance stop lines improve visibility of pedestrians by discouraging drivers from encroaching into the crosswalk. This is especially important at uncontrolled crossings on multi-lane streets, where a vehicle stopped too close to the crosswalk may hide a pedestrian from view of an approaching driver in the second lane. Advanced yield lines on multilane streets will vary depending on speed and other conditions but should be placed 20 to 50 feet from the crosswalk.

This Plan recommends advance stop lines or yield lines be installed at all new or retrofitted marked crosswalks, especially on multi-lane streets.

CURB EXTENSIONS

Curb extensions shorten pedestrian crossing distance, increase visibility, and encourage turning vehicles to slow down. They can be used at any marked crossing where the parking lane can absorb the extension of the curb. Curb extensions may be built with drainage channels that do not impact existing stormwater flow, or with integrated bioswales that filter stormwater and facilitate infiltration. Curb extensions should not encroach on bike lanes.

LEFT TURN RESTRICTIONS

Split Phasing divides the green light segment of a traffic signal into separate phases. One phase is for through traffic and pedestrian crossing, and another for turning vehicles. In practice, this eliminates conflict between turning vehicles and pedestrians. It can be applied at intersections with dedicated turning lanes and higher pedestrian crossing volumes.

RESTRICTED PARKING IN INTERSECTIONS

Limiting parking within intersections, either at a certain distance from a 4-way intersection, typically 15-20', or in the 'T' of a 3-way intersection, can greatly improve the visibility of pedestrians crossing to those driving. This can also improve visibility for turning vehicles and can reduce collisions.

RECTANGULAR RAPID-FLASHING BEACONS (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) are user-actuated warning beacons that supplement pedestrian warning signs at unsignalized intersections or mid-block crossings. RRFBs have also been shown to increase motor vehicle yielding compliance at crossings of multi-lane or high-volume roadways. RRFBs should be paired with a marked crosswalk, advanced yield pavement markings, and push buttons allowing pedestrians and bicyclists to activate the RRFBs.

BIKE BOXES

Bike Boxes designate an area for bicyclists to queue in front of automobiles, but behind the crosswalk, at signalized intersections. These designs increase visibility and reduce vehicle incursion into crosswalks. Bike Boxes also provide priority for cyclists when the light turns green and are helpful at facilitating left turns for cyclists.

ROUNDBABOUTS

Roundabouts, mini-roundabouts, and traffic circles have been proven to reduce collisions, as well as the severity of collisions. Roundabouts also allow for a greater capacity of vehicle traffic throughout the day, improving traffic flow without widening roadways. Mini roundabouts and neighborhood traffic circles can lower speeds at minor intersection crossings and can be an ideal treatment for uncontrolled intersections.

COMPLETE STREETS AND SAFE ROUTES TO SCHOOL PLANS



Curb extension with high visibility crosswalk



LEFT: Rectangular rapid flashing beacon

BELOW LEFT: Bike box

BELOW RIGHT: Mini-Roundabout



SIGNALIZED INTERSECTIONS

PEDESTRIAN COUNTDOWN HEADS

Pedestrian heads are the "walk/don't walk" signal boxes instructing pedestrians at signalized intersections. A walking person indicates that it is safe to cross the street, followed by a blinking red hand with a number counting down the seconds until the signal changes.

AUDIBLE SIGNALS

In addition to the visual cues provided by signal heads, audible signals provide guidance for vision-impaired pedestrians. Different audible signals should be used for different crossing directions to inform the pedestrian which intersection leg has a walk signal. Sounds should be activated by the pedestrian push-button.

LEADING PEDESTRIAN INTERVALS

The Leading Pedestrian Interval (called "LPI") gives pedestrians a walk signal a few seconds before motorists receive a green light, which makes pedestrians more visible to motorists making right turns.

BICYCLE DETECTION AT TRAFFIC SIGNALS

Traffic signals control traffic by either using timers or actuation (detection). Bicycle detection at actuated traffic signals provides a substantial improvement for bicycle access and mobility. California Assembly Bill 1581 requires all new and modified actuated traffic signals to detect bicyclists. Caltrans Policy Directive 09-06 clarifies the requirements. By installing bicycle detection at actuated intersections in coordination with roadway repaving or other maintenance activities, costs may be reduced.



Bicycle Detector Pavement Marking. Source: City of Santa Monica



Protected intersection

PROTECTED INTERSECTIONS

Protected intersections reduce turning conflicts between drivers and bicyclists by providing clear paths for each user. Protected intersections are relatively new to the United States and have been shown to reduce collisions.

The protected intersection is a way of accommodating separated bikeways at intersections. It is modeled after Dutch intersection design and includes features for corner refuge islands that put the stop bar for bicyclists ahead of the stop bar for vehicles and bicyclist crossings set back approximately one car length from the adjacent travel lane. This intersection treatment should be carefully designed. It requires adjustments to traffic signal phasing, signage, and as a more unusual treatment may require education on behalf of users to be successful.

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COLLISION ANALYSIS

COLLISION SITE CONDITIONS

TIME OF DAY

Overall, collisions for all modes were concentrated in the afternoon and early evening, between 3 pm and 8 pm (Figure 1). Nearly 40 percent of bicycle-involved collisions occurred around 5 pm, and over 30 percent of pedestrian-involved collisions occurred around 7 pm (Figure 2).

Figure 1: Total Collisions by Hour and Mode

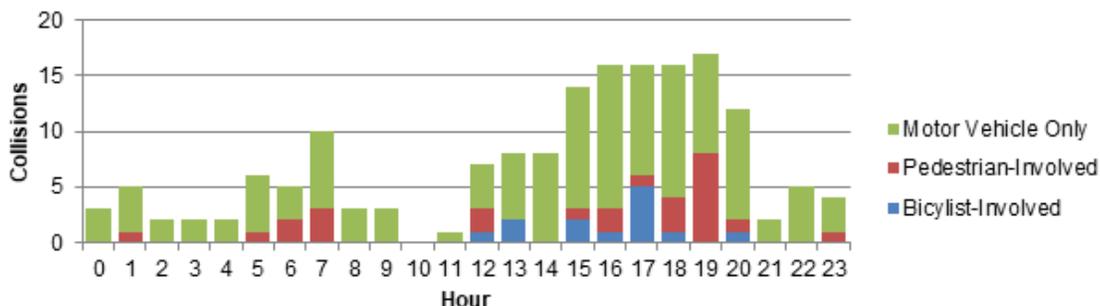


Figure 2: Crashes by Hour, as a Percent of Total by Mode

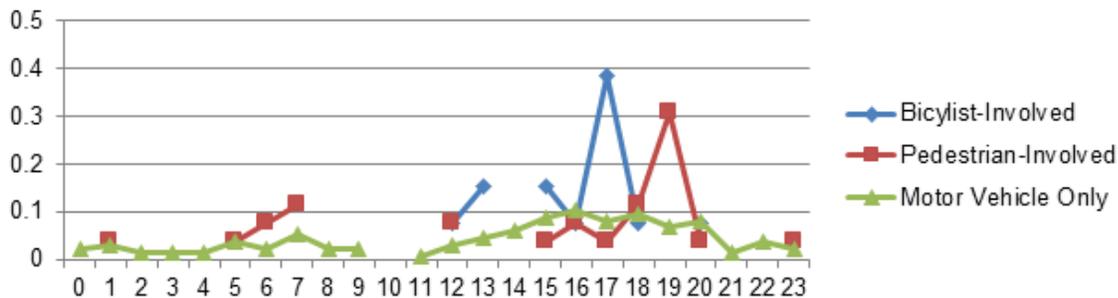


Figure 3: Lighting Conditions at Time of Collision by Mode

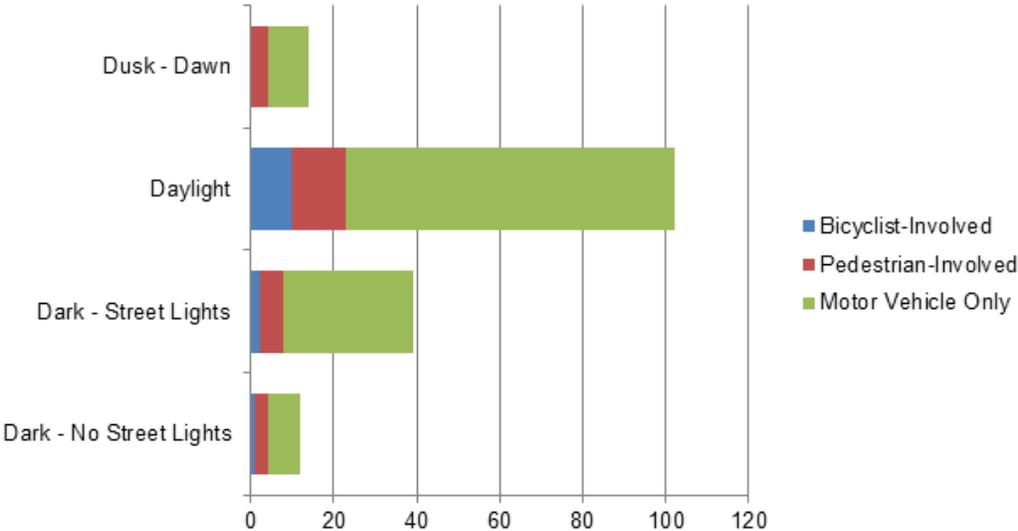
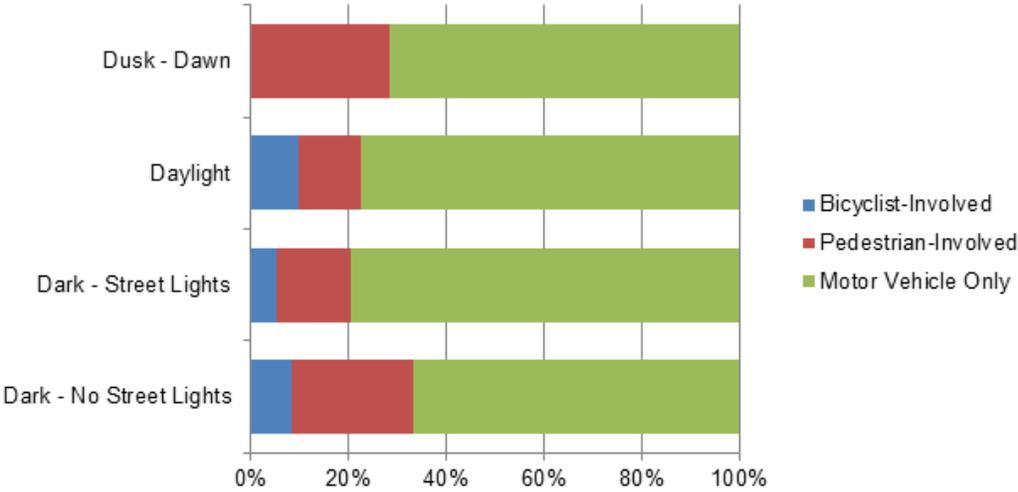


Figure 4: Lighting Conditions: Percent of Collisions by Mode



LIGHTING

Over 60 percent of collisions occurred in daylight hours (Figure 3). Bicyclist and pedestrian-involved collisions made up 33 percent of collisions that occurred at night where no street lights were present, but only 20.5 percent of collisions that occurred at night where street lights were

present (Figure 4). Low-visibility conditions may have contributed to the collisions on streets with no street lights.

Half of pedestrian-involved collisions occurred at night or during dusk/dawn, while only 23 percent of bicyclist-involved collisions occurred at those times (Figure 5 and Figure 6).

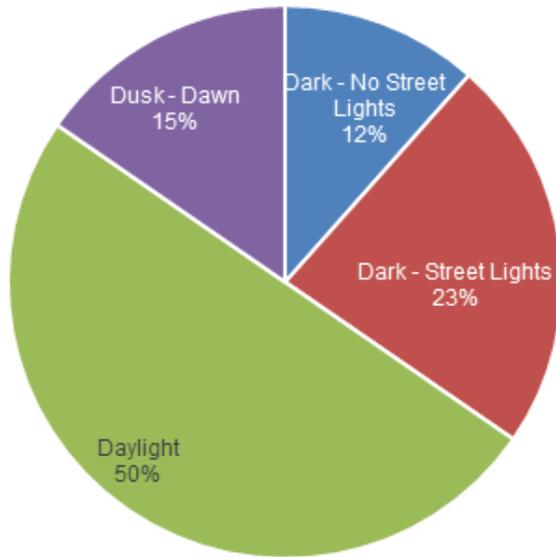


Figure 5: Pedestrian-Involved Collisions by Lighting Conditions

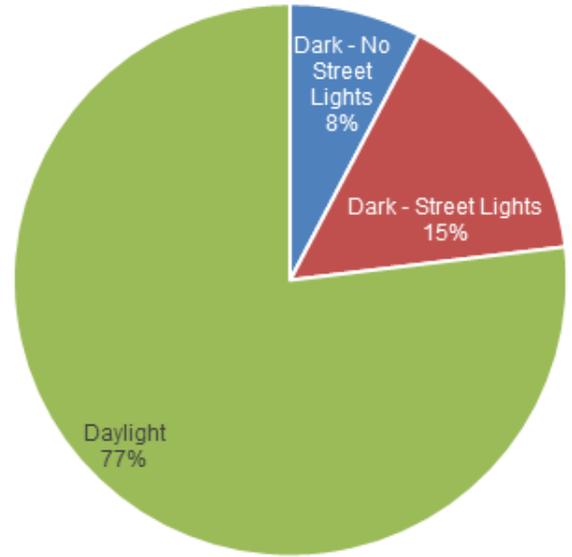


Figure 6: Bicyclist-Involved Collisions by Lighting Conditions

TRAFFIC CONTROL DEVICES

More than three times as many bicycle and pedestrian-involved collisions occurred at locations without a traffic control device than occurred at locations with a traffic control device (Figure 7).

WEATHER

In 95 percent of all collisions, the weather was clear.

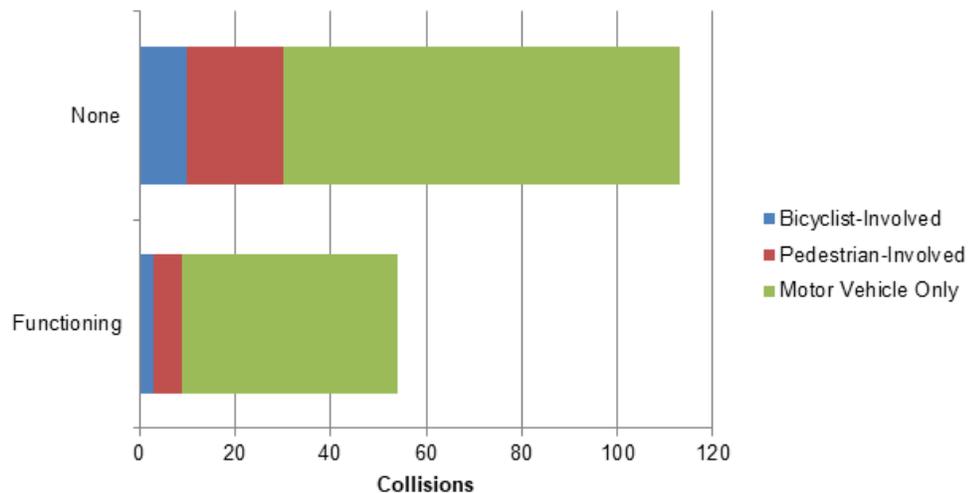


Figure 7: Traffic Control Device by Mode

COLLISION FACTORS

BICYCLIST-INVOLVED COLLISIONS

Bicyclists were determined to be at fault in 8 of the 13 collisions reported during the study period (Table 1). The most common bicyclist violation was traffic signals and signs.

Drivers were determined to be at fault in 5 of the 13 bicycle involved collisions during the study period. The most common violation was failing to yield the right of way to an automobile.

PEDESTRIAN-INVOLVED COLLISIONS

There were 26 pedestrian-involved collisions during the study period. Drivers were determined to be at fault in nearly 60 percent of collisions where a determination was made (14 of 24 collisions). Eighty (80)

percent of pedestrian-fault collisions were attributed to a pedestrian violation, which can include behavior like pedestrians crossing streets outside of a crosswalk or otherwise failing to follow traffic laws. Among the 14 collisions determined to be the fault of a driver, five were attributed to a driver failing to yield the right of way to a pedestrian and four were attributed to unsafe starting or backing (Table 2).

For pedestrian collisions, reports also include information about the action or location of the pedestrian prior to the collision. Of the 26 collisions that were reported, 4 involved a pedestrian crossing in a crosswalk at an intersection, 13 involved a pedestrian crossing outside a crosswalk, and 5 involved pedestrians walking in the roadway or on a shoulder (Table 3). In 3 cases, the pedestrian who was injured was not in the roadway.

Table 1: Primary Bicycle Collision Factors

Violation	Bicyclist at Fault	Motorist at Fault
Unsafe Speed	1	1
Wrong Side of Road	1	
Unsafe Lane Change	1	
Automobile Right of Way	1	3
Pedestrian Right of Way		1
Traffic Signals and Signs	2	
Other Hazardous Violation	1	
Unsafe Starting or Backing	1	
Total	8	5

Table 2: Primary Pedestrian Collision Factors

Violation	Pedestrian at Fault	Motorist at Fault	No Fault Determination
Not Stated	1		
Unsafe Speed		1	
Improper Turning			1
Pedestrian Right of Way		5	
Pedestrian Violation	8	2	
Traffic Signals and Signs		1	
Other hazardous violation	1		
Other than driver or pedestrian			1
Unsafe Starting or Backing		4	
Other Improper Driving		1	
Total	10	14	2

Table 3: Pedestrian Action

Pedestrian Action	Pedestrian at Fault	Motorist at Fault	No Fault Determination	Total
Crossing in Crosswalk at Intersection		4		4
Crossing in Crosswalk Not at Intersection		1		1
Crossing Not in Crosswalk	8	5		13
In Road, Including Shoulder	2	2	1	5
Not in Road		2	1	3
Total	10	14	2	26

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FUNDING
SOURCES

FEDERAL SOURCES

Department of Housing and Urban Development: Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may "use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs." Trails and greenway projects that enhance accessibility are the best fit for this funding source.

More information: www.hud.gov/cdbg

Department of Transportation: Transportation Investments Generating Economic Recovery (TIGER) Program

Can be used for innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, region, or nation. These include bicycle and pedestrian projects. Project minimum is \$10 million.

More information: www.transportation.gov/tiger

Environmental Protection Agency: Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which is to provide more transportation choices. The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants).

More information: www.epa.gov/smartgrowth/hud-dot-epapartnershipsustainable-communities

Environmental Protection Agency: Smart Growth Program

EPA's Smart Growth Program helps communities improve local development practices and get the type of development residents desire. The Smart Growth Program works with local, state, and national experts to discover and encourage development strategies that protect human health and the environment, create economic opportunities, and provide attractive and affordable neighborhoods for people of all income levels. The Smart Growth Program is housed in EPA's Office of Sustainable Communities, which also coordinates EPA's Green Building Work.

More information: www.epa.gov/smartgrowth/epa-smart-growth-grantsandother-funding

Federal Highway Administration: Accelerated Innovation Deployment Demonstration

The AID Demonstration program provides funding as an incentive to accelerate the use of innovation in highway transportation projects. The Federal Highway Administration (FHWA) expects approximately \$10 million to be made available for AID Demonstration grants in each of Fiscal Years 2016 through 2020 from amounts authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The grants are administered through the

FHWA Center for Accelerating Innovation and involve any phase of a highway transportation project. This grant can be used for road rebalancing improvements.

More information: www.fhwa.dot.gov/innovation/grants/edc4_aiddemo_factsheet.pdf

Federal Highway Administration: Fixing America's Surface Transportation Act (Fast Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years). The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT.

More information: www.transportation.gov/fastact

Federal Highway Administration: Congestion Mitigation and Air Quality Improvement Program

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

More information: www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

Federal Highway Administration: Surface Transportation Block Grant (STBGP)

The FAST Act expanded the existing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBGP), which places more decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the ways that funds can be used for local roads and rural minor collectors. The Transportation Alternatives Program (TAP) is a set-aside program of this block grant. The new program requires 55 percent of program funds be distributed within each state on the basis of population, compared to 50 percent under STP. In California, STBGP is allocated through the Regional Surface

Transportation Program (RSTP). The TAP program is allocated through the Active Transportation Program (ATP).

More information: www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm

Federal Transit Administration: Bus and Bus Facilities Program: State of Good Repair

Can be used for projects to provide access for bicycles to public transportation facilities, to provide shelters and parking facilities for bicycles in or around public transportation facilities, or to install equipment for transporting bicycles on public transportation vehicles.

More information: www.fta.dot.gov/grants/13094_3557.html

National Park Service: Land and Water Conservation Fund

The Land and Water Conservation Fund (LWCF) is a National Parks Service program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The program is administered by the California Department of Parks and Recreation. Funds can be used for right-of-way acquisition and construction. Any projects located in future parks could benefit from planning and land acquisition funding through the LWCF. Trail corridor acquisition can be funded with LWCF grants as well.

More information: www.nps.gov/subjects/lwcf/stateside.htm

STATE SOURCES

California Department of Housing and Community Development Affordable Housing and Sustainable Communities Program

The purpose of the Affordable Housing and Sustainable Communities (AHSC) Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:

- » reducing air pollution;
- » improving conditions in disadvantaged communities;
- » supporting or improving public health and other co-benefits as defined in Section 39712 of the Health and Safety Code;
- » improving connectivity and accessibility to jobs, housing, and services;
- » increasing options for mobility, including the implementation of the Active Transportation Program established pursuant to Section 2380 of the Streets and Highway Code;
- » increasing transit ridership;
- » preserving and developing affordable housing for lower income households; and
- » protecting agricultural lands to support infill development.

More information: www.hcd.ca.gov/grants-funding/active-funding/ahsc.shtml

California Conservation Corps: Labor Assistance

The California Conservation Corps (CCC) provides labor assistance for projects related to natural resource management. Public agencies can hire a CCC team at low cost. The nearest CCC center is the Inland Empire center located in San Bernardino.

More information: www.ccc.ca.gov/about/glance/faqs/abouthiringacrew/Pages/fahirecrew.aspx

California Natural Resources Agency: Environmental Enhancement and Mitigation Program

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans district must support the project. The average award amount is \$250,000.

More information: www.resources.ca.gov/grants/environmentalenhancementandmitigation-eem/

California Transportation Commission: State Transportation Improvement Program (STIP)

Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees. Bicycle and pedestrian projects may be programmed under ITIP and RTIP.

More information: www.catc.ca.gov/programs/stip/

CALTRANS: Active Transportation Program

With the consolidation of federal funding sources in MAP-21 and again under the FAST Act, the California State Legislature has consolidated a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) consolidated the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. The Statewide Competitive ATP has \$240 million available through the 2020/2021 fiscal cycles. The California Transportation Commission writes

guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance.

More information: www.dot.ca.gov/hq/LocalPrograms/atp/index.html

CALTRANS: Sustainable Transportation Planning Grants

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The California Legislature passed, and Governor Edmund G. Brown Jr. signed into law, Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multimodal transportation system. In addition to the \$9.3 million in traditional State and federal grants, approximately \$24.5 million in SB 1 funds for Sustainable Communities Grants is available for the Fiscal Year (FY) 2019-2020 grant cycle. The SB 1 grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. Eligible planning projects must have a transportation

nexus per Article XIX Sections 2 and 3 of the California Constitution. Therefore, successful planning projects are expected to directly benefit the multi-modal transportation system. Sustainable Communities Grants will also improve public health, social equity, environmental justice, and provide other important community benefits.

More information: www.dot.ca.gov/hq/tpp/grants.html

CALTRANS: Community Based Transportation Planning Grant Program

The Community Based Transportation Planning (CBTP) grant program promotes transportation and land use planning projects that encourage community involvement and partnership. These grants include community and key stakeholder input, collaboration, and consensus building through an active public engagement process. CBTP grants support livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

More information: www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_cbtp.html

CALTRANS: Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.html>

CALTRANS: Petroleum Violation Escrow Account

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for Petroleum Violation Escrow Account (PVEA) funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional federal funds.

More information: www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g22state.pdf

CALTRANS: Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. This program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects.

More information:

www.dot.ca.gov/hq/transprog/federal/rstp/regional_surface_transportation_program-map21_090115_1.pdf

CALTRANS: Transportation Development Act Article III Funds

Transportation Development Act (TDA) Article III funds awarded annually to local jurisdictions for bicycle and pedestrian projects in California, with about \$700,000 awarded for San Bernardino County. These funds originate from the state gasoline tax and are distributed to counties based on population, with a competitive process administered by SANBAG for local jurisdictions. Funds may be used for the following bicycle and pedestrian activities:

- » Engineering expenses
- » Right-of-way acquisition
- » Construction and reconstruction

- » Retrofitting existing bicycle and pedestrian facilities, including signage installation and ADA compliance
- » Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle friendly drainage grates
- » Support facilities, such as bicycle parking and pedestrian amenities

More information: www.dot.ca.gov/hq/MassTrans/State-TDA.html

CNRA: Green Infrastructure Program

The California Natural Resource Agency appropriated \$18.5 million for competitive grants for multibenefit green infrastructure investments in or benefiting disadvantaged communities. Applicants can be awarded between \$50,000-\$3 million. Applicants must show that their projects will achieve measurable benefits by, acquiring, creating, enhancing or expanding community parks and green spaces or use natural systems, or systems that mimic natural systems to achieve multiple benefits to create sustainable and vibrant communities.

CNRA: Urban Greening Program

The California Natural Resource Agency provides grants through this program to projects that reduce greenhouse gases by sequestering carbon, decreasing energy consumption, and reducing vehicle miles travelled, while also transforming the built environment into places that are more sustainable, enjoyable, and effective in creating healthy and vibrant communities. These projects will establish and enhance parks and open space, using natural solutions to improving air and water quality and reducing energy consumption, and creating more walkable and bike-able trails. Approximately \$19 million is available for urban greening projects, and there are no maximum or minimum grant amounts.

replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

More information: www.ots.ca.gov/Grants/Apply/default.asp

Office of Traffic Safety: Grants

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and MAP-21. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local town and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot

REGIONAL & LOCAL SOURCES

Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bicycle and pedestrian projects. These projects have commonly provided Class II facilities for portions of on-street, previously planned routes and public spaces. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

Local Bond Measures

Local bond measures, or levies, are usually initiated by voter-approved general obligation bonds for specific projects. Bond measures are typically limited by time, based on the debt load of the local government or the project under focus. Funding from bond measures can be used for right-of-way acquisition, engineering, design, and construction of pedestrian and bicycle facilities. Bond measures are often used by cities for local match in grant applications. Transportation-specific bond measures featuring a significant bicycle/pedestrian facility element have passed in other communities, such as Seattle's "Closing the Gap" measure.

Utility Projects

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of motor vehicle, transit, bicycle, and pedestrian infrastructure within the same area or corridor. Often times, utility companies will mobilize the same type of forces required to construct transportation projects, resulting in the potential for a significant cost savings. These types of joint projects require a great deal of coordination, a careful delineation of scope items, and an agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

New Construction

Future road widening and construction projects are one means of providing bicycle and pedestrian facilities. To ensure that roadway construction projects provide pedestrian and bicycle infrastructure where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans' Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

The Virginia and Alfred Harrell Foundation

Formerly known as The Bakersfield California Foundation, the foundation has roughly \$800,000 to distribute each year. \$500,000 of which funds grants for two cycles:

- » Spring: where BCF donates smaller grant amounts — around \$20,000 — to a larger number of organizations, based on a particular focus
- » Fall: a two-part competitive cycle, where they award amounts of \$100,000, \$50,000 and \$25,000 to fewer organizations

The remaining amount — around \$200,000 — is for year-round non-cycle grants, which are generally focused on animal welfare, literacy, education, and environmental / historical preservation. These grants also tend to be for smaller amounts. Previously, Bike Bakersfield was awarded \$5,000 for their Downtown Bicycle Parking and Community Enhancement project, which added artistic bicycle racks in front of downtown businesses.

More information: <http://www.vahfoundation.org/>

San Joaquin Valley Air Pollution Control District Grants & Incentives

The San Joaquin Valley Air Pollution Control District accepts applications for bicycle infrastructure projects, including Class I (Bicycle Path Construction), Class II (Bicycle Lane Striping), or Class III (Bicycle Route) projects. The program provides funding to assist with the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work and commercial sites. Funding for this program is limited to municipalities, government agencies, and public educational institutions located within the boundaries of the district.

Funding opportunities include:

- » Up to \$150,000 per project for Class I shared-use paths
- » Up to \$100,000 per project for Class II bike lanes
- » Up to \$100,000 per project for Class III bike routes

Kern County Air Pollution Mitigation Fund

The Kern County Air Pollution Mitigation Fund fulfills the intent of a series of settlements between the Sierra Club and residential building developers in the Bakersfield area. As required by these settlements, the Fund receives air pollution mitigation fees paid by property developers to offset the cumulative air pollution impacts of new developments. With the advice of a Bakersfield based funding advisory board, the Rose Foundation uses these developer fees to support grants for projects designed to reduce particulate or ozone air pollution in Kern County.





CITY OF ARVIN Staff Report

Meeting Date: January 14, 2020

TO: City Council

FROM: Adam Ojeda, City Engineer
Jerry Breckinridge, City Manager

SUBJECT: Authorization to Enter Into Agreement with County of Kern to Complete Regional Surface Transportation Program (RSTP) Project for Franklin Street

BACKGROUND:

The City of Arvin previously entered into an agreement (Kern County Agreement #278-2019 executed May 14, 2019) with Kern County so that the County Public Works Department could be assigned ATP Cycle 1 funds to complete outstanding work items from an ATP Cycle 1 Project at various locations throughout the City. This action was per a proposed corrective action plan (CAP) from Caltrans after it was determined that the City had improperly administered the project. Furthermore, it was advised by the proposed CAP that the City also work in similar fashion with additional grant projects that were in progress at that time as the City was determined to not be adequately prepared to deliver such projects at that time.

Since that time, the City has been in communication with the County on such projects including a Regional Surface Transportation Program (RSTP) Project for the reconstruction of Franklin Street between Derby Street and Stockton Avenue. The County has thus agreed to accept the assignment of the project and grant dollars available for the engineering and construction of the project. This project was previously substantially designed by a previous engineering consultant, but it was never issued for bid to contractors. At this time, it is desired for the County to modify the complete construction drawings and specifications to the extent necessary to issue them for bid to contractors, to bid the project out, and to facilitate the construction of the project with the funds that remain in the project.

The County has presented the City with a proposed agreement, provided herein. City Staff has reviewed the proposed agreement, and has determined it to be appropriate to facilitate the successful completion of the project.

FINANCIAL IMPACT:

The RSTP grant is in the amount of \$444,364.00 in federal funds for construction, and \$60,307.00 in local matching funds. The County estimates that it will cost approximately \$684,500.00 to complete the project. Therefore, it is anticipated that \$240,136.00 in local funds

will be necessary to complete the project. To meet the financial need of the project, TDA and or SB1 LSRP funds will be utilized.

**AGREEMENT AND ASSIGNMENT OF
REGIONAL SURFACE TRANSPORTATION FUNDS (RSTP) – LOCAL FUNDS FOR
PROJECT DELIVERY SERVICES**
(County of Kern-City of Arvin)

THIS AGREEMENT AND ASSIGNMENT, is made and entered into on _____, by and between COUNTY OF KERN, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the City of Arvin, a municipal corporation (hereinafter referred to as CITY);

RECITALS:

WHEREAS, Government Code Section 54981 provides that a Board of Supervisors may contract with a City and that a City Council may contract with a County Board of Supervisors for the performance city and county functions by appropriate officers and employees; and

WHEREAS, CITY desires to contract with COUNTY to provide PROJECT DELIVERY SERVICES for the CITY'S Regional Surface Transportation Funds (RSTP) project (hereinafter referred to as PROJECT) as described in Exhibit A; and

WHEREAS, PROJECT DELIVERY SERVICES includes, PRELIMINARY ENGINEERING, solicitation of construction bids and award of construction contract, and CONTRACT ADMINISTRATION for the PROJECT; and

WHEREAS, COUNTY is willing, under the terms herein set forth, to perform or cause to be performed the PROJECT DELIVERY SERVICES for PROJECT; and

WHEREAS, the COST OF PROJECT, includes the costs of PRELIMINARY ENGINEERING, COST OF CONSTRUCTION CONTRACT and CONSTRUCTION ADMINISTRATION as more fully set forth herein; and

WHEREAS, COUNTY is willing to accept the CITY'S assignment of Regional Surface Transportation Funds (RSTP) and utilize the assignment as credit toward the CITY'S total COST OF PROJECT; and

WHEREAS, CITY is willing to finance all COST OF PROJECT in excess of the Regional Surface Transportation Funds assigned to the COUNTY; and

WHEREAS, the Kern Council of Governments has procedures in effect that permit the transfer of Regional Surface Transportation Funds between public agencies.

AGREEMENT:

1) DEFINITIONS:

- a) PRELIMINARY ENGINEERING as referred to in this AGREEMENT AND ASSIGNMENT shall consist of preparation of cost estimates for grant applications, and funding allocation requests; environmental findings and approvals/permits; design survey; traffic index and geotechnical investigation; preparation of plans, specifications, and cost estimates; right-of-way engineering;



utility engineering; and all other necessary work prior to advertising of the PROJECT for construction bids.

- b) COST OF CONSTRUCTION CONTRACT as referred to in this AGREEMENT AND ASSIGNMENT shall consist of the total of all payments to the construction contractor(s) for the PROJECT and the total of all payments to utility companies or contractor(s) for the relocation of facilities necessary for the construction of the PROJECT, and the cost of any additional unforeseen work that is necessary for the construction of the PROJECT in accordance with plans and specifications approved by the CITY and the COUNTY.
 - c) CONSTRUCTION ADMINISTRATION is referred to in the AGREEMENT AND ASSIGNMENT shall consist of the of construction contract administration, construction inspection, materials testing, construction survey, traffic detour, signing and striping, construction engineering, utility relocation and coordination matters, changes and modifications of plans and specifications for PROJECT necessitated by unforeseen or unforeseeable field conditions encountered during construction of PROJECT, construction contingencies, and all other necessary work after advertising of PROJECT for construction bids to cause PROJECT to be constructed in accordance with said plans and specifications approved by CITY and COUNTY.
 - d) COST OF PROJECT as referred to in the AGREEMENT AND ASSIGNMENT shall consist of the COST OF CONSTRUCTION CONTRACT and costs of PRELIMINARY ENGINEERING; CONSTRUCTION ADMINISTRATION; right-of-way clearance matters and acquisition, and all other work necessary to complete PROJECT in accordance with the plans and specifications approved by the CITY and the COUNTY and shall include percentages added to total salaries, wages, and equipment costs to cover overhead and fringe benefits, administration, and depreciation in connection with any or all of the aforementioned items.
 - e) Completion of PROJECT as referred to in this AGREEMENT AND ASSIGNMENT shall be defined as the date of field acceptance of construction of PROJECT by COUNTY and a written notification to CITY'S City Manager that the improvements are transferred to CITY for the purpose of operation and maintenance.
- 2) COUNTY AGREES:
- a) To perform or cause to be performed, consistent with industry standards, the PRELIMINARY ENGINEERING, bidding and contract award(s), CONSTRUCTION ADMINISTRATION, right-of-way clearance matters, and all other work or action necessary to complete PROJECT.
 - b) To accept the CITY'S assignment of Regional Surface Transportation Funds to finance the CITY'S estimated COST OF PROJECT.
 - c) To furnish to CITY within one hundred eighty (180) calendar days after final payment to contractor a final accounting of the actual COST OF PROJECT, including an itemization of actual unit costs and actual quantities for PROJECT.
 - d) To comply with all applicable Federal, State, and local laws, rules, and ordinances in the performance of this AGREEMENT AND ASSIGNMENT, including the

California Environmental Quality Act (CEQA), and requirements of any funding source including Caltrans requirements.

- e) To furnish the CITY with Plans and Specifications 30 days prior to advertising for confirmation that the PROJECT satisfies the grant requirements and CITY'S design standards prior to solicitation for construction bids.
- f) To be solely responsible to maintain all records, timely respond to, and address any compliance audit(s) from Caltrans or other source of funds, related to the PROJECT, even after the completion of the PROJECT.
- g) To provide copies all documents related to the PROJECT to the CITY upon request of the CITY.

3) CITY AGREES:

- a) To finance the total COST OF PROJECT, the actual amount of which is to be determined by a final accounting. Thus, the cost of all work or improvements (including all engineering, administration, and all other costs incidental to PROJECT work) shall be borne by CITY.
- b) To assign CITY'S available Regional Surface Transportation Funds to COUNTY as credit to finance the estimated COST OF PROJECT. Such assignment shall be effective upon full execution of this AGREEMENT AND ASSIGNMENT with no further action required by COUNTY.
- c) To cooperate with the COUNTY in conducting negotiations with and, where appropriate, to issue notices to public utility organizations and owners of substructure and overhead facilities regarding the relocation, removal, operation, and maintenance of all surface and underground utilities and facilities, structures, and transportation services, which interfere with the proposed construction. CITY will take all necessary steps to grant, transfer, or assign all prior rights over the utility companies and owners of substructure and overhead facilities to COUNTY when necessary to construct, complete, and maintain PROJECT or to appoint COUNTY as its attorney-in-fact to exercise such prior rights.
- d) To be financially responsible for disposal and/or mitigation measures, if necessary, should any hazardous materials, chemicals, or contaminants be encountered during construction of PROJECT.
- e) Upon completion of PROJECT and receiving written notification from COUNTY to assume all responsibilities for the maintenance of all improvements constructed as part of PROJECT at CITY'S expense.
- f) To fully and completely indemnify and hold harmless the County and its officers, directors, employees and agents from and against any, and all, claims, damages, losses, judgements, liabilities, expenses or other costs of any kind, including without limitation litigation costs and attorney fees, arising out of, resulting from, or in connection with any action taken or omitted to be taken in accordance with or in relation to this Agreement, except to the extent directly caused by, the gross negligence or willful misconduct of the County, or its officers, directors, employees or agents.

4) IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

- a) The CITY shall pay for such PROJECT services as are provided under this AGREEMENT AND ASSIGNMENT at rates to be determined by the COUNTY in accordance with the policies and procedures established by the Public Works Director. These rates shall be readjusted by COUNTY biannually effective the first day of July and January of each year to reflect the cost of such services.
- b) The CITY shall be held fully liable for losses to the COUNTY resulting from the delay and/or inaction of the CITY with regards to this AGREEMENT AND ASSIGNMENT.
- c) No PROJECT service shall be performed unless the CITY shall have available funds previously appropriated to cover the cost thereof.
- d) No PROJECT service shall be performed by COUNTY unless requested in writing by the CITY on order of the City Council or such officer as it may designate, and each such PROJECT service shall be performed at the times and under circumstances which do not interfere with the performance of regular COUNTY operations.
- e) Upon written request by the CITY for PROJECT services, the COUNTY shall provide CITY with an estimated COUNTY cost of said services. CITY will be responsible for maintaining funds from which COUNTY can withdraw at any time to cover all services not covered by grant funding (including without limitation scoping, agency match, initial estimate, and preparation).
- f) The COUNTY shall have no obligation to proceed with each PROJECT phase until the CITY shall provide the COUNTY with written authorization to proceed with the PROJECT phase. The CITY shall immediately deposit with the COUNTY the full estimated amount of the CITY's financial liability for that phase of the PROJECT, as indicated in the cost estimate.
- g) This AGREEMENT AND ASSIGNMENT may be amended, or modified only by mutual written consent of CITY and COUNTY. Amendments and modifications of a nonmaterial nature may be made by the mutual written consent of the parties' Director of Public Works/City Manager or their delegates.
- h) Any correspondence, communication, or contact concerning this AGREEMENT AND ASSIGNMENT shall be directed to the following:

CITY: Mr. Jerry Breckinridge
 City Manager
 City of Arvin
 200 Campus Drive
 P.O. Box 156
 Arvin, CA 93203

COUNTY: Mr. Craig Pope
 Director of Public Works
 County of Kern

Attachment: Arvin RSTP Agreement revised v3 (Franklin Street RSTP Agreement with Kern County)



2700 "M" Street, Suite 400
Bakersfield, CA 93301

- i) This AGREEMENT AND ASSIGNMENT shall become effective upon adoption by the Board of Supervisors of the COUNTY, and shall terminate upon receipt and acceptance by COUNTY of final payment from CITY for any unpaid PROJECT costs as determined in Section 2.c of this AGREEMENT AND ASSIGNMENT.
- j) The COUNTY may terminate this AGREEMENT AND ASSIGNMENT at any time by giving thirty (30) days' prior written notice to the CITY. The CITY may terminate this AGREEMENT AND ASSIGNMENT as of the first day of July of any year upon thirty (30) days' prior written notice to the COUNTY.
- k) Upon termination of this AGREEMENT AND ASSIGNMENT by either party, any unexpended RSTP funds shall automatically be assigned back to the CITY by the COUNTY without further action by the CITY or COUNTY. Additionally, COUNTY shall refund any other unexpended credits or payments associated with the PROJECT that may have been provided by the CITY. Said assignment or refunds shall be after deduction of those funds necessary for the COUNTY to satisfy any unpaid PROJECT services. If there are inadequate funds available to satisfy any unpaid PROJECT services, the CITY shall pay the COUNTY the same.

IN WITNESS WHEREOF the parties hereto have duly caused this Agreement to be executed on the date hereinabove first written.

“CITY”

“COUNTY”

CITY OF ARVIN

COUNTY OF KERN

By _____
Mayor

By _____
Chairman, Board of Supervisors

APPROVED AS TO FORM:
City of Arvin

APPROVED AS TO FORM:
Office of County Counsel

By _____

By _____

APPROVED AS TO CONTENT:
City of Arvin

APPROVED AS TO CONTENT:
County of Kern
Kern County Public Works Department

By _____
Jerry Breckinridge, City Manager

By _____
Craig Pope, Director

Attachment: Arvin RSTP Agreement revised v3 (Franklin Street RSTP Agreement with Kern County)



EXHIBIT A

Scope of Work:

Complete as required all necessary processes to construct curb and gutter, sidewalks, ADA compliant curb ramps, ADA compliant drive approaches, cross drains, driveway tie-ins, walkway tie-ins, Hot Mix Asphalt tie-ins, and all appurtenances needed to complete the project. As depicted and further described in the City of Arvin's RSTP 5370(028) Franklin St (phase 1): Between Derby St and Stockton St; reconstruction and rehabilitation application and attached to this Exhibit .

Estimated COST OF PROJECT: \$684,500



CITY OF ARVIN Staff Report

Meeting Date: January 14, 2020

TO: City Council

FROM: Adam Ojeda, City Engineer
Jerry Breckinridge, City Manager

SUBJECT: Approval of Task Order No. 2001 Pursuant to Section 2.4 of the Professional Services Agreement Entered Into Between the City of Arvin and DeWalt Corporation Dated September 1, 2017 for Professional Engineering Services for the Haven Drive Rehabilitation Phase 2 Project.

BACKGROUND:

Haven Drive is a one-mile road that runs in an east-west direction between Derby Street and Comanche Drive. It is identified as a “minor arterial” in the 2012 Circulation Element. It is directly adjacent to DiGiorgio Park between Meyer Street and North Hill Street and Haven Drive Middle School between A Street and Stockton Street. It is also an integral part of the circulation to and from Bear Mountain Elementary School approximately 0.1 miles away along Santa Rosa Street.

While this street sees considerable vehicular and pedestrian traffic, it has fallen into considerable disrepair due to a lack of adequate maintenance for a sustained period of time. A 2017 assessment of the condition of the road performed by an engineering consultant showed that approximately half of the street has an Overall Condition Index (OCI) of 30 or less which generally means that the pavement in question has failed and should be replaced or rehabilitated. The other half had an OCI between 30 and 54 meaning that the pavement is showing significant signs of deterioration and should be aggressively rehabilitated as soon as possible. As a whole, in part due to the significant nature of the street to the circulation within the City, the overall condition for the entire mile of the street should be considered to be significantly deteriorated, and the entire stretch should be rehabilitated.

Due to financial constraints, it is infeasible for the City to be able to fund the pertinent work to rehabilitate the road. It is necessary to obtain outside supplemental funding in the form of grants to facilitate the work. City Staff recently submitted an application to the Kern Council of Governments for Regional Surface Transportation Grant Program (RSTP) and Highway Infrastructure Program (HIP) grants for the rehabilitation of Haven Drive east of Meyer Street (one half mile). The City has recently been informed that it has been awarded these grant funds, and will be moving forward with a project to rehabilitate Haven Drive east of Meyer Street. It is now advantageous for the City to identify funds to rehabilitate the street west of Meyer street

such that the entire road can be adequately rehabilitated at approximately the same time such that it can age at about the same rate.

One possible funding source is a Community Development Block Grant (CDBG) from the Department of Housing and Urban Development (HUD). Funding may be available for “shovel ready projects” which means that all of the necessary engineering and design has been completed. Funding will be available for a limited amount of time, and is available on a first come first served basis. So it is advantageous for the City to approve a task order for the development of engineered drawings and specifications as soon as possible to be used in support of a CDBG application which can be submitted as early as March 1st.

DeWalt Corporation, working under a professional services agreement with the City, has provided a proposal for preliminary engineering and design, bid support, and construction staking services for the proposed rehabilitation project. City Staff has reviewed the proposal, and believes it to be reasonable, and should be approved at this time.

FINANCIAL IMPACT:

The DeWalt proposal is for a total of \$73,580.00. Of this amount, \$51,980.00 is for the design services, \$4,800.00 is for bid support services, and \$16,800.00 is for construction staking services. It is anticipated that only the design and bid support services would be expended in the current 19/20 fiscal year; \$56,780.00.

TASK ORDER NO. 2001DATE OF REQUEST: January 14, 2020

CITY PROJECT COORDINATOR: DeWalt Corporation

This Task Order is submitted to Contractor pursuant to Section 2.4 of the Professional Services Agreement (“Agreement”) entered into between the City of Arvin and DeWalt Corporation (DWC) dated September 1st, 2017.

1. Project Description and Location:
Engineering Design, Bid Support, and Construction Staking Services for the proposed Haven Drive Rehabilitation – Phase 2 Project located along Haven Drive between Meyer Street and Derby Street. See attachment A for detailed project description.
2. Scope of Service Required:
Preliminary and complete engineering design, specifications, engineer’s cost estimate, bid phase support, and construction staking. See attachment A for detailed scope information.
3. Expected Results and Deliverables:
The successful design of the proposed project. Deliverables will be preliminary and final design drawings, specifications, and engineer’s estimate. See attachment A for detailed information.
4. Project Schedule and Period of Performance:
The Project schedule is variable, and will be contingent on final approval of this task order. Once approved, the project shall be completed generally according to the scheduled shown in Attachment A.

NOTICE to CONTRACTOR: Pursuant to Section 2.4 of Agreement, after City delivers draft Task Order to the Contractor, Contractor shall return draft Task Order within ten (10) calendar days with a Cost Estimate. **DWC proposed cost: Time and Materials not to Exceed \$73,580.00 in accordance with the rate schedule under the approved contract. This budget may be reviewed periodically by the City, and adjusted as needed to accommodate the needs of the City.**

Approved by: _____
Jerry Breckinridge, City Manager

Date

EXHIBIT A

SCOPE OF SERVICES – PROFESSIONAL ENGINEERING SERVICES FOR THE HAVEN DRIVE REHABILITATION – PHASE 2 PROJECT

Project Understanding

The City of Arvin desires to rehabilitate an approximate 0.5-mile segment of Haven Drive from Comanche Drive to Meyer Street. The project scope generally consists of a full depth pavement rehabilitation, removal and replacement of curb, gutter, sidewalk at various locations and installation of ADA compliant curb ramps.

Scope of Work

Task 1: Design Services

DeWalt will work with City Staff to determine concrete replacement areas within the project construction limits and to develop shovel-ready construction documents and a project construction budget. This task will likely involve a site meeting with the City Engineer as well as time in the office to develop engineered drawings to be reviewed by City Staff prior to being issued for bid. DeWalt will develop drawings, specifications, and engineer's estimates for this project.

Deliverables under this task will consist of the following:

- 60% design level drawings, specifications, and engineer's estimate
- Final drawings, specifications, and engineer's estimate for bid

Task 2: Bidding Support Services

As necessary, DeWalt will work with the City Engineer to make sure the project is ready to be bid competitively to contractors. At that time, DeWalt will work with the City Engineer to respond to any bidder requests for information (RFI).

DeWalt will attend one pre-bid meeting approximately one week before the bids are due from contractors and will assist the City Engineer to prepare and distribute meeting minutes. DeWalt will also receive and respond to contractor requests for information (RFI) and assist the city in publishing addenda, if necessary.

DeWalt will attend the bid opening. The City Clerk will open and announce the bid results. Following this, DeWalt will receive the bids from the City Clerk, and will

evaluate their completeness and correctness. Finally, if there is at least one complete responsive bid, the City Engineer will prepare a staff report and resolution to council to accept the bid, and to award a construction contract to the apparent winning bidder.

Please note that DeWalt will reserve the right to request an amendment and increase to this task order each time it is necessary to re-bid this project for whatever reason. Such an increase would be up the amount listed in the fee schedule shown following all task descriptions.

Task 3: Construction Management Services

Although not included in the cost proposal at this time, DeWalt may perform CM services during construction. A detailed breakdown of the potential scope of services is as follows:

- Manage responses to contractor submittals (approximately 15 anticipated),
- Manage responses to contractor's requests for information (approximately 10 anticipated),
- Review and recommend payment on contractor's progress payment requests (approximately 3 anticipated),
- Prepare and catalogue daily construction observation reports including daily reports and project photos (average of 4 hours per day for the approximate 8 weeks of construction),
- Construction contract administration,
- Weekly on-site visits for progress meetings with the Contractor and progress review.
- DeWalt will hire an independent materials testing firm to perform acceptance testing on recycled aggregate base, asphalt concrete, and new Portland cement concrete.
- Change Order management, review and processing,
- Receive and review certified payroll and confirm that labor compliance procedures are being followed; perform employee interviews as well,
- Punch-list visit and review prior to completion.

Task 4: Construction Staking

A DeWalt survey team will be anticipated to make several trips to the site and will place construction stakes for the contractor for curb and gutter, curb ramps and median curbing. Additional re-staking requests by the contractor will be at the cost of the contractor.

Proposed Schedule

Upon execution of this task order, DeWalt will work according to the following approximate schedule:

- Control Tie-out and Supplemental Topographical Survey: 2 weeks
- 60% design: 6 weeks
- Final design: 2 weeks
- Bid phase: 4 weeks
- Review bids and award contract: 4 weeks
- Construction phase: 6 weeks
- Project closeout: 4 weeks

Note that it is expected that necessary City Staff will review the deliverables provided for the 60% design phase as well as the final design phase. It is anticipated that the City may have comments which would then require a level of effort prior to moving to the next scheduled item. The above proposed schedule is subject to a certain level of variability depending on the amount of time that it takes City Staff to review deliverables.

Fee Schedule

DeWalt Corporation proposes to perform the work described in this task order on a time and materials basis for amounts not to exceed those shown in the following schedule.

Haven Drive Rehabilitation - Phase 2 Project		
Proposed Fee Schedule		
TASK	DESCRIPTION	FEE
1	Design Services	\$ 51,980.00
2	Bid Support	\$ 4,800.00
3	Construction Management Services	\$ -
4	Construction Staking	\$ 16,800.00
TOTAL PROPOSED FEES		\$ 73,580.00

Notes:

- 1) The above fees are an estimate on a per phase basis, and they are provided to give an idea of the approximate level of effort of each phase. DeWalt Corporation reserves the right to adjust the budget for any particular phase throughout the project as necessary provided such adjustment does not result in additional compensation beyond that shown in the “TOTAL PROPOSED FEES” line above. Any such fees in excess of the total fees above shall be requested via a change order for approval by the City.

Assumptions and Exclusions

Certain assumptions have been made and have been noted in the description of each task above. Additionally, the following assumptions have been made in order to develop this task order. Should any of the assumptions be incorrect, various tasks may become necessary which could result in the necessity of a change order for additional DeWalt services. Additionally, certain exclusions have been made from the scope above, and their necessity will require a change order for additional DeWalt services.

1. The proposed schedule is dependent on a timely review of submittals by City staff. Prolonged review and coordination times from city could result in a more than anticipated effort from DeWalt.
2. Engineer’s estimates will be developed based on historical data observed from previous similar projects in the City as well as from other projects. However, bid costs can be highly variable based on myriad circumstances such as the price of oil at the time as well as how busy the construction industry is at the time of the bid. DeWalt will make every effort to provide an accurate estimate of the probable cost of construction.

3. Development of a Storm Water Pollution Prevention Plan (SWPPP) and Dust Control Plan (DCP) will not be necessary due to the size of the project. Nor will it be the obligation of DeWalt to manage best management practices in the field. This shall be the responsibility of the contractor.
4. A topographical survey was conducted by the previous City Engineer as a result a limited supplemental topographical survey will be performed for the completion of this project. A control survey will be required to accurately locate survey monuments within the project limits so that if during construction of the pavement rehabilitation any displaced survey monumentation can be reset at the current location of record.



**CITY OF ARVIN
Staff Report**

Meeting Date: January 14, 2020

TO: City Council

FROM: Cecilia Vela, City Clerk
Jerry Breckinridge, City Manager

SUBJECT: ELECTION OF VICE MAYOR

BACKGROUND

At their meeting of March 14, 2006, the Mayor and Councilmembers of the Arvin City Council voted unanimously to adopt Resolution No. 06-07 that established a policy that provides for the annual rotation of the vice mayor chair.

The annual rotation policy of Resolution No. 06-07 for the vice mayor chair is set as follows:

- 1) At the first City Council meeting of each year, the City Council shall nominate, vote and elect the vice-mayor.
- 2) The elected vice-mayor shall serve until the end of his/her elected or appointed term or until the end of the one-year vice-mayor term, whichever event occurs first.
- 3) Nothing in Resolution No. 06-07 shall prevent a council member from nominating his or her own self; and
- 4) Nothing in Resolution No. 06-07 shall prevent a council member from serving as vice-mayor for consecutive terms; and
- 5) The Mayor is prohibited from serving as the vice-mayor during his or her term as Mayor.

RECOMMENDATION

Staff recommends that the Council hold an election of vice mayor in accordance with the policy established by Resolution No. 06-07.

The following is a recommended election process however, the Council may use another method for nominating and electing a Vice Mayor.

- 1) The Mayor shall open nominations.
- 2) Either the Mayor or a Councilmember may move to nominate another Councilmember or with the exception of the Mayor, may nominate themselves.

- 3) Once a motion and a second is made to nominate a Councilmember, a roll call vote shall be taken.
- 4) The nominated Councilmember shall obtain the seat of Vice Mayor if they receive a majority vote in favor (no less than 3, or a majority of those present).
- 5) If the nominated Councilmember does not obtain a majority vote, the Mayor shall re-open nominations and the nomination and voting process shall continue as listed above until a Councilmember is successful in obtaining a majority vote; thus obtaining the seat of Vice Mayor.

FINANCIAL IMPACT

None

ATTACHMENTS

Resolution No. 06-07

RESOLUTION NO. 06-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN REGARDING THE ANNUAL ROTATION OF THE VICE-MAYOR CHAIR.

WHEREAS, the City Council unanimously voted to establish a policy that provides for the annual rotation of the vice-mayor chair; and

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

1. The above recitals are true and correct;
2. At the first City Council meeting of each year, the City Council shall nominate, vote and elect the vice-mayor.
3. The elected vice-mayor shall serve until the end of his/her elected or appointed term or until the end of the one-year vice-mayor term, whichever event occurs first.
4. Nothing in this resolution shall prevent a council member from nominating his or her own self; and
5. Nothing in this resolution shall prevent a council member from serving as vice-mayor for consecutive terms; and
6. The Mayor is prohibited from serving as the vice-mayor during his or her term as Mayor.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the Arvin City Council at a regular meeting thereof held on the 14th of March, 2006 by the following vote:

AYES: CM Flores, CM Stoner, CM McNeill, MPT Ojeda, Mayor Tarver

NOES: _____

ABSTAIN: _____

ABSENT: _____

CITY OF ARVIN

By: _____
TIM TARVER, Mayor



CÉCILIA VELA, City Clerk

APPROVED AS TO FORM:

By: _____
LAURA OLIVIER, City Attorney

Attachment: Resolution No. 06-07 Annual Rotation of Vice Mayor (Election of Vice Mayor)

**City Council****REVIEWED****REPORT (ID # 1491)**

Meeting: 01/14/20 05:30 PM
Department: Finance Department
Category: Report
Prepared By: Jeff Jones
Initiator: Jeff Jones
Sponsors:
DOC ID: 1491

Impact Fee Report Fiscal Year 2018-2019 per Government Code §66000 et seq

Attached is a listing of all financial activity pertaining to the Urban Growth Management transactions by the City of Arvin during the fiscal year ending June 30, 2019. This document is prepared pursuant to California Government code sections 66000 through 66013.



CITY OF ARVIN

MAYOR
Jose Gurrrola

MAYOR PRO TEM
Jazmin Robles

COUNCIL MEMBERS
Gabriela Martinez
Olivia Trujillo
Mark Franetovich

CITY MANAGER
Jerry Breckinridge

Honorable Mayor and City Council
City of Arvin
200 Campus Dr.
Arvin, CA 93203

January 14, 2020

RE: Annual Impact Fee Report for the Fiscal Year 2018-2019

The accompanying documents have been compiled into this report to reflect all financial activity pertaining to the Urban Growth Management impact fee transactions by the City of Arvin during the fiscal year ended June 30, 2019. This document is prepared pursuant to California Government code Section 66000 through 66013 and is intended to satisfy reporting requirements therein. This legislation requires local agencies to provide a financial report each year on all impact fees levied as a condition of development.

The report also provides updated information regarding the status of construction projects and reimbursements made, and the status of remaining eligible reimbursement as of June 30, 2019.

As of this report, the Police Department is the only unit that has expended all of its funds during the fiscal year.

The construction of the Walnut Street Expansion which includes stormwater, street, and park infrastructure, and which was funded via a \$4,995,000 in 2016 loan, will require payments in the amount of approximately \$365,000 annually for the next 17 years. The current allocation of the loan payment is as follows: Traffic Impact Fees (63.04%), Sewer Connection Fees (22.53%) and Park Impact Fees (14.43%).

As a result of unfavorable developer agreements from 2008, impact fee revenue from all sources will continued to be depressed through Fiscal Year 19-20. It is expected that there will not be enough revenue generated from new impact fees to offset the required loan payment mentioned above. Should this trend continue into the future beyond Fiscal Year 19-20, it is possible that the Traffic Impact and Park Impact fee accounts will be nearly fully depleted by the end of Fiscal Year 21-22.

This concludes my report on the Impact Fee Funds for the fiscal year 2018-2019.

Sincerely,

Jeff Jones
Finance Director
City of Arvin

Phone (661) 854-3134
Fax (661) 854-0817

200 Campus Drive
P.O. Box 548
Arvin, California 93203

CITY OF ARVIN

IMPACT FEES REPORT

Fiscal Year 2018-2019



PRESENTED BY

JEFF JONES

FINANCE DIRECTOR FOR THE CITY OF ARVIN

TUESDAY, JANUARY 14, 2020

Phone (661) 854-3134

Fax (661) 854-0817

200 Campus Drive
P.O. Box 548
Arvin, California 93203
www.arvin.org

2018-2019 Development Fees

Type of Land Use	City of Arvin Impact Fees				Arvin Community Services District Fees	Arvin Union School District Fees
	Public Safety Impact Fee	Parks and Recreation Impact Fee	Sewer Systems Impact Fee	Traffic Impact Fee	Water (contact ACSD 661-854-2127)	School (contact AUSD 661-854-6500)
Residential						
single family dwelling	\$150/unit	\$2,500/unit	\$4,400/unit	\$3,943/unit	\$4,160/unit	7.37 sq/ft
duplex	\$100/unit	\$2,500/unit	\$4,400/unit	\$2,740/unit	contact ACSD	7.37 sq/ft
triplex	\$100/unit	\$2,500/unit	\$3,960/unit	\$2,740/unit	contact ACSD	7.37 sq/ft
4-plex or larger	\$100/unit	\$2,500/unit	\$3,960/unit	\$2,740/unit	contact ACSD	7.37 sq/ft
motels and hotels	\$350/acre		\$1,320/unit	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
convalescent hospitals	\$350/acre		\$1,320/bed	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
rest/nursing homes	\$350/acre		\$1,320/bed	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
Commercial						
small retail shops/offices	\$350/acre		\$4,400/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
laundries/dry cleaners	\$350/acre		\$2,112/machine	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
medical/dental offices	\$350/acre		\$11,000/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
supermarkets	\$350/acre		\$158,400/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
grocery stores	\$350/acre		\$16,280/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
restaurants(less than 35 seats)	\$350/acre		\$17,160/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
restaurants (35 seats or larger)	\$350/acre		\$25,080/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
bars/taverns/lounges	\$350/acre		\$15,840/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
car washes	\$350/acre		\$7,700/stall	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
service stations	\$350/acre		\$6,160/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
auto repair shops	\$350/acre		\$6,160/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
mortuaries and kennels	\$350/acre		\$6,600/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
recreational uses	\$350/acre		\$17,600/facility	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
Quasi-Public/Public						
churches	\$350/acre		\$4,840/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
schools	\$350/acre		\$136/student	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
Industry*						
food processing	\$350/acre		\$25,080/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
light manufacturing uses	\$350/acre		\$4,400/bldg.	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
Public/Private Users not listed						
Use with 14 Employees or Less	\$350/acre		\$4,400/use	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft
Use with 15 Employees or More	\$350/acre		\$4,400/use \$2,200 per Employee	\$7,874/1000 sq. ft.	contact ACSD	0.55 sq/ft

IMPACT FEES 2018-2019

City of Arvin

For the Period: 07/01/2018-06/30/2019

Fund: 100 - GENERAL FUND

Dept: 014 POLICE DEPARTMENT

Public Safety Impact Fee:

City officials have taken steps to make sure that developers in the city pay their share of the costs the city will have to bear for providing new infrastructure for the Police Department. This fee is intended for a variety of uses to meet the Police Department needs to assure the department becomes safer and more efficient as the population grows. Items purchased may include tasers, new radios, critical maintenance items and safety supplies. No fees received in Fiscal Year 2018-2019 as a result of prior year settlements with developers. This trend will likely continue into Fiscal Year 2019-2020.

Beginning Balance @ 7/01/2018 -

FND	Receipt	Type	Customer Name	Date	Permit	Police Impact Fee	Credit	Net Amount
100			NO FEES RECEIVED THIS YEAR					
POLICE DEPARTMENT IMPACT FEE REVENUE						-	-	-

Fund: 100 - GENERAL FUND**POLICE DEPARTMENT IMPACT FEE EXPENSES**

Fund	JE No.	JE Type	Expense Item	Date	GL #	GL Type	Expense Amount
100			NO EXPENSES THIS YEAR				-
POLICE DEPARTMENT IMPACT FEE EXPENSES							-

Ending Balance @ 6/30/2019: -

Fund: 293 - PARK IMPACT FEES

4061 PARK IMPACT PROP 1B REVENUE

Park and Recreation Impact Fee:

The Park Impact Fee has traditionally been used to expand the existing parks for park maintenance. As the City grows with new development, new parks will need to be built to accommodate the increasing population. Due to a settlement with the previous owners of tract 5816 in 2008, the City agreed to limit Impact Fees for development in that area. Expenses to this fund in Fiscal Year 2017-18 involved Garden In the Sun Park and the related Walnut Street extension. This fund can also pay for additional maintenance equipment required to maintain existing parks in a good state of repair as a result of increased use due to population growth.

Beginning Balance @ 7/01/2018: \$ 297,255.00

FND	Receipt	Type	Customer Name	Date	Permit	PARK IMPACT FEES
			Interest Income			3,508.88
293	31381	BUILD	LEORA, LLC 2412 Tesoro Dr.	08/01/2018	BP 18-0208	2,061.86
293	31382	BUILD	LEORA, LLC 2408 Tesoro Dr.	08/01/2018	BP 18-0209	2,061.86
293	31383	BUILD	LEORA, LLC 2404 Tesoro Dr.	08/01/2018	BP 18-0210	2,061.86
293	31384	BUILD	LEORA, LLC 2400 Tesoro Dr.	08/01/2018	BP 18-0211	2,061.86
293	31385	BUILD	LEORA, LLC 2317 Tesoro Dr.	08/01/2018	BP 18-0212	2,061.86
293	31386	BUILD	LEORA, LLC 2308 Tesoro Dr.	08/01/2018	BP 18-0213	2,061.86
293	31387	BUILD	LEORA, LLC 2304 Tesoro Dr.	08/01/2018	BP 18-0214	2,061.86
293	31388	BUILD	LEORA, LLC 2300 Tesoro Dr.	08/01/2018	BP 18-0215	2,061.86
293	31389	BUILD	LEORA, LLC 2212 Tesoro Dr.	08/01/2018	BP 18-0216	2,061.86
293	31390	BUILD	LEORA, LLC 2208 Tesoro Dr.	08/01/2018	BP 18-0217	2,061.86
293	31391	BUILD	LEORA, LLC 2204 Tesoro Dr.	08/01/2018	BP 18-0218	2,061.86
293	31504	BUILD	LEORA, LLC 1406 Solana Ct.	09/07/2018	BP 18-0242	2,061.86
293	31505	BUILD	LEORA, LLC 1408 Solana Ct.	09/07/2018	BP 18-0243	2,061.86
293	31506	BUILD	LEORA, LLC 1410 Solana Ct.	09/07/2018	BP 18-0244	2,061.86
293	31507	BUILD	LEORA, LLC 1412 Solana Ct.	09/07/2018	BP 18-0245	2,061.86
293	31509	BUILD	LEORA, LLC 1416 Solana Ct.	09/07/2018	BP 18-0246	2,061.86
293	31510	BUILD	LEORA, LLC 1417 Solana Ct.	09/07/2018	BP 18-0247	2,061.86
293	31511	BUILD	LEORA, LLC 1415 Solana Ct.	09/07/2018	BP 18-0248	2,061.86
293	31512	BUILD	LEORA, LLC 1411 Solana Ct.	09/07/2018	BP 18-0249	2,061.86
293	31513	BUILD	LEORA, LLC 1409 Solana Ct.	09/07/2018	BP 18-0250	2,061.86
293	31514	BUILD	LEORA, LLC 1407 Solana Ct.	09/07/2018	BP 18-0251	2,061.86
293	31515	BUILD	LEORA, LLC 1405 Solana Ct.	09/07/2018	BP 18-0252	2,061.86
293	31796	BUILD	LEORA, LLC Vista Del Sol	11/01/2018	BP 18-0281	2,061.86
293	32328	BUILD	LEORA, LLC 1412 Sevilla Ave.	01/09/2019	BP 18-0319	2,061.86
293	32329	BUILD	LEORA, LLC 1413 Sevilla Ave.	01/09/2019	BP 18-0320	2,061.86
293	32330	BUILD	LEORA, LLC 1414 Solana Ct.	01/09/2019	BP 18-0321	2,061.86
293	32331	BUILD	LEORA, LLC 1413 Solana Ct.	01/09/2019	BP 18-0322	2,061.86
293	32702	BUILD	LEORA, LLC 1403 Solana Ct.	03/14/2019	BP 19-0036	2,061.86
293	32703	BUILD	LEORA, LLC 1401 Solana Ct.	03/14/2019	BP 19-0037	2,061.86
TOTAL PARK IMPACT FEES REVENUE FY 18-19						63,302.82

Expenses Incurred in Fiscal Year 2018-2019

1 Installation of Water Bottle Racks - Smotheron Park	\$ (5,898.00)
2 Principal/Interest Walnut Street Extension note	\$ (51,927.92)
3 Park Infrastructure Repairs - Smotheron Park	\$ (25,352.18)

TOTAL PARK IMPACT FEES EXPENSES FY 18-19 **\$ (83,178.10)**

NET FUND BALANCE, PARK IMPACT FEE ACCOUNT AS OF JUNE 30, 2019 **277,379.72**

IMPACT FEES 2018-2019

City of Arvin

For the Period: 07/01/2018-06/30/2019

Fund: 421 - SEWER CONNECTION FEES

4034 SEWER CONNECTION FEE

Sewer Systems Impact Fee:

The Sewer fee was created to help with building new lines and repairing aging structure of the City's sewer system, which was built in the early 1920s. As new development continues in this City, maintenance is required and these fees help offset the cost. Current expenditures are for loan servicing the sewer cost portion of the Walnut Street Extension which was completed during FY 17/18.

Due to a settlement with the previous owners of tract 5816 in 2008, the City agreed to limit Impact Fees for development in that area. Due to this agreement K Hovnanian overpaid their impact fees and as such is owed a refund in the amount of \$242,000 to be used as a credit in future development, which will decrease future City sewer connection

Beginning Balance @ 7/01/2018: 990,271.57

FND	Receipt	Type	Customer Name	Date	Permit	SEWER IMPACT FEES	Credit	Net Amount
			Interest Income					6,315.99
TOTAL SEWER SYSTEM IMPACT FEE REVENUE FY 18/19								6,315.99

Expense item in FY 18/19: Principal and Interest on Walnut Street Extension loan (Sewer fund portion) (81,076.69)

NET FUND BALANCE, SEWER CONNECTION FEES AS OF JUNE 30, 2019 915,510.87

Fund: 291 - TRAFFIC IMPACT FEES

Dept: 091 TRAFFIC IMPACT FEES

Traffic Impact Fee:

Traffic impact fees are used to ensure that the costs of transportation infrastructure and services necessary to support new development are not borne disproportionately by existing residents, businesses, and/or property-owners.

Furthermore, impact fees offer cities a revenue stream that can be used to fund a variety of transportation improvements which can help to offset transportation impacts. By law, these fees cannot go to a city's general fund. It must be specifically allocated to traffic or transportation projects, such as roadway and intersection improvements, enhanced transit services, additional parking, new bicycle and pedestrian infrastructure or other transportation needs. These funds are being currently used for funding loan servicing costs related to the Walnut Street Extension near the Garden in The Sun Park which was completed in 2017.

Due to a settlement with the previous owners of tract 5816 in 2008, the City agreed to limit Impact Fees for development in that area. Due to this agreement K Hovnanian overpaid their impact fees and as such is owed a refund to be used as a credit in the amount of \$238,000 towards future development, which will decrease City traffic impact fee

Beginning Balance @ 7/01/2018: 982,578.36

FND	Receipt	Type	Customer Name	Date	Permit	TRAFFIC IMPACT FEES	Credit	Net Amount
			Interest Income					7,719.54
TOTAL TRAFFIC IMPACT FEE REVENUE FY 18/19								7,719.54

Expense item in FY 18/19: Principal and Interest on Walnut Street Extension loan (Traffic Impact fee fund portion) (226,856.39)

NET FUND BALANCE, TRAFFIC IMPACT FEES AS OF JUNE 30, 2019 763,441.51

City of Arvin - General Fund Revenue Analysis

Fiscal Year 2019-20 as of 12/31/19. % of year =50

Report updated 01/02/20. dollars in thousands (\$000)

Category	Budget	YTD	Budget %
Administrative Cost Recovery	278	139	50.0%
Business License etc.	53	28	52.8%
Franchise Fees	427	130	30.4%
Planning Department Fees	403	324	80.4%
Police Department Fees	58	19	32.8%
**Property Tax Fees	274	60	21.9%
Rental of Facilities	59	22	37.3%
*Sales Tax - General	900	369	41.0%
*Sales Tax - Measure L	1,863	841	45.1%
**Vehicle License Fees/taxes	2,038	1,130	55.4%
One-Time Revenue	62	62	100.0%
Total General Fund Revenue YTD	6,415	3,124	48.7%

* Sales Tax reported as of October 31, 2019.

** Revenue received in December and May only.

City of Arvin - General Fund Expense Analysis
 Fiscal Year 2019-20 as of 12/31/19. % of year = 50
 Dollars in thousands (000)

Category	Budget	YTD	Budget %
Salaries and Benefits	4,177	1,919	45.9%
Kern County Fire Contract	624	312	50.0%
General City Expenses	396	179	45.2%
*Professional Service Contracts	228	181	79.4%
Maintenance	169	72	42.6%
Legal	416	193	46.4%
Miscellaneous	(40)	(10)	25.0%
Information Technology	211	96	45.5%
Utilities	234	118	50.4%
Total General Fund Expenses	6,415	3,060	47.7%

*Prof Serv Contracts: (181k year to date)

Planning/Engineering:

JAS Pacific - Build Inspect	30
DeWalt - Engineering	10
Other	4

Planning/Engineering total 44

Administration:

Audit	27
Sphere of Influence Study	15
Other	26

Administration total 68

Police -

Kern County Animal Svcs 69