



Tuesday, July 9, 2024 / 6:30 PM / City Hall / 405 East El Monte Way, Dinuba

District 1	District 2	District 3	District 4	District 5
Rachel Nerio-Guerrero Vice Mayor	Maribel Reynosa Mayor	Benjamin Prado Council Member	Kuldip Thusu Council Member	Linda Launer Council Member

All attendees are advised that electronic devices should be placed on silent upon entering the Council Chambers.

The City Council will take action on all items listed on the agenda.

1. OPENING CEREMONIES

- 1.1. Welcome and Call to Order
- 1.2. Invocation
- 1.3. Pledge of Allegiance

2. PRESENTATIONS/CEREMONIAL MATTERS

- 2.1. Year-End Presentation by Airica de Oliveira, Executive Director Tulare County Economic Development Commission

3. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

4. REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for any person who would like to address the Council on any item that is not on the agenda. Please be advised that State law does not allow the City Council to discuss or take any action on any issue not on the agenda. The City Council may direct staff to follow up on such item(s). Speakers are limited to three (3) minutes. If there is any person wishing to address the City Council at this time please approach the podium and state your name and nature of the request.

5. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

5.1. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve the City Council meeting of June 25, 2024 as presented.

5.2. SUBJECT

Authorization to Execute an Agreement Between the City of Dinuba and West Hills College (GC)

RECOMMENDATION

Council to authorize the Fire Chief to execute an agreement between the City of Dinuba and West Hills College to provide emergency medical technician (EMT) and paramedic field training.

5.3. SUBJECT

Resolution No. 2024-55 Approving Adjustments to the 2023/24 Budget (KS)

RECOMMENDATION

Council Adopt Resolution No. 2024-55 approving budget amendments for the Fiscal Year End 2023/24.

6. WARRANT REGISTER

6.1. SUBJECT

Warrant Register June 28 & July 5, 2024 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

7. DEPARTMENT REPORTS

7.1. SUBJECT

Future Roundabout Project Discussion (JW)

RECOMMENDATION

Council receive presentation on roundabouts eligible for grant funding and provide direction on prioritization.

7.2. SUBJECT

Resolution No. 2024-52 Authorizing Execution of Program Supplement for the use of Measure R funds for the El Monte Way Corridor Improvements Project Phase 2 (GA)

RECOMMENDATION

Council to adopt Resolution No. 2024-52 approving a Program Supplement for the use of Measure R funds in the amount of \$700,000 for design and ROW acquisition for Phase 2 of the El Monte Way Corridor Improvements Project and authorize the City Manager or designee to execute the required documents.

7.3. SUBJECT

2023-24 Year-in-Review (LP)

RECOMMENDATION

Council to accept the 2023-24 Year-in-Review as an informational item.

8. MAYOR/COUNCIL REPORTS

9. CITY MANAGER COMMUNICATIONS

10. CITY STAFF COMMUNICATIONS

11. CLOSED SESSION

11.1. Conference with Labor Negotiators (MA)

Pursuant to GC Subdivision 54957.6; Agency designated representative: Maria Alaniz; Karina Solis; Luis Patlan; Daniel James

Employee Organizations: City Employees' Association; Police Officers' Association; Firefighters' Association; and Unrepresented Employees

11.2. Public Employee Performance Evaluation (LP)

Pursuant to GC Section 54957; Title: City Manager

The City Council will conduct the City Manager's annual performance evaluation.

12. ADJOURNMENT

This agenda was posted at least 72 hours prior to the regular meeting per GC Section 54954.2(a). A Citizens' Packet regarding this meeting is available at the City Clerk's Office located at City Hall, 405 East El Monte Way, Dinuba CA 93618.

In compliance with the Americans with Disabilities Act, if special assistance is needed to participate in the meeting, please contact the City Clerk's Office at 559-591-5900. Please provide at least 48 hours notification prior to the meeting to allow staff to make reasonable arrangements. (28 CFR 35.102-35.104 ADA Title II)

559.591.5900 / FAX 559.591.5902 . e-mail address: info@dinuba.ca.gov. www.dinuba.org



City Council Staff Report

Department: CITY MANAGER'S OFFICE

July 9, 2024

To: Mayor and City Council

From: Luis Patlan, City Manager

Subject: Year-End Presentation by Airica de Oliveira, Executive Director Tulare County Economic Development Commission

RECOMMENDATION

Council to receive year-end report from Airica de Oliveira, Executive Director of the Tulare County Economic Development Commission.

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING



City Council Staff Report

Department: CITY CLERK

July 9, 2024

To: Mayor and City Council
From: Maria Alaniz, City Clerk/Human Resources Director
By: Lupe Montejano, Billing and Collections Supervisor
Subject: Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve the City Council meeting of June 25, 2024 as presented.

EXECUTIVE SUMMARY

None.

OUTSTANDING ISSUES

None.

DISCUSSION

None.

FISCAL IMPACT

None.

PUBLIC HEARING

None required

ATTACHMENTS:

City Council Meeting Minutes, June 25, 2024



**June 25, 2024
MINUTES**

COUNCIL MEMBERS PRESENT:

Launer, Nerio-Guerrero, Prado, Reynosa, Thusu

COUNCIL MEMBERS ABSENT:

None.

STAFF MEMBERS PRESENT:

Alaniz, Avila, Chastain, Iriarte, James, Lew, Montejano, Patlan, Solis, Watts

1. Work Session - 5:30 PM

Mayor Reynosa opened the Work Session at 5:30 p.m.

1.1. Downtown Civic Square and City Hall Draft Conceptual Designs (DJ)

Assistant City Manager James introduced Charles Dellinger from RRM Design Group who prepared a Draft Conceptual City Hall design. Dellinger introduced two site options and styles. The future Civic Square and City Hall proposed location is the intersection of L Street and Fresno Street. The design one presented would be next to the Transit Center and the second design would be located at the Strand Theater site and closing off Fresno Street.

The Council approved design one, location next to the Transit Center.

1.2. City-Wide Street Improvements Project Discussion (JW)

City Engineer Watts presented the street rehabilitation projects and asked for the council's direction in prioritizing them. Watts advised that the streets were identified by the city's pavement management system. Watts presented six projects and made recommendations for the highest-priority projects. Measure R and local funds will fund the three projects.

Council approved the College Ave from Uruapan (RR crossing) to Kamm Avenue, El Monte Way from Crawford Ave to Road 92 and Kamm Ave from Greene Ave to College Ave. projects.

2. OPENING CEREMONIES

2.1. Welcome and Call to Order

Mayor Reynosa called the meeting to order at 6:30 p.m.

2.2. Invocation

The Invocation was led by Police Chief Iriarte.

2.3. Pledge of Allegiance

The Pledge of Allegiance was led by Fire Chief Chastain.

3. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

None.

4. PRESENTATIONS/CEREMONIAL MATTERS

4.1. Recognition of Retiring Billing Clerk, Alma Delia Ruelas (KS)

Administrative Services Director Solis shared the employment history of Alma Delia Ruelas who will retire from the City of Dinuba after 39 years of service. Ruelas began her full-time employment with the Dinuba Fire Department in 1985 and has been an asset to the Ambulance Billing Service. Ruelas will be greatly missed. Solis thanked Ruelas for her years of service.

The Council gave words of appreciation and gratitude.

5. REQUEST TO ADDRESS COUNCIL

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Felipe Martinez approached the podium regarding assistance with door-to-door vendors. Martinez shared his concerns about a damaged manhole in front of his driveway and requested Code Enforcement contact.

6. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

6.1. SUBJECT

Approve Legal Services Agreement with McCormick, Kabot & Lew (LP)

RECOMMENDATION

Council to approve Legal Services Agreement with McCormick, Kabot & Lew for legal services and authorize the Mayor and City Manager to execute the agreement.

6.2. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve the City Council meeting of June 11, 2024, as presented.

6.3. SUBJECT

Authorization to Execute Encroachment Agreement with Alta Irrigation District for Utility Crossings on the Kamm Avenue and Alta Avenue Roundabout (JW)

RECOMMENDATION

Council to approve a temporary Encroachment Agreement with Alta Irrigation District (AID) for various utility crossings in connection with Alta and Kamm Avenues Roundabout Project and authorize City Manager or designee to execute the agreement and any related documents.

6.4. SUBJECT

Resolution No. 2024-54 Adopting the Workplace Violence Prevention Plan (MA)

RECOMMENDATION

Council to adopt Resolution No. 2024-54 Workplace Violence Prevention Plan in compliance with Senate Bill 553.

A motion was made by Council Member Thusu, second by Council Member Launer, to review and approve the Consent Calendar as presented.

Ayes: Launer, Nerio-Guerrero, Prado , Reynosa, Thusu

7. WARRANT REGISTER

7.1. SUBJECT

Warrant Register June 14 & 21, 2024 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

A motion was made by Council Member Prado , second by Vice Mayor Nerio-Guerrero, to review and approve the Warrant Register as presented.

Ayes: Launer, Nerio-Guerrero, Prado , Reynosa, Thusu

8. DEPARTMENT REPORTS

8.1. SUBJECT

Cancellation of City Council Meetings Scheduled on July 23, 2024 & August 27, 2024 (MA)

RECOMMENDATION

Council to consider cancellation of the City Council meetings of July 23, 2024, and August 27, 2024.

City Clerk/Human Resources Director Alaniz reported that due to summer vacations, typically one City Council Meeting is canceled in July and August. Alaniz asked the Council for direction.

The Council recommended canceling City Council meetings on July 23, 2024 and August 27, 2024.

A motion was made by Council Member Thusu, second by Council Member Launer, Motion

Ayes: Launer, Nerio-Guerrero, Prado , Reynosa, Thusu

9. MAYOR/COUNCIL REPORTS

Council Member Thusu reported attending the National Association of Latino Elected and Appointed Officials Conference in Las Vegas. Thusu provided a Policy Committee update. Thusu will attend the TCRTA Board meeting and the League meeting.

Council Member Launer reported attending the TCAG meeting and the Environmental Policy Meeting where climate control was discussed.

Council Member Prado attended the National Association of Latino Elected and Appointed Officials Conference in Las Vegas. Prado reported meeting with City Manager Patlan to discuss the Golf Course.

Mayor Reynosa attended the Friday Night Lights event and the TCAG meeting.

10. CITY MANAGER COMMUNICATIONS

City Manager Patlan shared that the Independence Day Celebration will be held on Wednesday, July 3rd at the Golf Course. The celebration will start at 5:00 p.m. and the fireworks show will begin at 9:15 p.m.

11. CITY STAFF COMMUNICATIONS

Assistant City Manager James is working on the year-end review video that he will share in a few weeks.

City Attorney Lew is anticipating the Supreme Court rulings on the homeless case and will provide an update soon.

Administrative Director Solis shared that the full-time Ambulance Billing Clerk Jessica Cuevas started Monday and the Part-Time Ambulance Billing Clerk Jackie Muro started 2 weeks ago.

Public Works Director Avila reported that the recruitment for Utility Worker closed and interviews will be scheduled soon. Avila shared that the Water Quality report is available on the city website. Avila advised that this Friday there will be a preproposal meeting for the Disposal Request for Proposal for interested contractors.

Fire Chief Chastain reported that fireworks sales will begin soon. Chastain advised that the 4th of July task force will be active through the holiday. Chastain shared that recruitment continues for Firefighter/Paramedics and interviews are scheduled for Single Role Paramedics.

Chief Iriarte shared that the Police Department participated in the Torch Run today.

Engineer Watts reported on the ATP project connecting the sidewalk at Magnolia and First Street and work at KC Vista Park. Watts reported that Viscaya Park is moving forward with grading.

12. ADJOURNMENT

Mayor Reynosa adjourned the meeting at 7:09 p.m.



City Council Staff Report

Department: FIRE SERVICES

July 9, 2024

To: Mayor and City Council

From: Greg Chastain, Fire Chief

Subject: Authorization to Execute an Agreement Between the City of Dinuba and West Hills College (GC)

RECOMMENDATION

Council to authorize the Fire Chief to execute an agreement between the City of Dinuba and West Hills College to provide emergency medical technician (EMT) and paramedic field training.

EXECUTIVE SUMMARY

The City of Dinuba Fire Department proposes to renew an agreement with West Hills College to provide EMT and paramedic students with field training opportunities required to attain their EMT or paramedic license.

OUTSTANDING ISSUES

None.

DISCUSSION

The State of California requires paramedic students to perform 480 hours of field internship while being trained and supervised by a licensed paramedic. The Dinuba Fire Department has previously trained interns from Fresno City College, the County of Fresno, National University, and West Hills College.

The EMT and paramedic field internship programs allow fire department staff to observe potential candidates for employment and gives the students a chance to see what it is like to be employed at Dinuba Fire Department. This agreement may also allow Dinuba Fire Department employees to complete their field internships in Dinuba if they attend a West Hills College program.

The City Council is asked to approve the agreement and allow the Fire Chief to sign the associated documents. The agreement is included herein as Attachment 'A'.

FISCAL IMPACT

Paramedic preceptors receive a 3% pay increase for the duration of the internship. The average cost per paramedic intern is \$460. EMT students require 24 hours of field internship. The average cost per EMT intern is \$25.

PUBLIC HEARING

ATTACHMENTS:

Attachment 'A'



AGREEMENT

Allied Health Programs

Paramedic/EMT Student Field Training Agreement

This is an agreement between WEST HILLS COMMUNITY COLLEGE DISTRICT (hereinafter referred to as "DISTRICT") and City of Dinuba (hereinafter referred to as "FIELD TRAINING PROVIDER") and is effective as of August 1, 2024.

WITNESSETH:

WHEREAS the DISTRICT provides in its curriculum programs for the education of paramedic students in accordance with Local, State, and Federal laws, regulations, and guidance; and

WHEREAS the above FIELD TRAINING PROVIDER is willing, under mutually agreed conditions, to allow the DISTRICT to utilize the personnel, equipment, and patient care environment of such FIELD TRAINING PROVIDER for the clinical training of paramedic students enrolled in the Paramedic Programs and EMT students of The DISTRICT;

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

1. GENERAL OBLIGATIONS OF DISTRICT
 - a. The DISTRICT shall provide:
 - i. Paramedic/EMT students for field training to the FIELD TRAINING PROVIDER;
 - ii. Test and select all such Paramedic/EMT students;
 - iii. Provide didactic instructors(s) hired by the DISTRICT; and

- iv. Provide guidance required in the program unless in specific instances other provisions are made and are mutually satisfactory to the DISTRICT and the FIELD TRAINING PROVIDER. Paramedic preceptors supervising the clinical training shall be mutually acceptable to the parties.

2. GENERAL OBLIGATIONS OF THE FIELD TRAINING PROVIDER

a. The FIELD TRAINING PROVIDER:

- i. Agrees to provide a supervised field training program to the selected paramedic/EMT students in accordance with the terms and conditions stated in this agreement and as dictated by local, state, and federal laws, regulations, and guidance;
- ii. Will provide paramedic preceptors supervising each paramedic student's field training, which shall be mutually acceptable to both parties;
- iii. Provide locker facilities and dressing rooms for paramedic/EMT students and DISTRICT employees, only if available;
- iv. Make available to the paramedic student and DISTRICT employee's use of medical library for reference material, only if available;
- v. Allow use of such reference library manuals, and other reference materials by the paramedic/EMT student and DISTRICT employees, only if available;
- vi. Allow use of supplies and equipment, charts, procedure manuals, policy manuals, and other reference materials, as approved by FIELD TRAINING PROVIDER;
- vii. Retains professional and administrative responsibility for any services rendered by paramedic/EMT students;
- viii. Allow use of parking for paramedic/EMT students and DISTRICT employees, only if available;
- ix. Allow use of cafeteria and/or kitchen by paramedic/EMT students and DISTRICT employees when applicable;
- x. Shall provide first-aid treatment to paramedic/EMT students needing such care, but shall not be obligated to furnish any other medical or surgical service to any paramedic student. Any paramedic/EMT student returning from an absence after 3 or more days caused by any illness or injury shall be cleared by a physician or the private physician of the student prior to returning to the field training;
- xi. Shall not decrease the normal number of its staff as a result of the assignment of paramedic students

- 3. The period of time for each paramedic student's field training at FIELD TRAINING PROVIDER shall be mutually agreed upon between FIELD TRAINING PROVIDER and THE DISTRICT prior to the beginning of each paramedic student's field training. If

a particular paramedic student requires additional training, the parties may agree to reasonable extensions.

4. The number of paramedic/EMT students to participate in the field training with the FIELD TRAINING PROVIDER at any given time shall be mutually agreed upon by the DISTRICT and FIELD TRAINING PROVIDER prior to the beginning of the field training. This may be modified from time to time by mutual agreement upon the request of either party.
5. The FIELD TRAINING PROVIDER may require the DISTRICT to withdraw any paramedic or EMT student from FIELD TRAINING PROVIDER's field training program who FIELD TRAINING PROVIDER determines, in its sole discretion, is not performing satisfactorily, or who refuses to follow FIELD TRAINING PROVIDER's administrative and patient care policies, procedures, rules and regulations.
6. The DISTRICT shall notify the paramedic/EMT student, prior to field training, their responsibilities for:
 - a. Following the administrative and patient care policies, procedures, rules and regulations of FIELD TRAINING PROVIDER;
 - b. Acquiring and using the necessary and appropriate uniforms and personal protective equipment when not provided by FIELD TRAINING PROVIDER;
 - c. Arranging for their own transportation and personal living accommodations and costs when not provided by FIELD TRAINING PROVIDER; and
 - d. Adhering to program requirements concerning obtaining the necessary health screening. The DISTRICT will provide this information to the FIELD TRAINING PROVIDER.
7. The FIELD TRAINING PROVIDER shall maintain in its normal course of business complete attendance and progress records and reports on each paramedic/EMT student's performance and shall provide an evaluation for each paramedic/EMT student to the DISTRICT on forms, electronic and hard copy, provided by the DISTRICT.
8. The FIELD TRAINING PROVIDER shall, upon reasonable request, and on dates and times that are mutually agreeable, permit the DISTRICT and/or appropriate agencies charged with the responsibility of accrediting or approving the paramedic/EMT program to inspect the field facilities, services available for field training, paramedic/EMT student records, and such other materials, which pertain to the field training.
9. It is expressly agreed and understood by the DISTRICT and the FIELD TRAINING PROVIDER that the paramedic/EMT students under this program are in attendance for the paramedic/EMT program at the FIELD TRAINING PROVIDER's location(s) and solely for educational purposes.

10. It is agreed and understood that the parties to this agreement are independent contractors, and that neither is the employee or employer of the other and that the employees of one are not the employees of the other.

11. **INSURANCE.**

The DISTRICT agrees to maintain in full force and effect coverage of not less than one million dollars (\$1,000,000) per incident and five million dollars (\$5,000,000) aggregate coverage for bodily injury and general liability insurance, including errors and omissions coverage, which protects and insures against any and all liability attributable to the DISTRICT or its employees arising from the activities referred to in this Agreement or as contemplated by this Agreement. Proof of DISTRICT's insurance coverage shall be provided to the FIELD TRAINING PROVIDER. The DISTRICT or DISTRICT's insurer shall provide written notice to FIELD TRAINING PROVIDER at least twenty (20) days prior to any cancellation, termination, or change in the insurance coverage referenced in this agreement. In the event that the DISTRICT fails to maintain such insurance coverage in full force and effect during the term of this Agreement, FIELD TRAINING PROVIDER may either (1) terminate this agreement concurrently with such failure by DISTRICT, or (2) obtain such insurance on its own behalf. If FIELD TRAINING PROVIDER obtains such insurance, the DISTRICT shall reimburse the FIELD TRAINING PROVIDER for the costs thereof.

The DISTRICT agrees to require each paramedic student, as a condition of participation in the paramedic program, to maintain individual student professional liability insurance coverage which includes coverage of not less than one million dollars (\$1,000,000) per incident and three million dollars (\$3,000,000) in the aggregate for professional liability protection on covered claims arising from real or alleged negligence. The paramedic student or the paramedic student's insurer shall provide written notice to the FIELD TRAINING PROVIDER at least twenty (20) days prior to any cancellation, termination, or change in the insurance coverage referenced in this agreement.

The DISTRICT agrees to provide proof of Worker's Compensation coverage for DISTRICT employees and paramedic students for injury during clinical training.

The FIELD TRAINING PROVIDER agrees to maintain in full force and effect coverage of not less than one million (\$1,000,000) per incident and five million dollars (\$5,000,000) aggregate coverage for bodily injury and general liability insurance, including errors and omissions coverage, which protect and insures against any and all liability attributable to FIELD TRAINING PROVIDER or its employees arising from the activities referred to in this Agreement or as contemplated by this agreement. Proof of FIELD TRAINING PROVIDER's insurance coverage shall be provided to the DISTRICT. The FIELD TRAINING PROVIDER or FIELD TRAINING PROVIDER's insurer shall provide written notice to the DISTRICT at least twenty (20) days prior to cancellation, termination, or change in the insurance coverage referenced by this Agreement. In the event that the FIELD TRAINING PROVIDER fails to maintain such

**Paramedic Student Field Training Agreement
Between The DISTRICT and FIELD TRAINING PROVIDER**

coverage in full force and effect during the term of this agreement, the DISTRICT may either (1) terminate this Agreement concurrently with such failure by the FIELD TRAINING PROVIDER, or (2) obtain such insurance on its own behalf. If DISTRICT obtains such insurance, FIELD TRAINING PROVIDER shall reimburse DISTRICT for the costs thereof.

12. In lieu of and notwithstanding the pro rata risk allocation which might otherwise be imposed between the Parties pursuant to Government Code Section 895.6, the Parties agree that all losses or liabilities incurred by a party shall not be shared pro rata but instead the DISTRICT and FIELD TRAINING PROVIDER agree that pursuant to Government Code Section 895.4, each of the parties hereto shall fully indemnify and hold each of the other parties, their officers, board members, employees, and agents, harmless from any claim, expense or cost, damage or liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of the negligent acts or omissions or willful misconduct of the indemnifying party, its officers, employees, or agents, under or in connection with or arising out of any work, authority or jurisdiction delegated to such party under this Agreement. No party, nor any officer, board member, employee, or agent thereof shall be responsible for any damage or liability occurring by reason of the negligent acts or omissions or willful misconduct of the other parties hereto their officers, board members, employees or agents, under or in connection with or arising out of any work authority or jurisdiction delegated to such other parties under this Agreement.
13. All notices, demands, or other writings in the AGREEMENT provided to be given or made or sent, or which may be given or made or sent, by either party hereto to the other, shall be deemed to have been fully given or made or sent when made in writing and deposited in the United States mail, registered or certified, postage prepaid, and addressed as follows:

To FIELD TRAINING PROVIDER:	Greg Chastain Fire Chief City of Dinuba 496 E. Tulare St Dinuba, CA 93618 (559) 591-5931
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**Paramedic Student Field Training Agreement
Between The DISTRICT and FIELD TRAINING PROVIDER**

To the DISTRICT:

Kristin Clark
Chancellor
WEST HILLS COMMUNITY COLLEGE
DISTRICT
275 Phelps Ave
Coalinga, CA 93210
(559) 934-2000

14. The waiver by either party of a breach or violation of any provision of this Agreement shall not operate as, or be construed to be, a waiver of any subsequent or other breach hereof.
15. Each Paramedic/EMT student shall be subject to related Local, State, and Federal codes, the rules, regulations, policies and procedures of the FIELD TRAINING PROVIDER and the DISTRICT which are on file in the respective institutions and available to students. This will include the attendance by every student to a mandatory orientation meeting and to read and sign a HIPPA Compliance Agreement. The FIELD TRAINING PROVIDER will provide this meeting and the Agreement.
16. The DISTRICT may, for cause and upon notice, discontinue the assignment of any student(s) at any time during the period of this Agreement.
17. Paramedic/EMT students shall function under the direction and supervision of assigned paramedic instructor(s) of the DISTRICT who shall be licensees for the limited purposes expressed in this Agreement. Such students and instructors shall not be deemed employees of the FIELD TRAINING PROVIDER during the hours in which they are assigned to the Paramedic/EMT student.
18. No person shall, on the grounds of sex, race, color, nation origin or handicap, be excluded participation in, be denied benefits of, or be subjected to discrimination under any DISTRICT program or service, including those programs expressed in this Agreement.
19. To the fullest extent permitted by law, the DISTRICT agrees to indemnify and hold harmless the FIELD TRAINING PROVIDER, its council members, officers and employees, patients, or clients, against any and all claims, liabilities and losses, by whoever asserted, arising out of acts or omissions on the part of the DISTRICT or its employees and Paramedic/EMT students in conducting the Paramedic/EMT program hereunder, including travel to and from the FIELD TRAINING PROVIDER. And, the FIELD TRAINING PROVIDER will indemnify and hold harmless DISTRICT, its officers and employees against any and all claims, liabilities and losses, by whomever asserted, arising out of acts or omissions on the part of FIELD TRAINING PROVIDER

**Paramedic Student Field Training Agreement
Between The DISTRICT and FIELD TRAINING PROVIDER**

its council members, officers and employees, patients or clients in conducting the Paramedic/EMT program hereunder.

20. The provision of this agreement shall inure to the benefit of and be binding upon the successors in interest of the parties.
21. The DISTRICT's Paramedic/EMT Program Course Director, and FIELD TRAINING PROVIDER administrative representative may mutually agree upon, and may formalize by a separate writing, the operational details and per student cost of the field training program, and such separate agreement and writing will be binding on both the DISTRICT and the FIELD TRAINING PROVIDER in the same manner as if they had been part of this agreement.
22. Any controversy, claim or dispute, whether based on contract, tort or statute under either California or federal law, arising out of or relating to this Agreement any alleged breach of it shall be determined and settled by binding arbitration in accordance with the Commercial Arbitration Rules of the American Arbitration Association, and a judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction. The arbitration will be conducted in San Diego, California. The prevailing party in the arbitration proceeding will be entitled to recover its reasonable attorneys' fees and costs expended or incurred relating to or arising out of the arbitration matter.
23. This agreement may be modified or amended without additional consideration at any time by mutual written consent of the parties.
24. Period of agreement. This agreement shall be effective for three years from August 1, 2024, to July 31, 2027; with an automatic renewal until July 31, 2029, unless either party provides written notice that the Agreement will not be extended. The written notice must be received 30 days prior to the end of the current term for which classes are in session.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate by their duly authorized representatives.

**Paramedic Student Field Training Agreement
Between The DISTRICT and FIELD TRAINING PROVIDER**

WEST HILLS COMMUNITY COLLEGE

Signature: _____

Name: Kristin Clark

Title: Chancellor

Address: 275 Phelps Ave

Coalinga, CA 93210

Signature: _____

Name: Shanna Ahrens

Title: Vice Chancellor of Business and Fiscal
Services

Address: 275 Phelps Ave

Signature: _____

Name: James Preston

Title: President, West Hills College Lemoore

Address: 555 College Ave

Lemoore, CA 93245

AMBULANCE SERVICE

Signature: _____

Name: Greg Chastain

Title: Fire Chief

Address: 496 E. Tulare St

Dinuba, CA 93618

Phone: (559) 591-5931



City Council Staff Report

Department: FINANCE SERVICES

July 9, 2024

To: Mayor and City Council

From: Karina Solis, Administrative Services Director

By: Jacqueline Lopez, Senior Fiscal Analyst

Subject: Resolution No. 2024-55 Approving Adjustments to the 2023/24 Budget (KS)

RECOMMENDATION

Council Adopt Resolution No. 2024-55 approving budget amendments for the Fiscal Year End 2023/24.

EXECUTIVE SUMMARY

The year-end adjustments are necessary to ensure that the budget is balanced at the end of the fiscal year. As such, staff is recommending budget amendments to reflect changes through the second half of the budget year.

OUTSTANDING ISSUES

None.

DISCUSSION

Several year-end budget amendments are being proposed to align the expenditures and revenues to the budget. They are detailed in Attachment 'A' and are summarized as follows:

General Fund

An overall increase to revenues in the amount of \$1,301,403 was due to Utility Electric User Tax, Business Licenses, Right of Way (ROW) Encroachment Permits, Building Permits and interest earnings. Total increases to expenses of \$1,092,324 include unforeseen expenditures including the demolition of the Strand Theater, repairs to the antique clock at the Historical Society, a replacement HVAC at the Fire Department Administrative Office, increases to electric costs, and various

improvements including the Kamm/Crawford sidewalk and the West El Monte right of way Landscaping.

Capital Funds

In the Transportation Capital Projects fund, increase to revenues in the amount of \$399,047 and an increase in expenses in the amount of \$3,552,662 for the following projects: El Monte and Road 56 Roundabout, City Wide Street Improvement Project, City Sidewalk and Alley Improvements, ADA Ramps, Road 74 and the Dinuba Pedestrian Walkway Improvement Project.

In the Capital Facilities Projects Fund, a decrease in transfers in, in the amount of \$335,000 for the reallocation of funds to the Transportation Capital Projects fund for the City-Wide Street Improvement Project. An increase of \$1,193,373 for the following projects: Entertainment Plaza, Fire Station Improvements, Viscaya Park, KC Vista Park Improvements, Senior Center Reroof, and the Strand Theater Demolition.

Enterprise Funds

In the Water Fund, an increase to revenues in the amount of \$54,300 for delinquent fees and penalties. An increase to expense in the amount of \$151,327 for the purchase of water meters, asphalt alley repairs, the lease of city trucks, and repairs to the back flow system for the Mercantile Row.

In the Sewer Fund, an increase to revenues for delinquent penalties. An increase to expenses in the amount of \$203,076 for the repairs, maintenance, and cleaning of sewer lift stations, sewer lift hatch replacements, the purchase of pumps for the stations.

In Disposal Fund, an increase to revenues for delinquent penalties and for more interest earnings.

In the Ambulance Fund, an increase to revenues in the amount of \$331,325 to adjust for additional service revenue, interest earnings and a prior year receipt of Ground Emergency Medical Transport (GEMT) revenue.

Special Revenue

American Rescue Plan Act

An overall increase to revenues in the amount of \$25,000 was due to interest and decreases of \$126,631 to transfers out as the expense was made in the prior fiscal year for the Clarifier Project.

A reallocation of funds from the Capital Facilities to Transportation Construction for the City-wide Street Improvement Project that include Street Reconstruction and Street Rehabilitation of various roads is also needed for \$335,000.

Special Community Events

An overall increase to revenues in the amount of \$30,500 was due to donations for several events such as the BBQ Fest and summer night lights. A total increase to expenses of \$14,400 was associated to the events previously mentioned.

Gas Tax and Transportation

An overall increase to expense in the amount of \$112,640 was due to pothole repairs, street sign replacement, an adjustment to the unfunded liability and an increase to electric charges.

In the Housing Funds, an increase to HOME fund, the CDBG fund and the STBG fund for loan payoffs and increase in interest earnings. Increase to expenses for house rehabilitation loans, home loans, and for the El Monte Revitalization Plan.

In the Assessment District Funds, an increase to revenue being received from the annexation of new zones and an increase to expenses for the ponding basin weed abatement.

FISCAL IMPACT

After the budget amendments, revenues and expenditures for all fund types are expected to be on target for year-end.

PUBLIC HEARING

None.

ATTACHMENTS:

Resolution 2024-55; Exhibit '1' 2023-24 Year-End Budget Amendments

RESOLUTION 2024-55

**A RESOLUTION OF THE COUNCIL OF THE CITY OF DINUBA
APPROVING AND ADOPTING THE BUDGET AMENDMENT FOR THE FISCAL YEAR
END 2023/24**

WHEREAS, the FY 2023/2024 Annual Budget reflects the City of Dinuba's ongoing commitment to providing core services to the community consistent with the strategic goals established by the City Council; and

WHEREAS, the FY 2023/24 Annual Budget; was approved by the City Council on June 27, 2023 by Resolution 2023-35 and any subsequent amendments must be approved by Resolution; and

WHEREAS, a budget amendment is necessary to align the expected revenues and expected expenses,

NOW, THEREFORE, BE IT RESOLVED, the Dinuba City Council hereby resolves that the FY 2023/2024 budget be amended to provide the necessary funding to various funds.

PASSED, APPROVED AND ADOPTED this 9 day of July 2024, at a regular meeting of the Dinuba City Council by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:

ATTEST:

Mayor of the City of Dinuba

City Clerk



REQUEST FOR BUDGET AMENDMENT

Requested by: Karina Solis

Account Numbers	Fund Name Description	Budget Amounts	
		Increase	Decrease
REVENUES			
101-400.1000	PROP TAXES Secured- Current Year	46,000	
101.400.1040	PROP TAXES Supplemental- Current Year	20,000	
101.400.1070	PROP TAXES Passthrough- Redevelopment	81,793	
101.400.1000	OTHER TAXES Motor Vehicle in lieu of (VLF)	31,126	
101.402.1010	UTILITY USER TAX Electric	155,920	
101-402.1000	BUS LIC TAX Business License	117,000	
101.407.1020	FRANCHISE TAX Gas	16,595	
101.409.5200	SRVC & FEE Public Improvement Plan Check	39,000	
101.409.5220	SRVC & FEE Row Encroachment Permit	212,000	
101.409.5260	SRVC & FEE Conditional Use Review	11,100	
101.410.1000	PERMITS Building	106,000	
101.412.1000	USE OF MONEY & PROP Investment Earnings	335,000	
101.413.1040	INTERGOVT Tulare County Receipts	11,093	
101.414.1210	MISC Other Reimbursement	118,776	
105-412.1000	USE OF MONEY & PROP Investment Earnings	25,000	
111-412.1000	USE OF MONEY & PROP Investment Earnings	19,500	
182-412.1408	USE OF MONEY & PROP 2009 Safe Water	22,000	
183-412.1412	USE OF MONEY & PROP 2012 Wastewater	27,000	
185-412.1413	USE OF MONEY & PROP 2012 Public Works	34,000	
191-425.1050	DONATION Special Events	30,500	
230-409.5110	SRVC & FEE Delinquent Water On/Off	30,300	
230-411.1110	FINES Utility Delinquency (penalties)	24,000	
231-411.1110	FINES Utility Delinquency (penalties)	31,000	
232-411.1110	FINES Utility Delinquency (penalties)	25,000	
232-412.1000	USE OF MONEY & PROP Investment Earnings	20,000	
260-413.1420	INTERGOVT Measure R	64,047	
260-800.105	Transfer In American Rescue Plan Act	335,000	
262-800.105	Transfer In American Rescue Plan Act		126,631
265-800.105	Transfer In American Rescue Plan Act		335,000
302-413.1170	INTERGOVT L E Tech State Grant	23,000	
305-413.1160	INTERGOVT P.O.S.T Reimbursements	16,400	
320-409.4001	SRVC & FEE Ambulance Service Fees	243,671	
320-412.1000	USE OF MONEY & PROP Investment Earnings	16,280	
320-413.1060	INTERGOVT State Grants	71,374	
322-425.1000	DONATION Donation	310,454	
401-426.2004	PRINCIPAL 01-HOME-0507	19,700	
403-412.1000	USE OF MONEY & PROP Investment Earnings	12,667	
403-426.3002	PRINCIPAL 83-STBG-079	14,604	
403-426.3009	PRINCIPAL 97-STBG-1111	36,000	
424-413.1060	INTERGOVT State Grants	230,897	
426-413.1060	INTERGOVT State Grants	26,763	
501-400.1000	PROP TAXES Secured- Current Year	14,933	
501-412.1000	USE OF MONEY & PROP Investment Earnings	41,262	

505-401.1260	OTHER TAXES Castro	11,459	
APPROPRIATIONS			
101.10.101.650.1010	TRAINING Travel & Conference	22,000	
101.10.102.640.1010	SERVICES Professional & Technical	100,000	
101.10.102.640.1020	SERVICES Contractual		100,000
101.20.201.680.9000	CAPTIAL PROJECTS Other Projects	126,701	
101.20.201.690.1300	SPC DEPT EXP Beautification Program	13,052	
101.20.201.730.1040	CAPITAL OUTLAY Vehichies	55,903	
101.20.201-730.1070	CAPITAL OUTLAY Machinery and Equipment		55,903
101.20.201-900.265	TRSF OUT Facilities Capital Projects	675,000	
101.30.104-690.1040	SPC DEPT EXP Personnel	24,300	
101.40.401-730.1070	CAPITAL OUTLAY Machinery and Equipment	64,018	
101.40.401-730.1090	CAPITAL OUTLAY Improvements	34,999	
101.40.402-620.1010	UTILITIES Electric	12,000	
101.40.402-670.1050	MAINTENANCE Maintenance Contracts	34,396	
101.50.502-600.1081	EMP SRV PERS Unfunded Liability	14,885	
101.50.502-600.1170	EMP SRV Uniform Allowance	19,861	
101.50.502-610.1020	SUPPLIES Operating Supplies	17,700	
101.50.504-600.1081	EMP SRV PERS Unfunded Liability		27,388
101.50.505-610.1020	SUPPLIES Operating Supplies	10,000	
101.60.001-730.1070	CAPITAL OUTLAY Machinery and Equipment	10,800	
101.80.803-640.1020	SERVICES Contractual	10,000	
101.80.805-640.1020	SERVICES Contractual	30,000	
105.30.001-900.260	TRANSFERS OUT Transportation Capital Projects	335,000	
105.30.001-900.262	TRANSFERS OUT Sewer Capital Projects		126,631
105.30.001-900.265	TRANSFERS OUT Facilities Capital Projects		335,000
191.40.403-610.1020	SUPPLIES Operating Supplies	14,400	
202.70.709-600.1081	EMP SRV PERS Unfunded Liability	10,809	
202.70.709-610.1020	SUPPLIES Operating Supplies	50,000	
203.70.709-600.1081	EMP SRV PERS Unfunded Liability	19,795	
203.70.709-610.1020	SUPPLIES Operating Supplies	18,900	
203.70.709-620.1010	UTILITIES Electric	13,136	
215.70.710-670.1040	MAINTENANCE Vehicle Maintenance	35,000	
230.70.703-600-1081	EMP SRV PERS Unfunded Liability	28,727	
230.70.703-610.1020	SUPPLIES Operating Supplies	71,000	
230.70.703-670.1010	MAINTENANCE Repair & Maintenance	21,700	
230.70.703-670.1070	MAINTENANCE Rental Prop Maintenance	17,000	
230.70.703-670.1080	MAINTENANCE Backflow Repair Expense	12,900	
231.70.704-600.1081	EMP SRV PERS Unfunded Liability	18,893	
231.70.704-610.1020	SUPPLIES Operating Supplies	52,000	
231.70.704-640.1020	SERVICES Contractual	92,000	
231.70.705-670.1100	MAINTENANCE SSLS Rehab Program	40,683	
260.70.709-680.1075	CAPITAL PROJECTS City Wide Street Improvement	3,210,000	
260.70.709-680.1076	CAPITAL PROJECTS City Sidewalk Improvement	15,624	
260.70.709-680.1079	CAPITAL PROJECTS Alley Improvements	55,050	
260.70.709-680.1105	CAPITAL PROJECTS ADA Ramp	16,364	
260.70.709-680.1270	CAPITAL PROJECTS Road 74 Improvements	22,100	
260.70.709-680.1281	CAPITAL PROJECTS El Monte/Road 56 Roundabout	130,834	
260.70.709-680.1286	CAPITAL PROJECTS ATP Bldg Dinuba's Active Transp	102,690	
262.70.705-680.1261	CAPITAL PROJECTS Clarifier	94,016	
265.70.706-680.1040	CAPITAL PROJECTS Entertainment Plaza	36,700	
265.70.706-680.1125	CAPITAL PROJECTS Downtown		150,000
265.70.706-680.1229	CAPITAL PROJECTS Fire Station 1	500,000	
265.70.706-680.1274	CAPITAL PROJECTS Viscaya Park	247,873	

265.70.706-680.1275	CAPITAL PROJECTS KC Vista Park Improvements	260,394	
265.70.706-680.1283	CAPITAL PROJECTS Senior Center Reroof	196,279	
265.70.706-680.1295	CAPITAL PROJECTS Strand Theater Demolition	635,000	
265.70.706-680.9000	CAPITAL PROJECTS Other Projects		455,000
305.50.000-650.1020	TRAINING Training & Vocational	25,000	
320.60.304-640.1020	SERVICES Contractual	30,000	
320.60.601-600.1081	EMP SRV PERS Unfunded Liability	30,414	
320.60.602-600.1081	EMP SRV PERS Unfunded Liability	13,201	
322.60.601-730.1040	CAPITAL OUTLAY Vehicles	246,116	
322.60.601-730.1050	CAPITAL OUTLAY Trucks and Other Heavy Vehicles		246,116
402.70.722-700.1040	STATE GRANT Housing Rehabilitation	13,896	
424.70.722-700.1030	STATE GRANT Loan	230,897	
425.70.722-700.1030	STATE GRANT Loan	135,665	
425.70.722-700.1120	STATE GRANT El Monte Revitalization Plan	108,823	
503.20.273-640.1020	SERVICES Contractual	6,500	
505.20.292-640.1020	SERVICES Contractual	7,909	
505.20.293-640.1020	SERVICES Contractual	5,100	

Reason(s) for Budget Amendment:

To align the expenses and revenues for the Year End FY 2023/2024 budget, staff is requesting budget amendments to the following funds:

*In General Fund - An increase in revenues totaling \$1,301,403 is needed due to receiving more revenue than what was anticipated. This amount consist of \$147,793 total for property taxes, \$155,920 for the Electric utility users tax, \$117,000 for Business Licenses, \$16,595 for Franchise Gas Tax, \$39,000 for Public Improvement Plan Check, \$212,000 for Right of Way Encroachment permits for the Viscaya Park, \$11,100 for Conditional Use Review, \$106,000 for Building Permits, \$335,000 for Investment Earnings, \$11,093 for the Abandoned Vehicle Abatement Program, and \$118,776 for all other Reimbursements for the replacement of a City Vehicle, Homeland Security Grant reimbursement for radios and encryption keys.

*In General Fund expenses- An increase in expenses totaling \$1,092,324 is needed due to increases to several services. This amount includes \$22,000 for City Council Travel and Conference, \$100,000 for City Attorney Professional and Technical, which will be offset with a decrease in the contractual line in the same amount. In General services a total increase of \$814,753 is needed which includes one-time expenses for the Kamm and Crawford City Sidewalk, the Golf and El Monte Way right of way landscaping, Solar lights, and the palm trees planted on the El Monte Median in front of Dutch Bros. It also includes the restoration of the Antique Clock at the Alta District Historical Society, the replacement of a City Vehicle to be offset with the reimbursement received from the insurance company and lastly an increase in the transfers out to the Facilities Capital fund for the demolition of the Strand Theatre and the KC Vista Park. In Human Resources an increase to special department expenses in the amount of \$24,300 is needed for items related to personnel issues. In Parks an increase of \$64,018 is needed to cover the purchase of alternative fuel carts that will be reimbursed by the California Clean Air grant, \$34,999 is for the heat pump unit installed at the Community, Parks, and Recreation Facility, \$12,000 for the increase in Electric, and \$34,396 for the increase to maintenance contracts for Clean Cut Landscape and Employ America. In the Police Department, the patrol division \$14,885 is needed for the Unfunded Liability, \$19,861 for Uniform Allowance, and \$17,700 for the purchase of portable radios. In Records, a decrease of \$27,388 to the unfunded liability is to help offset the increase in patrol and an increase of \$10,000 for the animal control officer equipment. An increase of \$10,800 for an HVAC in the Fire Department administrative office. An increase of \$10,000 in Code Enforcement and \$30,000 in Building due to additional support needed in these divisions.

*In American Rescue Plan Act and increase in revenue is needed as more interest was received. In the expenses, an increase to the transfers out to Transportation Capital Projects is needed for the City Wide Street Improvements projects that will be offset with a decrease in the Transfer out to Facilities Capital Projects. These amounts were originally adopted for the Emperor Estates Alley way and for the downtown

Improvements project. A decrease to the transfer out to Sewer Capital Projects is needed as much of this was expensed in the prior Fiscal Year for the Clarifier project.

*In Special Community Events fund an increase to revenue for the donations of the BBQ Fest, Summer Night lights and Spring Fling events, which will help offset the increase the expense in operating supplies for these events.

*In Gas Tax and Transportation increases to expenses for the unfunded liability is needed, in operating supplies for pothole repairs and sign replacements as well as an increase in electric.

*In Fleet Maintenance, an increase to vehicle maintenance is needed as repairs are done to all city vehicles.

*In the Water, Sewer and Disposal Funds- increases to revenues for delinquencies and fees as well as interest earnings are needed. Increases to expenses include adjustment to the unfunded liability, to operating supplies for the purchase of water meters, liquid solvents and treatments for the Wastewater Treatment Plant, increase to contractual services for lift station repairs, sewer lift hatch replacements, maintenance and cleaning of lift stations, the purchase of pumps for stations, repairs to alleys, repairs to the back flow system for the mercantile row business and finally an increase to rental maintenance for some of the trucks that are being leased.

*In the Transportation Construction- increases in revenue for Measure R is needed for the El Monte and Road 56 Roundabout and an increase to Transfer in from American Rescue Plan Act for the City Wide Street Improvement project. Increases to expenses will also be needed for other several projects, City Sidewalk Improvement, Alley Improvements, ADA Ramps, Road 74 and the ATP Dinuba Pedestrian Walk Way Improvement project which will be offset by various funding sources such as grants both state and federal, the General Fund, Gas Tax, as well as impact fees.

*In Sewer Capital- A decrease to Transfers in from the American Rescue Plan Act is need as the amount allocated for the Clarifier was expensed in the prior fiscal year. However, an increase is needed due to construction management and public improvement inspections for the clarifier.

*In Capital Facilities Fund- A decrease to Transfers is needed for reallocation of funds to the Transpiration Construction fund for the City Wide Street Improvements project which will result in a decrease to the Downtown and Other Projects expense lines. An Increase to expenses are needed for the Entertainment Plaza, the Fire Station 1 to be offset by the revenue coming in from the Ambulance fund, Viscaya Park, KC Vista Park Improvements, Senior Center which the American Rescue Plan Act will help to cover a portion and finally an increase is needed for the Strand Theater Demolition.

*In the State (COPS) Program Fund and the Post Training fund- An increase to both the revenues are needed for the grants reimbursing the City for the Training of personnel.

*In the Ambulance and State Fire Suppression Funds- increases in revenue are needed due to the increase in ambulance Service fees, Interest, and State Grants for the 2022 Ground Emergency Medical Transportation (GEMT) portion and donation from the Alta Healthcare to cover for an Ambulance. In the ambulance there will be increases due to more training and higher credit card fees when submitting billing electronically and adjustment to the unfunded liability is also needed. In the State Fire Suppression the reallocation of amounts for the ambulance is need to better track.

* In HOME, CDBG and STBG Funds- Increases to revenue for loan payoffs, interest earnings and grants being received for the Sierra Village. Increases in expenses for house rehabilitation loans and for the El Monte Revitalization Plan that will serve as a guideline for future development.

*In the Lighting and Landscape and Community Facilities Districts- Increase to revenue for the new districts being created. Increases in expenses in contractual are for the maintenance of ponding basins.

Administrative Services Director _____

Signature

_____ Date

City Manager _____

Signature

_____ Date

City Council: ☐ Approved ☐ Resolution # _____ ☐ Denied

_____ Date

Journal Entry No. _____ Date Posted _____ By: _____



City Council Staff Report

Department: FINANCE SERVICES

July 9, 2024

To: Mayor and City Council
From: Karina Solis, Administrative Services Director
By: Maria Alaniz, City Clerk/Human Resources Director
Subject: Warrant Register June 28 & July 5, 2024 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

EXECUTIVE SUMMARY

None.

OUTSTANDING ISSUES

None.

DISCUSSION

None.

FISCAL IMPACT

None.

PUBLIC HEARING

None required.

ATTACHMENTS:

WR 06.28.2024
WR 07.05.2024



Accounts Payable Invoice Report

Payment Date Range 06/22/24 - 06/28/24
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 1143 - AAA Quality Services, Inc.									
00120493	FY23/24-Parks-Portable restroom rental/service-Vuich-5/31-6/29	Paid by Check #47671		05/31/2024	06/28/2024	06/28/2024	06/24/2024	06/28/2024	610.66
		Vendor 1143 - AAA Quality Services, Inc. Totals				Invoices	1		\$610.66
Vendor 1925 - Abel's Towing & Detailing									
61924	Abels Towing- Bus-10	Paid by Check #47672		06/19/2024	06/28/2024	06/28/2024		06/28/2024	350.00
		Vendor 1925 - Abel's Towing & Detailing Totals				Invoices	1		\$350.00
Vendor 479 - Able Industries									
524012	able prop. facility	Paid by Check #47673		05/31/2024	06/28/2024	06/28/2024		06/28/2024	3,117.50
		Vendor 479 - Able Industries Totals				Invoices	1		\$3,117.50
Vendor 263 - Advantek Benefit Administrators									
Funding 6/21/24	Miscellaneous	Paid by Check #47674		06/21/2024	06/28/2024	06/28/2024		06/28/2024	30,861.62
		Vendor 263 - Advantek Benefit Administrators Totals				Invoices	1		\$30,861.62
Vendor 522 - Allstar Towing									
40650	allstar towing pd-17	Paid by Check #47675		06/19/2024	06/28/2024	06/28/2024		06/28/2024	120.00
		Vendor 522 - Allstar Towing Totals				Invoices	1		\$120.00
Vendor 20 - Ameritas Life Insurance									
6/1/24-6/30/24	010-007745-00000	Paid by Check #47676		06/03/2024	06/28/2024	06/28/2024		06/28/2024	22,132.32
		Vendor 20 - Ameritas Life Insurance Totals				Invoices	1		\$22,132.32
Vendor 351 - Anthem Blue Cross									
000335335344	FY 24/25 Harman 532W04713 7/01/2024-07/31/2024	Paid by Check #47680		06/04/2024	06/28/2024	06/28/2024		06/28/2024	132.70
000335338473	FY 24/25 Hartley 919M97599 07/01/2024-07/31/2024	Paid by Check #47677		06/04/2024	06/28/2024	06/28/2024		06/28/2024	132.70
000335344570	FY 24/25 Tyler 299A24237 07/01/2024-07/31/2024	Paid by Check #47684		06/04/2024	06/28/2024	06/28/2024		06/28/2024	100.60
000335351428	FY 24/25 Medders 975A79192 07/01/2024-07/31/2024	Paid by Check #47682		06/04/2024	06/28/2024	06/28/2024		06/28/2024	132.70
000335353473	FY 24/25 Magyar 792A24403 07/01/24-07/31/24	Paid by Check #47681		06/04/2024	06/28/2024	06/28/2024		06/28/2024	100.60
000335572999	FY 24/25 Sano 569W17892 07/01/2024-07/31/2024	Paid by Check #47679		06/04/2024	06/28/2024	06/28/2024		06/28/2024	139.60
000336996131	FY 24/25 Tyler 141A75193 07/01/24-07/31/24	Paid by Check #47683		06/08/2024	06/28/2024	06/28/2024		06/28/2024	282.18
000337074742	FY 24/25 Hartley 925M97595 07/01/2024-07/31/2024	Paid by Check #47678		06/08/2024	06/28/2024	06/28/2024		06/28/2024	294.50
10102559	FY 24/25 Billing 07/01/2024-08/01/2024	Paid by Check #47685		06/12/2024	06/28/2024	06/28/2024		06/28/2024	652.50
		Vendor 351 - Anthem Blue Cross Totals				Invoices	9		\$1,968.08
Vendor 2091 - AP Triton, LLC									
2024-326	Master Plan	Paid by Check #47686		06/14/2024	06/28/2024	06/28/2024		06/28/2024	6,716.00
		Vendor 2091 - AP Triton, LLC Totals				Invoices	1		\$6,716.00
Vendor 145 - Arbitrage Compliance Specialists									



Accounts Payable Invoice Report

Payment Date Range 06/22/24 - 06/28/24
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
1035967	Tax Allocation Refunding Bonds, Issue of 2014	Paid by Check #47687		06/19/2024	06/28/2024	06/28/2024		06/28/2024	1,750.00
		Vendor 145 - Arbitrage Compliance Specialists Totals				Invoices	1		\$1,750.00
Vendor 17 - AT&T									
238451821406/24	405 E El Monte Way 06/07/24-07/06/24	Paid by Check #47688		06/07/2024	06/28/2024	06/28/2024		06/28/2024	64.10
		Vendor 17 - AT&T Totals				Invoices	1		\$64.10
Vendor 376 - BCS Consulting, LLC									
2024110	Monthly IT Service - May 2024	Paid by Check #47689		06/24/2024	06/28/2024	06/28/2024		06/28/2024	6,200.00
2024112	FY23/24-Sportsplex-upgrades to facility-tech/internet/phones	Paid by Check #47689		06/24/2024	06/28/2024	06/28/2024	06/24/2024	06/28/2024	9,028.91
		Vendor 376 - BCS Consulting, LLC Totals				Invoices	2		\$15,228.91
Vendor 822 - Boundtree Medical LLC									
85375383	Supplies	Paid by Check #47690		06/11/2024	06/28/2024	06/28/2024		06/28/2024	136.50
85382986	Supplies	Paid by Check #47690		06/14/2024	06/28/2024	06/28/2024		06/28/2024	31.99
85386921	Supplies	Paid by Check #47690		06/19/2024	06/28/2024	06/28/2024		06/28/2024	462.25
		Vendor 822 - Boundtree Medical LLC Totals				Invoices	3		\$630.74
Vendor 116 - BSK Analytical Laboratories									
AH14178	bsk June 20224 Bacti report	Paid by Check #47691		06/13/2024	06/28/2024	06/28/2024		06/28/2024	152.00
AH14187	bsk June 2024 Bacti report	Paid by Check #47691		06/13/2024	06/28/2024	06/28/2024		06/28/2024	152.00
AH14300	bsk nitrate	Paid by Check #47691		06/17/2024	06/28/2024	06/28/2024		06/28/2024	66.00
		Vendor 116 - BSK Analytical Laboratories Totals				Invoices	3		\$370.00
Vendor 305 - Cartozian Air Conditioning and Heating Inc.									
19883	Repairs	Paid by Check #47692		06/04/2024	06/28/2024	06/28/2024		06/28/2024	950.00
		Vendor 305 - Cartozian Air Conditioning and Heating Inc. Totals				Invoices	1		\$950.00
Vendor 8 - City of Dinuba									
PettyCash 6/2024	Reimbursement	Paid by Check #47693		06/24/2024	06/28/2024	06/28/2024		06/28/2024	111.71
		Vendor 8 - City of Dinuba Totals				Invoices	1		\$111.71
Vendor 170 - Comcast									
0148178 06/12/24	680 S ALTA AVE OFC 06/17/24-07/16/24	Paid by Check #47694		06/12/2024	06/28/2024	06/28/2024		06/28/2024	584.62
		Vendor 170 - Comcast Totals				Invoices	1		\$584.62
Vendor 1952 - Conn Doors									
34470	FY23/24-Senior Center-install/replace building door frame	Paid by Check #47695		06/11/2024	06/28/2024	06/28/2024	06/20/2024	06/28/2024	4,513.37
		Vendor 1952 - Conn Doors Totals				Invoices	1		\$4,513.37
Vendor 232 - Courier Printing and Village Printer									
C26768	courier window envelops	Paid by Check #47696		06/14/2024	06/28/2024	06/28/2024		06/28/2024	868.00
		Vendor 232 - Courier Printing and Village Printer Totals				Invoices	1		\$868.00
Vendor 378 - Cummins Allison Corp.									
1466431	FY 25 SERVICE CONTRACT JETSCAN	Paid by Check #47697		05/31/2024	06/28/2024	06/28/2024		06/28/2024	673.20
		Vendor 378 - Cummins Allison Corp. Totals				Invoices	1		\$673.20



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Vendor 30 - Dinuba Chamber of Commerce									
APRIL-JUNE 2024	DINUBA MAIN STREET FUND	Paid by Check #47698		06/27/2024	06/28/2024	06/28/2024		06/28/2024	169.75
		Vendor 30 - Dinuba Chamber of Commerce Totals				Invoices	1		\$169.75
Vendor 1591 - Environment Control									
24144-299	environment control monthly janitorial maintenance June 2024	Paid by Check #47699		06/01/2024	06/28/2024	06/28/2024		06/28/2024	9,859.69
		Vendor 1591 - Environment Control Totals				Invoices	1		\$9,859.69
Vendor 16 - Ernest Packaging Solutions									
90967201	FY23/24-Parks-Cleaning/operating parks supplies	Paid by Check #47700		06/13/2024	06/28/2024	06/28/2024	06/20/2024	06/28/2024	1,134.92
		Vendor 16 - Ernest Packaging Solutions Totals				Invoices	1		\$1,134.92
Vendor 1431 - Patricia Hartman									
June-August 2024	Anthem Reimb 6/01/2024-8/31/2024	Paid by Check #47701		06/20/2024	06/28/2024	06/28/2024		06/28/2024	880.30
		Vendor 1431 - Patricia Hartman Totals				Invoices	1		\$880.30
Vendor 139 - Henry Schein Inc.									
95500158	Supplies	Paid by Check #47702		06/18/2024	06/28/2024	06/28/2024		06/28/2024	274.30
95548530	Supplies	Paid by Check #47702		06/18/2024	06/28/2024	06/28/2024		06/28/2024	494.43
95950034	Supplies	Paid by Check #47702		06/21/2024	06/28/2024	06/28/2024		06/28/2024	353.12
		Vendor 139 - Henry Schein Inc. Totals				Invoices	3		\$1,121.85
Vendor 2089 - Tyler Hensley									
000242305	FY23/24-Sports-Lifeguard training/certification-5 staff	Paid by Check #47703		05/29/2024	06/28/2024	06/28/2024	06/05/2024	06/28/2024	825.00
		Vendor 2089 - Tyler Hensley Totals				Invoices	1		\$825.00
Vendor 1150 - Hoffman Security									
677143	FY23/24-Senior Center-Alarm security services/lease-July 2024	Paid by Check #47704		06/20/2024	06/28/2024	06/28/2024	06/24/2024	06/28/2024	111.00
		Vendor 1150 - Hoffman Security Totals				Invoices	1		\$111.00
Vendor 2090 - Ivy Hill Landscaping									
ID2024-02	FY23/24-Special Events-Indep. Day Event 2024- Live Entertainment	Paid by Check #47705		06/24/2024	06/28/2024	06/28/2024	06/24/2024	06/28/2024	400.00
		Vendor 2090 - Ivy Hill Landscaping Totals				Invoices	1		\$400.00
Vendor 253 - Jam Services Inc.									
179963	jam service 35 first light 35 WLB Solar Lit Nollard	Paid by Check #47706		06/03/2024	06/28/2024	06/28/2024		06/28/2024	47,840.13
		Vendor 253 - Jam Services Inc. Totals				Invoices	1		\$47,840.13
Vendor 1917 - Kimball Midwest									
102317396	kimball supplies	Paid by Check #47707		06/13/2024	06/28/2024	06/28/2024		06/28/2024	711.32
		Vendor 1917 - Kimball Midwest Totals				Invoices	1		\$711.32
Vendor 1181 - McCormick, Kabot & Lew									
15133	General Matters March 2024	Paid by Check #47708		03/25/2024	06/28/2024	06/28/2024		06/28/2024	2,690.40
15134	Retainer March 2024	Paid by Check #47708		03/25/2024	06/28/2024	06/28/2024		06/28/2024	3,300.00



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		Vendor	1181 - McCormick, Kabot & Lew Totals			Invoices		2	\$5,990.40
Vendor 22 - Moore Twining Associates Inc.									
4141429	moore industrial	Paid by Check #47709		06/18/2024	06/28/2024	06/28/2024		06/28/2024	88.00
4141430	moore in-house	Paid by Check #47709		06/18/2024	06/28/2024	06/28/2024		06/28/2024	249.00
		Vendor	22 - Moore Twining Associates Inc. Totals			Invoices		2	\$337.00
Vendor 1853 - Kevin Moya									
356	L & L Sierra View Ponding Basin	Paid by Check #47710		05/21/2024	06/28/2024	06/28/2024		06/28/2024	4,500.00
357	L & L Sierra View Ponding Basin	Paid by Check #47710		05/21/2024	06/28/2024	06/28/2024		06/28/2024	2,000.00
359	Kevin Moya Yard Services- Randell/Olive basin Pond	Paid by Check #47710		05/23/2024	06/28/2024	06/28/2024		06/28/2024	6,000.00
360	Kevin Moya Yard Services- Alta/ Davis Ponding basin	Paid by Check #47710		05/23/2024	06/28/2024	06/28/2024		06/28/2024	2,000.00
363	Kevin Moya- Wright basin/Englehart Ditch	Paid by Check #47710		06/04/2024	06/28/2024	06/28/2024		06/28/2024	5,000.00
366	Kevin Moya Yard Services- Saginaw & Euclid Basin	Paid by Check #47710		06/21/2024	06/28/2024	06/28/2024		06/28/2024	5,500.00
		Vendor	1853 - Kevin Moya Totals			Invoices		6	\$25,000.00
Vendor 1749 - NEOGOV									
INV-42147	FY 24/25 governmentjobs.com subscription	Paid by Check #47711		06/07/2024	06/28/2024	06/28/2024		06/28/2024	2,171.89
		Vendor	1749 - NEOGOV Totals			Invoices		1	\$2,171.89
Vendor 392 - O'Reilly Auto Parts									
3641-202219	Supplies	Paid by Check #47712		06/15/2024	06/28/2024	06/28/2024		06/28/2024	(7.14)
3641-202426	Supplies	Paid by Check #47712		06/16/2024	06/28/2024	06/28/2024		06/28/2024	12.35
		Vendor	392 - O'Reilly Auto Parts Totals			Invoices		2	\$5.21
Vendor 142 - Office Depot BSD									
366226241001	OFFICE SUPPLIES	Paid by Check #47713		05/03/2024	06/28/2024	06/28/2024		06/28/2024	238.78
371622576001	Admin office supplies	Paid by Check #47713		06/12/2024	06/28/2024	06/28/2024		06/28/2024	117.07
371491735001	Admin office supplies	Paid by Check #47713		06/14/2024	06/28/2024	06/28/2024		06/28/2024	178.96
		Vendor	142 - Office Depot BSD Totals			Invoices		3	\$534.81
Vendor 1708 - James Olvera									
July 2024	FY 24/25 Anthem Reimb 7/01/2024-7/31/2024	Paid by Check #47714		06/18/2024	06/28/2024	06/28/2024		06/28/2024	312.45
		Vendor	1708 - James Olvera Totals			Invoices		1	\$312.45
Vendor 76 - Pacific Gas & Electric									
4475716051806/24	PGE 180 W MERCED STE A 5/8/24-6/6/24	Paid by Check #47717		06/07/2024	06/28/2024	06/28/2024		06/28/2024	1,034.39
7681012419806/24	PGE 180 W MERCED STE C 5/8/24-6/6/24	Paid by Check #47715		06/07/2024	06/28/2024	06/28/2024		06/28/2024	502.92
9750865237306/24	PGE 180 W MERCED STE B5/8/24 -6/6/24	Paid by Check #47716		06/07/2024	06/28/2024	06/28/2024		06/28/2024	112.00
2946520700806/24	L & L 05/10/24-06/09/24	Paid by Check #47719		06/10/2024	06/28/2024	06/28/2024		06/28/2024	138.93
6021181187606/24	Sportsplex - 201 N URUAPAN WAY 05/08/24-06/06/24	Paid by Check #47721		06/10/2024	06/28/2024	06/28/2024		06/28/2024	3,533.68



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1557710974506/24	Parks 1851 E KAMM AVE 05/10/24-06/09/24	Paid by Check #47718		06/11/2024	06/28/2024	06/28/2024		06/28/2024	2,898.66
1349716235706/24	KAMM & GREEN 05/09/24- 06/07/24	Paid by Check #47726		06/12/2024	06/28/2024	06/28/2024		06/28/2024	19,373.71
1561888272206/24	PW 05/14/24-06/11/24	Paid by Check #47727		06/12/2024	06/28/2024	06/28/2024		06/28/2024	130.09
2073277197506/24	1088 E KAMM AVE 05/10/24- 06/09/24	Paid by Check #47728		06/12/2024	06/28/2024	06/28/2024		06/28/2024	875.08
3380779542306/24	2007 N CRAWFORD AVE 05/13/24-06/10/24	Paid by Check #47730		06/13/2024	06/28/2024	06/28/2024		06/28/2024	2,015.48
4323390246906/24	L & L CITRUS HEIGHTS VENTURA AND O 05/16/24-06/13/24	Paid by Check #47720		06/13/2024	06/28/2024	06/28/2024		06/28/2024	82.75
6407995725006/24	PW 05/14/24-06/11/24	Paid by Check #47731		06/13/2024	06/28/2024	06/28/2024		06/28/2024	4,372.55
8543598174206/24	L & L 05/16/24-06/13/24	Paid by Check #47723		06/13/2024	06/28/2024	06/28/2024		06/28/2024	265.70
9018373735306/24	L & L DUNMORE HOMES VISCAYA 1 AT SAGINA 05/16/24-06/13/24	Paid by Check #47724		06/13/2024	06/28/2024	06/28/2024		06/28/2024	1,221.37
9179222553306/24	PW 05/16/24-06/13/24	Paid by Check #47733		06/13/2024	06/28/2024	06/28/2024		06/28/2024	1,099.06
9196176758806/24	L & L SIERRA WAY AND BUENA VISTA AVE 05/16/24-06/13/24	Paid by Check #47725		06/13/2024	06/28/2024	06/28/2024		06/28/2024	129.55
8319024072706/24	Parks SW SW 16-16-24 05/10/24 -06/09/24	Paid by Check #47722		06/14/2024	06/28/2024	06/28/2024		06/28/2024	22.44
9548749847906/24	ALTA & NEBRASKA AVE 05/14/24 -06/11/24	Paid by Check #47734		06/14/2024	06/28/2024	06/28/2024		06/28/2024	117.62
3166578419006/24	3007 W KAMM AVE 05/17/24- 06/16/24	Paid by Check #47729		06/17/2024	06/28/2024	06/28/2024		06/28/2024	1,620.51
8866956432506/24	NW SE SW 18 16 24 05/17/24- 06/16/24	Paid by Check #47732		06/17/2024	06/28/2024	06/28/2024		06/28/2024	33.84
		Vendor 76 - Pacific Gas & Electric Totals				Invoices	20		\$39,580.33
Vendor 7 - Pena's Disposal Services									
6/24 FOR 5/24	MAY 2024 Monthly Disposal Charges	Paid by Check #47735		06/24/2024	06/28/2024	06/28/2024		06/28/2024	152,312.47
FY 25 JULY 2024	FY 25.26 CONTRACT Disposal payment for JULY 2024	Paid by Check #47735		06/24/2024	06/28/2024	06/28/2024		06/28/2024	60,000.00
		Vendor 7 - Pena's Disposal Services Totals				Invoices	2		\$212,312.47
Vendor 207 - Polydene Inc.									
1840197	Polydyne Dinuba WWRP	Paid by Check #47736		06/10/2024	06/28/2024	06/28/2024		06/28/2024	10,073.33
		Vendor 207 - Polydene Inc. Totals				Invoices	1		\$10,073.33
Vendor 1906 - Benjamin Prado									
NALEO LV 6/17/24	NALEO Las Vegas Conference	Paid by Check #47670		06/12/2024	06/14/2024	06/14/2024		06/25/2024	271.00
NALEO LV Hotel B	Reimb Exp - Las Vegas Hotel 06/17/24-06/21/24	Paid by Check #47670		06/25/2024	06/25/2024	06/25/2024		06/25/2024	792.41
		Vendor 1906 - Benjamin Prado Totals				Invoices	2		\$1,063.41
Vendor 1565 - Quadient Finance USA, Inc.									
6/9/24	POSTAGE	Paid by Check #47737		06/09/2024	06/28/2024	06/28/2024		06/28/2024	2,500.00
		Vendor 1565 - Quadient Finance USA, Inc. Totals				Invoices	1		\$2,500.00
Vendor 1099 - Ramirez Mobile Car Wash Inc.									



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0019	PD - Repairs/Labor - U#6 - DA2402059	Paid by Check #47738		06/19/2024	06/28/2024	06/28/2024		06/28/2024	385.00
		Vendor 1099 - Ramirez Mobile Car Wash Inc. Totals				Invoices	1		\$385.00
Vendor 38 - Reedley Irrigation System									
RIS-POS02-57730	RIS Valve	Paid by Check #47739		06/13/2024	06/28/2024	06/28/2024		06/28/2024	134.07
RIS-POS02-57903	FY23/24-Park-Irrigation parts/supplies-KC Park	Paid by Check #47739		06/18/2024	06/28/2024	06/28/2024	06/21/2024	06/28/2024	261.14
		Vendor 38 - Reedley Irrigation System Totals				Invoices	2		\$395.21
Vendor 1677 - Rodeo Wild West									
179628	rodeo boots Joel 2nd pair	Paid by Check #47740		03/20/2024	06/28/2024	06/28/2024		06/28/2024	150.00
180653	rodeo boot Cosme 2nd pair	Paid by Check #47740		06/19/2024	06/28/2024	06/28/2024		06/28/2024	150.00
180654	rodeo boots Raul 2nd pair	Paid by Check #47740		06/19/2024	06/28/2024	06/28/2024		06/28/2024	150.00
		Vendor 1677 - Rodeo Wild West Totals				Invoices	3		\$450.00
Vendor 1707 - RRM Design Group									
2249-01-0424	Dinuba Downtown Civic Square Conceptual Plan	Paid by Check #47741		05/20/2024	06/28/2024	06/28/2024		06/28/2024	14,351.75
2249-01-0524	RRM Design Group- Downtown Civic Square	Paid by Check #47741		06/19/2024	06/28/2024	06/28/2024		06/28/2024	4,840.75
		Vendor 1707 - RRM Design Group Totals				Invoices	2		\$19,192.50
Vendor 46 - Self Help Enterprises									
BA21	SELF-HELP -CV2SUB EXPENDITURES JANUARY 1-31 2023	Paid by Check #47742		08/11/2023	06/28/2024	06/28/2024		06/28/2024	2,087.61
DINSP07-23	SELF HELP- LOAN PORTFOLIO MANAGEMENT	Paid by Check #47742		08/11/2023	06/28/2024	06/28/2024		06/28/2024	1,190.00
SUB#21	SELF-HELP -CV2SUB EXPENDITURES JAN 1-31 2023	Paid by Check #47742		08/11/2023	06/28/2024	06/28/2024		06/28/2024	107.76
SUB#22	SELF-HELP -CV2SUB EXPENDITURES APRIL 1-30 2023	Paid by Check #47742		08/16/2023	06/28/2024	06/28/2024		06/28/2024	319.97
SUB#23	SELF-HELP -CV2SUB EXPENDITURES JUNE 1-30 2023	Paid by Check #47742		08/18/2023	06/28/2024	06/28/2024		06/28/2024	1,251.00
SUB#24	SELF-HELP -CV2SUB EXPENDITURES JULY 1-31 2023	Paid by Check #47742		08/23/2023	06/28/2024	06/28/2024		06/28/2024	624.62
DIN21RE 11/1/23	Self Help- General Admin & Account Delivery DIN21RE	Paid by Check #47742		11/01/2023	06/28/2024	06/28/2024		06/28/2024	13,164.63
DIN21HB 11/6/23	SELF HELP- DIN21HB GENERAL ADMIN APRIL- JUNE 2023	Paid by Check #47742		11/06/2023	06/28/2024	06/28/2024		06/28/2024	1,598.25
BA22	SELF-HELP -CV2SUB EXPENDITURES FEB 1-28 2023	Paid by Check #47742		02/23/2024	06/28/2024	06/28/2024		06/28/2024	1,470.76
BA23	SELF-HELP -CV2SUB EXPENDITURES MARCH 1-31 2023	Paid by Check #47742		02/23/2024	06/28/2024	06/28/2024		06/28/2024	3,064.71
BA24	CDBG-CV2BA Business Assistance & Implementation Cost	Paid by Check #47742		02/23/2024	06/28/2024	06/28/2024		06/28/2024	37,549.38



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DIN21HB 3/5/24	SELF HELP- DIN21HB GENREAL ADMIN/ ACTIVITY JANUARY 2024	Paid by Check #47742		03/05/2024	06/28/2024	06/28/2024		06/28/2024	1,090.24
DIN21RE 3/6/24	Self Help-General Admin & Account Delivery DIN21RE January 2024	Paid by Check #47742		03/06/2024	06/28/2024	06/28/2024		06/28/2024	8,183.17
BA25	SELF-HELP -CV2BA EXPENDITURES AUGUST 1-30 2023	Paid by Check #47742		03/11/2024	06/28/2024	06/28/2024		06/28/2024	58.96
DIN21SL 3/11/24	SELF HELP- DIN21SL GENERAL ADMIN JAN 2024	Paid by Check #47742		03/11/2024	06/28/2024	06/28/2024		06/28/2024	321.52
DIN21SL 3/11/24B	SELF HELP- DIN21SL GENERAL ADMIN JULY-DEC 2023	Paid by Check #47742		03/11/2024	06/28/2024	06/28/2024		06/28/2024	441.54
			Vendor 46 - Self Help Enterprises Totals				Invoices	16	\$72,524.12
Vendor 1859 - Simplot Grower Solutions, Simplot Partners, Simplot									
223019270	simplot cutrine plus	Paid by Check #47743		06/17/2024	06/28/2024	06/28/2024		06/28/2024	921.80
			Vendor 1859 - Simplot Grower Solutions, Simplot Partners, Simplot Totals				Invoices	1	\$921.80
Vendor 2084 - Superior Plus Energy Services Inc									
21294084	Superior Plus Propane- Propane	Paid by Check #47744		06/06/2024	06/28/2024	06/28/2024		06/28/2024	1,022.03
21378408	Superior Plus Propane- Propane	Paid by Check #47744		06/06/2024	06/28/2024	06/28/2024		06/28/2024	871.22
			Vendor 2084 - Superior Plus Energy Services Inc Totals				Invoices	2	\$1,893.25
Vendor 163 - TAG/AMS Inc.									
2831488	Random test Gonzalez Cruz	Paid by Check #47745		12/15/2023	06/28/2024	06/28/2024		06/28/2024	170.00
			Vendor 163 - TAG/AMS Inc. Totals				Invoices	1	\$170.00
Vendor 717 - TMI Research Services									
CITYOD 24-5-31	Service Month May 2024	Paid by Check #47746		05/31/2024	06/28/2024	06/28/2024		06/28/2024	420.00
			Vendor 717 - TMI Research Services Totals				Invoices	1	\$420.00
Vendor 1633 - Toyota Industries Commercial Finance, Inc.									
4004165930	toyota lease	Paid by Check #47747		06/13/2024	06/28/2024	06/28/2024		06/28/2024	950.73
			Vendor 1633 - Toyota Industries Commercial Finance, Inc. Totals				Invoices	1	\$950.73
Vendor 49 - Tulare County									
IN0216110	FY23/24-Special Events-Indep. Day Celeb- Tul.Co. Food permit fee	Paid by Check #47748		06/17/2024	06/28/2024	06/28/2024	06/24/2024	06/28/2024	472.00
			Vendor 49 - Tulare County Totals				Invoices	1	\$472.00
Vendor 1962 - UBEO Business Services									
4519992	Laserfiche renewal 07/2/24-07/1/25	Paid by Check #47749		05/23/2024	06/28/2024	06/28/2024		06/28/2024	4,750.00
			Vendor 1962 - UBEO Business Services Totals				Invoices	1	\$4,750.00
Vendor 273 - US Bank									
06/18/2024	Safe Drinking Water State Revolving Fund	Paid by EFT #3020		06/18/2024	06/24/2024	06/24/2024		06/24/2024	224,124.99
06/24/2024	2014 Successor	Paid by EFT #3019		06/24/2024	06/25/2024	06/25/2024		06/25/2024	680,750.00
			Vendor 273 - US Bank Totals				Invoices	2	\$904,874.99
Vendor 354 - Verizon Wireless									



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9964165682	Administration 04/15/24-05/14/24	Paid by Check #47752		05/14/2024	06/28/2024	06/28/2024		06/28/2024	120.85
9964165683	CM & Council 04/15/24-05/14/24	Paid by Check #47753		05/14/2024	06/28/2024	06/28/2024		06/28/2024	286.60
9966264182	PD - 05/11/2024 - 06/10/2024	Paid by Check #47750		06/10/2024	06/28/2024	06/28/2024		06/28/2024	2,159.60
	Billing Charges								
9966520467	May/June 2024	Paid by Check #47751		06/12/2024	06/28/2024	06/28/2024		06/28/2024	394.28
9966625328	Administration 05/15/24-06/14/24	Paid by Check #47752		06/14/2024	06/28/2024	06/28/2024		06/28/2024	129.14
9966625329	CM & Council 05/15/24-06/14/24	Paid by Check #47753		06/14/2024	06/28/2024	06/28/2024		06/28/2024	288.76
Vendor 354 - Verizon Wireless Totals									
						Invoices	6		\$3,379.23
Vendor 21 - Vestis Services LLC									
5031420029	FY23/24-Parks-uniform allowance/safety/op supplies-Wk of 6/12/24	Paid by Check #47754		06/12/2024	06/28/2024	06/28/2024	06/13/2024	06/28/2024	404.85
5031423276	FY23/24-Parks-uniform allowance/safety supplies-wk of 6/19/24	Paid by Check #47754		06/19/2024	06/28/2024	06/28/2024	06/20/2024	06/28/2024	120.84
Vendor 21 - Vestis Services LLC Totals									
						Invoices	2		\$525.69
Vendor 1382 - XiO, Inc.									
2022-13184	XiO monthly monitoring, FIU, Quarterly	Paid by Check #47755		06/15/2024	06/28/2024	06/28/2024		06/28/2024	2,967.00
Vendor 1382 - XiO, Inc. Totals									
						Invoices	1		\$2,967.00
Vendor Eddie Chavez									
2183.57	Refund Building Permit cancelled 2024-00000441	Paid by Check #47756		06/27/2024	06/28/2024	06/28/2024		06/28/2024	2,183.57
Vendor Eddie Chavez Totals									
						Invoices	1		\$2,183.57
Vendor Josefina Ibarra									
Josefina6/19/24	Refund of Business License fee. License #1774	Paid by Check #47757		06/19/2024	06/28/2024	06/28/2024		06/28/2024	143.30
Vendor Josefina Ibarra Totals									
						Invoices	1		\$143.30
Vendor Josefina C. Silva									
TNR2024-9	Trap & Release Program - Reimbursement	Paid by Check #47758		06/19/2024	06/28/2024	06/28/2024		06/28/2024	50.00
Vendor Josefina C. Silva Totals									
						Invoices	1		\$50.00
Grand Totals						Invoices	133		\$1,471,204.48



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 1143 - AAA Quality Services, Inc.									
00348755	FY2024-Parks-Portable restroom service-Centennial Park- June	Paid by Check #47760		06/29/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	196.36
00348756	FY2024-Parks-Portable restroom service-Nebraska Park- June	Paid by Check #47760		06/29/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	300.13
00348767	FY2024-Parks-Portable Restroom Svc.-Centennial Park - June	Paid by Check #47760		06/29/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	283.14
00348769	FY2024-Parks-Portable restroom service-Vuich Park- June	Paid by Check #47760		06/29/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	265.66
Vendor 1143 - AAA Quality Services, Inc. Totals							Invoices	4	\$1,045.29
Vendor 263 - Advantek Benefit Administrators									
6/07/24 Funding	FY 23/24 6/07/24 Funding	Paid by Check #47761		06/07/2024	07/05/2024	07/05/2024		07/05/2024	28,967.67
6/28/24 Funding	FY 23/24 6/28/24 Funding	Paid by Check #47761		06/28/2024	07/05/2024	07/05/2024		07/05/2024	8,066.71
Vendor 263 - Advantek Benefit Administrators Totals							Invoices	2	\$37,034.38
Vendor 620 - Lizet Aldaz									
EAR062024	PD - Educational Assistance Reimbursement	Paid by Check #47762		06/30/2024	07/05/2024	07/05/2024		07/05/2024	207.60
Vendor 620 - Lizet Aldaz Totals							Invoices	1	\$207.60
Vendor 2096 - Appliance World Plus									
07/01/2024	Maintenance & repair to Ridge Creek walk in cooler	Paid by Check #47759		07/01/2024	07/01/2024	07/01/2024		07/01/2024	750.00
Vendor 2096 - Appliance World Plus Totals							Invoices	1	\$750.00
Vendor 17 - AT&T									
9391054736 06/24	PD - 05/20/2024 - 06/19/2024 Billing Charges	Paid by Check #47763		06/20/2024	07/05/2024	07/05/2024		07/05/2024	131.37
Vendor 17 - AT&T Totals							Invoices	1	\$131.37
Vendor 65 - Banner Pest Control									
216187	PD - Removal of Pigeons Downtown	Paid by Check #47764		06/04/2024	07/05/2024	07/05/2024		07/05/2024	75.00
216421	PD - Removal of Pigeons Downtown	Paid by Check #47764		06/18/2024	07/05/2024	07/05/2024		07/05/2024	75.00
Vendor 65 - Banner Pest Control Totals							Invoices	2	\$150.00
Vendor 1869 - Bass Mechanics Car Audio									
#REC011	FY2024-Sports-2024 baseball/softball All-Stars jerseys	Paid by Check #47765		06/17/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	464.00
#REC012	FY2024-Youth Services- ASP staff shirts	Paid by Check #47765		06/27/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	900.00
Vendor 1869 - Bass Mechanics Car Audio Totals							Invoices	2	\$1,364.00
Vendor 116 - BSK Associates									
AH14486	bsk well #18 FY 23/24	Paid by Check #47766		06/18/2024	07/05/2024	07/05/2024		07/05/2024	55.00
Vendor 116 - BSK Associates Totals							Invoices	1	\$55.00
Vendor 1668 - Caddyshack Rodent Service, LLC									
6570	caddy rodent control FY 23/24	Paid by Check #47767		06/19/2024	07/05/2024	07/05/2024		07/05/2024	942.50
Vendor 1668 - Caddyshack Rodent Service, LLC Totals							Invoices	1	\$942.50



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 333 - Cintas Corporation No. 2									
4194898657	Contractual	Paid by Check #47768		06/05/2024	07/05/2024	07/05/2024		07/05/2024	51.22
4194898717	Contractual	Paid by Check #47768		06/05/2024	07/05/2024	07/05/2024		07/05/2024	141.99
4194898754	Contractual	Paid by Check #47768		06/05/2024	07/05/2024	07/05/2024		07/05/2024	310.54
4194899002	Contractual	Paid by Check #47768		06/05/2024	07/05/2024	07/05/2024		07/05/2024	343.20
4195089468	Contractual	Paid by Check #47768		06/06/2024	07/05/2024	07/05/2024		07/05/2024	178.66
4195089504	Contractual	Paid by Check #47768		06/06/2024	07/05/2024	07/05/2024		07/05/2024	128.06
4195089621	Contractual	Paid by Check #47768		06/06/2024	07/05/2024	07/05/2024		07/05/2024	1,111.77
4195571941	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	112.32
4195571943	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	30.62
4195571946	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	333.67
4195571960	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	220.99
4195572012	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	148.65
4195572112	Contractual	Paid by Check #47768		06/12/2024	07/05/2024	07/05/2024		07/05/2024	234.97
4195790575	Contractual	Paid by Check #47768		06/13/2024	07/05/2024	07/05/2024		07/05/2024	128.06
4195790592	Contractual	Paid by Check #47768		06/13/2024	07/05/2024	07/05/2024		07/05/2024	178.66
4195790816	Contractual	Paid by Check #47768		06/13/2024	07/05/2024	07/05/2024		07/05/2024	1,704.22
1904935073	Contractual	Paid by Check #47768		06/17/2024	07/05/2024	07/05/2024		07/05/2024	520.80
4196293798	Contractual	Paid by Check #47768		06/19/2024	07/05/2024	07/05/2024		07/05/2024	51.22
4196293808	Contractual	Paid by Check #47768		06/19/2024	07/05/2024	07/05/2024		07/05/2024	310.54
4196293837	Contractual	Paid by Check #47768		06/19/2024	07/05/2024	07/05/2024		07/05/2024	112.32
4196293946	Contractual	Paid by Check #47768		06/19/2024	07/05/2024	07/05/2024		07/05/2024	234.97
4196494499	Contractual	Paid by Check #47768		06/20/2024	07/05/2024	07/05/2024		07/05/2024	128.06
4196494541	Contractual	Paid by Check #47768		06/20/2024	07/05/2024	07/05/2024		07/05/2024	178.66
5217438312	FY 23/24 Parks supplies	Paid by Check #47769		06/24/2024	07/05/2024	07/05/2024		07/05/2024	17.60
1904940950	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	195.30
1904940953	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	195.30
4197073121	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	30.62
4197073171	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	333.67
4197073188	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	148.65
4197073236	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	112.99
4197073242	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	276.36
4197073410	Contractual	Paid by Check #47768		06/26/2024	07/05/2024	07/05/2024		07/05/2024	235.19
4197182690	Contractual	Paid by Check #47768		06/27/2024	07/05/2024	07/05/2024		07/05/2024	128.06
4197182748	Contractual	Paid by Check #47768		06/27/2024	07/05/2024	07/05/2024		07/05/2024	179.10
4197183353	Contractual	Paid by Check #47768		06/27/2024	07/05/2024	07/05/2024		07/05/2024	834.53
4196494843	Contractual	Paid by Check #47768		07/01/2024	07/05/2024	07/05/2024		07/05/2024	955.59
Vendor 333 - Cintas Corporation No. 2 Totals							Invoices	36	\$10,537.13
Vendor 1419 - Collins & Schoettler Planning Consultant, Inc.									
000061	Collins city planning services FY 23/24	Paid by Check #47770		06/11/2024	07/05/2024	07/05/2024		07/05/2024	11,225.00
Vendor 1419 - Collins & Schoettler Planning Consultant, Inc. Totals							Invoices	1	\$11,225.00



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 1992 - Melvin R Cox									
200077	FY 2024- Mel Cox shopping cart retrieval June 2024	Paid by Check #47771		07/01/2024	07/05/2024	07/05/2024		07/05/2024	285.00
			Vendor 1992 - Melvin R Cox Totals			Invoices	1		\$285.00
Vendor 2082 - Debtbook									
DB2005280	Lease and SBITA Management & Premium Implementation	Paid by Check #47772		07/01/2024	07/05/2024	07/05/2024		07/05/2024	10,000.00
			Vendor 2082 - Debtbook Totals			Invoices	1		\$10,000.00
Vendor 77 - Department of Justice									
743964	PD - Blood Alcohol Analysis / May 2024	Paid by Check #47773		06/07/2024	07/05/2024	07/05/2024		07/05/2024	70.00
			Vendor 77 - Department of Justice Totals			Invoices	1		\$70.00
Vendor 552 - Dragnet Pest Control									
1283-07-2024	FY2024-Senior Center-Pest control services - June 2024	Paid by Check #47774		06/28/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	68.00
			Vendor 552 - Dragnet Pest Control Totals			Invoices	1		\$68.00
Vendor 309 - Elbert Distributing									
24115110	elbert distributing inventory FY 23/24	Paid by Check #47775		06/21/2024	07/05/2024	07/05/2024		07/05/2024	109.17
			Vendor 309 - Elbert Distributing Totals			Invoices	1		\$109.17
Vendor 36 - Ewing Irrigation Products									
22629855	FY2024-Parks-Irrigation supplies/parts-Repair/Maint.	Paid by Check #47776		06/18/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	208.85
22729607	FY2024-Parks-Irrigation supplies/parts-Repair/Maint.	Paid by Check #47776		06/27/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	418.57
22729776	FY2024-Parks-Irrigation supplies/parts-Repair/Maint.	Paid by Check #47776		06/27/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	(58.52)
			Vendor 36 - Ewing Irrigation Products Totals			Invoices	3		\$568.90
Vendor 252 - Geil Enterprises, Inc.									
448471	geil Quartey service FY 24/25	Paid by Check #47777		07/01/2024	07/05/2024	07/05/2024		07/05/2024	333.00
448591	geil Quartey service FY 24/25	Paid by Check #47777		07/01/2024	07/05/2024	07/05/2024		07/05/2024	222.00
448592	geil Quartey service FY 24/25	Paid by Check #47777		07/01/2024	07/05/2024	07/05/2024		07/05/2024	309.00
448609	PD - Jul - Sep 2024 Quarterly Service	Paid by Check #47777		07/01/2024	07/05/2024	07/05/2024		07/05/2024	102.00
			Vendor 252 - Geil Enterprises, Inc. Totals			Invoices	4		\$966.00
Vendor 1955 - Goldstreet Design Agency, Inc									
3247	FY 2024- Goldstreet water quality report	Paid by Check #47778		06/20/2024	07/05/2024	07/05/2024		07/05/2024	1,625.00
			Vendor 1955 - Goldstreet Design Agency, Inc Totals			Invoices	1		\$1,625.00
Vendor 1841 - Hamner, Jewell & Associates									
203731	hamner jewell McKinley Ave. FY 23/24	Paid by Check #47779		06/17/2024	07/05/2024	07/05/2024		07/05/2024	206.67
			Vendor 1841 - Hamner, Jewell & Associates Totals			Invoices	1		\$206.67
Vendor 1721 - Image 2000 Fresno									



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696435	PD - Copiers Maintenance	Paid by Check #47780		06/20/2024	07/05/2024	07/05/2024		07/05/2024	490.35
		Vendor 1721 - Image 2000 Fresno Totals				Invoices	1		\$490.35
Vendor 208 - Interwest Consulting Group Inc.									
313421	interest rev 1 of Ti remodel of McDonalds FY 23/24	Paid by Check #47781		03/08/2024	07/05/2024	07/05/2024		07/05/2024	227.13
		Vendor 208 - Interwest Consulting Group Inc. Totals				Invoices	1		\$227.13
Vendor 213 - Javelina Trading Company									
2406007	javelina cordless tool kit FY 24/25	Paid by Check #47782		07/01/2024	07/05/2024	07/05/2024		07/05/2024	3,559.68
		Vendor 213 - Javelina Trading Company Totals				Invoices	1		\$3,559.68
Vendor 5 - Jorgensen & Co.									
6138010	FY2024-Senior Center-Safety-Fire extinguisher semi annual srv.	Paid by Check #47783		06/26/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	227.13
		Vendor 5 - Jorgensen & Co. Totals				Invoices	1		\$227.13
Vendor 1917 - Kimball Midwest									
102365734	kimball supplies FY 23/24	Paid by Check #47784		06/28/2024	07/05/2024	07/05/2024		07/05/2024	371.04
		Vendor 1917 - Kimball Midwest Totals				Invoices	1		\$371.04
Vendor 1403 - Kings Industrial Occupational Medical Center, Inc.									
235337	FY 23/24 Service Month April 2024	Paid by Check #47785		05/06/2024	07/05/2024	07/05/2024		07/05/2024	425.00
		Vendor 1403 - Kings Industrial Occupational Medical Center, Inc. Totals				Invoices	1		\$425.00
Vendor 89 - Liebert Cassidy Whitmore									
7/01/24-6/30/25	DI030-10000 Membership 7/01/24-6/30/25	Paid by Check #47786		07/01/2024	07/05/2024	07/05/2024		07/05/2024	3,065.00
		Vendor 89 - Liebert Cassidy Whitmore Totals				Invoices	1		\$3,065.00
Vendor 1723 - Matson Alarm Co, Inc.									
4876220	Fire & Security Monitoring -405 E El Monte Way 07/01/24-07/31/24	Paid by Check #47787		07/01/2024	07/05/2024	07/05/2024		07/05/2024	118.00
		Vendor 1723 - Matson Alarm Co, Inc. Totals				Invoices	1		\$118.00
Vendor 1913 - Metro Uniform & Accessories									
281304	PD - PD Volunteer Uniform - Aaron Gomes	Paid by Check #47788		06/07/2024	07/05/2024	07/05/2024		07/05/2024	150.76
281461	PD - PD Volunteer Uniform - Arcenia Villegas	Paid by Check #47788		06/11/2024	07/05/2024	07/05/2024		07/05/2024	109.11
281798	PD - PD Volunteer Uniform - Mike Smith	Paid by Check #47788		06/18/2024	07/05/2024	07/05/2024		07/05/2024	59.43
		Vendor 1913 - Metro Uniform & Accessories Totals				Invoices	3		\$319.30
Vendor 1931 - MissionSquare Plan Services									
2025-00000007	30 - 457 - Employee MissionSquare \$*	Paid by EFT #3023		07/03/2024	07/03/2024	07/03/2024		07/03/2024	2,880.17
		Vendor 1931 - MissionSquare Plan Services Totals				Invoices	1		\$2,880.17
Vendor 22 - Moore Twining Associates Inc.									
4141495	moore industrial FY 23/24	Paid by Check #47789		06/19/2024	07/05/2024	07/05/2024		07/05/2024	88.00
4141555	moore in-house FY 23/24	Paid by Check #47789		06/21/2024	07/05/2024	07/05/2024		07/05/2024	336.00
4141727	moore industrial FY 23/24	Paid by Check #47789		06/25/2024	07/05/2024	07/05/2024		07/05/2024	88.00



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4141728	moore industrial FY 23/24	Paid by Check #47789		06/25/2024	07/05/2024	07/05/2024		07/05/2024	86.00
4141788	moore industrial FY 23/24	Paid by Check #47789		06/27/2024	07/05/2024	07/05/2024		07/05/2024	88.00
		Vendor 22 - Moore Twining Associates Inc. Totals				Invoices	5		\$686.00
Vendor 88 - Municipal Maintenance Equipment Inc.									
023905	mme U-04 FY 23/24	Paid by Check #47790		06/26/2024	07/05/2024	07/05/2024		07/05/2024	897.70
		Vendor 88 - Municipal Maintenance Equipment Inc. Totals				Invoices	1		\$897.70
Vendor 899 - NBS									
202406-2318	Professional Services 07/01/2024-09/30/2024 CFD-2018-1	Paid by Check #47791		06/20/2024	07/05/2024	07/05/2024		07/05/2024	4,731.40
202406-2331	Professional Services 07/01/2024-09/30/2024 Assessments Fee	Paid by Check #47791		06/20/2024	07/05/2024	07/05/2024		07/05/2024	7,777.28
		Vendor 899 - NBS Totals				Invoices	2		\$12,508.68
Vendor 142 - Office Depot BSD									
370896385001	FY2024-Senior Center-Office/operating supplies	Paid by Check #47792		06/07/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	115.59
370894851001	FY2024-Senior Center-Office/operating supplies	Paid by Check #47792		06/09/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	25.54
370869076001	PD - Supplies	Paid by Check #47792		06/11/2024	07/05/2024	07/05/2024		07/05/2024	362.30
370922695001	PD - Supplies	Paid by Check #47792		06/11/2024	07/05/2024	07/05/2024		07/05/2024	35.47
		Vendor 142 - Office Depot BSD Totals				Invoices	4		\$538.90
Vendor 76 - Pacific Gas & Electric									
50086645V2	PG&E Kamm and Alta Roundabout FY 23/24	Paid by Check #47793		06/28/2024	07/05/2024	07/05/2024		07/05/2024	269,570.29
		Vendor 76 - Pacific Gas & Electric Totals				Invoices	1		\$269,570.29
Vendor 7 - Pena's Disposal Services									
822728	FY2024-Parks-Yard waste disposal-Rose Ann Vuich Park	Paid by Check #47794		06/24/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	701.08
822735	penas sweeper,disp. fee, contractual. FY 23/24	Paid by Check #47794		06/24/2024	07/05/2024	07/05/2024		07/05/2024	1,889.24
		Vendor 7 - Pena's Disposal Services Totals				Invoices	2		\$2,590.32
Vendor 2097 - Pneu-Dart, Inc.									
389634	PD - Supplies / ACO Grant	Paid by Check #47795		06/25/2024	07/05/2024	07/05/2024		07/05/2024	1,827.06
389635	PD - Supplies / ACO Grant	Paid by Check #47795		06/25/2024	07/05/2024	07/05/2024		07/05/2024	392.68
389636	PD - Supplies / ACO Grant	Paid by Check #47795		06/25/2024	07/05/2024	07/05/2024		07/05/2024	41.71
		Vendor 2097 - Pneu-Dart, Inc. Totals				Invoices	3		\$2,261.45
Vendor 1906 - Benjamin Prado									
Reimb 6/21/24	FY 23/24 Reimb luggage fee	Paid by Check #47796		06/21/2024	07/05/2024	07/05/2024		07/05/2024	75.00
		Vendor 1906 - Benjamin Prado Totals				Invoices	1		\$75.00
Vendor 2093 - Print Theory									
7534	FY2024-Sportsplex-Uniform-Sportsplex staff shirts	Paid by Check #47797		05/16/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	777.57
7744	FY2024-Multiple divisions-Uniform/safety staff hats	Paid by Check #47797		06/27/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	604.84
		Vendor 2093 - Print Theory Totals				Invoices	2		\$1,382.41



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 275 - Proforce Marketing Inc.									
551980	PD - Range/Armory Supplies - 3 SIG	Paid by Check #47798		06/24/2024	07/05/2024	07/05/2024		07/05/2024	2,180.81
Vendor 275 - Proforce Marketing Inc. Totals							Invoices	1	\$2,180.81
Vendor 688 - Rogelio Ramirez									
June 2024	FY 23/24 Anthem Reimb 6/01/2024-6/30/2024	Paid by Check #47799		07/01/2024	07/05/2024	07/05/2024		07/05/2024	359.59
Vendor 688 - Rogelio Ramirez Totals							Invoices	1	\$359.59
Vendor 38 - Reedley Irrigation System									
RIS-POS02-58181	FY2024-Parks-Irrigation supplies/parts-Repair/Maint.- Viscaya	Paid by Check #47800		06/26/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	276.34
RIS-POS02-58197	FY2024-Parks-Irrigation supplies/parts-Repair/Maint.	Paid by Check #47800		06/27/2024	07/05/2024	07/05/2024	07/01/2024	07/05/2024	30.79
Vendor 38 - Reedley Irrigation System Totals							Invoices	2	\$307.13
Vendor 349 - RES COM Pest Control									
2232181	PD - Dog Kennels Pest Control	Paid by Check #47801		06/26/2024	07/05/2024	07/05/2024		07/05/2024	48.00
Vendor 349 - RES COM Pest Control Totals							Invoices	1	\$48.00
Vendor 1677 - Rodeo Wild West									
180655	rodeo Alex 2nd pair of boots FY 23/24	Paid by Check #47802		06/24/2024	07/05/2024	07/05/2024		07/05/2024	150.00
Vendor 1677 - Rodeo Wild West Totals							Invoices	1	\$150.00
Vendor 2004 - SCA of CA, LLC									
2024-005388	FY 2024-SCA Street Sweeping for June 2024	Paid by Check #47803		06/01/2024	07/05/2024	07/05/2024		07/05/2024	15,646.13
Vendor 2004 - SCA of CA, LLC Totals							Invoices	1	\$15,646.13
Vendor 42 - Scout Specialties									
177122	scout specialties wastewater FY 23/24	Paid by Check #47804		06/18/2024	07/05/2024	07/05/2024		07/05/2024	44.82
Vendor 42 - Scout Specialties Totals							Invoices	1	\$44.82
Vendor 46 - Self Help Enterprises									
BA24- April 2023	FY 2024- BA24 CDBG-CV2BA APRIL 1-31 2023	Paid by Check #47805		02/23/2024	07/05/2024	07/05/2024		07/05/2024	380.80
DIN21HB 6/24/24	FY 2024- GENERAL ADMIN/ ACTIVITY DELIVERY HB- MARCH/MAY 2024	Paid by Check #47805		06/24/2024	07/05/2024	07/05/2024		07/05/2024	4,648.26
DIN21RE 6/24/24	FY 2024- GENERAL ADMIN/ ACTIVITY DELIVERY REHAB- MAY 2024	Paid by Check #47805		06/24/2024	07/05/2024	07/05/2024		07/05/2024	4,286.15
DIN21SL 6/24/24	FY 2024- Activity delivery: sewer lateral May 2024	Paid by Check #47805		06/24/2024	07/05/2024	07/05/2024		07/05/2024	203.64
Vendor 46 - Self Help Enterprises Totals							Invoices	4	\$9,518.85
Vendor 61 - Silvas Oil Company Inc.									
623553	silvas oil dyed diesel fuel FY 23/24	Paid by Check #47806		06/26/2024	07/05/2024	07/05/2024		07/05/2024	1,985.55



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor 61 - Silvas Oil Company Inc. Totals						Invoices	1		\$1,985.55
Vendor 431 - Sparkletts									
5080520 062024	PD - Water Coolers Service	Paid by Check #47807		06/20/2024	07/05/2024	07/05/2024		07/05/2024	197.24
Vendor 431 - Sparkletts Totals						Invoices	1		\$197.24
Vendor 2084 - Superior Plus Energy Services Inc									
21619226	FY 2024 - Kamps Propane	Paid by Check #47808		06/24/2024	07/05/2024	07/05/2024		07/05/2024	3,097.82
Vendor 2084 - Superior Plus Energy Services Inc Totals						Invoices	1		\$3,097.82
Vendor 311 - Top Dog Training Center									
1843	PD - K9 Maintenance Training / Zeus	Paid by Check #47809		06/22/2024	07/05/2024	07/05/2024		07/05/2024	90.00
Vendor 311 - Top Dog Training Center Totals						Invoices	1		\$90.00
Vendor 329 - Townsend Public Affairs									
21830	CONSULTING JULY 2024	Paid by Check #47810		07/01/2024	07/05/2024	07/05/2024		07/05/2024	6,000.00
Vendor 329 - Townsend Public Affairs Totals						Invoices	1		\$6,000.00
Vendor 1633 - Toyota Industries Commercial Finance, Inc.									
4004174479	FY 2024- Toyota polaris lease	Paid by Check #47811		06/26/2024	07/05/2024	07/05/2024		07/05/2024	310.41
Vendor 1633 - Toyota Industries Commercial Finance, Inc. Totals						Invoices	1		\$310.41
Vendor 49 - Tulare County									
24569	PD - TR-130 / Notice to Appear Citation Prints	Paid by Check #47814		06/20/2024	07/05/2024	07/05/2024		07/05/2024	907.47
IN0216442	FY2024-Special Events-Indep. Day food vendor permit fees	Paid by Check #47812		06/27/2024	07/05/2024	07/05/2024	06/28/2024	07/05/2024	1,085.00
20723	PD - 3" Badge Stickers	Paid by Check #47813		06/28/2024	07/05/2024	07/05/2024		07/05/2024	949.38
Vendor 49 - Tulare County Totals						Invoices	3		\$2,941.85
Vendor 273 - US Bank									
8693601312426	FY2024-Parks-CNG vehicle fuel-June 2024	Paid by Check #47815		06/24/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	306.71
532302130	FY 23/24 & FY 24/25 Copier Lease 06/20/2024 - 07/20/2024	Paid by Check #47816		06/26/2024	07/05/2024	07/05/2024		07/05/2024	3,903.91
Vendor 273 - US Bank Totals						Invoices	2		\$4,210.62
Vendor 1682 - USA Shade & Fabric Structures									
90709-1	Shade Structure Viscaya Park FY 23/24	Paid by Check #47817		06/30/2024	07/05/2024	07/05/2024		07/05/2024	13,880.76
Vendor 1682 - USA Shade & Fabric Structures Totals						Invoices	1		\$13,880.76
Vendor 1434 - Vast Networks									
55541	07/01/2024-07/31/2024 Internet	Paid by Check #47818		07/01/2024	07/05/2024	07/05/2024		07/05/2024	4,625.76
Vendor 1434 - Vast Networks Totals						Invoices	1		\$4,625.76
Vendor 354 - Verizon Wireless									
9966625325	verizon admin FY 23/24	Paid by Check #47819		06/14/2024	07/05/2024	07/05/2024		07/05/2024	339.77
9966625326	FY2024-Multiple divisions-cell phone service fees	Paid by Check #47820		06/14/2024	07/05/2024	07/05/2024	06/26/2024	07/05/2024	1,123.40
Vendor 354 - Verizon Wireless Totals						Invoices	2		\$1,463.17
Vendor 21 - Vestis Services LLC									



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
5031426458	FY2024-Parks-Staff uniforms/safety supplies	Paid by Check #47821		06/26/2024	07/05/2024	07/05/2024	06/27/2024	07/05/2024	112.85
		Vendor	21 - Vestis Services LLC	Totals		Invoices	1		\$112.85
Vendor	2094 - Victory Outreach of Selma								
001	FY2024-Special Events-Indep. Day-support staff parking/cleanup	Paid by Check #47822		06/27/2024	07/05/2024	07/05/2024	06/27/2024	07/05/2024	768.00
		Vendor	2094 - Victory Outreach of Selma	Totals		Invoices	1		\$768.00
Vendor	2062 - W & E Electric								
2406063	w & e Dinuba waste water FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	395.69
2406064	W & E ROOSEVELT REC. CENTER FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	991.79
2406065	w & e Dinuba waste water FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	225.00
2406066	w & e Dinuba waste water FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	150.00
2406067	w & e Dinuba waste water FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	615.03
2406099	w & e Dinuba waste water FY 23/24	Paid by Check #47823		06/21/2024	07/05/2024	07/05/2024		07/05/2024	225.00
		Vendor	2062 - W & E Electric	Totals		Invoices	6		\$2,602.51
Vendor	962 - Willdan Financial Services								
00339269	willdan building plan checks FY 23/24	Paid by Check #47824		06/28/2024	07/05/2024	07/05/2024		07/05/2024	4,320.00
		Vendor	962 - Willdan Financial Services	Totals		Invoices	1		\$4,320.00
Vendor	1382 - XiO, Inc.								
20124500	xio pressure monitoring FY 23/24	Paid by Check #47825		06/25/2024	07/05/2024	07/05/2024		07/05/2024	956.02
		Vendor	1382 - XiO, Inc.	Totals		Invoices	1		\$956.02
Vendor	Kimberly Lopez								
Rfnd-BB24-Lopez	FY2024-Sports-Refund-2024 soccer season parent shirt order	Paid by Check #47826		06/27/2024	07/05/2024	07/05/2024	06/27/2024	07/05/2024	30.00
		Vendor	Kimberly Lopez	Totals		Invoices	1		\$30.00
Vendor	Karina Reyes								
RFND-BB24-Reyes	FY2024-Sports-Refund-2024 youth soccer reg. refund-Sophia Reyes	Paid by Check #47827		06/27/2024	07/05/2024	07/05/2024	06/24/2024	07/05/2024	42.00
		Vendor	Karina Reyes	Totals		Invoices	1		\$42.00
Vendor	William J. Rudy								
TNR2024-10	Trap & Release Program - Reimbursement - FY2024	Paid by Check #47828		06/27/2024	07/05/2024	07/05/2024		07/05/2024	150.00
		Vendor	William J. Rudy	Totals		Invoices	1		\$150.00
Vendor	William J. Rudy								



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Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
TNR2024-11	Trap & Release Program - Reimbursement - FY2024	Paid by Check #47829		06/27/2024	07/05/2024	07/05/2024		07/05/2024	50.00
			Vendor	William J. Rudy Totals		Invoices	1		\$50.00
				Grand Totals		Invoices	140		\$455,624.45



City Council Staff Report

Department: ENGINEER/PLANNING

July 9, 2024

To: Mayor and City Council

From: Jason Watts, City Engineer

Subject: Future Roundabout Project Discussion (JW)

RECOMMENDATION

Council receive presentation on roundabouts eligible for grant funding and provide direction on prioritization.

EXECUTIVE SUMMARY

On June 20th, the City of Dinuba was notified of the upcoming HSIP (Highway Safety Improvement Program) Cycle 12 grant opportunity. Cycle 12 currently has \$300 million dollars available. Of the \$300 million dollars, \$252 million is available for roundabouts that meet or exceed the BCR (Benefit Cost Ratio) requirements. Staff recommends applying for funding for the El Monte/Perry Roundabout.

OUTSTANDING ISSUES

None

DISCUSSION

The City's Roundabout Feasibility Study (Attachment 'A') was prepared by 4-Creeks Inc. at the direction of City Staff and in coordination with TJKM. The study is intended to serve as a planning-level study to guide the development of roundabout designs at these intersections and be used to apply for future grant funding opportunities.

It is important to prioritize the roundabout projects that will provide the greatest community benefit. As discussed previously on October 25th, 2023, a major way to help prioritize projects is identifying which roundabout locations reduce the chance of injury or fatality in the event of a collision which is the most beneficial to public safety. Using the collision history gathered by 4-Creeks, the data would show to prioritize the

proposed roundabout projects in the following order.

1. El Monte Way (Avenue 416) & Road 56 - Design nearing completion and CMAQ (Congestion Mitigation and Air Quality) construction funding requested from TCAG earlier this year.
2. El Monte Way (Avenue 416) and Perry Avenue - Not included in Roundabout Feasibility Report, but included in the future El Monte Widening Avenue plan from Alta Avenue to Crawford Avenue.
3. Alta Avenue (Road 80) & Avenue 400
4. El Monte Way (Avenue 416) & Road 92
5. Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424) -Complete
6. Alta Avenue (Road 80) & Kamm Avenue (Avenue 408) - Planning to open September 7th

Due to the success of Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424) roundabout, TCAG has allocated funding for an additional two roundabouts: El Monte Way (Avenue 416) and Road 56 and Alta Avenue and Kamm Avenue.

Currently, El Monte Way (Avenue 416) and Perry Avenue is an odd intersection based upon the existing layout and receives traffic congestion during peak hours. In order to help reduce congestion, reduce speeds on El Monte Way, and to eliminate old traffic signal equipment for less maintenance in the future, staff believes this is a critical location to implement a roundabout. Since the City has already requested funding for the El Monte Way (Avenue 416) and Road 56 Roundabout through TCAG for CMAQ funding, staff recommends applying for federal funds for the El Monte Way (Avenue 416) and Perry Avenue Roundabout through the HSIP grant opportunity that is currently due September 7th, 2024.

FISCAL IMPACT

Selecting the next roundabout to request grant funding for has no fiscal impact. If awarded, typically HSIP funding requires a 10% local funding match which will be a fiscal impact and will be addressed in future fiscal budgets.

PUBLIC HEARING

None

ATTACHMENTS:

A. City of Dinuba Roundabout Feasibility Study

Final City of Dinuba Roundabout Feasibility Study

September 2020



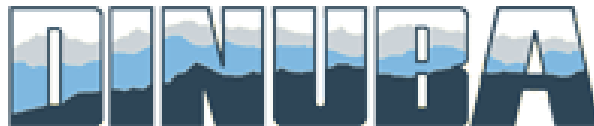
Consultant:



324 S. Santa Fe, Suite A
Visalia, CA 93291
(559) 802-3052

Submitted to City of Dinuba

City of



405 E El Monte Way
Dinuba, CA 93618
(559) 591-5900

Acknowledgments

City of Dinuba

Public Works Department

- Ismael Hernandez, Public Works Director

Consultant Team:

4-Creeks, Inc.

- David Duda, AICP, Project Manager
- Molly McDonnel, Associate Planner
- Kyle McDonald, PE, Civil Engineer
- Kevin Clow, EIT, Assistant Engineering Designer

Subconsultants:

TJKM

- Atul Patel, TE, PTOE
- Rutvij Patel, Project Manager

Yamabe & Horn Engineering, Inc.

- Jason Watts, PE, Civil Engineer

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1. Introduction

Purpose and Objectives of Study

The City of Dinuba Roundabout Feasibility Study has been prepared by 4-Creeks Inc. at the direction of the City of Dinuba and in coordination with TJKM. This study was completed in accordance with tasks identified in the 1/28/2020 proposal, and within the scope of work agreed to by the City of Dinuba and by 4-Creeks, Inc. planning/engineering consultant.

The purpose of this study is to assess the feasibility of roundabout intersections at five key locations that serve as access points to the City of Dinuba and to present roundabout design concepts for these intersections. The study will provide information on the existing conditions of these areas, review the current literature to provide an understanding of the principles involved in roundabout design, and propose design concepts for the five intersections involved in this study. The study will also identify possible funding opportunities, constraints, and estimate project costs to promote implementation of the proposed roundabouts.

This feasibility study includes the completion of the following professional services:

1. Description of existing conditions
2. Conceptual designs of each intersection with proposed roundabout (TJKM)
3. Summary of challenges and solutions with each alternative
4. Discussion of right of way or easements needed
5. Discussion of effects on the sounding property owners
6. Discussion of effects on environmental, historic, and culturally sensitive areas (work with City Planner)
7. List of potential permits required to facilitate each alternative
8. CEQA compliance and environmental determination based on coordination with City Contract Planner
9. List of Potential funding sources

Location of Project

As shown in Figure 1-1, the City of Dinuba is located in the north-western portion of Tulare County, approximately 12 miles north of the City of Visalia. The study area involves five intersections that serve as entrances into the City. Three of the proposed roundabout locations are located within City of Dinuba city limits, one is located within the City's Sphere of Influence (SOI) and one is located in unincorporated Tulare County. The proposed roundabout locations are listed below and shown in Figure 1-2.

- W. El Monte & Road 56
- E. El Monte & Road 92
- N. Alta & Nebraska Avenue
- S. Alta & Kamm Avenue
- S. Alta & Avenue 400

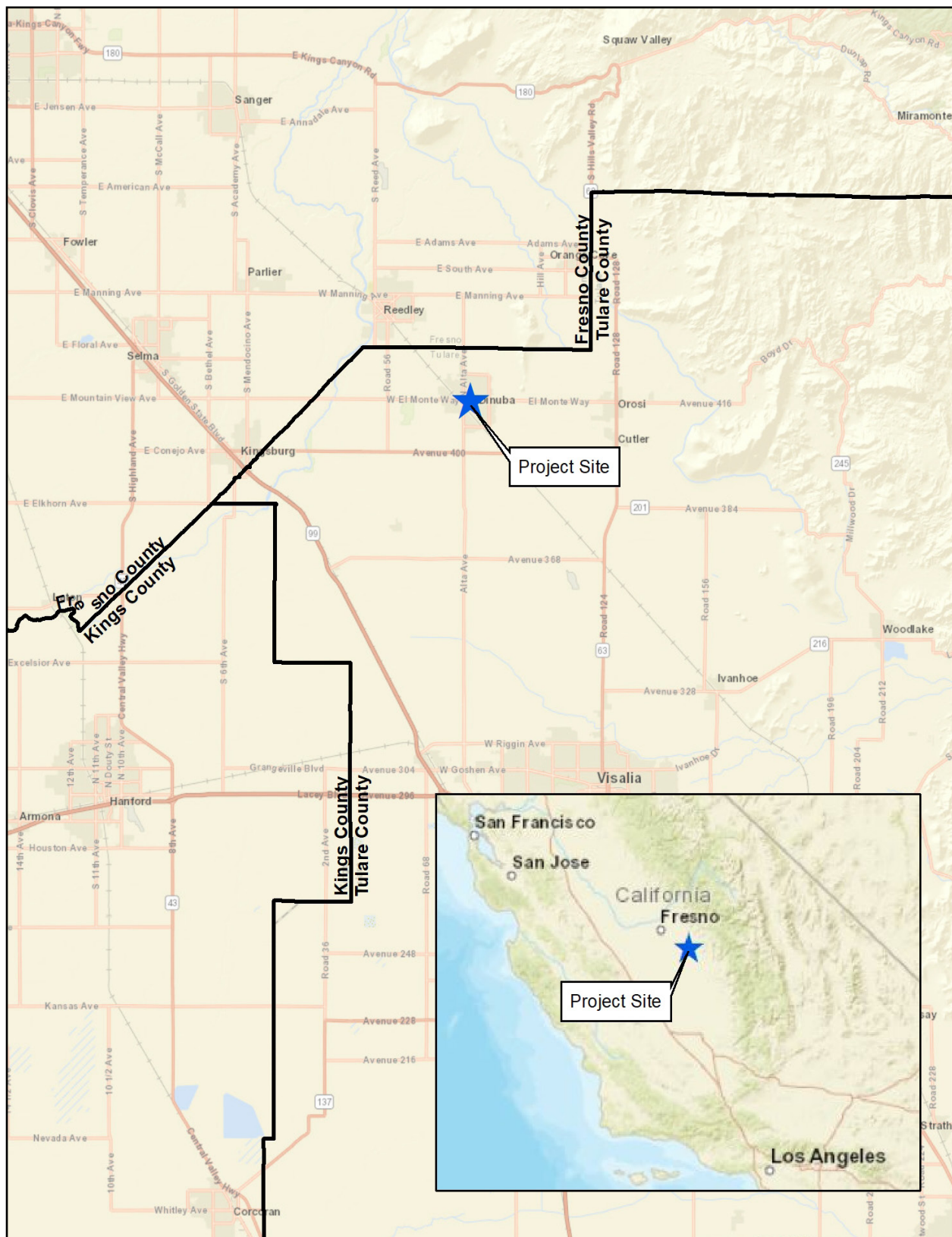


Figure 1-1. City of Dinuba regional location map.

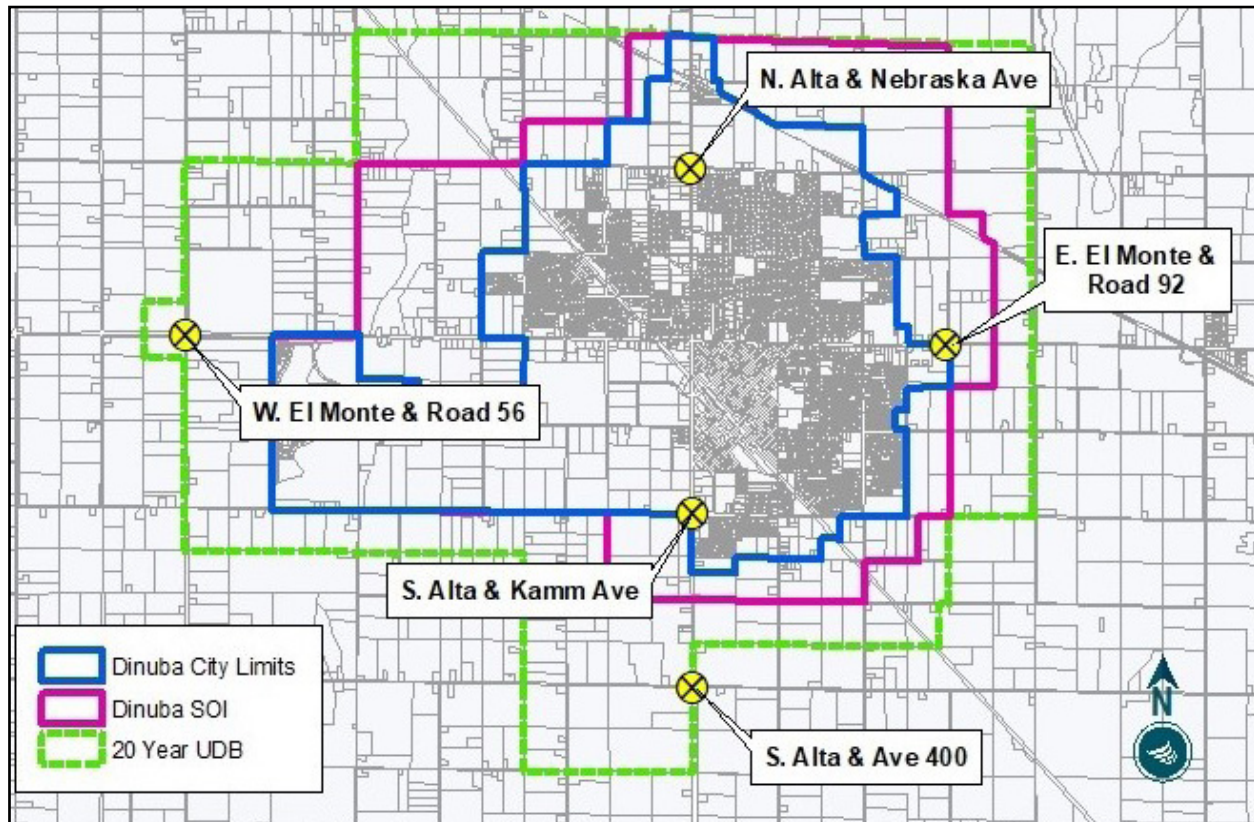


Figure 1-2. Proposed roundabout locations.



Figure 1-3. W. El Monte & Road 56, looking south.
Source: Google Earth 2019



Figure 1-4. E. El Monte & Road 92, looking west.
Source: Google Earth 2019



Figure 1-5. N. Alta & Nebraska Ave, looking south.
Source: Google Earth 2019



Figure 1-6. S. Alta & Kamm Ave, looking north.
Source: Google Earth 2019

Physical and Demographic Context

Diversity

According to the U.S. Census Bureau Population Estimates Program, the City of Dinuba has a population of approximately 24,316 as of July 2018. Of that population, 86.9% is Hispanic or Latino, 10.0% is White, 2.3% is Asian, 0.5% is Native American, and 0.4% is Black or African American. 66% of residents speak Spanish at home. Of the approximately 16,000 Spanish speakers, approximately 39% reported speaking English less than “very well.”

Economy

The medium household income in the City of Dinuba is \$42,145, which falls below the medium income of California and the United States (\$67,739 and \$57,617, respectively). Agriculture, Forestry, Fishing and Hunting are the primary driver of economic activity in Tulare County, and employ approximately 19.6 times more individuals than what is expected for a county this size.

Age

The median age of all residents of the City of Dinuba is 27.3 years. 35% of all residents are under the age of 18, which is a high percentage when compared to California’s overall average of 22.9%. A graph showing the age distribution of Dinuba residents is shown in Figure 1-8.

Future Growth

The City of Dinuba is projected to grow to more than 34,000 residents by 2026. The City’s General Plan identifies a 3% annual growth rate for the City. Future growth is planned for the west and southern areas of town. This growth is expected to lead to an increase in traffic volumes in and around the City of Dinuba.

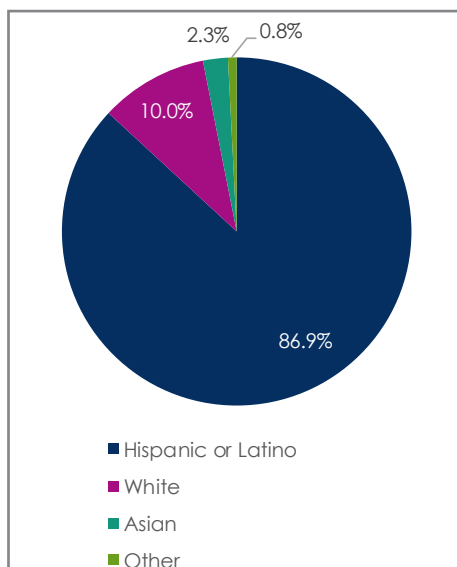


Figure 1-7. Cultural makeup of the City of Dinuba. Sources: U.S. Census Bureau

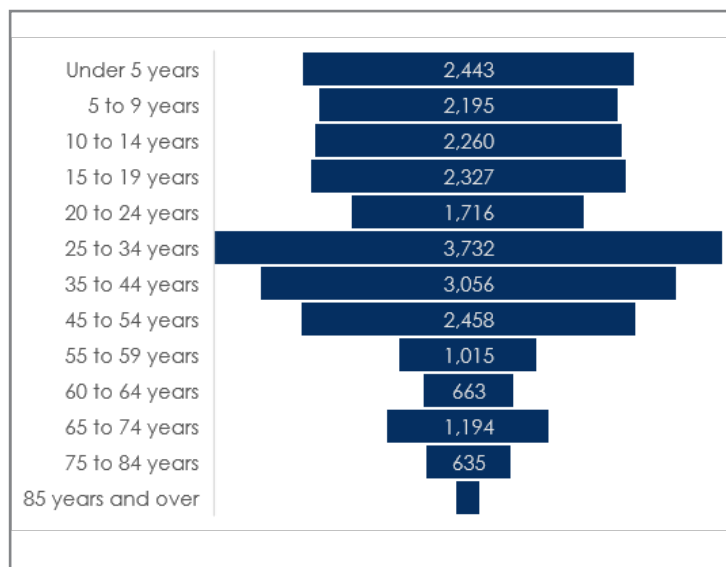


Figure 1-8. Age of Dinuba residents. Source: 2018 ACS

Case Studies

Roundabouts have been implemented in many communities throughout California due to their ability to improve safety and traffic flow. Roundabouts are becoming increasingly common in the central valley where they are gaining popularity among central valley drivers as more drivers become accustomed to using them. The roundabouts in the City of Dinuba and the City of Reedley, discussed below, are helpful examples that demonstrate successful implementation of roundabout designs in central valley cities.

Valencia Boulevard & Naranjo Boulevard - Woodlake, CA

The roundabout in Woodlake, CA was part of a multi-phased Downtown Enhancement Project and provides an enhanced entrance into the City of Woodlake downtown area. The single-lane, urban roundabout is located at the intersection of Valencia (SR 245) and Naranjo Boulevards (SR 216), which was previously controlled using traffic lights. The roundabout includes a Class II bike lane and multi-use pedestrian and bicycle path to increase accessibility and safety for multi-modal users. The roundabout was ultimately successful in reducing traffic congestion and increasing pedestrian and cyclist mobility.

E Dinuba Avenue & S Buttonwillow Avenue - Reedley, CA

The roundabout in Reedley, CA is located approximately three miles north-west of the City of Dinuba at the intersection of E. Dinuba Avenue and S. Buttonwillow Avenue. The single-lane roundabout replaced a traditional four-way controlled intersection and serves as an entrance into the City of Reedley. The roundabout uses low-profile landscaping to ensure clear sight distances and includes sidewalks and crosswalks for pedestrian connectivity.



Figure 1-9. Roundabout in Woodlake, CA



Figure 1-10. Victoria Avenue in Riverside

Regulatory Context

Federal

National Environmental Policy Act

Any project undertaken on the recommendation of this document may meet the definition of a “project” under the National Environmental Policy Act (NEPA), and will be subject to NEPA review if the project receives Federal funding. The City of Dinuba is considered the Lead Agency under NEPA, and thus is obligated to honestly determine whether or not the project is subject to NEPA. If it is, the City of Dinuba must commence with the appropriate level of environmental assessment as stated by NEPA and the various Federal Guidelines adopted to implement the act. The determinations under NEPA that the City of Dinuba can make as Lead Agency are as follows:

1. The implementation project is not a “federal action” as defined by NEPA, 24 CFR 1508.18 and therefore is not subject to further review under NEPA;
2. The implementation is a Categorical Excluded project pursuant to Federal Guidelines;
3. The implementation project is subject to further environmental study requiring the preparation of an Environmental Assessment pursuant to applicable NEPA Guidelines.
4. Following the NEPA Environmental Assessment, a project will require one of the following environmental documents:
 - i. Finding of No Significant Impact (FONSI), a document finding the project will not result in significant impacts on the environment, or
 - ii. Environmental Impact Statement (EIS), a document which conducts an in-depth study of potential environmental impacts from the proposed project and recommends mitigation measures and project alternatives. An EIS is the highest order environmental analysis that can be performed under NEPA.

State

California Environmental Quality Act

Any project undertaken on the recommendation of this document may meet the definition of a “project” under the California Environmental Quality Act (CEQA). The City of Dinuba is the Lead Agency under CEQA, and thus is obligated to honestly determine whether or not the project is subject to CEQA. If it is, the City of Dinuba must commence with the appropriate level of environmental assessment as stated by CEQA and the various State and local Guidelines adopted to implement the act. The determinations under CEQA that the City of Dinuba can make as Lead Agency are as follows:

1. The implementation project is not a “project” as defined by CEQA, Guidelines Section 15378 and therefore is not subject to further review under CEQA;
2. The implementation project is a Categorical Exempt project pursuant to CEQA Guidelines Section 15354 and 15300-15333, or is a Categorical Excluded project pursuant to Federal Guidelines;
3. The implementation project is subject to further environmental study requiring the preparation of an Initial Study pursuant to applicable CEQA Guidelines.
4. Following the outcome of the CEQA Initial Study the Lead Agency must cause the preparation of one of the following
5. Environmental documents supported by substantial evidence:
 - a. Negative Declaration (ND) a document finding the project will not result in significant impacts on the environment;
 - b. Mitigated Negative Declaration (MND) a document finding potential significant impact(s) from the project and citing mitigation measure(s) to reduce impacts to less than significant levels, or that will avoid the impacts. Said mitigation measures must be agreed to by proponent/applicant prior to public hearing taking action to approve the project, or;
 - c. Environmental Impact Report (EIR) is the highest order of environmental analysis that can be required under CEQA. An EIR requires a public hearing on the project and an in-depth analysis of potential Environmental Impacts.

Complete Streets Act

The Complete Streets Act (Assembly Bill 1358) was signed into law by California Governor Arnold Schwarzenegger in September 2008. The law requires cities and counties to ensure that all circulation planning accounts for the needs of all roadway users. Specifically, the law requires cities and counties to ensure that local roads and streets accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

California Department of Transportation 2015-2020 Strategic Management Plan

The California Department of Transportation (Caltrans) views all transportation improvements as an opportunity to improve sustainability, livability, and the economy. The department of transportation has identified five goals with specific objectives, performance measures, and targets in its 2015-2020 Strategic Management Plan. The outline of these specific goals and objectives are contained in the following section.

Goal 1: Safety and Health

Provide a safe transportation system for workers and users and promote health through active transportation and reduced pollution in communities

Goal 2: Stewardship and Efficiency

Money counts. Responsibility manage California's transportation-related assets

Goal 3: Sustainability, Livability and Economy

Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

Goal 4: System Performance

Utilize leadership, collaboration, and strategic partnerships to develop and integrated transportation system that provides reliable and accessible mobility for travelers.

Goal 5: Organizational Excellence

Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability

California Highway Design Manual (2016)

The California Highway Design Manual (HDM) establishes uniform policies and procedure to carry out the design, implementation and operation of highways for Caltrans, but its guidelines also apply to local streets. It is updated periodically with the most recent revision related in 2016.

California Department of Transportation Bikeway Classification

Class I bikeway: Bike paths or shared use paths, also referred to as "Class I bikeways," which provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Class II bikeway: Bike lanes, also referred to as "Class II bikeways," that provide a restricted right-of-way designed for the exclusive or semi-exclusive use of cyclists with through travel by motor vehicles or pedestrians prohibited, but with vehicles parking and crossflows by pedestrians and motorists permitted.

Class III bikeway: Bike routes referred to as "Class III bikeways" provide a right-of-way on-street or off-street, designated by signs and permanent markings and shared with pedestrians and motorist.

Class IV bikeway: Cycle tracks or separated bikeways, referred to as "Class IV bikeways," that promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and are separated from vehicular traffic. These types of separation

include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on street parking.

California Manual on Uniform Traffic Control Devices (2014)

The California Manual on Uniform Traffic Control Devices (CA MUTCD) is the guide to all pavement markings and signs used for traffic control on California streets. It is a state-specific version of the national MUTCD updated every few years. Guidance on roundabout markings and signage is provided in Section 2B.

FHWA Roundabouts: An Informational Guide (2000)

The FHWA report "Roundabouts: an Informational Guide" was published in June 2000 and provides a comprehensive guide to roundabout site selection and design. The guide addresses the wide range of potential applications of roundabout intersections and addresses topics such as the definition of a roundabout, what distinguishes roundabouts from traffic circles, public acceptance and legal issues associated with roundabouts, consideration of all user models, etc.

Local

Tulare County General Plan

The Transportation and Circulation section of the Tulare County General Plan document outlines goals and policies to facilitate a functional circulation system within Tulare County. In an effort to improve the circulation and mobility throughout Tulare County, multi-modal and complete street goals and policies are incorporated into the Transportation and Circulation element of the Tulare County General Plan.

The goal of this element is to promote an efficient roadway and highway system for the movement of people and goods, which enhances the physical, economic, and social environment while being safe, environmentally friendly, and cost-effective. The following further explains the Tulare County General Plan's list of policies below. This feasibility study is consistent with the General Plan's policies.

TC-1.1 Provision of an Adequate Public Road Network

The County shall establish and maintain a public road network comprised of the major facilities illustrated on the Tulare County Road Systems to accommodate projected growth in traffic volume.

TC-1.2 County Improvement Standards

The County's public roadway system shall be built and maintained consistent with adopted County Improvement Standards, and the need and function of each roadway, within constraints of funding capacity.

TC-1.3 Regional Coordination

The County shall continue to work with State, regional, and local agencies to assess transportation needs and goals and support coordinated transportation planning and programming with the Tulare County

Association of Governments (TCAG) and other local agencies.

TC-1.4 Funding Sources

The County shall work to enhance funding available for transportation projects. This includes:

1. Working with TCAG, Federal and State agencies, and other available funding sources to maximize funding available to the County for transportation projects and programs, and
2. Enhance local funding sources, including assessment of transportation impact fees to pay for appropriate construction, enhancement, and maintenance of transportation facilities

TC-1.5 Public Road System Maintenance

The County shall give priority for maintenance to roadways identified by the Tulare County Pavement Management System (PMS) and other inputs relevant to maintaining the safety and integrity of the County roadway system.

TC-1.6 Intermodal Connectivity

The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.

TC-1.7 Intermodal Freight Villages

The County shall consider the appropriate placement of intermodal freight villages in locations within the Regional Growth Corridors.

TC-1.8 Promoting Operational Efficiency

The County shall give consideration to transportation programs that improve the operational efficiency of goods movement, especially those that enhance farm-to-market connectivity.

TC-1.11 Regionally Significant Intersections

To enhance safety and efficiency, the County shall work to limit the frequency of intersections along regionally-significant corridors.

TC-1.12 Scenic Highways and Roads

The County shall work with appropriate agencies to support the designation of scenic highways and roads in the County.

TC-1.13 Land Dedication for Roadways and Other Travel Modes

As required to meet the adopted County Improvement Standards, the County shall require, where warranted, an irrevocable offer of dedication to the right-of-way for roadways and other travel modes, as part of the development review process.

TC-1.14 Roadway Facilities

As part of the development review process, new development shall be conditioned to fund, through impact fees, tonnage fees, and/or other mechanism, the construction and maintenance of roadway facilities impacted by the project. As projects or locations warrant, construction or payment of prorated fees for planned road facilities may also be required as a condition of approval.

TC-1.16 County Level of Service (LOS) Standards

The County shall strive to develop and manage its roadway system (both segments and intersections) to meet a LOS of "D" or better in accordance with the LOS definitions established by the Highway Capacity Manual.

City of Dinuba General Plan

The purpose of the Circulation Element of the City of Dinuba General Plan is to guide the continued development and improvement of the circulation system to support existing and planned development in the City of Dinuba and to establish acceptable roadway service levels and identify improvements required to maintain the service levels.

The City of Dinuba General Plan contains the following Objectives and Policies related to the proposed project:

2.1 Roadway Classification, Standards

Objective A. Develop a circulation network of local roads, collectors, arterials that will meet projected traffic needs.

Objective B. Maintain a roadway level of service (LOS) of C or better on Local, Minor Collector, Collector and Arterial streets.

- **Policy 2.1** All street and roadway improvements shall be in conformance with the Circulation Plan contained in the General Plan Map (reference map pocket).
- **Policy 2.5** The design of arterials, collectors, minor collectors, and local streets shall comply with the Standard Drawings and Specifications Manual of the City of Dinuba, as amended.

Arterials

- **Policy 2.8** Alta and El Monte shall be developed with a minimum right-of-way of between 104'-119', to include four travel lanes, parking and/or bicycle lanes, and a two-way left center turn lane or landscaped median. Where widening these two arterials is neither feasible or practical, the right of way shall remain 96 feet. Other arterials (Kamm, Crawford, Nebraska, Road 72, Road 64 and Road 96) shall be developed with a minimum right-of-way of 104 feet, to include four travel lanes, parking, and a two-way left center turn lane or landscaped median. Reference Figure 2-3 of City

of Dinuba General Plan.

- **Policy 2.9** The primary purpose of arterials is to carry traffic. Parking should be prohibited on new arterials and discouraged along existing arterials as deemed appropriate by the City Council and as traffic safety conditions warrant.
- **Policy 2.10** Arterials shall be built in areas where traffic demand warrants the development of this facility to meet the adopted level of service standard.
- **Policy 2.11** Arterial streets shall be built at a typical separation of one (1) mile. Major arterials shall be provided at two mile intervals.

Collectors

- **Policy 2.12** Collectors are to be designed with an 80-94 foot right-of-way width which allows four individual travel lanes of traffic, or two lanes with a two-way left turn center lane. Minor collectors may be developed with a 58-foot right-of-way to include two travel lanes, a two-way left turn center lane, and parking. (Reference Figure 2-3 of City of Dinuba General Plan).
- **Policy 2.13** Collector streets shall be at approximately one-mile intervals centered between arterial streets and shall be planned to intersect with other streets so as to maximize traffic safety and discourage fast flowing-traffic through residential areas. Where possible, major arterials, minor arterials, and collectors shall form 4 leg, right angle intersections; jog, offset and skewed intersections of streets in near proximity shall be avoided where possible.
- **Policy 2.14** Minor collectors shall serve residential neighborhoods and provide for circulation between adjacent neighborhoods, but shall not be used to carry through traffic or high traffic volumes. Actual design and improvement to ultimate standards shall be achieved through development of small facilities by developers as areas adjoining the designated circulation system are developed, with allowance for bicycle lanes, where planned.

Other Street Standards

- **Policy 2.15** Local residential street right-of-way shall be a minimum of 60 (36' minimum curb to curb) feet which allows two travel lanes, parking, a parkway strip (7' wide), and sidewalk (4.5' wide).
- **Policy 2.16** Arterial, collector and local street standards shall be developed which provide adequate capacity for their appropriate function, and these shall be incorporated into the City's Standard Drawings and Specifications Manual. Half streets shall not be permitted.
- **Policy 2.17** Local streets shall not carry an unreasonable level of through traffic. If it is determined that a local street is carrying an unacceptable level of through traffic, the City may use appropriate means to reduce traffic through creation of one way traffic flow, installation of traffic calming devices, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California. Traffic calming features in conformance with Table 2-1 (see City of Dinuba General Plan) are encouraged.
- **Policy 2.18** The General Plan Circulation Plan shows the street system consisting of arterials and collectors. Designated arterials and collectors are as follows:
- **Policy 2.19** Median breaks and driveway standards for arterial, collector and local streets directly

affect the performance of these roadways, and the following minimum standards have been developed to facilitate the proper operation of these roadways:

Arterial Street Standards

- a. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a collector or arterial street. (Measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 50 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). If more than one driveway is required to serve a property, the driveways shall be separated by 50 feet (The 50 feet is to be measured edge to edge, not centerline to centerline).
- b. The distance between driveways along commercially developed arterials should not be less than 400 feet (measurement shall be from centerline to centerline). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Where practical and desirable, driveways should be located on adjacent collector streets rather than on arterial streets.
- d. Driveway consolidation shall be encouraged through joint access agreements along arterials where standards a. through e. are exceeded.
- e. Full median breaks, where there is no adopted design, should provide access to collector streets and to major activity centers and should not be less than 200 feet from an adjacent intersection of an arterial or collector street, and not less than 1,000 feet between full median breaks on major arterials.
- f. Arterial streets shall include landscaping in accordance with Figure 2-3 (See City of Dinuba General Plan .

Collector Street Standards

- a. Driveway access to major activity centers should be located no closer than 150 feet to the adjacent intersection of a collector or arterial street (measurement shall be from the curb return to the nearest edge of the driveway). If driveways must be provided near intersections for facilities (such as service stations) these driveways shall not be serviced by median breaks and shall be located no less than 50 feet from the intersection (measurement shall be from the curb return to the edge of the driveway). If more than one is requested to serve a property, the driveways shall be separated by 50 feet, measured edge to edge, not centerline to centerline.
- b. The distance between driveways and intersecting local streets should not be less than 300 feet. (Measurement shall be from the curb return to the nearest edge of the driveway). Where this spacing is not practical, the development shall provide acceptable traffic mitigation measures in addition to those already required.
- c. Driveways to residential property along collectors should be consolidated whenever possible.
- d. Concrete medians shall be provided on collectors where left turn control is needed and by

painted medians on two way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.

- e. Collectors shall include landscaping in conformance with Figure 2-3 (See City of Dinuba General Plan).
- **Policy 2.20** The street network should provide a quick and efficient route for emergency vehicles, including police, fire and other vehicles, when responding to calls for service. The length of single entry access routes shall be restricted.
- **Policy 2.21** Standards for new street development can be altered or refined through the specific plan or planned unit development process where it can be demonstrated that projected traffic flows can be accommodated.
- **Policy 2.23** City policy is to continue to provide a high level of service to the community. Therefore, the City designates Service Level "C" (ADT) as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) as the minimum desirable service level at which arterial and collector streets should operate. All new facilities in these categories shall be designed to operate at this level or better for a period of at least 20 years following their construction. Level of Service "D" (peak hours) shall be deemed acceptable for those road segments and intersections which have been identified as already operating at that level.
- **Policy 2.24** Traffic studies should be required, when necessary, to determine mitigation measures necessary to mitigate traffic impacts.
- **Policy 2.25** Intersection improvements should be made to the existing major street system selectively through traffic engineering solutions rather than major structural improvements. This could include signalization, intersection channelization, use of directional signs, and diversion of traffic onto underutilized streets, or through sequential traffic signal timing.
- **Policy 2.26** City circulation system street alignments shall be coordinated with Tulare County circulation system street alignments.
- **Policy 2.27** In order to promote safe and efficient traffic flow throughout the City, traffic signals shall be spaced no closer than 1/4 mile on arterials except in unusual circumstances. The intersections of arterial and collector streets and the access driveways to major traffic generators shall be located so as to maintain this minimum spacing.
- **Policy 2.29** Promote the improvement of El Monte Way (Avenue 416) as the primary transportation access to the City from Highway 99. To this end, the City will cooperate with Tulare County, Fresno County, and CalTrans to prepare plan lines and secure funding for right-of-way, additional lanes, signalization, and streetscape improvements.
- **Policy 2.30** The ultimate development of El Monte Way (Avenue 416) should include four travel lanes from Highway 99 through the City to Road 100.
- **Policy 2.32** The circulation system shall be designed and developed to minimize excessive noise impacts on sensitive land uses and traffic congestion which would increase the rate of vehicle emissions. Development shall mitigate noise and emission impacts.

2.2 Street Improvements

Objective. Protect rights-of-way for future street development by clearly defining the location of future rights-of-way and establishing street dedication requirements. Such methods should minimize adverse impacts on adjacent properties and avoid imposition of street improvement requirements significantly in advance of need.

- **Policy 2.37** Establish official plan lines for all arterial and collector streets included in the Circulation Element of the General Plan.
- **Policy 2.38** Official plan lines for El Monte Way, between Alta and Tulare, and for Alta Avenue, between El Monte and Vassar, should include potential abandonment or realignment of City streets which now intersect those streets at approximately a 45° angle.
- **Policy 2.40** Streets abutting new development shall be developed to handle bi-directional traffic and at least one parking lane. Arterial half streets may be permitted when additional lanes are not necessary to support development. Half collector and local streets shall not be permitted.

2.4 Traffic Safety

Objective. Maximize the use of site planning techniques to improve traffic safety.

- **Policy 2.47** Provide left hand-turn lanes where necessary for access from arterials into high traffic commercial or multifamily developments.
- **Policy 2.48** Project designs shall reflect options for reducing through traffic on local streets.
- **Policy 2.49** Promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.

2.5 Alternative Transportation Modes

Objective. Promote the use of alternative modes of transportation

- **Policy 2.59** Provide reasonable accommodations for comfort and convenience for riders at major transit destinations so people can utilize the transit system safely and comfortably. The City shall determine such need based on site plan review procedure and other planning implementation methods.
- **Policy 2.60** Major arterials, arterials, and collectors will be designed to allow transit vehicles to pull out of traffic. This policy may be implemented with either a continuous parking lane with bus stops, or with special bus pull out lanes.
- **Policy 2.62** Encourage transit alternatives to meet the basic transportation needs of the young, the elderly, the handicapped, and individuals without access to an automobile.

2.6 Bicycle Facilities

Objective. Encourage the use of bicycles as a viable means of transportation.

- **Policy 2.65** The City will develop, through various funding mechanisms and sources, a city-wide bicycle/pedestrian path system. The bicycle/pedestrian path system will utilize existing or future railroad right-of-way and water courses such as Traver Creek. The path, which would be between 8 and 12 feet wide and off the roadway, could also include landscaping, lighting, mileage markers and directional signage and benches. Reference Figure 2-4 (See City of Dinuba General Plan) for the proposed bicycle/pedestrian city-wide path system.
- **Policy 2.66** The City of Dinuba will work with the City of Reedley to connect the city-wide bicycle/pedestrian trail system with a similar path system in Reedley.
- **Policy 2.67** Provide bikeway signage for Regional Bike Routes.

2.7 Pedestrian Facilities

Objective. Provide a safe walking environment for pedestrians.

- **Policy 2.70** Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths should be developed to allow for unobstructed pedestrian flow from within a neighborhood.
- **Policy 2.71** Sidewalks shall be required in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist.
- **Policy 2.73** Street lighting shall be provided for all public streets.
- **Policy 2.74** Pedestrian signals should be provided at all traffic signal locations.
- **Policy 2.75** Adequate sidewalk and park strip maintenance should be assured. Owners of abutting property shall be responsible for maintenance of sidewalks and park strips. City shall work to assist property owners, where possible.

2.11 Transportation System and Congestion Management

Objective A. Encourage the development of strategies for maximizing the efficiency of the existing street system.

Objective B. Promote a variety of public transit connections with other nearby cities and locations.

- **Policy 2.84** The City shall encourage the use of energy efficient and non polluting fuels and modes of transportation.
- **Policy 2.85** Transportation System Management and Transportation Demand Management strategy should be used to mitigate traffic and parking congestion. Public transit, traffic management, ridesharing and parking management are to be used to the greatest extent practicable to implement transportation management strategies.

2.13 Truck Routes and Truck Parking

Objective. Provide safe and efficient truck routes into and within the community.

- **Policy 2.93** Truck traffic shall be permitted on the designated arterials and collector streets only; as identified in the Circulation Element Truck Route Map (reference Figure 2-5 of City of Dinuba General Plan).
- **Policy 2.94** Truck parking
 - a. Shall be discouraged on arterial/collector streets outside of the industrial park.
 - b. Shall be prohibited in residential areas for vehicles in excess of 10,000 gross vehicle weight (GVW), or higher than 8 feet.
- **Policy 2.95** The City shall encourage development of a truck terminal and parking facilities within the industrial park.

2. Existing Conditions

Introduction

The City of Dinuba Roundabout Feasibility Study involves four existing intersections which serve as entrances into the City of Dinuba. This section will discuss the existing conditions of each intersection and the surrounding properties. The following will be included as part of this discussion:

- Street classification and ROW
- Existing and projected traffic volumes and LOS
- Collision History
- Existing bicycle and pedestrian infrastructure

Traffic counts were provided by Metro Traffic Data Inc. Collision records for all four intersections were obtained via the Statewide Integrated Traffic Records System (SWITRS).

W. El Monte & Road 56

The intersection of W. El Monte Avenue and Road 56 is located within the City of Dinuba Sphere of Influence, approximately 0.5 miles west of the City of Dinuba city limit. W. El Monte Road and Road 56 are both classified as arterial streets under the City of Dinuba General Plan Circulation Element. Leading up to the intersection, the existing ROW is 133' on the west leg, 137' on the east leg, and 80' on the north and south legs.

The intersection is bordered by agricultural land uses with one residence located on the southwest corner. There are no existing sidewalks, crosswalks, bicycle lanes or other pedestrian/cyclist infrastructure. Traffic counts for this intersection were not available at the time of the study due to the study's coincidence with the COVID-19 pandemic.

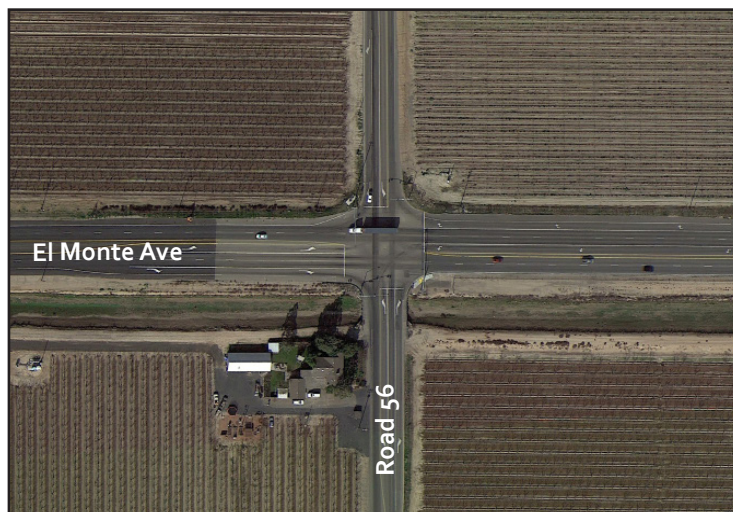


Figure 2-1. Aerial View of W. El Monte Ave/Road 56 Intersection;
Source: Google Earth

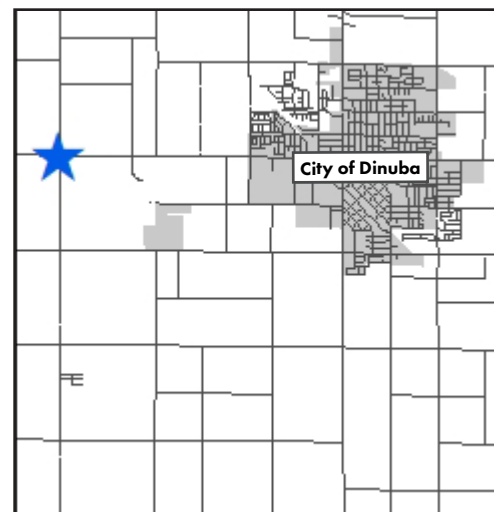


Figure 2-2. W. El Monte Ave/Road 56 Intersection Location.

A total of 14 collisions occurred at the El Monte/Road 56 between January 1, 2014 and December 31, 2018. Of these, five accidents caused injuries and nine were property damage only (PDO). As shown in Table 1, The primary collision factor for these collisions is varied, but the most common collision factor is "unsafe speed."

Table 1. Collision History for W. El Monte & Road 56			
	Primary Collision Factor	Collision Type	Severity
1	Improper Turn	Hit Object	PDO
2	Not Driver	Hit Object	PDO
3	Starting/Backing	Hit Object	PDO
4	Wrong Side	Head-On	Injury
5	Unknown	Sideswipe	PDO
6	Lane Change	Rear End	PDO
7	Unsafe Speed	Rear End	PDO
8	Lane Change	Side Swipe	PDO
9	Stop Sign	Broadside	Injury
10	Unsafe Speed	Rear End	PDO
11	Unsafe Speed	Head-On	Injury
12	Improper Turn	Hit Object	PDO
13	Stop Sign	Broadside	Injury
14	Unsafe Speed	Rear End	Injury

E. El Monte & Road 92

The intersection of W. El Monte Avenue and Road 92 is located along the eastern city limit of the City of Dinuba (see Figure 2-5). El Monte Road is listed as an arterial street and Road 92 is listed as a collector street in the City of Dinuba General Plan Circulation Element. Leading up to the intersection, the existing ROW is 50' on the north leg, 42' on the south leg, 112' on the west leg, and 115' on the east leg.

Commercial uses are located on the northeast and southeast corners of this intersection, while agricultural land uses are located on the northwest and southwest corners. Sidewalks are present along the southwest corner to provide pedestrian connectivity to the south and east. A brief segment of sidewalk exists on northeast corner along the curb return, however it does not connect to sidewalk to the east or north. Class II Bicycle lanes are present east of the intersection along El Monte Road.

Traffic Counts were collected on March 12, 2020. As shown in Figure 2-3, the vast majority of users traveling through the intersection are driving eastbound and westbound on El Monte, with few vehicles turning north or south onto Road 92. The traffic counts also confirmed that there is very little bicycle or pedestrian traffic at this intersection. Two cyclists were recorded at the intersection between 7:00 AM and 9:00 AM and one was recorded between 4:00 PM and 6:00 PM. No pedestrians were recorded between 7:00 AM and 9:00 AM and one was recorded between 4:00 PM and 6:00 PM.

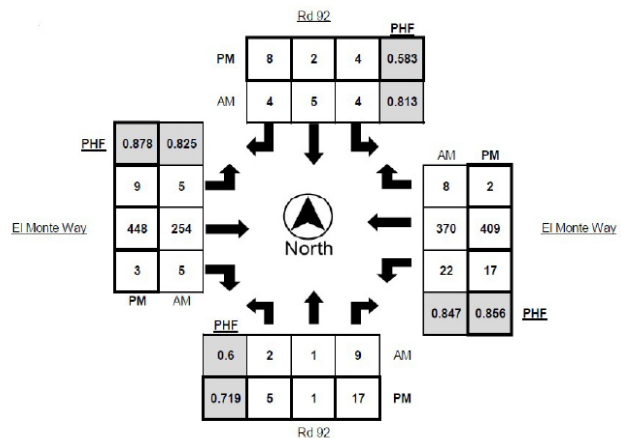


Figure 2-3. Peak Hour Traffic Counts at El Monte & Road 92; Source: Metro Traffic Data Inc.



Figure 2-4. Aerial View of E. El Monte Ave/Road 92 Intersection; Source: Google Earth

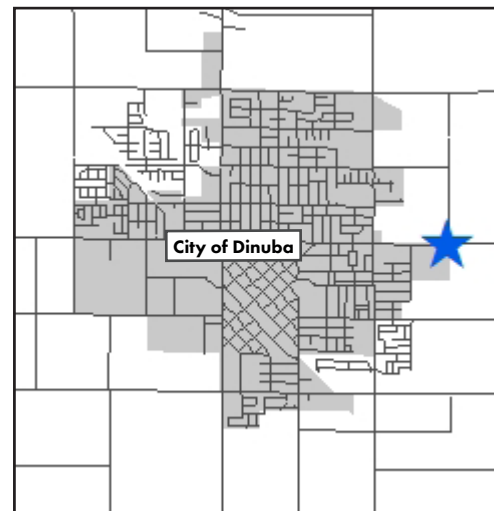


Figure 2-5. W. El Monte Ave/Road 92 Intersection Location.

Four collisions occurred between January 1, 2014 and December 31, 2018 at the intersection of El Monte and Road 92. Of these, one was fatal, one resulted in injury, and two were property damage only. Two of these collisions were due to improper turn, one was due to unsafe speed, and one was attributed to R-O-W Auto.

Table 2. Collision History for W. El Monte & Road 92			
	Primary Collision Factor	Collision Type	Severity
1	R-O-W Auto	Broadside	Fatal
2	Unsafe Speed	Hit Object	PDO
3	Improper Turn	Overturned	PDO
4	Improper Turn	Hit Object	Injury

Alta Avenue & Nebraska Avenue

The intersection of Alta Avenue and Nebraska Avenue is located at the northern end of the City of Dinuba (see Figure 2-7). Alta Avenue and Nebraska Avenue are both designated as arterial streets in the City of Dinuba General Plan Circulation Element. The existing ROW leading up to the intersection is 80' on the north and south legs, 55' on the west leg, and 60' on the east leg.

The intersection is bordered by vacant land on the northwest, southwest, and southeast corners. There is one existing driveway approach and structure on the northeast corner. The intersection offers crosswalks across all legs of the intersection, however pavement markings to delineate crosswalks are significantly faded. There are no sidewalks, bike lanes, or other bicycle/pedestrian features.

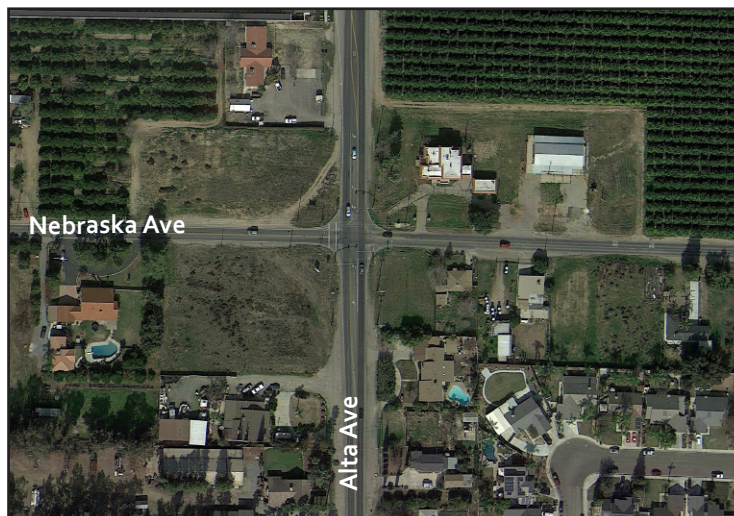


Figure 2-6. Aerial View of Alta Ave/Nebraska Intersection;
Source: Google Earth

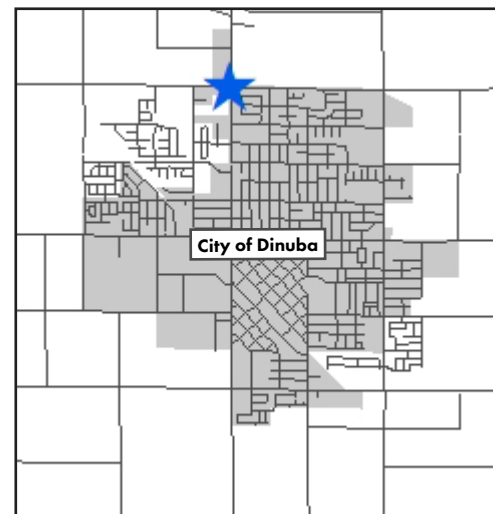


Figure 2-7. Alta Ave/Nebraska Intersection Location.

Traffic Counts were collected on October 30, 2018. As shown in Figure 2-8, the vast majority of users traveling through the intersection are driving north or south on Alta Avenue. The traffic counts found that many users are driving eastbound and westbound on Nebraska Avenue. The traffic counts reported few drivers turning from Alta Avenue onto Nebraska Avenue or from Nebraska Avenue onto Alta Avenue.

The traffic counts also confirmed that there is very little bicycle or pedestrian traffic at this intersection. Eight cyclists and eight pedestrians were recorded at the intersection on the day of the traffic count.

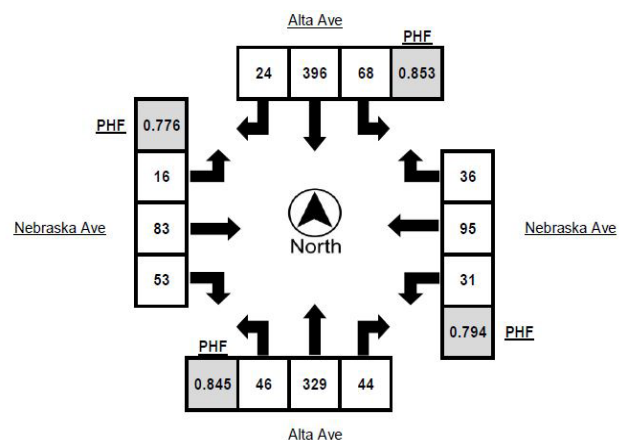


Figure 2-8. Peak Hour Traffic Counts at Alta Avenue and Nebraska Avenue. Source: Metro Traffic Data Inc.

Three collisions occurred at the intersection of Alta Avenue and Nebraska Avenue between January 1, 2014 and December 31st, 2018. All three of these collisions resulted in injuries. Stop sign/signal and driver alcohol/drug were cited as the primary collision factors for two of these collisions. The primary collision factor was not stated for the third collision.

Table 3. Collision History for Alta Ave and Nebraska Avenue			
	Primary Collision Factor	Collision Type	Severity
1	Driver Alcohol/Drug	Auto/Pedestrian	Injury
2	Not Stated	Broadside	Injury
3	Stop Sign/Signal	Broadside	Injury

Alta Avenue & Kamm Avenue

The intersection of Alta Avenue and Kamm Avenue is located in the southern portion of the City of Dinuba (see Figure 2-10). Kamm Avenue and Alta Avenue are both designated as arterial streets in the City of Dinuba General Plan Circulation Element. Leading up to the intersection, the existing ROW is 105' on the north leg, 100' on the south leg, 50' on the west leg, and 96' on the east leg.

The intersection is bordered by agricultural and vacant land uses on all sides. A High School is planned on the south-west corner of the intersection, which will significantly increase traffic flow upon development. The intersection offers crosswalks for pedestrians across the southern leg of Alta Avenue and eastern leg of Kamm Avenue. Sidewalks are present along the southeast corner to provide pedestrian connectivity to the south and east. Brief segments of sidewalk are also present along the curb returns of the northeast and southwest corners. Class II Bicycle lanes are present along the north and south legs of Alta Avenue and east of the intersection along Kamm Avenue.

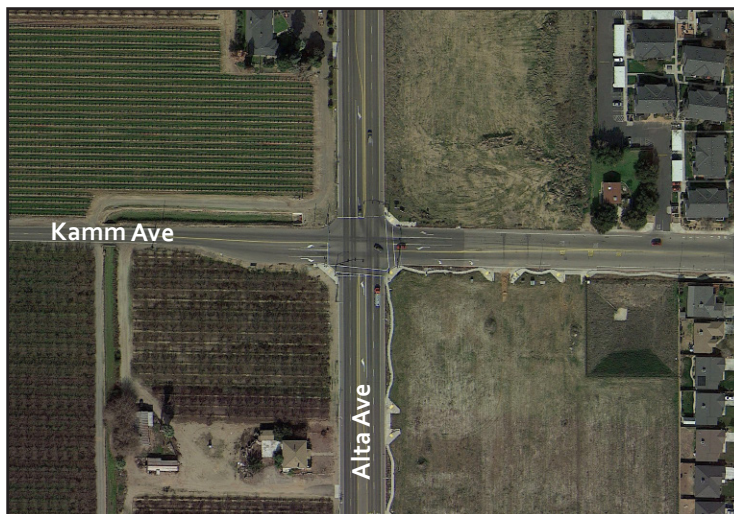


Figure 2-9. Aerial View of Alta Ave/Kamm Intersection; Source: Google Earth

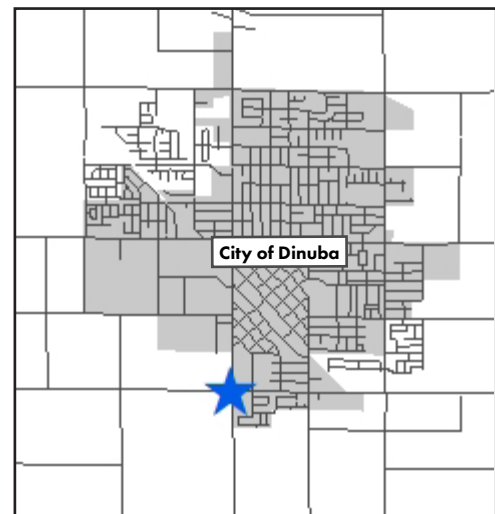


Figure 2-10. Alta Ave/Kamm Intersection Location.

Traffic Counts were collected on March 12, 2020. As shown in Figure 2-11, the majority of users traveling through the intersection are driving north or south on Alta Avenue. The traffic counts also reported many drivers turning right to go north onto Alta Avenue from Kamm Avenue and many drivers turning left to go east onto Kamm Avenue from Alta Avenue. A new high school is planned for the southwest corner of the intersection. As such, bicycle and pedestrian is expected to be significant.

Two collisions occurred at the intersection of Alta Avenue and Kamm Avenue between January 1, 2014 and December 31, 2018. Both of these collisions resulted in injuries. Improper turn was cited as the primary collision factor for one of the collisions, however the primary collision factor was not stated for the other.

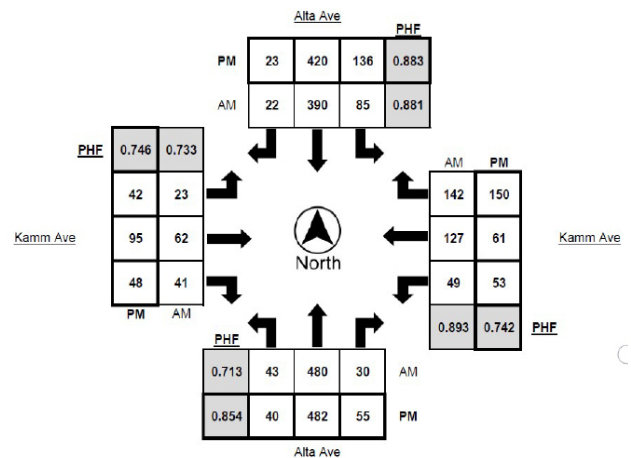


Figure 2-11. Peak Hour Traffic Counts at Alta Avenue & Kamm Avenue. Source: Metro Traffic Data Inc.

Table 4. Collision History for Alta Ave and Kamm Avenue			
	Primary Collision Factor	Collision Type	Severity
1	Not Stated	Not Stated	Injury
2	Improper Turn	Hit Object	PDO

Alta Avenue & Avenue 400

The intersection of Alta Avenue and Avenue 400 (SR 201) is located approximately 0.75 miles south of the in the Dinuba City Limit (see Figure 2-13). Alta Avenue is designated as an arterial street by the City of Dinuba General Plan. The segment of Alta Avenue leading up to this intersection is located in unincorporated Tulare County and is designated as a minor arterial by the Tualre County General Plan. Avenue 400 (SR) is a Caltrans route and is designated as a major collector in the Tulare County General Plan. Leading up to the intersection, the existing ROW is 140' on the north and south legs and 65' on the east and west legs.

The intersection is bordered by agricultural and vacant land uses on all sides. The intersection does not offer crosswalks or sidewalks and there is signage to indicate that pedestrian crossing is not allowed at this intersection. Class II Bicycle lanes are present on the north and south legs of the intersection along Alta Avenue.

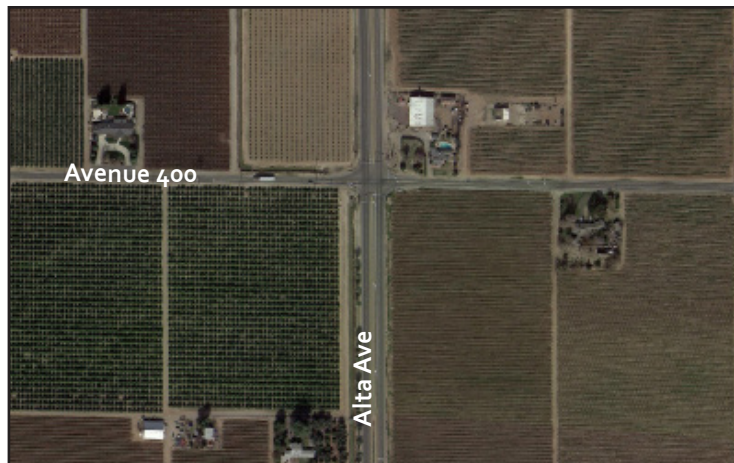


Figure 2-12. Aerial View of Alta Ave/Avenue 400 Intersection; Source: Google Earth

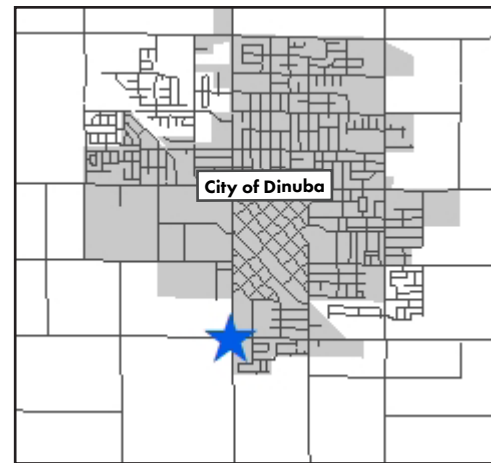


Figure 2-13. Alta Ave/Avenue 400 Intersection Location.

Traffic Counts were collected on May 17, 2017. As shown in Figure 2-13, the majority of users traveling through the intersection are driving north or south on Alta Avenue. The traffic counts also reported many drivers traveling through the intersection on Avenue 400.

Eleven collisions occurred at the intersection of Alta Avenue and Avenue 400 between January 1, 2014 and December 31, 2018. The primary collision factor for a majority of these collisions was unsafe speed and more than half resulted in an injury.

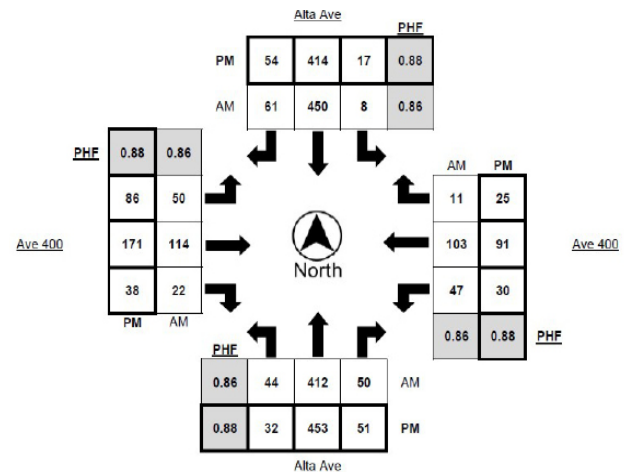


Figure 2-14. Peak Hour Traffic Counts at Alta Avenue & Avenue 400. Source: National Data & Surveying Services

Table 5. Collision History for Alta Ave & Avenue 400			
	Primary Collision Factor	Collision Type	Severity
1	Improper Turn	Hit Object	PDO
2	Driver Alcohol/Drug	Hit Object	Injury
3	Unsafe Speed	Rear End	Injury
4	Unsafe Speed	Rear End	Injury
5	Unsafe Speed	Sideswipe	PDO
6	Unsafe Speed	Hit Object	PDO
7	Driver Alcohol/Drug	Broadside	Injury
8	Unsafe Speed	Rear End	PDO
9	R-O-W Auto	Head-On	Injury
10	Unsafe Speed	Rear End	PDO
11	Improper Turn	Hit Object	Injury

3. Roundabout Design Principles

Introduction

Thoughtful roundabout design is essential in ensuring that a roundabout can adequately serve traffic demand, accommodate the range of users, and is appropriate for a given area. Features incorporated into roundabouts can determine what types of vehicles will be able to use the roundabout, the speed at which vehicles use the roundabout, and the comfort/safety of pedestrians and cyclists using the roundabout. At its core, roundabout design involves balancing the competing factors of operational efficiency and user safety to achieve the following key objectives:

- Slow entry speeds
- The appropriate number of lanes
- Smooth channelization
- Adequate accommodation for design vehicles
- A design that meets the needs of pedestrians and cyclists
- Appropriate sight distance and visibility



Figure 3-1. Single-lane roundabout.

This section will provide an overview of roundabout design principles and discuss the elements that guided the development of the five roundabouts discussed in this Study.

Guidance Documents

Guidelines from several documents were referenced while developing the proposed roundabout designs. These documents vary in their level of technical detail, however each provided essential information to guide the development of roundabout designs.

Roundabouts: An Informational Guide (2010 NCHRP Report 672): NCHRP Report 672 was an update to the FHWA's Roundabouts: An Informational Guide and provides a comprehensive guide to roundabout planning and design. This guide includes information on the design, use, signage, operation, and maintenance of roundabouts and discusses how the type of user should influence roundabout design.

California MUTCD 2014 Edition: The California MUTCD was last updated in 2014 by the Federal Highway Administration and provides detailed information on signage and markings for roundabout intersections. These guidelines were used to select appropriate signage and markings for the proposed roundabouts in the City of Dinuba.

Pedestrian Facilities Users Guide: Providing Safety and Mobility (2002): The Pedestrian Facilities Users Guide was published by the FHWA in 2002 and provides information on ensuring pedestrian and cyclist connectivity throughout a roundabout design. The guide also discusses roundabout accessibility for persons with disabilities.

Benefits of Roundabout Intersections

Safety

Several studies have shown that roundabouts are much safer than traditional intersections. According to studies by the Insurance Institute for Highway Safety (IIHS) and the Federal Highway Administration, roundabouts typically provide the following safety benefits to intersections where stop signs or signals were previously used for traffic control:

- A 37 percent reduction in overall collisions
- A 75 percent reduction in injury collisions
- A 90 percent reduction in fatality collisions
- A 40 percent reduction in pedestrian collisions

These safety benefits are due to the design and geometry of roundabout intersections. Unlike traditional intersections, which require drivers to cross perpendicular to the flow of conflicting traffic, drivers enter a roundabout at a congruous angle that all but eliminates T-bone and head on collisions. These are two of the most severe collisions as they are much more likely to result in injuries and fatalities. The curved, yield-controlled entry also serves to reduce traffic speeds for vehicles entering the roundabout, which reduces the occurrence and severity of collisions.

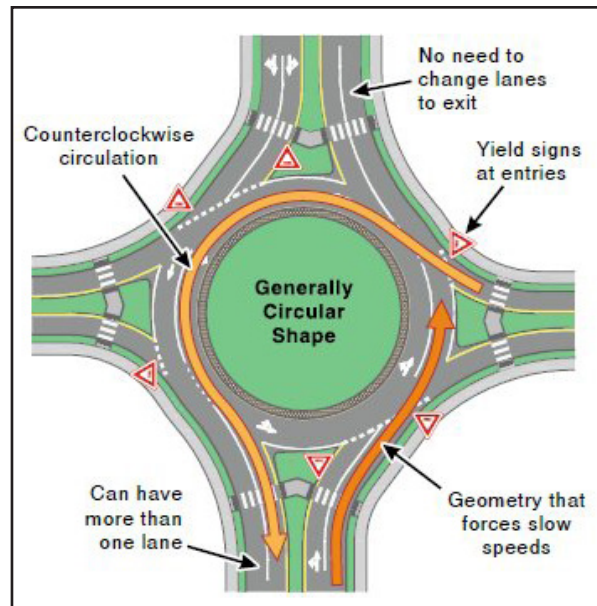


Figure 3-2. Roundabout safety features. Source: FHWA

Additionally, roundabouts have fewer conflict points. A conflict point is any point where the paths of two through or turning vehicles diverge, merge, or cross and where a collision can occur. As shown in Figure 3-3, there are 32 conflict points associated with a traditional intersection while there are only 8 conflict points at an equivalent roundabout.

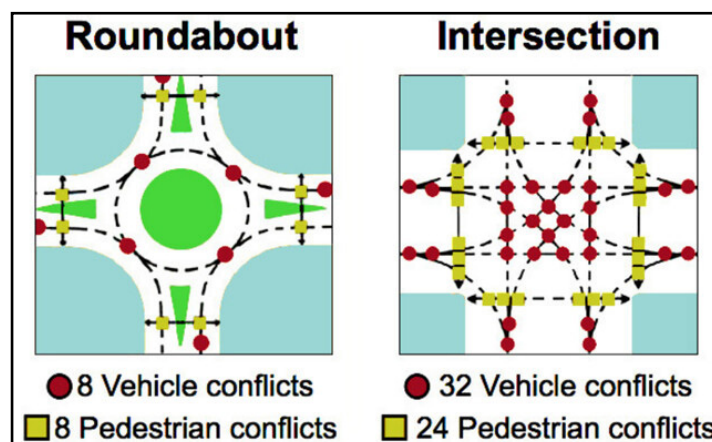


Figure 3-3. Conflict points at roundabouts vs. traditional intersections.

Traffic Flow

Research shows that roundabouts reduce traffic congestion by moving cars through an intersection more quickly than a traditional intersection. This is because roundabouts are yield-controlled intersections, meaning that traffic is not required to stop at the intersection if the roundabout is empty.

Although it may seem counterintuitive, the ability of a roundabout to slow traffic speeds actually increases the rate at which cars are able to move through the intersection because the capacity of a roundabout is greater when the speed of circulating traffic is lower. A yield-controlled intersection requires drivers to look for gaps in the traffic flow in order to enter the circulating lane. When circulating traffic flow is faster, gaps must be wider for a driver to comfortably enter. This results in fewer opportunities for drivers to enter the circulating lane. Roundabouts that effectively slow traffic create more opportunities for drivers to enter the circulating lane because the gaps in circulating traffic can be narrower.



Figure 3-4. Vehicles waiting to enter roundabout.

Operation and Maintenance Costs

Roundabouts offer significant long-term cost benefits over traditional signalized intersections. Roundabouts are generally cheaper to operate because they do not require the hardware, maintenance and electrical costs associated with traffic signals, which can cost between \$5,000 and \$10,000 per year. Additionally, the service life of a roundabout is approximately 25 years, while the service life of a typical traffic signal is approximately 10 years.

It should be noted that initial construction costs may be higher for roundabouts than traditional signalized intersections in areas where Right-of-Way acquisition costs are high and existing Right-of-Way is not available at the road junction. Additionally, landscaping costs can be higher depending on the landscaping of the central island and splitter islands.

Types of Circular Intersection

A roundabout is a type of circular intersection in which traffic is permitted to flow in one direction around a central island. In addition to roundabouts, there are three other types of circular intersections. These are listed and defined below. These definitions are provided by the NCHRP Roundabouts: An Informational Guide.

Rotaries: An old-style circular intersection common to the United States prior to the 1960s, are characterized by a large diameter [often greater than 300 ft (100 m)]. The diameter of a rotary is primarily a consequence of the length of the weaving section required between intersection legs. Unlike the modern roundabout, lane changes are typically required within a rotary for some movements. In addition, some rotaries operate with circulating traffic yielding to entering traffic, which can create congestion on the circulatory roadway. Circulating speeds are high due to the large diameter, making maneuvers within the circle more challenging. An example of a Rotary intersection is provided in Figure 3-5)



Figure 3-5. Example of rotary intersection.

Signalized Traffic Circles: An old-style circular intersection used in some cities in the United States where traffic signals are used to control one or more entry–circulating point. As a result, signalized traffic circles have distinctly different operational characteristics from yield controlled roundabouts, with queue storage within the circulatory roadway and progression of signals required. Signalized traffic circles are distinct from roundabouts with pedestrian signals, as the entry–circulating point at a roundabout is still governed by a yield sign. An example of a signalized traffic circle is provided in Figure 3-6)



Figure 3-6. Signalized roundabout in United Kingdom.

Neighborhood Traffic Circles: Circular intersections that are typically built at the intersections of local streets for reasons of traffic calming and/or aesthetics. The intersection approaches may be uncontrolled or stop-controlled. They do not typically include raised channelization to guide the approaching driver onto the circulatory roadway. At some traffic circles, left-turning movements for larger vehicles are allowed to occur in front of the central island, potentially conflicting with other circulating traffic. Exhibit 1-5 shows examples of typical neighborhood traffic circles. The example in Portland, Oregon, is an all-way stop-controlled intersection; the example in Seattle, Washington, is uncontrolled. An example of a neighborhood traffic signal is provided in Figure 3-7).



Figure 3-7. Example of neighborhood traffic circle.

Modern Roundabouts: Roundabouts are the fourth subset of circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelized approaches, and geometric curvature and features to induce desired vehicular speed levels. There are three types of roundabouts discussed in the NCHRP publication Roundabouts: An Informational Guide. These are mini-roundabouts, single-lane roundabouts, and multilane roundabouts. An example of each of these is shown in Figures 3-8 through 3-9. Due to the location of the proposed roundabout sites, this Feasibility Study will focus on Single-lane and multilane roundabouts.

Single-Lane Roundabouts

Single Lane Roundabouts have a single-lane of entry at all legs and one circulatory lane around the central island. Their design typically includes raised splitter islands, a non-transversable central island, crosswalks, and a truck apron.

Single-lane roundabouts are designed for low-speed operation and offer the greatest level of safety for users. Traffic speeds on single-lane roundabouts is slower than on multilane roundabouts, which creates a more comfortable atmosphere for cyclists and pedestrians using the intersection. Additionally, pedestrians only need to cross one lane of traffic at a time. For drivers, single-lane roundabouts have fewer conflict points than multilane roundabouts and drivers have no lane use decisions to make.

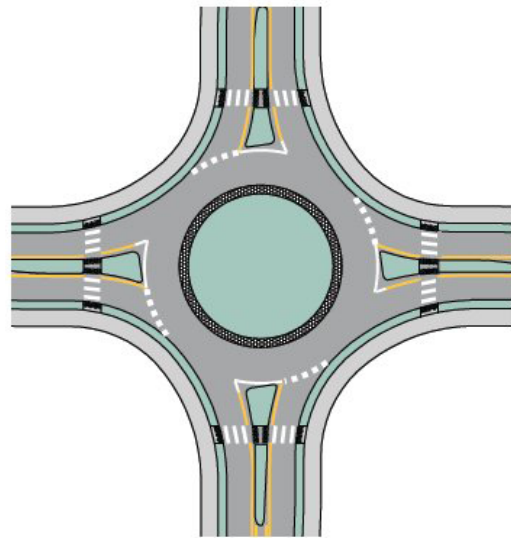


Figure 3-8. Single-lane roundabout

Multilane roundabouts

Multilane roundabouts have at least one entry with two or more lanes, and can also include roundabouts with entries on one or more approaches that flare from one to two or more lanes. The number of circulatory lanes is based upon approach lane configurations. Vehicular speeds at the entry, on the circulatory roadway, and at the exit may be slightly higher than those for the single-lane roundabouts due to the increased roadway width. Multilane roundabouts also have more conflict points and require pedestrians to cross two lanes of traffic, making multilane roundabouts slightly less safe than single-lane roundabouts. Multilane roundabout design typically includes raised splitter islands, a non-transversable central island, a truck apron, and appropriate entry path deflection.

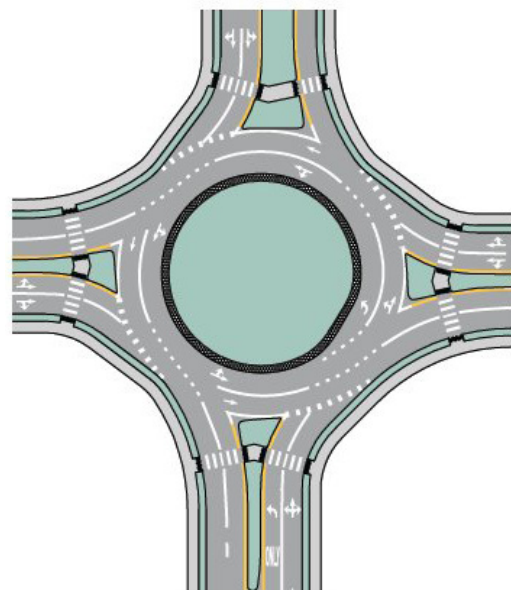


Figure 3-9. Multilane roundabout

Key Roundabout Features

Central Island

The main distinguishing feature of a roundabout intersection is a raised central island around which traffic flows. Central Islands control the direction of traffic and can act as an aesthetic feature. The size of central islands can vary depending on the desired speed of traffic flow. As shown in Figures 3-10 and 3-11, central islands can vary significantly in shape and size depending on the intersection's location and context.

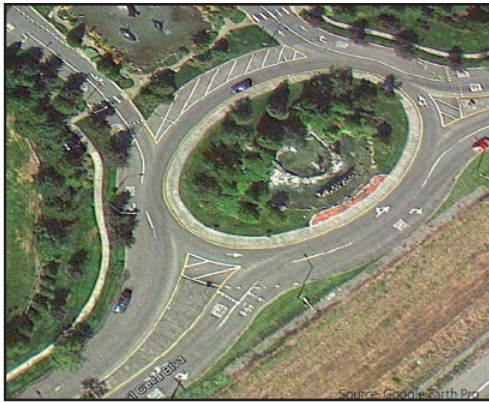


Figure 3-10. Oval central island.



Figure 3-11. Peanut-shaped central island.

Splitter Island

A splitter island is a raised, triangle-shaped island located between entering and exiting vehicles at each two-way leg of a roundabout. Splitter islands are used to direct and slow entering and exiting traffic speeds and reduce pedestrian crossing distance by allowing pedestrians to cross one direction of traffic at a time.

Circulatory Roadway

Like the central island, the circulatory roadway is a key distinguishing feature of a roundabout intersection. The circulatory roadway is the curved path used by vehicles to travel in a counterclockwise fashion around the central island. The radius of the central island and circulatory roadway is a key component in determining traffic speeds within the roundabout.

Entrance Line

The entrance line marks the point of entry into the circulatory roadway. Entering vehicles must yield to any circulating traffic before crossing this line into the circulatory roadway.



Figure 3-12. Single-lane roundabout

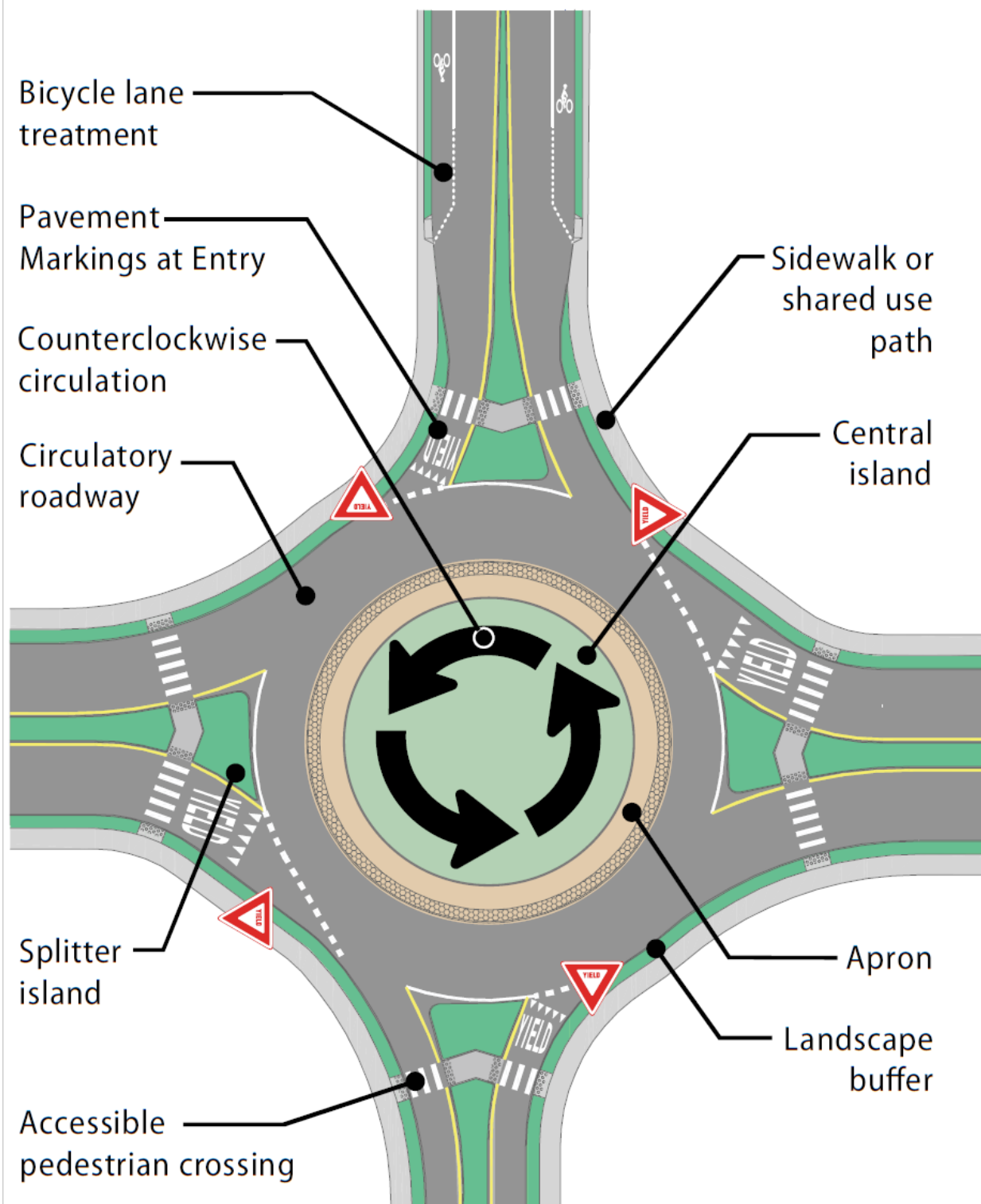


Figure 3-13. Roundabout design features. Source: FHWA

Accessible Pedestrian Crossings

Pedestrian crossings should be provided at least 20 feet from the entrance line to give room for the vehicle to stop prior to the crosswalk but outside of the circulatory roadway. The crossing typically cuts through the splitter island at grade to allow pedestrians, wheelchairs, strollers, and bicycles to pass through. The pedestrian crossings must be accessible with detectable warnings and appropriate slopes in accordance with ADA requirements. Considerations for persons with disabilities are discussed further on page 41.



Figure 3-14. Accessible Pedestrian Crossing

Truck Apron

A truck apron is a transversable portion of the central island adjacent to the circulatory roadway that may be needed to accommodate the wheel tracking of large vehicles. When a large vehicle enters a turn, the rear wheels take a shorter path around the curve (see Figure 3-16). A truck apron is a raised section of concrete that helps to accommodate this off-tracking by acting as an extra lane. The back wheels of the large vehicle can ride up on the truck apron so the truck can complete the turn, while the raised portion of concrete discourages use by smaller vehicles.



Figure 3-15. Large truck using truck apron on roundabout.

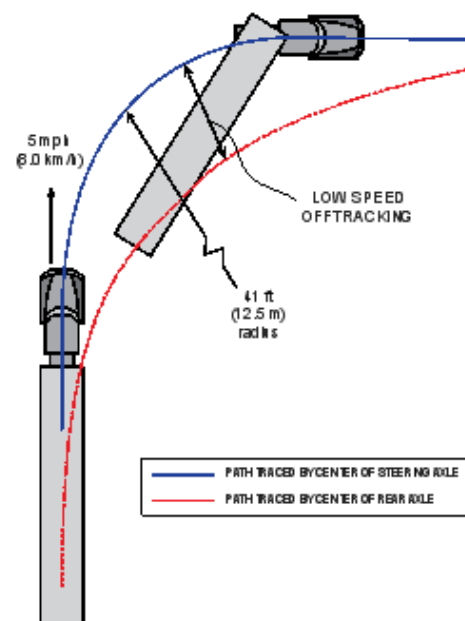


Figure 3-16. Large vehicle wheel tracking.

Planning-Level Sizing and Space Requirements

Roundabout Sizing

The number of lanes a roundabout should have is determined based on existing and projected traffic volumes. The graph below provides a method for determining the number of lanes in a roundabout based on AADT and left-turn rates. This graph is only applicable at intersections where the ratio of peak-hour to daily traffic (K) is between 0.09-0.10, the direction distribution of traffic (D) is between 0.52-0.58, the ratio of minor street to total entering traffic is between 0.33-0.50, and the acceptable volume-to-capacity ratio is between 0.85-1.00.

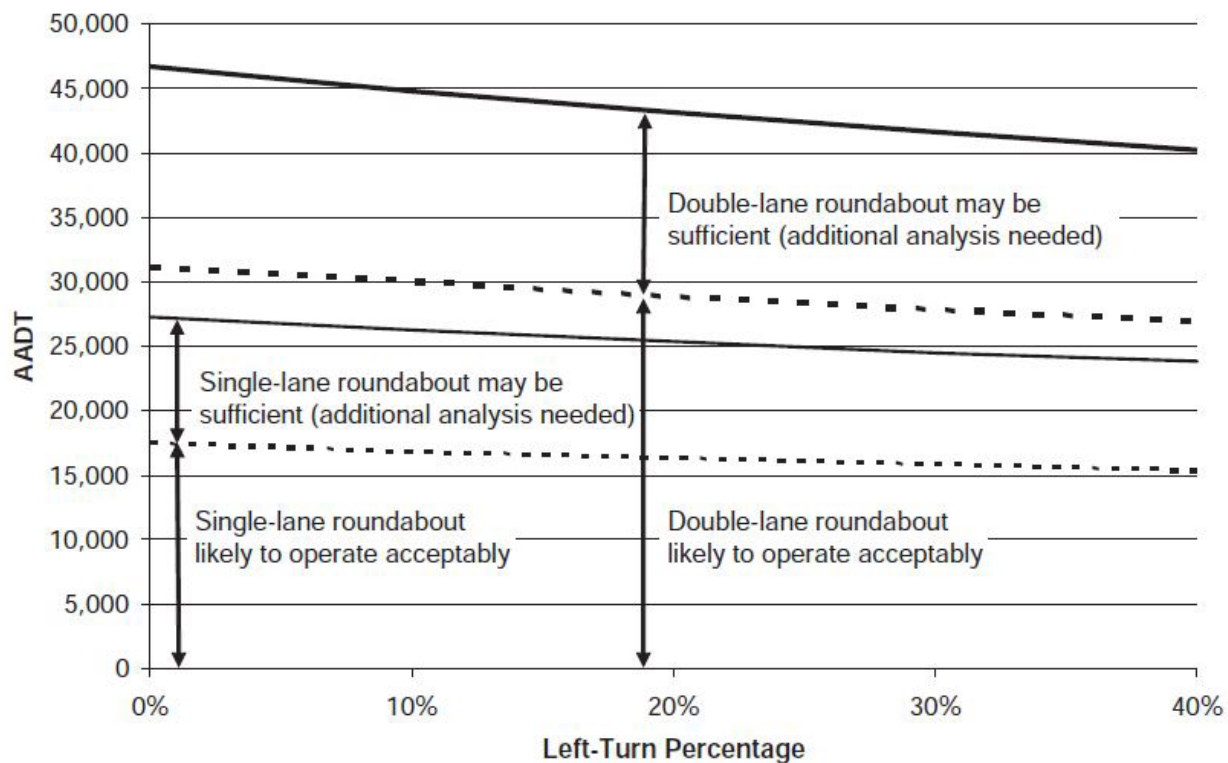


Figure 3-17. Roundabout sizing graph. Source: NCHRP (2010)

Entry Sizing

The sum of entering (V_e) and conflicting (V_c) traffic volumes (see Figure 3-17), can be used to evaluate the number of lanes required at each entry. Table 6, summarizes the number of lanes needed at each entry based on the sum of these variables.

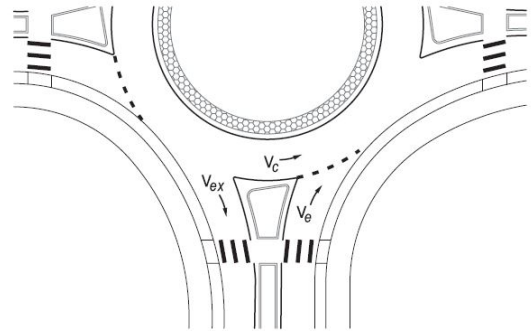


Figure 3-18. Entry sizing variables.

Table 6. Volume Thresholds for Determining the Number of Entry Lanes Required	
Volume Range ($V_e + V_c$)	Number of Lanes Required
0 - 1,000 vehicles/hour	Single-lane entry likely to be sufficient
1,000 - 1,300 vehicles/hour	Single-lane entry may be sufficient based upon more detailed analysis. Two-lane entry may be needed.
1,300 - 1,800 vehicles/hour	Two-lane entry likely to be sufficient
More than 1,800 vehicles/hour	More than two entering lanes may be required. A more detailed capacity evaluation should be conducted to verify lane numbers and arrangements.

User Considerations

Trucks

Roundabouts should be designed to accommodate the largest vehicles that will use the intersection. El Monte Avenue and Alta Avenue are both identified as Truck Routes by the City of Dinuba General Plan. Therefore, it is critical that the roundabouts are designed to accommodate large trucks.

While roundabouts are typically designed to reduce traffic speeds (tight turning radii and narrow curb-to-curb widths), designers must ensure that large vehicle drivers have the basic ability to travel through the intersection in areas where large trucks are present. Implementation of a truck apron can be helpful in accommodating the rear wheel tracking of large vehicles.

One potential obstacle to the effective use of truck aprons is lack of public knowledge. Many truck drivers do not realize that they are allowed to ride up onto the apron and that it is there specifically for that purpose. Outreach to truck drivers is needed to ensure the apron will be used to effectively accommodate large vehicles.

Cyclists

Bicycle lanes are not recommended within the circulatory roadway of roundabouts because they have been shown to have negative impacts on cyclist safety. When bicycle lanes or shoulders are present on roads approaching the intersection, they should be terminated in advance of the roundabout.

Cyclists have the option to merge with traffic and travel through the roundabout as a “driver,” via the roundabout’s vehicular travel lanes, or exit the roadway onto the sidewalk and travel through the intersection as a “pedestrian.” In areas where higher vehicle travel speeds and/or traffic volumes are present, it is likely that more cyclists will choose to exit the roadway and use the roundabout’s sidewalks/crosswalks to move through the intersection. A bicycle ramp to facilitate movements from the bicycle lane/shoulder to the sidewalk should be provided at these locations.

Pedestrians

Roundabouts are generally safer for pedestrians than traditional intersections because traffic speeds are lower, crossing distances are shorter, and splitter islands permit pedestrians to only cross one direction of traffic at a time. Roundabouts should facilitate pedestrian connectivity by providing sidewalks on approaches and crosswalks at each leg of travel. Crosswalks should set back from the yield line by at least one car length. This allows an approaching driver to devote their attention to the crossing pedestrian while waiting for the driver ahead to enter the circulatory roadway. Additionally, this provides a shorter crossing distance when compared to a crossing directly adjacent to the circulatory roadway.

Visually Impaired

Unlike traditional stop or signal controlled intersections, yield controlled intersections require pedestrians to make decisions based on gaps in traffic flow. This presents a unique challenge for individuals with visual disabilities who must decide not only when to cross the road, but also determine where and in which direction to cross. Accessible pedestrian signals, such as an audible message accompanied by flashing crosswalk lights or signage, can be useful in alerting drivers that a pedestrian is crossing and increase safety for the visually impaired. Truncated domes (Figure 3-19) or other tactile paving is also needed to alert visually impaired pedestrians of crossing locations.



Figure 3-19. Crosswalk lighting.



Figure 3-20. Truncated dome on sidewalk ramp.

Landscaping

Aside from guiding the direction of traffic, the central island of a roundabout usually does not serve a functional purpose and should not be transversed by motorists, pedestrians or cyclists. The land within the central island is essentially free space that can be enhanced to become an aesthetic feature.

Enhancing the visual impact of a roundabout central island is usually achieved through landscaping. Landscaping can be as simple or elaborate as is desired. Simple landscaping options include grass or other low maintenance ground cover. More elaborate designs include flowers, ornamental landscaping, and fountains. Regardless of the type of landscaping, it is important that the design does not obstruct driver views.

The central island of a roundabout also creates the opportunity for local governments to express community values and sense of identity. Public art (usually sculptures) can be used to decorate a roundabout and create a sense of place and community engagement. Public art should be inclusive and representative of the community's character.



Figure 3-21. Roundabout dryscaping in Arizona



Figure 3-22. Elaborate roundabout landscaping in Chico, CA



Figure 3-23. Example of public art in roundabout central island, Lansing, MI.



Figure 3-24. Example of public art in central island, Sarasota, FL.

4. Proposed Design Concepts

Introduction

The Design Concepts discussed in this chapter were developed by 4, Creeks, Inc., TJKM, and Yamabe & Horn Engineering. The roundabout designs proposed in this section integrate the design elements discussed in Section 3 - Roundabout Design Principles while taking into account the existing conditions at each intersection. The proposed designs are intended to accommodate existing and future travel demand and were developed based on traffic count data, where available.

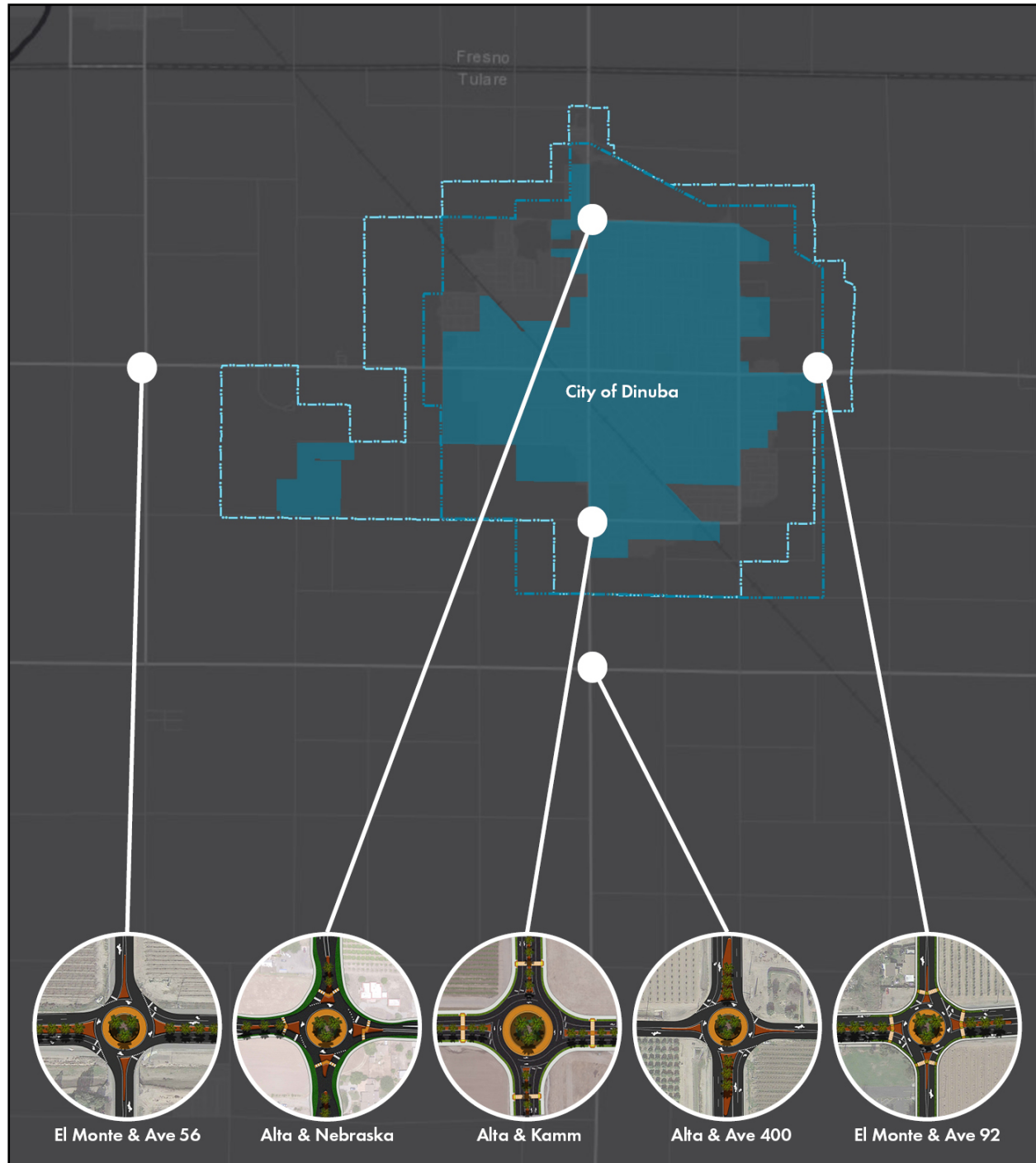


Figure 4-1. Proposed Design Concept Locations

W. El Monte & Road 56 Design Concept

The roundabout design for the E. El Monte & Road 56 intersection was developed by TJKM. Due to limitations related to Covid-19, traffic counts were not available for this intersection, however it was assumed that a single-lane roundabout would be sufficient to accommodate traffic based on the context and surrounding area.

The design proposes a single-lane roundabout with multi-lane entries from El Monte and single-lane entries from Road 56. Right-turn-only lanes are proposed along the El Monte Avenue legs to facilitate right turns onto Road 56 and to better conform to the existing two-lane roadway. Additionally, separating the right turns from the through movements will improve roundabout operations and prevent future delays.

A standard truck apron is proposed around the central island to accommodate large trucks, which frequently travel through the intersection. There are no existing bicycle or pedestrian facilities and the intersection is not in an area of significant pedestrian or cyclist travel. It is not anticipated that pedestrian or cyclist use will increase in the future. Therefore, no cyclist or pedestrian facilities are proposed. However, cyclists may use the vehicular travel lanes to move through the intersection if needed.

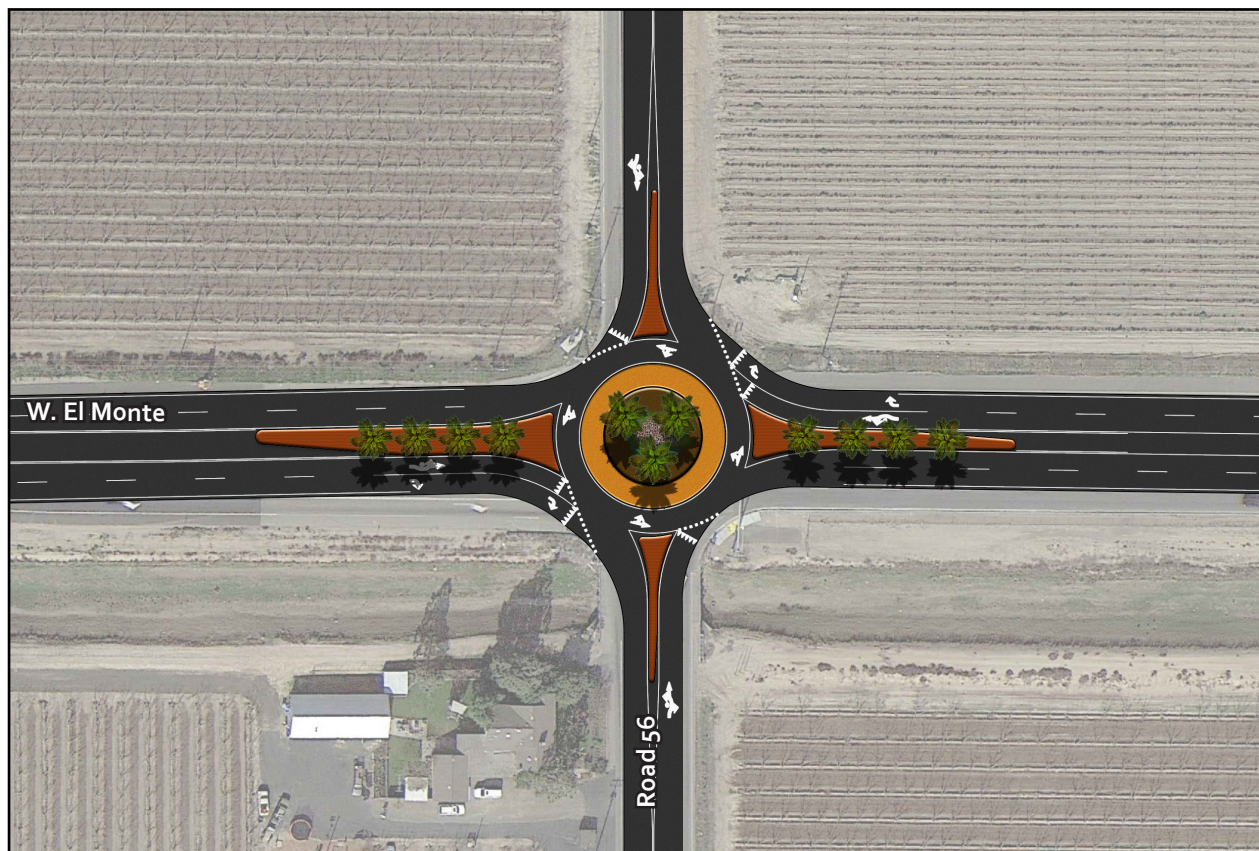


Figure 4-2. Proposed Design Concept for W. El Monte & Road 56.

E. El Monte & Road 92 Design Concept

The roundabout design for the E. El Monte & Road 92 intersection was developed by TJKM. The design proposes a single-lane roundabout with multi-lane entries from El Monte and single-lane entries from Road 92. Right-turn-only lanes are proposed along the El Monte Avenue legs to facilitate right turns onto Road 92. Although single-lane entries would have adequate capacity to serve the intersection, it was determined that providing right-turn-only lanes on roadway entries with two travel lanes would better conform with the existing roadway. Additionally, separating the right turns from the heavy through movements will improve roundabout operations and help maintain acceptable operation in the future.

A standard truck apron is proposed around the central island to accommodate large trucks, which frequently travel through the intersection. Crosswalks and sidewalks are proposed along all legs to accommodate pedestrian travel. The proposed sidewalks on the south-west corner will connect to existing sidewalk on the west side of Road 92, south of the intersection, and on the south side of El Monte, west of the intersection. Sidewalks proposed on the north-west, north-east, and south-east corners will connect to future sidewalks along E. El Monte and Road 92 as these improvements are developed.

As discussed in Section 2, Class II bicycle facilities are present along the east and west legs of the intersection along El Monte Avenue. Bike ramps are proposed to accommodate cyclists who wish to travel through the intersection as a pedestrian. Sharrows are proposed within the circulatory roadway for cyclists wishing to move through the intersection using the vehicular travel lanes.



Figure 4-3. Proposed Design Concept for W. El Monte & Road 92.

Alta Avenue & Nebraska Avenue Design Concept

The roundabout design for the Alta Avenue & Nebraska Avenue intersection was developed by Yamabe & Horn Engineering. It was determined that a single-lane roundabout and single-lane entries would have adequate capacity to serve the intersection under existing and future conditions. Landscaping is proposed to reduce the travel width from the existing 80' ROW along Alta Avenue to a single entry and exit lane. This will improve safety at the intersection by reducing traffic speeds.

Splitter islands are proposed on all four legs to slow and direct traffic. The splitter island on the southern leg was broken into three pieces in order to provide access to residences along Alta Avenue. A standard truck apron is proposed around the central island to accommodate large trucks, which frequently travel through the intersection.

Sidewalks and crosswalks are proposed on all legs of the intersection to accommodate pedestrian travel. It is proposed that the crosswalks bend as they intersect the splitter islands in order to orient pedestrians towards oncoming traffic and improve safety. The proposed sidewalks will connect future sidewalks along Alta Avenue and Nebraska Avenue as these improvements are developed. Bicycle ramps are proposed on all four legs of the intersection to facilitate bicycle movements from the roadway to the sidewalk.



Figure 4-4. Proposed Design Concept for Alta Avenue & Nebraska Avenue

Alta Avenue & Kamm Avenue Design Concept

The roundabout design for the Alta Avenue & Kamm Avenue intersection was developed by 4-Creeks, Inc. The design proposes a two-lane roundabout with multi-lane entries from Alta Avenue and Kamm Avenue. Drivers are directed to use the outer lane for right turns and the inner lane for through traffic and left turns. Although single-lane entries would have adequate capacity to serve the intersection under existing conditions, traffic volumes are expected to significantly increase upon development of the planned high school on the southwest corner of the intersection. It was determined that a multi-lane roundabout would be best to maintain acceptable operation in the future and prevent traffic delays during peak travel periods.

A standard truck apron is proposed around the central island to accommodate large trucks. Crosswalks and sidewalks are proposed along all legs to accommodate pedestrian travel. The proposed sidewalks on the south-east corner will connect to existing sidewalk south side of Kamm Avenue, east of the intersection, and on the east side of Alta Avenue, south of the intersection. Sidewalks proposed on the south-west corner of the intersection will connect to planned sidewalk facilities upon the development of the new high school. Sidewalks on the northeast and northwest corners will connect to future sidewalk facilities as those areas are developed in the future. As discussed in Section 2, Class II Bicycle lanes are present along the north and south legs of Alta Avenue and east of the intersection along Kamm Avenue. Bike ramps are proposed to accommodate cyclists who wish to travel through the intersection using pedestrian facilities. Alternatively, cyclists can merge with vehicular traffic and use vehicular traffic lanes to move through the intersection.



Figure 4-5. Proposed Design Concept for Alta Avenue & Kamm Avenue

Alta Avenue & Avenue 400 Design Concept

The roundabout design for the Alta Avenue & Avenue 400 intersection was developed by TJKM. The design proposes a single-lane roundabout with multi-lane entries from Alta Avenue and single-lane entries from Avenue 400. Right-turn-only lanes are proposed along the Alta Avenue legs to facilitate right turns onto Avenue 400. Although single-lane entries would have adequate capacity to serve the intersection, it was determined that providing right-turn-only lanes at entries from Alta Avenue would better conform to the existing 4-lane roadway. Additionally, it was found that while the rate of right turns is not necessarily high, the northbound and southbound through movement is high and right turn movements are higher than left turns on Alta Avenue. Separating the right turns from the heavy through movement traffic will improve roundabout operations and help to avoid future delays.

A standard truck apron is proposed around the central island to accommodate large trucks, which frequently travel through the intersection. There are no existing bicycle or pedestrian facilities and the intersection is not in an area of significant pedestrian or cyclist travel. It is not anticipated that pedestrian or cyclist use will increase in the future. Therefore, no cyclist or pedestrian facilities are proposed. However, cyclists may use the vehicular travel lanes to move through the intersection if needed.

Existing culverts are located along the north side of El Monte, east of the intersection, and along the west side of Avenue 400, south of the intersection. It is proposed that the roundabout be constructed slightly west of the existing centerline along Avenue 400 in order to avoid construction in the culvert.



Figure 4-6. Proposed Design Concept for Alta Avenue & Avenue 400.

Preliminary Landscaping Concept Plan

The proposed roundabouts are intended to act as entrances into the City of Dinuba and would be appropriate locations for decorative landscaping and welcome/monument signage. Landscaping should be similar in style to the landscaping used in the City's medians and parks and consistent with the City of Dinuba Landscaping and Design Guidelines. It should be noted that the contents of this section are intended to guide the development of a final landscaping plan, and that a final landscaping plan should be prepared by a qualified landscape architect prior to project implementation.

Central Islands

Landscaping is proposed within the central islands of all roundabouts proposed by this study. Central islands should be landscaped with shrubs and ornamental vegetation that allow adequate sight distance for vehicles and pedestrians. Sculptures, or other public artwork, may be incorporated into the design to enhance the visual character. Plants should be selected based on their ability to provide a variety of colors and textures and spaced to fill in 80% of the central island area within two years after planting. Groundcover coverage should be 100% in one year. A sample plant list for central island landscaping is provided below.

- Yeddo Hawthorn (*Rhaphiolepis umbellata*)
- Chinese Red Fringe Flower
- Privet (*Ligustrum japonicum*)
- Dianella (Cassa Blue or Clarity Blue)
- Fortnight Lily (Butterfly Iris)
- Asian Star Jasmine
- Lantana
- Red & Yellow Yucca
- "Flamingo Glow" Yucca/Lily (*Beschorneria yuccoides*)
- Agave "Blue Glow"

Welcome signs or monument signs are an effective tool to create a sense of identity in a public space, and can be incorporated into the roundabout central island landscaping plan to inform drivers of where they are and provide aesthetic benefits. "Welcome to Dinuba" monument signage is proposed at the intersections of W. El Monte & Road 56, W. El Monte & Road 92, N. Alta & Nebraska, and S. Alta & Kamm Avenue. Monument signage may be implemented at S. Alta & Avenue 400 instead of S. Alta & Kamm Avenue at the City's discretion.

Planter Strips and Splitter Islands

Landscaping is proposed within all splitter islands wider than 8 feet and within planter strips, where applicable. Plants should be selected based on their ability to provide low maintenance, drought tolerant ground cover and should be spaced to provide 100% ground cover in 1 year. Sod should not be used within planter strips or splitter islands. Decorative hardscaping is proposed where splitter islands are less than 8 feet wide.



Figure 4-7. Conceptual central island landscaping and monument signage.



Figure 4-8. Conceptual splitter island landscaping.

5. Action Plan and Implementation

Feasibility Study Implementation

This planning study was developed to assess the feasibility of roundabout intersections at five key locations that serve as access points to the City of Dinuba. It is intended to serve as a planning-level study to guide the development of roundabout designs at these intersections. Implementation of the Study is based on the following assumptions:

- All improvements will be consistent with the City of Dinuba General Plan, as well as all other applicable agency standards.
- Implementation of the proposed design concepts identified in this feasibility study will occur as funding sources become available. This may be in phases depending on the funding source and timing availability.
- Project funding is able to be obtained locally or through State and Federal funding sources.
- Land necessary to accommodate the footprint of the proposed roundabout can be reasonably obtained through Right of Way Acquisitions.

Based on these assumptions, all five intersections involved in this study are considered to be feasible locations for roundabout intersections, and the designs provided in Section 4 - Proposed Design Concepts are appropriate to accommodate existing and future uses. This section will strategies necessary to achieve project implementation, including Right-of-Way acquisition, environmental review and compliance, and financial planning.



Right of Way Acquisition

Right-of-Way (ROW) acquisition is the act of acquiring land or easements to complete a project. ROW acquisitions will be required for four of the intersections prior to project implementation. The roundabout at El Monte & Road 56 is the only intersection that will not require ROW acquisition because existing ROW is sufficient to accommodate the proposed design. Land that will need to be acquired by the City prior to project implementation is shown in Figures 5-1 - Figure 5-4, and a summary of ROW acquisition requirements is provided in Table 7. It should be noted that ROW area calculations are approximate and based off of conceptual designs. Property boundary surveys and final designs will be needed to determine exact ROW acquisition requirements.

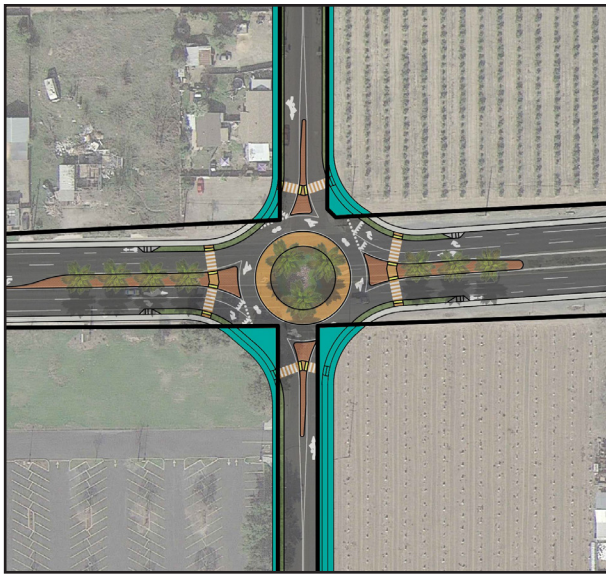


Figure 5-1. El Monte & Road 92 ROW Acquisition

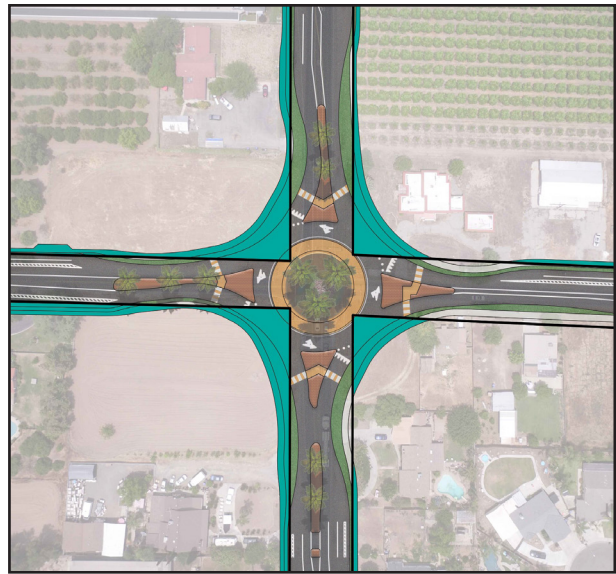


Figure 5-2. Alta & Nebraska Ave ROW Acquisition

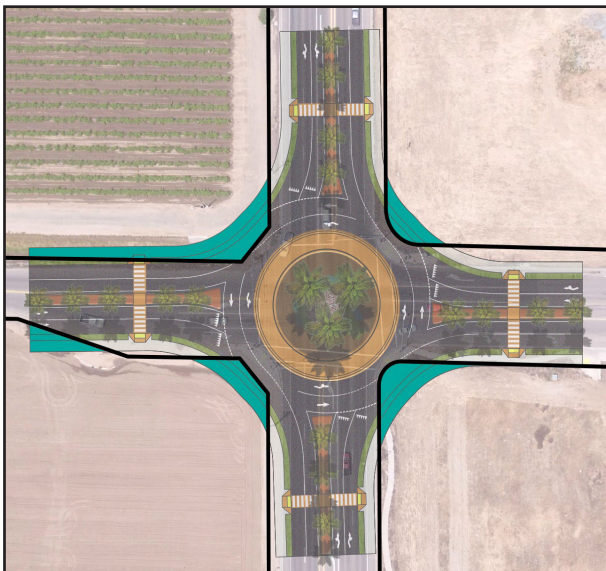


Figure 5-3. Alta & Kamm ROW Acquisition

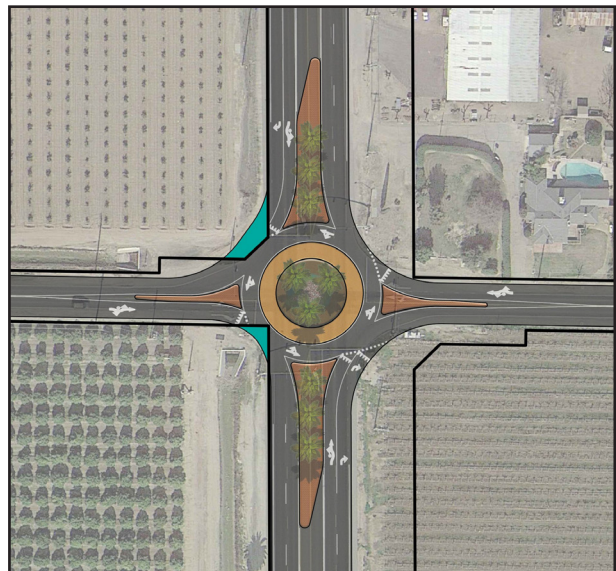


Figure 5-4. Alta & Ave 400 ROW Acquisition

Table 7. ROW Acquisition Summary			
Intersection	APN	Land Use	ROW Acquisition (sf)
E. El Monte & Road 92	013-090-040	General Commercial	3925
	013-090-055	Medium-Low Density Residential	4444
	018-180-020	Medium-Low Density Residential	6701
	018-180-032, 034	General Commercial	3296
N. Alta & Nebraska Avenue	013-050-012	Medium-Low Density Residential	7937
	013-100-008	Community Commercial	11481
	014-071-001	Medium-Low Density Residential	6528
	014-380-023	Community Commercial	14450
S. Alta & Kamm Avenue	107-172-009, 059	Light Industrial	9754
	017-210-020	Community Commercial	3442
	030-010-041	Light Industrial	3761
	030-260-043	General Commercial	5778
S. Alta & Avenue 400	030-020-039	Professional Office	975
	030-030-020	Industrial Reserve	412

Environmental Review and Compliance Process

It is likely that all five proposed roundabouts will require federal funding and will therefore be subject to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The federal agency that is providing project funding will be responsible for complying with the requirements of NEPA, while the City of Dinuba and/or Tulare County will act as Lead Agency pursuant to CEQA guidelines. It is anticipated that the environmental impacts associated with Plan implementation will be adequately accounted for under a Finding of No Significant Impact under NEPA and a Negative Declaration under CEQA, however the final determination regarding the appropriate environmental compliance documents will be made by the federal agency carrying out the federal action and the City of Dinuba and/or Tulare County as Lead Agencies pursuant to NEPA and CEQA guidelines.

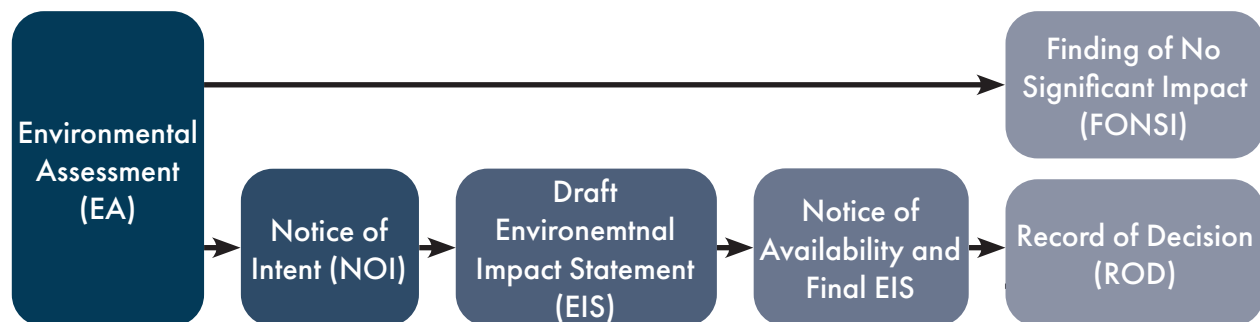


Figure 5-5. NEPA Process

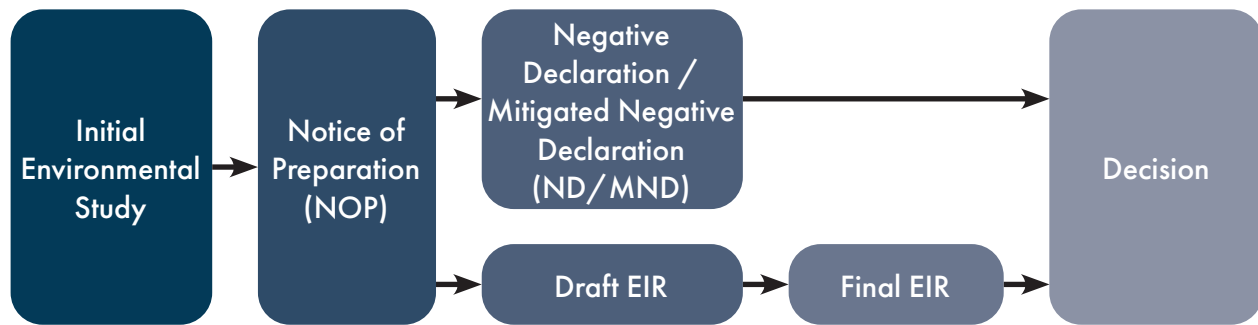


Figure 5-6. CEQA Process

Financial Plan

Because implementation of the proposed design concepts is completely dependent on the acquisition of adequate funding, cost estimates and identification of potential funding sources is necessary to ensure the practicality of this study. This section will discuss the estimated costs of proposed design concepts and identify potential funding sources to support project implementation.

Project Costs

Preliminary cost estimates for implementation of four of the proposed design concepts were developed by 4-Creeks. Cost estimates for the N. Alta & Nebraska Avenue roundabout were developed by Yamabe & Horn Engineering. These estimates should be used as a guideline for funding requests and scheduling. It should be noted that cost estimates are based off of preliminary designs and assumed project extents (i.e. length of road reconstruction) and cost estimates may need to be updated throughout the design and approval process as more information becomes available.

Table 8. Cost Estimate Summary	
Intersection	Total Construction Cost
W. El Monte & Road 56	\$2,111,039.98
E. El Monte & Road 92	\$3,512,965.78
N. Alta & Nebraska Avenue	\$2,942,000.00
S. Alta & Kamm Avenue	\$2,625,651.88
S. Alta & Avenue 400	\$2,135,507.28

Table 9. El Monte & Road 56 Cost Estimate

No.	Items	Units	Quantity	Unit Price	Totals
1	Mobilization & Demobilization	1	LS	\$90,000.00	\$90,000.00
2	Water Pollution Prevention	1	LS	\$10,000.00	\$10,000.00
3	Dust Control	1	LS	\$3,000.00	\$3,000.00
4	Traffic Control	1	LS	\$35,000.00	\$35,000.00
5	Portable Changeable Message Signs (PCMS)	1	LS	\$4,200.00	\$4,200.00
6	Construction Notification Signs	4	EA	\$1,500.00	\$6,000.00
7	Removing Concrete (F)	258	SF	\$1.50	\$387.00
8	Remove Asphalt Concrete (F)	157,197	SF	\$0.25	\$39,299.25
9	Remove Curb & Gutter / Curb (F)	605	LF	\$4.00	\$2,420.00
10	Remove Asphalt Dike	133	LF	\$4.00	\$532.00
11	Remove Guard Rail	189	LF	\$6.00	\$1,134.00
12	Salvage Traffic Signal/Street Light	8	EA	\$7,000.00	\$56,000.00
13	Misc. Utility Adjustments	1	LS	\$20,000.00	\$20,000.00
14	Stormwater Adjustments	1	LS	\$15,000.00	\$15,000.00
15	Clearing and Grubbing	1	LS	\$20,000.00	\$20,000.00
16	Concrete Curb & Gutter	3,659	LF	\$42.00	\$153,678.00
17	Concrete Median Curb Type B1-6	1,342	LF	\$40.00	\$53,680.00
18	Mountable Concrete Curb (Roundabout)	315	LF	\$60.00	\$18,900.00
19	Retaining Curb	214	LF	\$30.00	\$6,420.00
20	Landscaping	9,533	SF	\$4.00	\$38,132.00
21	Stamped Median Concrete	1,209	SF	\$15.00	\$18,135.00
22	Stamped Structural Concrete (Truck Aprons)	4,222	SF	\$25.00	\$105,550.00
23	Signing, Striping, & Marking	1	LS	\$45,000.00	\$45,000.00
24	Street Lighting	12	EA	\$9,700.00	\$116,400.00
25	City Monument Sign	1	EA	\$50,000.00	\$50,000.00
26	Hot Mix Asphalt	4,553	TON	\$100.00	\$455,300.00
27	Class II Aggregate Base	6,937	TON	\$80.00	\$554,960.00
Construction Subtotal					\$1,919,127.25
Contingency (10%)					\$191,912.73
Construction Total					\$2,111,039.98

Table 10. El Monte & Road 92 Cost Estimate

No.	Items	Units	Quantity	Unit Price	Totals
1	Mobilization & Demobilization	1	LS	\$150,000.00	\$150,000.00
2	Water Pollution Prevention	1	LS	\$10,000.00	\$10,000.00
3	Dust Control	1	LS	\$3,000.00	\$3,000.00
4	Traffic Control	1	LS	\$35,000.00	\$35,000.00
5	Portable Changeable Message Signs (PCMS)	1	LS	\$4,200.00	\$4,200.00
6	Construction Notification Signs	4	EA	\$1,500.00	\$6,000.00
7	Removing Concrete (F)	4,524	SF	\$1.50	\$6,786.00
8	Remove Asphalt Concrete (F)	119,305	SF	\$0.25	\$29,826.25
9	Remove Curb & Gutter / Curb (F)	1,105	LF	\$4.00	\$4,420.00
10	Salvage Traffic Signal/Street Light	1	EA	\$7,000.00	\$7,000.00
11	Power Pole Relocation	2	EA	\$25,000.00	\$50,000.00
12	Misc. Utility Adjustments	1	LS	\$20,000.00	\$20,000.00
13	Stormwater Adjustments	1	LS	\$15,000.00	\$15,000.00
14	Clearing and Grubbing	1	LS	\$20,000.00	\$20,000.00
15	Concrete Curb & Gutter	3,007	LF	\$42.00	\$126,294.00
16	Concrete Median Curb Type B1-6	1,922	LF	\$40.00	\$76,880.00
17	Mountable Concrete Curb (Roundabout)	315	LF	\$60.00	\$18,900.00
18	Retaining Curb	214	LF	\$30.00	\$6,420.00
19	Landscaping	18,031	SF	\$4.00	\$72,124.00
20	Concrete Sidewalks	16,905	SF	\$6.00	\$101,430.00
21	Stamped Median Concrete	1,382	SF	\$15.00	\$20,730.00
22	Stamped Structural Concrete (Truck Aprons)	3,607	SF	\$25.00	\$90,175.00
23	Curb Ramp	8	EA	\$5,500.00	\$44,000.00
24	Detecable Warning Surfaces	1	LS	\$4,500.00	\$4,500.00
25	Bike Ramp	4	EA	\$3,700.00	\$14,800.00
26	Signing, Striping, & Marking	1	LS	\$45,000.00	\$45,000.00
27	RFB Beacons	1	LS	\$220,000.00	\$220,000.00
28	Street Lighting	12	EA	\$9,700.00	\$116,400.00
29	City Monument Sign	1	EA	\$50,000.00	\$50,000.00
30	Hot Mix Asphalt	4,944	TON	\$100.00	\$494,400.00

Table 10. El Monte & Road 92 Cost Estimate Continued

No.	Items	Units	Quantity	Unit Price	Totals
31	Class II Aggregate Base	7,446	TON	\$80.00	\$595,680.00
32	ROW Acquisition (estimated)	18,366	SF	\$40.00	\$734,640.00
Construction Subtotal					\$3,193,605.25
Contingency (10%)					\$319,360.53
Construction Total					\$3,512,965.78

Table 11. N Alta & Nebraska Avenue Cost Estimate

No.	Items	Units	Quantity	Unit Price	Totals
1	Mobilization & Demobilization	1	LS	\$90,000.00	\$90,000.00
2	Traffic and Dust Control	1	LS	\$75,000.00	\$75,000.00
3	Clearing and Grubbing	1	LS	\$80,000.00	\$80,000.00
4	Asphalt Concrete Grinding	82,392	SF	\$0.25	\$20,598.00
5	Roadway Excavation	3,560	CY	\$40.00	\$142,400.00
6	Hot Mix Asphalt, Type 'A'	2,401	TON	\$120.00	\$288,120.00
7	Aggregate Base, CL II	4,332	TON	\$35.00	\$151,620.00
8	Construct Concrete Median Curb	1,701	LF	\$30.00	\$51,030.00
9	Construct Mountable Curb	364	LF	\$35.00	\$12,740.00
10	Construct Concrete Curb and Gutter	3,111	LF	\$40.00	\$124,440.00
11	Construct Concrete Sidewalk	18,460	SF	\$7.00	\$129,220.00
12	Construct Concrete Stamped Truck Apron	4,305	SF	\$30.00	\$129,150.00
13	Construct Concrete Residential Driveway Approach	3,447	SF	\$15.00	\$51,705.00
14	Construct Concrete Commercial Driveway Approach	2,008	SF	\$25.00	\$50,200.00
15	Construct 3" Thick Brick Stamped Concrete	1,482	SF	\$8.00	\$11,856.00
16	Construct Concrete Curb Ramp	8	EA	\$3,000.00	\$24,000.00
17	Construct Concrete Bicycle Ramp	8	EA	\$2,000.00	\$16,000.00
18	Construct Concrete Pedestrian Refuge	4	EA	\$8,000.00	\$32,000.00
19	Adjust Existing Water Valve	7	EA	\$800.00	\$5,600.00
20	Adjust Existing Water Meter	1	EA	\$1,000.00	\$1,000.00
21	Relocate Existing Water Meter	3	EA	\$1,000.00	\$3,000.00

Table 11. N Alta & Nebraska Avenue Cost Estimate Continued

No.	Items	Units	Quantity	Unit Price	Totals
22	Install 1" Water Service	14	EA	\$3,500.00	\$49,000.00
23	Install 2" Water Service	3	EA	\$3,500.00	\$10,500.00
24	Install Backflow Preventor	1	EA	\$5,000.00	\$5,000.00
25	Relocate Fire Hydrant	2	EA	\$4,500.00	\$9,000.00
26	Adjust Existing Sanitary Sewer Manhole	3	EA	\$1,200.00	\$3,600.00
27	Install Sanitary Sewer Manhole	4	EA	\$6,000.00	\$24,000.00
28	Install 10" Trunk Sanitary Sewer Pipe	600	LF	\$130.00	\$78,000.00
29	Install 15" Trunk Sanitary Sewer Pipe	400	LF	\$135.00	\$54,000.00
30	Install 4" Sanitary Sewer Service	7	EA	\$2,500.00	\$17,500.00
31	Install 6" Sanitary Sewer Service	2	EA	\$2,500.00	\$5,000.00
32	Construct Storm Drain Inlet	5	EA	\$5,000.00	\$25,000.00
33	Construct 48" Storm Drain Manhole	7	EA	\$6,000.00	\$42,000.00
34	Install 24" Storm Drain Pipe	246	LF	\$160.00	\$39,360.00
35	Install 48" Storm Drain Pipe	1,318	LF	\$180.00	\$237,240.00
36	Install Underground Retention Basin	1	LS	\$100,000.00	\$100,000.00
37	Install Landscape and Irrigation Plan	34,596	SF	\$8.00	\$276,768.00
38	Install Streetlight Pull Box	3	EA	\$1,300.00	\$3,900.00
39	Install Directional Bore, Conduit, and Conductors	2,476	LF	\$22.50	\$55,710.00
40	P.O.S. and Power Connection	1	EA	\$10,000.00	\$10,000.00
41	Install Streetlight	20	EA	\$8,000.00	\$160,000.00
42	Relocate Chain Link Fence	220	LF	\$10.00	\$2,200.00
43	Construct City Monument Sign	1	EA	\$50,000.00	\$50,000.00
44	Worker Protection From Caving Ground in Excavation	1	LS	\$2,000.00	\$2,000.00
45	SWPP Development & Maintenance	1	LS	\$5,000.00	\$5,000.00
46	Install Pavement Striping and Signage and Markings	1	LS	\$50,000.00	\$50,000.00
47	Acquire City Encroachment Permit	1	LS	\$117,000.00	\$117,000.00
48	Miscellaneous Street Facilities and Operations	1	LS	\$20,543.00	\$20,543.00
Construction Subtotal					\$2,942,000.00

Table 12. S Alta & Kamm Avenue Cost Estimate					
No.	Items	Units	Quantity	Unit Price	Totals
	Base Bid				
1	Mobilization & Demobilization	1	LS	75,000.00	\$75,000.00
2	Water Pollution Prevention	1	LS	10,000.00	\$10,000.00
3	Dust Control	1	LS	3,000.00	\$3,000.00
4	Traffic Control	1	LS	35,000.00	\$35,000.00
5	Portable Changeable Message Signs (PCMS)	1	LS	4,200.00	\$4,200.00
6	Construction Notification Signs	4	EA	1,500.00	\$6,000.00
7	Removing Concrete (F)	1,528	SF	1.50	\$2,292.00
8	Remove Asphalt Concrete (F)	62,241	SF	0.25	\$15,560.25
9	Remove Curb & Gutter / Curb (F)	1,169	LF	4.00	\$4,676.00
10	Remove Asphalt Dike	231	LF	4.00	\$924.00
11	Clearing and Grubbing	1	LS	20,000.00	\$20,000.00
12	Concrete Curb & Gutter	1,496	LF	42.00	\$62,832.00
13	Concrete Median Curb Type B1-6	1,385	LF	40.00	\$55,400.00
14	Mountable Concrete Curb (Roundabout)	415	LF	60.00	\$24,900.00
15	Retaining Curb	315	LF	30.00	\$9,450.00
16	Concrete Sidewalks	14,942	SF	6.00	\$89,652.00
17	Stamped Median Concrete	5,552	SF	15.00	\$83,280.00
18	Stamped Structural Concrete (Truck Aprons)	5,014	SF	25.00	\$125,350.00
19	Curb Ramp	8	EA	5,500	\$44,000.00
20	Detecable Warning Surfaces	1	LS	4,500	\$4,500.00
21	Bike Ramp	8	EA	3,700	\$29,600.00
22	Signing, Striping, & Marking	1	LS	45,000.00	\$45,000.00
23	Hot Mix Asphalt	2,003	TON	100.00	\$200,300.00
24	Class II Aggregate Base	6,583	TON	80.00	\$526,640.00
25	ROW Acquisition (estimated)	22,735	SF	40.00	\$909,400.00
Construction Subtotal					\$2,386,956.25
Contingency (10%)					\$238,695.63
Construction Total					\$2,625,651.88

Table 13. S Alta & Avenue 400 Cost Estimate					
No.	Items	Units	Quantity	Unit Price	Totals
1	Mobilization & Demobilization	1	LS	\$90,000.00	\$90,000.00
2	Water Pollution Prevention	1	LS	\$10,000.00	\$10,000.00
3	Dust Control	1	LS	\$3,000.00	\$3,000.00
4	Traffic Control	1	LS	\$35,000.00	\$35,000.00
5	Portable Changeable Message Signs (PCMS)	1	LS	\$4,200.00	\$4,200.00
6	Construction Notification Signs	4	EA	\$1,500.00	\$6,000.00
7	Remove Asphalt Concrete (F)	91,865	SF	\$0.25	\$22,966.25
8	Remove Asphalt Dike	289	LF	\$4.00	\$1,156.00
9	Salvage Traffic Signal/Street Light	8	EA	\$7,000.00	\$56,000.00
10	Misc. Utility Adjustments	1	LS	\$20,000.00	\$20,000.00
11	Stormwater Adjustments	1	LS	\$15,000.00	\$15,000.00
12	Clearing and Grubbing	1	LS	\$20,000.00	\$20,000.00
13	Concrete Curb & Gutter	3,656	LF	\$42.00	\$153,552.00
14	Concrete Median Curb Type B1-6	1,235	LF	\$40.00	\$49,400.00
15	Mountable Concrete Curb (Roundabout)	315	LF	\$60.00	\$18,900.00
16	Retaining Curb	214	LF	\$30.00	\$6,420.00
17	Landscaping	7,379	SF	\$4.00	\$29,516.00
18	Stamped Median Concrete	731	SF	\$15.00	\$10,965.00
19	Stamped Structural Concrete (Truck Aprons)	4,223	SF	\$25.00	\$105,575.00
20	Signing, Striping, & Marking	1	LS	\$45,000.00	\$45,000.00
21	Street Lighting	12	EA	\$9,700.00	\$116,400.00
22	City Monument Sign	1	EA	\$50,000.00	\$50,000.00
23	Hot Mix Asphalt	4,610	TON	\$100.00	\$461,000.00
24	Class II Aggregate Base	6,948	TON	\$80.00	\$555,840.00
25	ROW Acquisition (estimated)	1,387	SF	\$40.00	\$55,480.00
Construction Subtotal					\$1,941,370.25
Contingency (10%)					\$194,137.03
Construction Total					\$2,135,507.28

Potential Funding Sources

Successful implementation of the design concepts proposed by this Feasibility Study will require acquisition of reliable funding. Funding for design concept implementation may be obtained locally or through State and Federal Grant programs. Although local funding sources are often more reliable, State and Federal grants should be pursued to supplement project implementation.

The number and type of grant and loan programs available to public agencies in any given year can vary significantly based on Legislature appropriations. Many of the grant programs below are on-going with rounds of grant monies provided upon availability of funding. The grant and loan programs listed below are not exhaustive and should be updated regularly upon implementation of any design concepts proposed by this feasibility. The City of Dinuba will be responsible for developing individual applications in response to grant program solicitations.

Federal Funding Sources

- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program:** The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs that help to meet the requirements of the Clean Air Act. The program funds projects that reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance maintenance areas). This program is funded through the FAST act.
- **Fixing America's Surface Transportation (FAST) Act:** A fairly flexible program to provide federal funding to state and regional governments for transportation related projects and programs. The AID Demonstration program, Safe Routes to School program, Transportation Enhancements Program, and Transportation Alternatives Program grants are also provided under the FAST Act.
- **Better Utilizing Investments to Leverage Development (BUILD) program:** The BUILD Transportation Discretionary Grant program, previously known as the Transportation Investment Generating Economic Recovery (TIGER) program, provides funding for selected projects and programs based on considerations for safety, economic competitiveness, quality of life, environmental sustainability, state of good repair, innovation, and partnership. The Department of Transportation (DOT) website states that the DOT intends to award 50% of BUILD transportation grant funding to projects located in rural areas to deliver positive benefits to these communities.
- **Infrastructure for Rebuilding America (INFRA) discretionary grant program:** Provides funding to State and regional governments for public infrastructure projects.
- **Transportation, Community, and System Preservation Program (TCSP):** TCSP is intended to address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. State and local governments, metropolitan planning organizations (MPOs), and tribal governments are eligible for discretionary grants, authorized at \$270 million through 2009, to carry out eligible projects to integrate transportation, community, and system preservation plans and practices.

State Funding Sources

- **Low Carbon Transportation Investments and Air Quality Improvement Program:** The Low Carbon Transportation Investments and the Air Quality Improvement Program is funded through Cap-and-Trade auction proceeds and provides funding for projects that reduce transportation-related emissions.
- **California Department of Housing and Community Development Block Grant Program:** Provides funding for projects related to housing, public works, and community facilities for low-income areas.
- **Road Repair and Accountability Act (SB1):** Provides increased funding to fix roads, freeways, and bridges in communities across California with funds split equally between State and Local Investments.
- **Transportation Development Act (TDA):** the TDA provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The act establishes two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund. LTF may be used by counties with a population under 500,000 for local streets and roads, construction, and maintenance. STA funding can only be used for transportation planning and mass transportation purposes.
- **San Joaquin Valley Air Pollution Control District (SJVAPCD):** Provides funding for a variety of local transportation related projects that support the goals of the SJVAPCD. These include funds for bike paths, electric vehicle charging stations, and public transportation subsidies.



Project Prioritization

It is unlikely that funding will be available to implement all five intersections simultaneously. Therefore, it is important to prioritize projects that will provide the greatest community benefit first. Flexibility should be given with regard to priority order, as projects may need to be implemented out of sequence based on funding availability and readiness to proceed.

There are a number of ways projects may be prioritized. The City of Dinuba may choose to prioritize projects based on collision rates for each intersection. Because roundabouts greatly reduce the chance of injury or fatality in the event of a collision, this method of project prioritization would be the most beneficial to public safety. Using the collision history discussed in Section 3, this method would prioritize the proposed roundabout projects in the following order:

1. Alta Avenue & Road 56
2. Alta Avenue & Avenue 400
3. El Monte & Road 92
4. Alta Avenue & Nebraska Avenue
5. Alta Avenue & Kamm Avenue

Roundabout intersections also offer substantial benefits related to traffic flow. Because traffic delay has a direct effect on greenhouse gas emissions and air quality, the City of Dinuba may choose to prioritize projects based on traffic volumes to maximize emissions reduction benefits. The proposed projects would be prioritized in the order below using this method. The Alta/Avenue 56 intersection is not included in this prioritization list because traffic counts were not available at the time of this study due to COVID-19.

1. Alta Avenue & Kamm Avenue
2. Alta Avenue & Avenue 400
3. Alta Avenue & Nebraska Avenue
4. El Monte & Road 92

The City may wish to consider other factors as they determine the most appropriate way to prioritize the proposed projects. Potential considerations include pedestrian volume, future development (such as the planned high school at Alta & Kamm) or community input. The City of Dinuba has the option to select a method of prioritization at the acceptance of this plan or at a later date.



City Council Staff Report

Department: PUBLIC WORKS

July 9, 2024

To: Mayor and City Council

From: George Avila, Public Works Director

By: Anna Santillan, Fiscal Analyst I

Subject: Resolution No. 2024-52 Authorizing Execution of Program Supplement for the use of Measure R funds for the El Monte Way Corridor Improvements Project Phase 2 (GA)

RECOMMENDATION

Council to adopt Resolution No. 2024-52 approving a Program Supplement for the use of Measure R funds in the amount of \$700,000 for design and ROW acquisition for Phase 2 of the El Monte Way Corridor Improvements Project and authorize the City Manager or designee to execute the required documents.

EXECUTIVE SUMMARY

The Measure R Expenditure Plan includes funding for enhancing El Monte Way across the length of the City of Dinuba. Phase 2 of these improvements includes the construction of a roundabout at the intersection of El Monte & Perry. The approval of the subject Program Supplement will allow the city to access \$700,000 for the design and ROW acquisition for this project.

OUTSTANDING ISSUES

None.

DISCUSSION

In September 2020 the City Council was presented with a comprehensive Roundabout Feasibility Study that identifies future roundabouts at various major intersections. One of the sites identified is the intersection of E. El Monte Way and Perry Avenue. A new roundabout at this location would improve traffic flow, capacity, and enhance vehicular and pedestrian safety. The Tulare County Association of Governments (TCAG) is supportive of the city's efforts to construct roundabouts at major intersections.

Funding for the design/engineering and right-of-way (ROW) acquisition for the El Monte/Perry roundabout can be earmarked out of the city's Measure R Avenue 416 Improvements Project allocation. A total of \$350,000 for professional engineering and a total of \$350,000 for ROW is available for the subject project. In order to program the funds, TCAG requires that the City Council formalize this action by adopting a resolution approving a Measure R Program Supplement. A copy of the resolution and program supplement is enclosed herein as Attachment 'A' and Attachment 'B', respectively.

FISCAL IMPACT

The anticipated cost to complete design/engineering and ROW acquisition is \$700,000. This entire amount would be funded with measure R funds.

PUBLIC HEARING

None.

ATTACHMENTS:

Attachment 'A'-Resolution 2024-52
Attachment 'B'-Program Supplement

RESOLUTION NO. 2024-52

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DINUBA, CALIFORNIA,
AUTHORIZING THE CITY MANAGER OR THE PUBLIC WORKS DIRECTOR TO SIGN A
MEASURE R PROGRAM SUPPLEMENT TO THE COOPERATIVE AGREEMENT TO FUND
THE EI MONTE WAY CORRIDOR IMPROVEMENTS PHASE 2 PROJECT DESIGN AND ROW
ACQUISITION EXPENSES IN THE AMOUNT OF \$700,000**

WHEREAS, on November 7, 2006 the citizens of Tulare County approved a ½ a cent transportation sales tax measure known as “Measure R”; and

WHEREAS, on May 22, 2007 the City of Dinuba entered into a Measure R “Cooperative Agreement” with the Tulare County Association of Governments in order to receive funding for transportation improvements projects identified in the adopted Measure R “Expenditure Plan”; and

WHEREAS, the Measure R Cooperative Agreement has no force or effect with respect to Regional Projects, Local Projects, Bike Projects, or Transit Projects unless and until a project-specific Program Supplement has been executed; and

WHEREAS, the City of Dinuba wishes to design and construct the Perry Avenue and El Monte Way/Avenue 416 Roundabout to improve driver and pedestrian safety at this important intersection. Roundabouts have shown to be effective transportation enhancements that mitigate the frequency of traffic collisions and also improve air quality; and

WHEREAS, the City Council of the City of Dinuba hereby delegates authorization to the City Manager or the Public Works Director of the City of Dinuba to execute a Program Supplement to Cooperative Agreement in the amount of \$700,000 for the Perry Avenue and El Monte Way/Avenue 416 Roundabout Project, and future program Supplement Agreements and/or amendments thereto with the Tulare County Transportation Authority.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DINUBA hereby, finds, orders and resolves as follows:

1. The above recitals are true and correct.
2. The City Manager or the Public Works Director is hereby authorized to execute a Program Supplement to the Measure R Cooperative Agreement for the subject transportation improvement project as identified in the adopted Measure R Expenditure Plan.

THEREFORE, BE IT RESOLVED that this resolution is adopted and approved by the City Council of the City of Dinuba on this 11th day of June 2024 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:

ATTEST:

MAYOR

CITY CLERK

**MEASURE R PROGRAM SUPPLEMENT TO
COOPERATIVE AGREEMENT**

AUTHORITY AGREEMENT NUMBER: _____

This Program Supplement is made and entered into on _____, 2024 by and between the City of Dinuba ("Sponsor") and the TULARE COUNTY ASSOCIATION OF GOVERNMENTS, acting as the Local Transportation Authority ("Authority").

This Program Supplement hereby incorporates the "Measure R Cooperative Agreement" for Measure R Expenditures which was entered into between the Sponsor and the Authority on May 22, 2007 and is subject to all terms and conditions thereof. This Program Supplement is executed under authority designated to the City Manager by a vote of the City Council on June 11, 2024 and per Resolution No. 2024-52.

Project Scope, Costs, and Schedule are incorporated herein as Exhibit "A" and agreed upon by Sponsor and Authority.

Covenants of Sponsor

1.1. SPONSOR agrees that it will only proceed with work authorized for specific phases(s) with a written "Authorization to Proceed" or Authority action and will not proceed with future phase(s) of this project(s) prior to receiving a written "Authorization to Proceed" or Authority action.

1.2. The SPONSOR will advertise, award, and administer the project(s) in accordance with SPONSOR standards.

1.3. Award information shall be submitted by the SPONSOR to the AUTHORITY within 60 days after the project contract award.

1.4. Failure to submit award information in accordance with section 1.3 will cause a delay (without interest or penalties) in AUTHORITY processing invoices for the construction phase.

1.5. If no costs have been invoiced for a six-month period, SPONSOR agrees to submit for each phase a written explanation of the absence of project(s) activity along with target billing date and target billing amount.

IN WITNESS WHEREOF, the undersigned parties have executed this Agreement on the day and year first written above.

COUNTY OF TULARE TRANSPORTATION AUTHORITY

By: _____
Authority Director

ATTEST BY: _____

CITY OF DINUBA

By: _____
Luis Patlan, City Manager

ATTEST BY: _____

APPROVED AS TO FORM:

City Attorney

PROJECT SCOPE

Roundabout Design at Perry Avenue and East El Monte Way

To fund design services including project initiation, project management, topographic survey, utility research and coordination, environmental engineering, geotechnical analysis, landscape and irrigation plans, construction plans, cost estimate and specification, and right of way support for the construction of a new roundabout located at the intersections of Perry Avenue and East El Monte/Avenue 416. Design will include all pedestrian crossings, ramps, and affected drive approaches. Roundabouts have shown to be effective transportation enhancements that mitigate the frequency of traffic collisions and also improve air quality.

Phase Design:

Project Initiation	\$2,000
Project Management	\$10,000
Topographic Survey	\$18,000
Utility Research and Coordination	\$5,000
Environmental Engineering	\$55,000
Geotechnical Analysis	\$10,000
Landscape and Irrigation Plans	\$45,000
Construction Plans	\$190,000
Cost Estimates & Specifications	\$15,000

TOTAL	\$350,000
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<u>Phase Right of way</u>	\$350,000
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Total Expense	\$700,000
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Project Funding

Measure R, Regional Allocation	\$700,000
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TOTAL	\$700,000
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City Council Staff Report

Department: CITY MANAGER'S OFFICE

July 9, 2024

To: Mayor and City Council

From:

Subject: 2023-24 Year-in-Review (LP)

RECOMMENDATION

Council to accept the 2023-24 Year-in-Review as an informational item.

EXECUTIVE SUMMARY

The past year has been very productive. City staff has worked diligently to ensure that Council goals are met while providing a high level of customer service to the community.

OUTSTANDING ISSUES

None.

DISCUSSION

As outlined in the memo enclosed herein as Attachment 'A', the City of Dinuba accomplished many key goals and objectives set forth by the City Council. These activities were carried out and accomplished with the hard work and dedication of all City staff.

Despite the ongoing uncertainty over sales tax revenues as a result of the CDTFA audit, the City was able to maintain current staffing and service levels while adopting a balanced budget across all fund types. This is no small feat considering the considerable amount of sales tax revenues at stake. Staff continues to work with the CDTFA on a fair and equitable settlement of the sale tax issue and hopes to have a resolution in the coming months.

While recruitment continues to be a challenge, particularly in public safety, all departments have been able to fill some key positions in their respective departments. The Fire Department is the one department that continues to be challenged with recruiting single-role paramedics. This seems to be an industry-wide challenge that we

hope is cyclical in nature and will resume to some state of normalcy. Chief Chastain is exploring strategies to increase recruitment.

Many critical capital projects were completed or started in the past fiscal year. The new clarifier at the wastewater treatment plant was completed and is now operational. This will provide much needed treatment capacity and redundancy at the plant. Various streets throughout the community were rehabilitated with slurry seal and new striping including the addition of bike lanes on major corridors.

Significant improvements have also been completed at City parks. New basketball courts, solar lighting, and walking trail were installed at KC Vista Park providing much more active and passive activities during the day and into the evening hours. The new Viscaya Neighborhood Park broke ground in June and is the first park to be developed in over 30 years. This park has been long overdue and will provide a significant source of recreational opportunities to the community.

Several major new vehicles and equipment were purchased to ensure staff has the tools that they need to carry out their jobs. A new 105' fire ladder truck and new fire engine were ordered. The lead time for these specialty vehicles is about 18 months. The Fire Department expects to receive them in 2025. A new ambulance was also purchased thanks to funding from the Alta Healthcare District.

In addition to funding new vehicles and equipment, the Alta Healthcare District Board approved a \$490,000 grant to fund three (3) full-time EMTs and purchase one new ambulance every 18 months. The new staffing will help with coverage and reduce the number of EMS calls that are not referred to private ambulance companies.

Some new businesses opened, and others are slated for the coming year. Of major significance is the re-tenanting of the Mercantile Row Shopping Center on the eastside. This center has remained dormant for decades with many vacant spaces. The center is now home to several new businesses including Sequoia Foods, Brochettes Euro-Mediterranean Grill, and Superior Grocers. Five Below, a second Starbucks and Tulare Works are expected to open soon.

Lastly, to handle and plan for expected growth around the new Dinuba High School staff retained a consultant to prepare a focused General Plan Update. The update made several changes to land uses around the new High School to ensure that sufficient land is available to accommodate demand for new residential developments once the school is completed.

FISCAL IMPACT

PUBLIC HEARING

ATTACHMENTS:

A. 2023-24 Year in Review Memo

Memo

To: Mayor and City Council

From: Luis Patlan, City Manager

Date: July 9, 2024

Re: 2023/24 in Review

I am pleased to present the 2023/2024 Year in Review. As highlighted in this memo, the past year has been very productive. City staff has worked diligently to implement the Council's goals and priorities as well as continue to provide a high level of service to the community. The Council's clear direction, strong support, and steadfast vision to improving the quality of life in the community are what allowed these and many other wins possible.

Goal #1: Fiscal Health

Objective A: Preserve sales tax revenues

- Working with CDTFA on audit of sales tax revenues
- SB 1494 (Glazer) was defeated (phase-out of sales tax sharing agreements)

Objective B: Prepare balanced general fund budget

- Adopted balanced FY 2024/25 general fund budget
- Implemented utility rate adjustments to cover operations and capital projects
- Earned \$2.16 million in interests on all cash invested (July 1, 2023 - March 30, 2024)
- Clean fiscal year-end audit for FY 2022/23
- Outsourced street sweeping services resulting in annual savings
- Received CSFMO & GFOA budget award for excellence in budgeting for FY 2023/24

Objective C: Seek and secure grants for key community projects

- Total grants awarded in 2023/24: \$24.8 million

Goal #2: Quality of Life & Neighborhood Improvements

Objective A: Address homelessness in the community

- Ongoing partnership with Tulare County HHSA & Kings/Tulare Homeless Alliance
- Adopted anti-camping ordinance to ensure parks are accessible to all
- 6 homeless housed in Sierra Village Apartments
- Conduct weekly check-ins with local homeless and provided navigation services

Objective B: Make improvements to existing community parks and plan for new parks

- Viscaya Neighborhood Park under construction
- Installation of new restrooms at Entertainment Plaza
- Installation of two new basketball courts with solar lights at KC Park
- Completion of nature-based walking trail at KC Vista Park
- Installation of new solar light at KC Park parking lot (adjacent to BB & PB courts)

Objective C: Focus on downtown improvements

- Awarded \$2.9M Clean CA grant to upgrade and renovate Entertainment Plaza
- Completion of Open Gate Thrift Store façade improvement
- Completion of former Don Shoe store face improvement
- City Hall and Civic Square Conceptual Plan
- 9 apartments on the second floor of former Don's Shoe Store

Objective D: Identify and plan for needed neighborhood improvements & community beautification

- Delgado neighborhood lighting study completed, and new solar lights ordered
- New raised median with landscaping installed on El Monte in front of Dutch Bros.
- Awarded \$750k CalHome grant to fund the Housing Rehabilitation Program
- Awarded \$750k CalHome grant to fund the First-Time Homebuyer Downpayment Assistance Program

Goal #3: Maintaining Organizational Capacity

Objective A: Ensure adequate staffing for the organization

- Hire FT Building Official and Building Inspector
- Hired second FT Code Enforcement Officer
- Fire Department implemented minimum two personnel per fire engine
- Promoted George Avila to PW Director
- Promoted Greg Chastain to Fire Chief
- DFD secured \$300k from Alta Health Care District to hire 3 FT EMT's

Objective B: Provide organization with needed vehicles and equipment

- New dump truck purchased and received for Public Works
- New ambulance purchased and received (Alta Health Care grant)
- 105' fire ladder truck ordered (\$2.0 million state earmark)
- New fire engine ordered (\$900,000 Measure F)

Objective D: Maintain and update ordinances and master plans

- Completion of focused General Plan Update
- Adopted Daytime Curfew for Minors
- Adopted anti-camping ordinance

Objective C: Evaluate and maintain adequate technology upgrades and infrastructure

- Created work station replacement program for all city departments

Goal #4: Investing in the Community

Objective A: Maintaining and expanding existing city programs & facilities

- Expanded senior luncheons to five days per week (\$500k CDBG grant)
- Senior Center re-roof
- Interior remodel of PW offices to accommodate new staffing
- Interior remodel and renaming of The Patio at Ridge Creek Golf Course
- Upgrades to the existing fire department (paint, new windows, floor coverings, restroom shower, office furniture)

Objective B: Maintain and expand critical community infrastructure

- New clarifier at Wastewater Treatment Plant completed
- Water Well #21 under construction
- \$1.0 million federal earmark awarded for Sierra Way Sewer Main Project
- \$2.7 million Cal OES grant to rehabilitate Pamela Storm Water Basin

Objective C: Maintain and improve local roads and streets

- Slurry seal at various locations (Tulare, L, Uruapan, Euclid Streets)
- Reconstruction of two alleys in the downtown
- Reconstruction of E. El Monte/Crawford intersection
- Alta/Kamm Roundabout Project under construction
- Reconstruction of Crawford/Nebraska intersection
- Completion of HSIP grant safety street striping

Goal #5: Engaging the Community

Objective A: Employ social media to connect and inform the community

- Ongoing Social Media engagement
- Prepared annual State of City video (posted on social media)

Objective B: Support community events and activities

- 2nd annual BBQ Fest was a success
- Independence Day (July 4th) Fireworks Show at Ridge Creek was a success
- Over 1,293 participated in Parks & Recreation programs & activities
- New Adult Softball league added in 2023 and 2024
- Fire Department attended over 30 public education events with over 4600 attendees.
- Dinuba PD held over 70 community oriented policing events
- 1,284 participated in youth sports programs
- 213 students participated in the After School Program monthly
- 6,760 senior lunches served

Objective C: Provide support and collaborate with local service groups

- Modernized agreement with the Dinuba Chamber of Commerce
- Participate in the Chamber of Commerce Government Affairs Committee
- Dinuba Police Volunteers donated 1,166 hours equivalent to \$46,640 cash value
- City funded Fire Explorer Program – 10 explorers participating in the program
- Fire Department working on partnership with Valley ROP for a Fire Training Facility
- Fire and Police Chiefs participated in Fentanyl Town Hall

Goal #6: Economic Development

Objective A: Market city to prospective industrial companies

- Work closely with Tulare EDC on marketing and business recruitment
- City demographics and retail data updated in 2023
- Council attended International Conference of Shopping Centers in May 2024

Objective B: Revitalize Mercantile Row Shopping Center

- Brochettes Euro-Mediterranean Grill open for business
- Superior Grocers open for business (former Save Mart space)
- Sequoia Foods open for business (portion of former Kmart space)
- Ross Dress tenant improvements under construction (former Rite Aid space)
- Five Below signs lease (former Rite Aid Space)
- Tulare/Dinuba Works offices under construction (portion of former Kmart space)
- Second Starbucks under construction

Objective D: New retail businesses

- Valley Strong open for business
- The Habit Burger open for business

Objective C: Encourage new residential development

- Montebella Phase I under construction
- Montebella Phase II under construction (33 lots)
- Vineyard Estates under construction (44 lots)
- Montebella Phase III approved (88 lots)
- Rose View Estates Phase I & II approved (73 lots)
- Los Prados subdivision approved (151 lots)
- Empire Estates subdivision approved (75 lots)

Looking Ahead

As we look ahead, several projects and activities will be the focus of staff in the coming year:

- Reach fair and equitable resolution with the CDTFA on sales tax revenues
- Complete construction of the Viscaya Neighborhood Park
- Complete construction of the Fire Training Facility
- Entertainment Plaza Renovations (\$2.9M Clean CA grant)
- Vuich Park Restroom Project
- \$4 million Major Street Corridor Improvement Projects
- Complete 8th Cycle Housing Element Update
- Prepare Water Master Plan
- Pursue additional retail development on City-owned 20 acres next to Walmart
- El Monte/Road 56 Roundabout Project
- \$17.5 million Active Transpiration Projects (ATP)
- 4 new residential subdivisions expected to break ground
- Chipotle Mexican Grill expected to begin construction in August/September



City Council Staff Report

Department: CITY MANAGER'S OFFICE

July 9, 2024

To: Mayor and City Council

From: Maria Alaniz, City Clerk/Human Resources Director

Subject: Conference with Labor Negotiators (MA)

RECOMMENDATION

Pursuant to GC Subdivision 54957.6; Agency designated representative: Maria Alaniz; Karina Solis; Luis Patlan; Daniel James
Employee Organizations: City Employees' Association; Police Officers' Association; Firefighters' Association; and Unrepresented Employees

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING



City Council Staff Report

Department: CITY MANAGER'S OFFICE

July 9, 2024

To: Mayor and City Council

From:

Subject: Public Employee Performance Evaluation (LP)

RECOMMENDATION

Pursuant to GC Section 54957; Title: City Manager
The City Council will conduct the City Manager's annual performance evaluation.

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING