



**October 25, 2022
MINUTES**

COUNCIL MEMBERS PRESENT:

Nerio-Guerrero, Longoria-via Zoom, Thusu, Reynosa, Launer

COUNCIL MEMBERS ABSENT:

None.

STAFF MEMBERS PRESENT:

Alaniz, Hernandez, Hurtado, Iriarte, James, Montejano, Patlan, Solis, Watts, Webster, Yanez

1. OPENING CEREMONIES

1.1. Welcome and Call to Order

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

1.2. Invocation

The invocation was led by Chaplain Susee.

1.3. Pledge of Allegiance

The pledge of allegiance was led by Police Chief Iriarte.

2. 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.

3. 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.

Angela Litman approached the podium to share information on the Hero's Project Dinuba. The project is inspired by banner projects within local communities and is meant to recognize heroes who have served and sacrificed during active duty. The banners will be displayed from May to November of 2023 with the help of the American Legion, the Chamber, and various other community service groups. Littman asked for the Council's

support for this project.

4. 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.

4.1. SUBJECT

Notice of Completion - Stony Creek Development (JW)

RECOMMENDATION

Council to accept the Stony Creek Development public improvements as complete and authorize the City Engineer to file a Notice of Completion with the Tulare County Recorder's Office.

4.2. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve City Council meeting minutes of October 11, 2022 as presented.

4.3. SUBJECT

Ordinance No. 2022-11 (Montebella) Second reading and Adoption (Ksch)

RECOMMENDATION

Council conduct the second reading, waive reading in full, and adopt Ordinance 2022-11 pertaining to a change of zoning on four parcels located on the west side of Englehart Avenue north of the Saginaw Avenue alignment.

4.4. SUBJECT

20th Annual Veterans Dinner Sponsorship (MA)

RECOMMENDATION

Council to approve sponsorship in the amount of \$500 for the 20th Annual Veterans Dinner to be held on November 3, 2022, at the Orosi Memorial Hall.

A motion was made by Council Member Thusu, second by Council Member Nerio-Guerrero, to review and approve as presented.

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

5. WARRANT REGISTER

5.1. SUBJECT

Warrant Register October 14 & 21, 2022 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

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

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

6. DEPARTMENT REPORTS

6.1. SUBJECT

Authorization to Purchase Entertainment Plaza Restroom (JW)

RECOMMENDATION

Council authorize the Parks Director to purchase the Entertainment Plaza Restroom in amount of \$163,505.00 from LB Foster.

City Engineer Jason Watts reported on the purchase of entertainment plaza restrooms. Watts stated the city staff evaluated several types of restrooms and chose the best fit for the area.

A motion was made by Vice Mayor Reynosa, second by Council Member Thusu, to authorize the Parks Director to purchase the Entertainment Plaza Restroom in the amount of \$163,505.00 from LB Foster.

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

6.2. SUBJECT

Cancellation or Rescheduling of November 8, 2022 City Council Meeting (MA)

RECOMMENDATION

Council to consider cancellation or rescheduling of the November 8, 2022, City Council meeting due to the general election.

City Clerk/Human Resources Director Alaniz presented that the City Council Meeting of November 8, 2022, be canceled or rescheduled due to this year's general election.

Mayor Launer asked if there would be any conflict in canceling both the November 8, 2022, City Council Meeting due to the election and the November 22, 2022, City Council Meeting due to the Thanksgiving Holiday. There are no conflicts expected according to staff.

A motion was made by Council Member Thusu, second by Council Member Nerio-Guerrero, to cancel the November 8, 2022, City Council Meeting due to the general election and the November 22, 2022, City Council Meeting due to the Thanksgiving Holiday.

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

6.3. SUBJECT

Dinuba/Malsch Sister City Committee Donation to fund Commemorative Seating Area at Rose Ann Vuich Park (SH)

RECOMMENDATION

Council receives information regarding a community donation in the amount of \$4,000 from the Dinuba/Malsch Sister City Committee for the installation of a seating area at Rose Ann Vuich Park.

Joann Truite and Carol Meinert presented a brief history of the Dinuba/Malsh Sister City Committee and of the proposed project of a bench-seat area at Rose Ann Vuich Park. A presentation was shown of what the bench and the area would look like once the project is completed.

Director Hurtado added that it would also be a beatification item that would in the future include lighting. The bench area would serve as a friendship bench that is expected to enrich Rose Ann Vuich park.

Mrs. Truite added that this has been an ongoing project that includes many community members and city staff. Truite thanked the Council for their support.

A motion was made by Council Member Thusu, second by Council Member Nerio-Guerrero, to receive information regarding a community donation in the amount of \$4,000 from the Dinuba/Malsch Sister City Committee for the installation of a seating area at Rose Ann Vuich Park.

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

6.4. SUBJECT

Roundabout Feasibility Study (JW)

RECOMMENDATION

Council to accept staffs recommendation on starting the environmental and design process for a roundabout located at the intersection of Road 56 and El Monte Way (Avenue 416).

Jason Watts City Engineer presented the Roundabout Feasibility Study that included collaboration among the City of Dinuba, 4 Creeks, and TCAG. The study indicates that roundabouts can reduce and prevent vehicle collisions and fatalities within certain intersections around the City of Dinuba. Five intersections were identified, El Monte Way & Road 56, Alta Avenue & Avenue 400, El Monte Way & Road 92, Alta Avenue & Nebraska, and Alta Avenue & Kamm Avenue.

Watts shared that the roundabout benefits discovered within the study were many including reduced conflict points where fatalities are reduced by 90%. A reduction of traffic congestion with less stop-and-go traffic, reduced operations and maintenance costs, and decreased air pollution, and the roundabout would serve to beautify the intersection.

Watts is requesting the council's direction in prioritizing the next roundabout project. Watts recommends El Monte & 56 based on the Feasibility Study finding that supports a reduction of traffic collisions and fatalities.

Vice Mayor Reynosa asked about a previously discussed Lincoln & El Monte roundabout for pedestrian safety. Reynosa asked that at the very least a blinking light should be installed to assist with pedestrian traffic. Director Hernandez advised that when identifying potential roundabout projects the least amount of property needed to purchase for the project was a priority.

Mayor Launer asked if a drainage project in conjunction with a roundabout project could be proposed. City Manager Patlan advised that the next roundabout project would look at storm drain improvements within the next CDBG study. Patlan advised the council's concerns would be added to the study.

A presentation will be given in a December meeting on various safety improvements around the city. Highway safety improvement grants will include pedestrian improvements and traffic improvements.

Council Member Thusu asked how large trucks would be affected going thru the roundabout. Engineer Watts advised there would be no problem. Thusu asked if a roundabout at Alta & Avenue 400 would be better to slow traffic coming into town rather than Kamm. Watts advised that during the new High School construction a roundabout has been planned for pedestrian safety.

Engineer Watts asked for the council's recommendation on the prioritization of the listed roundabout projects. Watts recommendation is to proceed with the prioritization of the Alta & 56 roundabout.

City Manager Patlan advised that the Alta & Avenue 400 roundabout is expected to include CalTrans funds.

A motion was made by Council Member Thusu, second by Council Member Nerio-Guerrero, to accept staffs recommendation on starting the environmental and design process for a roundabout located at the intersection of Road 56 and El Monte Way (Avenue 416).

Ayes: Launer, Longoria, Reynosa, Thusu

6.5. SUBJECT

Acceptance of \$2.0 Million Earmark from California Governor's Office of Emergency Services for the Purchase of a New Fire Ladder Truck (JORW)

RECOMMENDATION

Council to accept California Governor's Office of Emergency Services Pass Through Grant Subaward in the amount of \$2,000,000.00 for the purchase of new fire apparatus and fire apparatus equipment and authorize the City Manager or designee to sign any related documents.

Fire Chief Webster presented that the City has been awarded \$2.0 million through the office of Senator Melissa Hurtado to support the purchase of an aerial fire ladder truck. Webster stated the new apparatus will replace old equipment and will be formally ordered once funds have been accepted by the council.

Webster thanked Melissa Hurtado for the funds and recommends the Council approve and accept funds.

A motion was made by Council Member Thusu, second by Council Member Longoria, to accept California Governor's Office of Emergency Services Pass Through Grant Subaward in the amount of \$2,000,000.00 for the purchase of new fire apparatus and fire apparatus equipment and authorize the City Manager or designee to sign any related documents.

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

7. MAYOR/COUNCIL REPORTS

Council Member Nerio-Guerrero reported attending the Fire Station Centennial Celebration and thanked the fire staff for the event's success. Nerio-Guerrero advise attending Dog days and dressing up which she enjoyed.

Council Member Thusu thanked Public Works staff for their continued work around town, he is impressed with their hard work. Thusu thanked the Police department for their continued work. Thusu reported his gratitude and excitement in receiving 17.2 million in grants to be used to transform and improve the town. Congratulation to the staff who worked on grants.

Vice Mayor Reynosa reported attending the Fire Station Centennial Celebration and the event was well done. Reynosa attended the Dog Days event with her new dog. Reynosa invited everyone to the Historical Society's annual meeting this Sunday 2 pm - 4 pm.

Mayor Launer reported attending Dog Days and enjoying the event. Launer received a message regarding the Veterans Celebration and would like recognition for the celebration at the cemetery. Launer reported attending the Dinuba High School Ceremony recognizing their top award for Contraction Management.

8. CITY MANAGER COMMUNICATIONS

City Manager Patlan reported attending the Fire Station Centennial Celebration, staff did a great job.

9. CITY STAFF COMMUNICATIONS

Assistant City Manager James gave an update on the Library project, bid opening on November 10, 2022. James reported attending the Fire Station Centennial Celebration and Dog Days.

Fire Chief Webster thanked the council for attending the Fire Station Centennial Celebration. Webster thanked his staff for their hard work. Webster reported working on the recruitment for FireFighter/Paramedics.

Police Chief Iriarte shared his department has various upcoming community policing projects. Iriarte reported his staff attended Dog Days and a Grand View school event. Iriarte advised that the Prescription Takeback is this Saturday from 10 am - 2 pm., and the Brick and Stone Coffee with a Cop event is this Thursday from 7:30 am - 9 am.

Director Hernandez shared that the CTC/ATP scores were 98 points out of 100. Hernandez worked hard with staff and TCAG on 7 applications, and 3 scored high enough for funding. Hernandez thanked all city staff who were involved in helping improve the application process. Reynosa will thank TCAG for their support at the next meeting. Patlan reported working with Ted Smally throughout the grant process, he appreciates his encouragement and support for Dinuba. Council will send a formal recognition for the support.

Engineer Watts reported Englehart Avenue will reopen this Thursday. Watts advised of traffic control on West El Monte Way starting October 31, 2022, for work on a sewer main between Alice & Lillie that is expected to last 2 weeks.

Director Hurtado reported Dog Days went well and thanked the Council for their feedback. Hurtado shared that the goal for Dog Days is to fund improvements in the Dog Park area with the purchase of agility equipment. Hurtado is hopeful that the goal will be met with the next Dog Days. Hurtado advised there is no update for Viscaya park.

10. ADJOURNMENT

Mayor Launer adjourned the meeting at 8:02 p.m.



City Council Staff Report

Department: ENGINEER/PLANNING

October 25, 2022

To: Mayor and City Council
From: Jason Watts, City Engineer
Subject: Notice of Completion - Stony Creek Development (JW)

RECOMMENDATION

Council to accept the Stony Creek Development public improvements as complete and authorize the City Engineer to file a Notice of Completion with the Tulare County Recorder's Office.

EXECUTIVE SUMMARY

The parcel map improvements for Stony Creek Development has been completed in conformance with the requirements of the subdivision agreement and as specifically set forth in the plans and specifications approved by the City. The filing of a Notice of Completion will allow the performance securities provided by the developer to be released thirty-five (35) days after recordation.

OUTSTANDING ISSUES

None.

DISCUSSION

The Parcel Map (Attachment 'A') for the Stony Creek Development was approved by the planning commission and City Council on October 14, 2003. The Parcel Map consisted of 5 parcels located on the southeast corner of Kamm and Alta Avenue. The development never developed due to the housing crash in 2008. Due to the right-of-way acquisition as part of the future Kamm and Alta Avenue Roundabout, the owner realized there were still bonds active and his development was never formally taken to City Council for acceptance. In order to release the performance securities, staff is recommending the formal acceptance of the Stony Creek Development.

The required improvements have been completed for the Stony Creek Development to the satisfaction of the former City Engineer and Rick Hartley, the previous Public Works Inspector. All public improvements have been found to be substantially complete by the developer as required by the subdivision agreement (Attachment 'C') and conditions of approval (Attachment 'D').

The next step is for the City Council to accept the improvements as complete and authorize the City Engineer to file the Notice of Completion enclosed herein as Attachment 'B' with the Tulare County Recorder's Office.

The performance securities on this development will be released thirty five (35) days after the recordation of the Notice of Completion.

FISCAL IMPACT

None.

PUBLIC HEARING

None.

ATTACHMENTS:

Description

[A. Stony Creek Development Parcel Map](#)

[B. Notice of Completion](#)

[C. Stony Creek Subdivision Agreement](#)

[D. Stony Creek Conditions of Approval](#)

NOTARY STATEMENT

STATE OF CALIFORNIA
COUNTY OF TULARE

ON THIS 19th DAY OF May, 2004, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Vikas Patel PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL.

04-20-05
MY COMMISSION EXPIRES Com #1301547
Tulare
COUNTY OF PRINCIPAL PLACE OF BUSINESS

[Signature]
NOTARY SIGNATURE
James S. Rauber
NOTARY PRINT NAME

NOTARY STATEMENT

STATE OF CALIFORNIA
COUNTY OF TULARE

ON THIS 19th DAY OF May, 2004, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Chris Mitchell PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL.

04-20-05
MY COMMISSION EXPIRES Com #1301547
Tulare
COUNTY OF PRINCIPAL PLACE OF BUSINESS

[Signature]
NOTARY SIGNATURE
James S. Rauber
NOTARY PRINT NAME

OWNER'S STATEMENT

THE UNDERSIGNED HEREBY CERTIFY THAT WE ARE THE OWNERS OF OR HAVE SOME RIGHT, TITLE OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITHIN THE SUBDIVISION SHOWN UPON THIS MAP AND THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID PROPERTY, AND WE CONSENT TO THE MAKING OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE BLUE BOARDER LINES AND HEREBY DEDICATE TO THE PUBLIC USE THE STREETS, AVENUES, DRIVES AND WAYS SHOWN UPON SAID MAP WITHIN THE SUBDIVISION. WE HEREBY DEDICATE TO THE PUBLIC USE EASEMENTS FOR PUBLIC UTILITIES AS SHOWN ON SAID SUBDIVISION, SUCH STRIPS OF LAND TO BE KEPT OPEN AND FREE FROM BUILDINGS AND STRUCTURES OF ANY KIND.

RIYAN INVESTMENTS, INC. DINUBA SEQUOIA, INC.
[Signature] [Signature]
VIKAS PATEL - PRESIDENT CHRIS MITCHELL - PRESIDENT

FOR CHICAGO TITLE COMPANY, A CALIFORNIA CORPORATION AS TRUSTEE PER DEED OF TRUST RECORDED NOVEMBER 18, 2003 AS FILE NO. 2003-01465 OF OFFICIAL RECORDS, T.C.R.

SIGNATURE: [Signature] TITLE: Asst. VP

SOIL ENGINEER'S STATEMENT

I HEREBY STATE THAT A PRELIMINARY SOIL REPORT WAS PREPARED BY ME IN SEPTEMBER 2003, IN ACCORDANCE WITH THE PROVISIONS OF THE STATE AND LOCAL STATUTES.

WITNESS MY HAND AND OFFICIAL SEAL OF June 2004.

[Signature]
DAVID R. JAROSZ, II
[Seal]

FLOOD HAZARD ZONE

AS DELINEATED BY THE FEDERAL INSURANCE ADMINISTRATION'S FLOOD INSURANCE RATE MAPS, EFFECTIVE DATE SEPTEMBER 29, 1986, FOR DINUBA, CALIFORNIA (COMMUNITY NO. 065066, PANEL NO. 0280 B), THE PROPERTY SHOWN ON THIS MAP LIES WITHIN A FLOOD HAZARD AREA DESIGNATED AS ZONE 'C'. ZONE 'C' IS DEFINED BY THE FEDERAL INSURANCE ADMINISTRATION AS "AREAS OF MINIMAL FLOODING."

NOTARY STATEMENT

STATE OF CALIFORNIA
COUNTY OF TULARE

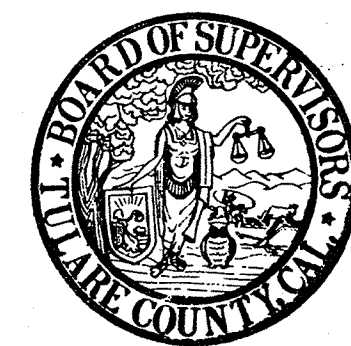
ON THIS 30th DAY OF May, 2004, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Chris Mitchell PERSONALLY KNOWN TO ME (OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT. WITNESS MY HAND AND OFFICIAL.

BOARD OF SUPERVISOR'S STATEMENT

I, C. BRIAN HADDIX, COUNTY ADMINISTRATIVE OFFICER / CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE, STATE OF CALIFORNIA, DO HEREBY CERTIFY THAT SAID BOARD OF SUPERVISORS HAS APPROVED THE PROVISIONS MADE FOR THE PAYMENT OF TAXES AS PROVIDED IN CHAPTER 2, TITLE 7 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.

C. BRIAN HADDIX, COUNTY ADMINISTRATIVE OFFICER - CLERK OF THE BOARD OF SUPERVISORS
DATED THIS 15th DAY OF July, 2004

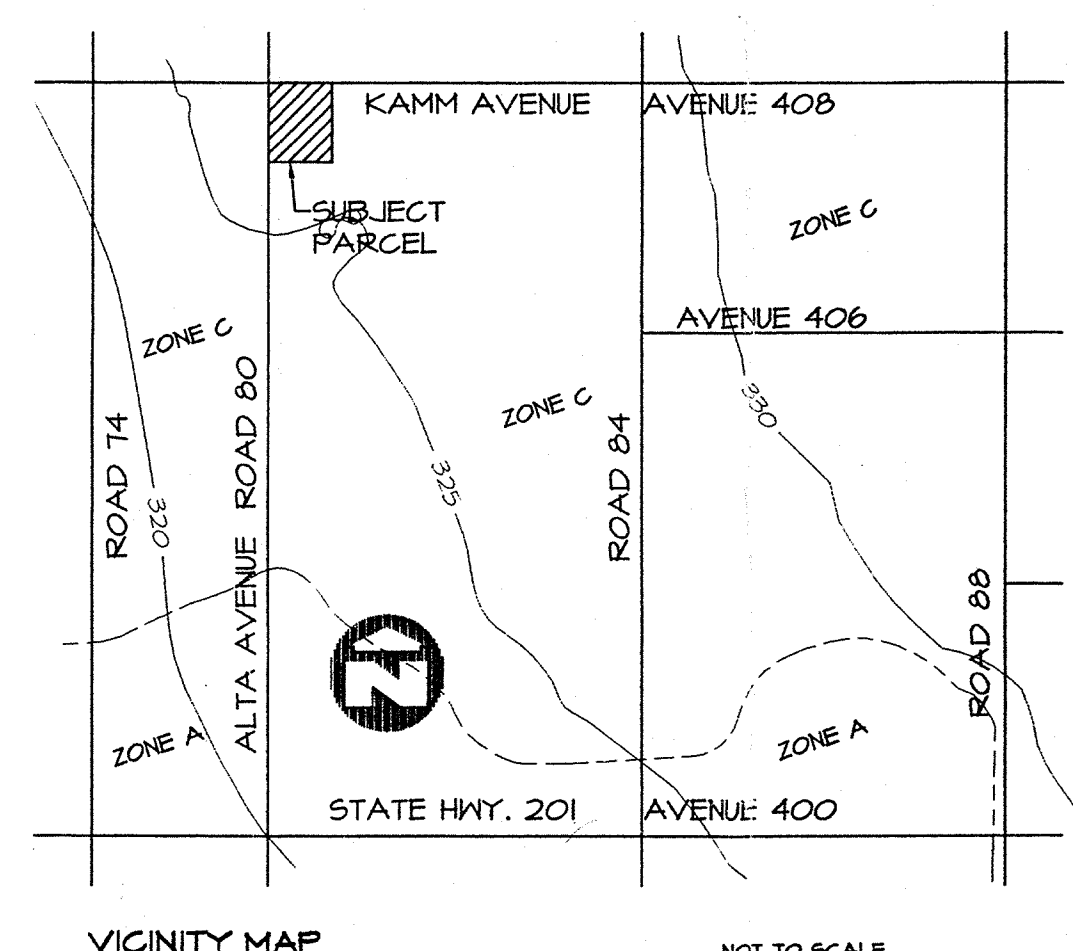
BY DEPUTY [Signature]
Denise A. Ybarra
COUNTY OF PRINCIPAL PLACE OF BUSINESS



CITY PLANNING COMMISSION'S STATEMENT

APPROVED BY THE PLANNING COMMISSION OF THE CITY OF DINUBA IN ACCORDANCE WITH REQUIREMENTS OF LAW IN A DULY AUTHORIZED MEETING HELD October 14, 2003.

DATED: 7/14/04
[Signature]
SECRETARY



[Signature]
NOTARY SIGNATURE
C. Cornwall
NOTARY PRINT NAME
6-24-07
MY COMMISSION EXPIRES
Tulare
COUNTY OF PRINCIPAL PLACE OF BUSINESS

STONY CREEK DEVELOPMENT

BEING A PORTION OF LOTS 15 AND 16 OF DINUBA COLONY, AS PER MAP RECORDED IN BOOK 5, PAGE 34 OF MAPS, T.C.R.; SITUATED IN A PORTION OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 16 SOUTH, RANGE 24 EAST, MOUNT DIABLO BAS AND MERIDIAN, IN THE CITY OF DINUBA, COUNTY OF TULARE, STATE OF CALIFORNIA.

APRIL 2003

PREPARED BY: NEIL ZERLANG - LAND SURVEYOR

209 E. NOBLE AVENUE, VISALIA, CA 93277; PHONE: (559) 739-1616

PREPARED FOR: CHRIS MITCHELL

120 MISSION ST., SANTA CRUZ, CA. 95060; PHONE: (831) 423-1172

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF CHRIS MITCHELL IN APRIL 2003. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. ALL THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THEY WILL BE SET IN THOSE POSITIONS WITHIN ONE YEAR OF THE RECORDING OF THIS MAP AND THAT SAID MONUMENTS ARE, OR WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

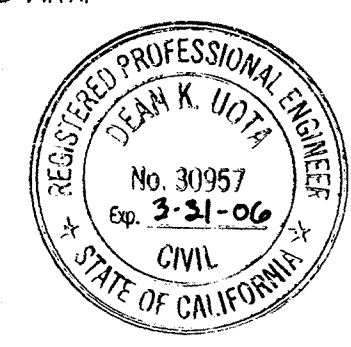
[Signature] MAY 19, 2004
NEIL ZERLANG - LAND SURVEYOR L.S. 5358



CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE MAP, THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT, THAT THE SUBDIVISION IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP AND ANY APPROVED ALTERNATIONS THEREOF, AND THAT ALL THE PROVISIONS OF SECTION 66425 THROUGH 66450 OF THE GOVERNMENT CODE AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH.

[Signature] July 14, 2004
DEAN K. UOTA, R.C.E. 30957
CITY ENGINEER



CITY CLERK'S CERTIFICATE

THIS IS TO CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL FOR THE CITY OF DINUBA HELD ON THE 14th DAY OF October, 2004, AN ORDER WAS DULY AND REGULARLY MADE AND ENTERED APPROVING THIS MAP AND SUBDIVISION AND ACCEPTING SUBJECT TO IMPROVEMENTS, (THE STREETS, EASEMENTS, PUBLIC UTILITIES EASEMENTS, ETC) AS SHOWN WITHIN THE BOUNDARIES OF THE SUBDIVISION SHOWN UPON THIS MAP. WITNESS MY HAND AND OFFICIAL SEAL OF THE CITY OF DINUBA.

THIS 14 DAY OF July, 2004.
[Signature]
CITY CLERK OF THE CITY OF DINUBA

RECORDER'S STATEMENT

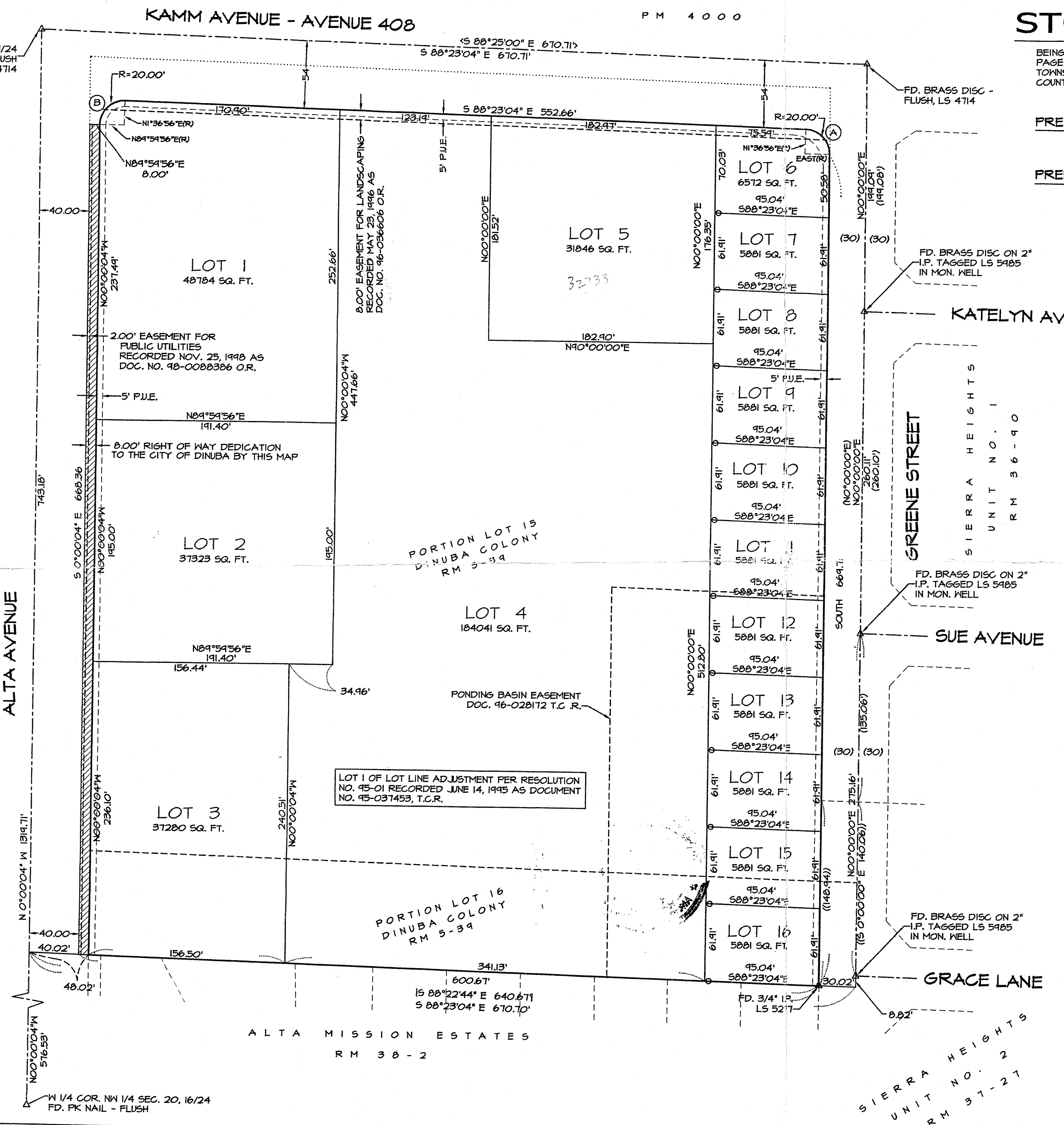
DOCUMENT NO. 2004-0070649

FEE PAID \$10.00

FILED THIS 16th DAY OF JULY, 2004 AT 8:00 A.M., IN VOLUME 40 OF MAPS, AT PAGE 20, AT THE REQUEST OF CHRIS MITCHELL.

GREGORY B. HARDCASTLE
TULARE COUNTY ASSESSOR / CLERK - RECORDER

BY DEPUTY CLERK: [Signature]
Rebecca Masley



STONY CREEK DEVELOPMENT

BEING A PORTION OF LOTS 15 AND 16 OF DINUBA COLONY, AS PER MAP RECORDED IN BOOK 5, PAGE 39 OF MAPS, T.C.R.; SITUATED IN A PORTION OF THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 16 SOUTH, RANGE 24 EAST, MOUNT DIABLO BAS AND MERIDIAN, IN THE CITY OF DINUBA, COUNTY OF TULARE, STATE OF CALIFORNIA.

APRIL 2003

PREPARED BY: NEIL ZERLANG - LAND SURVEYOR

204 E. NOBLE AVENUE, VISALIA, CA 93271; PHONE: (559) 739-1616

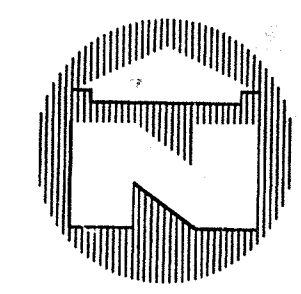
PREPARED FOR: CHRIS MITCHELL

120 MISSION ST., SANTA CRUZ, CA. 95060; PHONE: (831) 423-1172

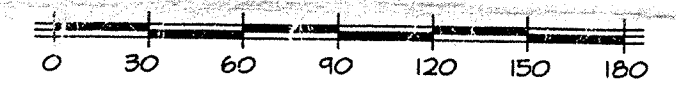
CURVE DATA TABLE						
	DELTA	RADIUS	T	L	CHORD	BEARING
(A)	88°23'04"	20.00	19.44	30.85	27.88	S44°11'32"E
(B)	91°37'00"	20.00	20.57	31.98	28.68	N45°48'26"E

BASIS OF BEARINGS

THE CENTERLINE OF GREENE STREET PER SIERRA HEIGHTS - UNIT NO. 1, AS PER MAP THEREOF RECORDED IN VOLUME 36 OF MAPS AT PAGE 90, T.C.R., TAKEN TO BE NORTH.



SCALE: 1" = 60'



SURVEYOR'S NOTES

- Δ FOUND AND ACCEPTED MONUMENT AS DESCRIBED
- SET 1/2" IRON PIPE TAGGED LS 5358 AT ALL LOT CORNERS. (UNLESS NOTED OTHERWISE)
- SET 1/2" IRON PIPE TAGGED LS 5358 AS 3.00' WITNESS CORNER.
- ALL DISTANCES AND DIMENSIONS IN FEET AND DECIMALS THEREOF.
- LINE INDICATES SUBDIVISION BOUNDARY.
- (R) RADIAL BEARING
- () RECORD DATA PER SIERRA HEIGHTS - UNIT 1 RECORDED IN VOL. 36 OF MAPS, AT PAGE 90 OF T.C.R.
- (()) RECORD DATA PER SIERRA HEIGHTS - UNIT 2 RECORDED IN VOL. 37 OF MAPS, AT PAGE 27 OF T.C.R.
- <> RECORD DATA PER PARCEL MAP NO. 4000 RECORDED IN BOOK 41 OF PARCEL MAPS, AT PAGE 4 OF T.C.R.
- { } RECORD DATA PER ALTA MISSION ESTATES RECORDED IN VOL. 38 OF MAPS AT PAGE 2, T.C.R.

DEVELOPMENT NOTES

- AT THE TIME OF RECORDATION OF THIS FINAL MAP, THE PUBLIC AND PRIVATE IMPROVEMENTS REQUIRED BY THE SUBDIVISION AGREEMENT HAVE NOT BEEN INSTALLED.
- A. LOTS 1 - 16 WILL NOT BE SOLD UNTIL THE ABOVE MENTIONED IMPROVEMENTS HAVE BEEN INSTALLED.
- B. THE CITY OF DINUBA SHALL RECORD OR CAUSE TO BE RECORDED A "NOTICE OF COMPLETION" ON EACH INDIVIDUAL LOT AFTER THE ABOVE MENTIONED IMPROVEMENTS HAVE BEEN INSTALLED ON THAT PARTICULAR LOT. SAID NOTICE OF COMPLETION SHALL REFERENCE THIS PARAGRAPH OF THIS FINAL MAP.

RECORDING REQUESTED
AND RETURN TO:

CITY OF DINUBA
PUBLIC WORKS DEPARTMENT
405 E. EL MONTE WAY
DINUBA, CA 93618

No Fee per Government Code 6103

NOTICE OF COMPLETION

NOTICE IS HERE BY GIVEN:

1. That the City of Dinuba, a Municipal Corporation, whose address is 405 E. El Monte Way, Dinuba, California, is the owner of the real property, public works or structure hereinafter described.
2. That on the 10th of November 2010, a work of improvements on real property hereinafter described was completed pursuant to a Contract to which Chapter 5 of Part I of Division 5, of the Public Contract Code applies.
3. That the name of the Contractor who performed said work of improvements pursuant to said Contract with the City of Dinuba is Riyan Investments, Inc. and Dinuba Sequoia, Inc. whose address is, 120 Mission St., Santa Cruz, CA 95060 and 706 Capitola Ave., Suite G, Capitola, CA 95010.
4. That the real property or public works or structure is described as follows:

**City of Dinuba
Stony Creek Development (Commercial Section Only)**

The project consisted of public improvements required for a commercial of land known as Stony Creek Development. These improvements included domestic water, sanitary sewer, and retention pond, and public street improvements.

5. That the Nature of the owner's interest or estate is: In Fee

Dated: _____, 2022

CITY OF DINUBA
A Municipal Corporation

By _____
Jason Watts, PE Dinuba City Engineer

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

STATE OF CALIFORNIA)
) SS
COUNTY OF TULARE)

Subscribed and sworn to (or affirmed) before me this _____ day of _____, 2022, by Jason Watts, City Engineer of the City of Dinuba, a Municipal Corporation, proved to me on the basis of satisfactory evidence to be the person who appeared before me.

Notary Public in and for the County of Tulare,
State of California

DEVELOPMENT SERVICES DEPARTMENT

SUBDIVISION AGREEMENT
STONY CREEK DEVELOPMENT

This agreement is made and entered into this 17th day of NOVEMBER 2003, by and between the City of Dinuba, a Municipal Corporation of the State of California, hereinafter referred to as "CITY" and Stony Creek Development, hereinafter referred to as "SUBDIVIDER".

WITNESS TO

The SUBDIVIDER has presented to the CITY a Final Map of a proposed subdivision of land located within the City of Dinuba and described as Stony Creek Development, a copy of which map is attached hereto and made a part hereof.

Said SUBDIVIDER has requested the CITY to accept the dedications delineated and shown on said Map for the uses and purposes specified thereon and to otherwise approve said Map in order that same may be recorded, as required by law.

The CITY requires, as a condition precedent to the acceptance and approval of said Map, the irrevocable dedication to the City of Dinuba, of the land wherein the streets and highways are delineated and shown on said Map, which the CITY deems necessary for public use, and that any and all streets delineated and shown on said Map be improved by the construction and installation of the improvements hereinafter specified.

The Dinuba Municipal Code requires the SUBDIVIDER to enter into this agreement with the CITY when all required work has not been completed by the SUBDIVIDER at the time the Final Map is recorded.

NOW, THEREFORE, in consideration of the irrevocable offer of dedication of the streets, highways, easements and facilities as shown on said Map, and the approval of said Map for filing and recording as required by law, it is mutually agreed as follows:

1. SCHEDULE OF PERFORMANCE BY SUBDIVIDER

- A. The work schedule hereinafter set forth contains the dates when the work required to be performed by the SUBDIVIDER shall be completed. Such work shall be installed and completed to the satisfaction of the City Engineer. Should any extension of the time for the satisfactory completion of the required improvements be requested by the SUBDIVIDER in writing, the City Engineer may consider this schedule of performance in determining whether or not to grant any such extension. The City Engineer's determination shall be final and conclusive. Failure of the SUBDIVIDER to perform in accordance with the schedule shall constitute prima facie evidence of failure to diligently prosecute the work required hereunder. No Certificate of Occupancy shall be issued for any residence of the subdivision until all public improvements needed to serve the residence have been

completed by the SUBDIVIDER and accepted by the City Engineer. Installation of necessary utilities, including sidewalk, sanitary sewer laterals, water laterals, and private utilities including, but not necessarily limited to natural gas, electricity, telephone, and cable media, shall be completed on each lot either before closing escrow on that same lot sold by the SUBDIVIDER for residential purposes, or by January 1, 2009, unless an extension is granted, whichever is earlier. Said improvements for commercial development shall be installed at the time that building permits are issued.

- B. **NOTWITHSTANDING THE ABOVE**, all streets work and public improvements required to be installed by the SUBDIVIDER shall be fully completed and suitable for acceptance by the CITY not later than January 1, 2009.
- C. Failure of the SUBDIVIDER to meet such deadline shall constitute a material breach of the agreement. In such event, the Subdivision Irrevocable Instruments of Credit, hereinafter described, shall thereupon immediately be paid to the CITY and the CITY shall have permission to go upon the property and complete all work and public improvements, including installation or reinstallation, as the CITY deems necessary, of all utility facilities, streets, curb, gutters, sidewalks, sewer, water, drainage and other public improvements, which were not properly or fully completed or installed by the SUBDIVIDER.
- D. Issuance of building permits for any structure with the subdivision shall conform to the requirements of the Uniform Fire Code and Uniform Building Codes. The SUBDIVIDER'S attention is Section 10.207(a), 10.301(c), and 10.301(d) of the Fire Code. All public improvements which serve the property for which and occupancy permit is sought shall have been completed and accepted by the CITY. The issuance of any occupancy permits by the CITY for dwellings located within the subdivision shall not be construed in any manner to constitute an acceptance and approval by the CITY of any of the streets and improvements in said subdivision.

2. ROAD IMPROVEMENTS TO BE COMPLETED BY SUBDIVIDER

- A. The SUBDIVIDER shall obtain and pay for any testing required by the City Engineer. The sampling and testing shall be done by a registered and licensed materials testing firm.
- B. The SUBDIVIDER shall construct all required improvements in accordance with this agreement, the improvements plans, the City's Public Improvements Standards and Specifications, and the conditions of the tentative subdivision map.

1. SEWER AND WATER IMPROVEMENTS TO BE COMPLETED BY SUBDIVIDER

- A. The SUBDIVIDER shall construct sanitary sewer laterals in accordance with this agreement, the improvement plans, the City's Public Improvement Standards and Specifications, and the conditions of the subdivision map.

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- B. The SUBDIVIDER shall construct domestic water services in accordance with this agreement, the improvement plans, the City's Public Improvement Standards and Specifications, and the conditions of the subdivision map.

4. GAS AND ELECTRICAL LINES TO BE COMPLETED BY SUBDIVIDER

- A. The SUBDIVIDER shall place underground all gas main services and all existing and new telephones and electrical lines, including cable television lines. This includes placing underground all existing facilities within the limits of this subdivision and service lines thereto. The SUBDIVIDER shall make arrangements with Pacific Gas and Electric, Southern California Gas Company, SBC Telephone Company, and and Comcast to guarantee and the installation of these facilities.

5. DRAINAGE IMPROVEMENTS TO BE COMPLETED BY SUBDIVIDER

- A. The SUBDIVIDER shall construct the storm drainage system and inlets within this subdivision in accordance with this agreement, the improvement plans, the CITY'S Public Improvement Standards and Specifications, and the conditions of the subdivision map.

6. ADDITIONAL IMPROVEMENT REQUIREMENTS

- A. The SUBDIVIDER is responsible for all work and maintenance within the City's right-of-way, with the exception of street lights and common areas/public easements that shall be maintained by the CITY as part of the Lighting and Landscaping District.
- B. Prior to commencement of any work within the right-of-way not included in the improvement plans, or any work performed within an existing City maintained road, and encroachment permit must be obtained from the Community Development Department.
- C. Prior to development of a lot, the SUBDIVIDER shall cause to be placed by a licensed Civil Engineer or Land Surveyor all lot corners of that lot. Pursuant to Section 66497 of the State Subdivision Map Act, prior to the City's final acceptance of the subdivision and release of securities, the SUBDIVIDER shall submit written certification of the City Engineer that all of the final monuments required in the subdivision have been set.
- D. The SUBDIVIDER shall furnish to the City Engineer a set of "as built" plans, certified by a registered and licensed engineer, for all work performed in all right-of-ways prior to notice of completion. These plans shall include the location of all underground utilities.
- E. In the event an extension is granted by the City Engineer to complete any of the required public improvements in this subdivision, the SUBDIVIDER shall comply with all applicable City Improvement Standards in effect at the time such work is performed.
- F. All conditions of approval of the map, the improvement plan and the City Public

Improvement Standards apply to and are included by reference in this agreement.

- G. Grading of the lots shall conform to the grades shown on the grading plan and the improvement plans. Prior to acceptance of the work by the CITY and release of the subdivision security, the SUBDIVIDER shall provide the CITY with a certification from a registered and licensed engineer that all work performed within this tract conforms with the improvement plans, the recommendations contained in the soil report and the City Public Improvement Standards.

7. SECURITIES

- A. Prior to recordation of the Final Map, the SUBDIVIDER shall submit to the CITY an Irrevocable Instrument of Credit in a form acceptable to the CITY in an amount equal to one hundred percent (100%) of the estimated cost of the required public improvements, in the amount of \$25,000 to guarantee the proper installation of the improvements required in this agreement, the improvement plans, the City's Public Improvement Standards and Specifications, the conditions of the subdivision map.
- B. Prior to recordation of the Final Map, the SUBDIVIDER shall submit to the CITY an Irrevocable Instrument of Credit in a form acceptable to the CITY in an amount equal to fifty percent (50%) of the estimated cost of the required public improvements, in the amount of \$12,500 to secure payment to all contractors and subcontractors performing work on said improvements and all persons furnishing labor, materials and equipment used for installation of said improvements.
- C. Prior to issuance a Notice of Completion by the CITY, the SUBDIVIDER shall submit to the CITY an Irrevocable Instrument of Credit in a form acceptable to the CITY, to guarantee and warranty maintenance of all required public improvements herein, for a period of one (1) year following acceptance, in an amount equal to ten percent (10%) of the estimated cost of the improvements in the amount of \$2,500. Said Irrevocable Instrument of Credit shall be released to the SUBDIVIDER, less any amount required to be used for fulfillment of the warranty, one (1) year after final acceptance of the subdivision improvements by the CITY.
- D. The Irrevocable Instruments of Credit for performance and for labor and materials herein above provided, shall be for the purpose of securing the completion of said work together with any changes or alterations in such work as approved by the City Engineer.
- E. The Irrevocable Instruments of Credit for performance and for labor and materials, but not including the warranty security, will remain in effect until such time as all required improvements are satisfactorily completed and the subdivision has formally been accepted by the CITY. Such securities may be released only upon written authority of the City Engineer.
- F. The Irrevocable Instruments of Credit required under this paragraph 7 shall be payable to

the City of Dinuba. The security under subparagraph 7(a) may be drawn down by the SUBDIVIDER after the required improvements are installed and have been accepted by the City Engineer.

- G. Upon failure of the SUBDIVIDER to properly install the required improvements in a form acceptable to the City Engineer by January 1, 2009, the CITY shall be entitled to immediately draw upon the subdivision Instrument of Credit and cause the required improvements to be installed or repaired without further notice to the SUBDIVIDER.

B. INDEMNITY AND INSURANCE

- A. The CITY shall not be liable to the SUBDIVIDER or to any other person, firm or corporation whatsoever for any injury or damage that may result to any person or property by or from any cause whatsoever, on or about the subdivision of said land covered by this agreement, or any part thereof. The SUBDIVIDER hereby releases and agrees to indemnify, defend and save the CITY and its agents, officials and employees harmless from and against any and all injuries to and deaths of persons and damages to property, and all claims, demands, costs, losses, damage and liability, howsoever same may be caused resulting directly or indirectly from the performance of any or all work to be done in and upon the premises adjacent thereto pursuant to this agreement, and also from all injuries to and deaths of persons, and damage to property, all claims, demands, costs, losses, damage and liability, howsoever same may be caused, either directly or indirectly made to or suffered by the SUBDIVIDER, the SUBDIVIDER'S agents, employees and subcontractors, while engaged in the performance of said work. The SUBDIVIDER further agrees that the use, for any purpose and by any person, of any and all of the streets and improvements heretofore specified, shall be at the sole and exclusive risk of the SUBDIVIDER at all times prior to final acceptance by the CITY of all completed street and other improvements thereon and therein.

B. Insurance Requirements for SUBDIVIDER:

SUBDIVIDER shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the SUBDIVIDER, his agents, representatives, employees or subcontractors.

1. Minimum scope of insurance - coverage shall be at least as broad as:
 - a. Insurance Services Office Commercial General Liability coverage (occurrence form CG0001).
 - b. Insurance Services Office form number CA0001 covering automobile liability, Code 1 (any auto).
 - c. Worker's Compensation Insurance as required by the State of California and Employer's Liability Insurance.

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2. Minimum limits of insurance - SUBDIVIDER shall maintain limits no less than:
- General liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability or other form with a general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
 - Automobile liability: \$1,000,000 per accident for bodily injury and property.
 - Employer's liability: \$1,000,000 per accident for bodily injury or disease.
 - Course of construction: complete value of the project.
3. Deductibles and self-insured retention - any deductibles or self-insured retention must be declared to and approved by the Entity. At the option of the Entity, either the insurer shall reduce or eliminate such deductibles or self-insured retention as requested by the Entity, its officers, officials, employees and volunteers; or the SUBDIVIDER shall procure a bond guaranteeing payment of losses and related investigations claim administration and defense expenses.
4. Other insurance provisions - the general liability and automobile liability policies shall contain, or be endorsed to contain, the following provisions:
- The Entity, its officers, employees, agents and volunteers are to be covered as insured in respects to: liability arising out of activities performed by or on behalf of the SUBDIVIDER, products and completed operations of the SUBDIVIDER, premises owned, occupied or used by the SUBDIVIDER, or automobiles owned, occupied or used by the SUBDIVIDER, or automobiles owned, leased, hired or borrowed by the SUBDIVIDER. The coverage shall contain no special limitations on the scope of protection afforded to the Entity, its officers, officials, employees, agents or volunteers.
 - For any claims related to this project, the SUBDIVIDER'S insurance coverage shall be primary insurance as respects to the Entity, its officers, officials, employees, agents and volunteers. Any insurance or self-insurance maintained by the Entity its officers, officials, employees, agents or volunteers shall be in excess of the SUBDIVIDER'S insurance and shall not contribute to it.
 - Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the Entity, its officers, officials, employees, agents or volunteers.
 - The SUBDIVIDER'S insurance shall apply separately to each insured against whom claim is made or suit is brought except with respect to the limits of the insurer's liability.

- e. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced on coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested has been given to the Entity.

5. Course of construction policies shall contain the following provisions:

- a. Entity shall be named as loss payee.
b. The insurer shall waive all rights of subrogation on against Entity

6. Acceptability of insurers - Insurance is to be placed with insurers with a current A. M. Best's rating of no less than A: VII.

7. Verification of coverage - SUBDIVIDER shall furnish the Entity with original endorsements effecting coverage required by this clause. The endorsements are to be signed by a person authorized by the insurer to bind coverage on its behalf. The endorsements are to be on forms provided by the Entity. All endorsements are to be received and approved by the Entity before work commences. As an alternative to the Entity's forms, the SUBDIVIDER & insurer may provide complete, certified, copies of all required insurance policies, including endorsements effecting the coverage required by these specifications.

8. Subcontractors - SUBDIVIDER shall include all subcontractors as insured under its policies and shall furnish separate certificates and endorsements for each subcontractor. All coverage for subcontractors shall be subject to all of the requirements state herein.

9. MISCELLANEOUS PROVISIONS

- A. The SUBDIVIDER shall remedy any defective work or labor or any defective materials and pay for any damage to other work resulting which shall occur within a period of one (1) year from the date of acceptance of the work.
- B. The SUBDIVIDER and his subcontractors shall pay for any materials, provisions, and other supplies used in, upon, for, or about the performance of the work contracted to be done, and for any work or labor thereon of any kind, and for amounts due under the Unemployment Insurance Act of the State of California, with respect to such work or labor, and shall file with the CITY pursuant to Section 38000 of the Labor Code, a Certificate of Work's Compensation Insurance for the duration of the period of construction.
- C. The SUBDIVIDER shall comply with Street, Plumbing, Building, Electrical, Zoning Codes and any other codes of the CITY.
- D. It shall be the responsibility of the SUBDIVIDER to coordinate all work done by his

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contractors and subcontractors, such as scheduling the sequence of operations, and the determination of liability if one operation delays another. In no case shall representatives of the CITY be placed in the position of making decisions that are the responsibility of the SUBDIVIDER to give the City Engineer written notice not less than two (2) working days in advance of the actual date on which work is to be started. Failure on the part of the SUBDIVIDER to notify the City Engineer may cause delays for which the SUBDIVIDER shall be solely responsible.

- E. Whenever the SUBDIVIDER varies the period during which work is carried on each day, he shall give due notice to the City Engineer so that proper inspection may be provided. If the SUBDIVIDER fails to duly notify the CITY as herein required any work done in the absence of the City Engineer will be subject to rejection. The inspection of the work shall not relieve the SUBDIVIDER of any of his obligations to fulfill the Agreement as prescribed. Defective work shall be made good, and suitable materials may be rejected notwithstanding the fact that such defective work and unsuitable materials were not previously identified by the City Engineer or Inspector and accepted.
- F. Any damage to the underground utilities, concrete work or street paving that occurs after installation shall be made good to the satisfaction of the City Engineer by the SUBDIVIDER before release of securities, or final acceptance of the complete work. When the surfacing on any existing street is disturbed such surfacing shall be replaced with temporary or permanent surfacing within fourteen (14) days and maintained in a safe and passable condition at all times between the commencement and final completion of all construction.
- G. Time is of the essence of this Agreement and same shall bind and inure to the benefit of the parties hereto, their successors and assigns.
- H. No assignment of the Agreement or of any duty or obligation of performance hereunder shall be made in whole or in part by the SUBDIVIDER without prior written consent of the City Manager or his designee, and shall not be unreasonably withheld.
- I. The SUBDIVIDER shall pay the System Development Charges (transportation, water, and sewer) for land and storm drainage fees prior to issuance of building permits. These fees shall be prorated per lot on a square-footage basis, and the fees for a particular lot may be paid at the time that lot is developed.

Transportation	\$ 77,541
Water	\$ 102,843
Sewer	\$ 160,795
Storm drainage	\$ 40,114
TOTAL	\$ 381,293

- J. Prior to issuance of building permits the SUBDIVIDER shall pay the following fees:

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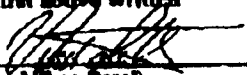
Landscaping and Lighting District formation	\$ 1,000
Park Master Plan (Quimby)	\$ 84
Parks In-Lieu Fee	\$ 9,361
Final Map Fee	\$ 745
TOTAL	\$ 11,190

The Park Master Plan fee and the Parks-In-Lieu fee may be prorated per lot on a square-footage basis, and may be payed at the time that lot is developed. The fees discussed in this subsection apply only to residential properties.

- K. A public improvements inspection fee in the amount of \$1,000 shall be paid to the CITY before the beginning of any construction. Said fee is an estimate and may be increased by the CITY, if necessary. Any unused portion of the fee will be refunded. Additionally, a public improvement plan check fee in the amount of \$500 shall be paid to the CITY.
- L. SUBDIVIDER consents to the formation of a maintenance district pursuant to the Landscaping and Lighting Act of 1992 (Section 22500 and following California Streets and Highway Code) for the purpose of providing the following improvements: Services include labor costs to maintain public landscaping strips, utility costs to operate street lights, drainage pumps and irrigate landscape areas, annual report preparation and Tulare County filing fees. The SUBDIVIDER waives the noticed public hearing otherwise required by the Landscaping and Lighting Act of 1972 for the formation of the maintenance district and the adoption of the annual budget and the SUBDIVIDER further consents to the approval by the City Council of the City of Dinuba in accordance with the Engineer's Report. Assessment District Alta-Kamun No. 03-15.
- M. The provisions of this Agreement shall be binding upon the heirs, successors and assigns of the parties hereto.
- N. The SUBDIVIDER shall be responsible for obtaining any and all permits as required by the State, County, and other agencies prior to start or construct (NPDES Storm water permit, etc.).
10. DUST CONTROL
- A. Adequate dust control shall be maintained by the SUBDIVIDER on all streets within and without the subdivision on which work is required to be done under this agreement from the time work is first commenced in the subdivision until the paving of the streets are completed. "Adequate dust control" as used herein shall mean the sprinkling of the streets with water or the laying of a dust coat of oil thereon with sufficient frequency to prevent the scattering of dust by wind of the activity of vehicles and equipment onto any street area or private adjacent to the subdivision. Whenever in the opinion of the City Engineer adequate dust control is not being maintained on any street or streets as required by this paragraph, the City Engineer shall give notice to the SUBDIVIDER to comply with the provisions of this paragraph forthwith. Such notice may be personally served upon the SUBDIVIDER

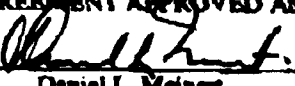
or, if the SUBDIVIDER is not an individual, upon any person who has signed this agreement on behalf of the SUBDIVIDER or, at the election of the City Engineer, such notice may be mailed to the SUBDIVIDER at his address on file with the City Engineer. If, within twenty-four (24) hours after such personal service of such notice or within forty-eight (48) hours after the mailing thereof as herein provided, the SUBDIVIDER shall not have commenced to maintain adequate dust control or shall at any time thereafter fail to maintain adequate dust control, the City Engineer may, without further notice of any kind, cause any such street or streets to be sprinkled or oiled, as he may deem advisable, to eliminate the scattering of dust, by equipment and personnel of the CITY or by contract as the City Engineer shall determine. The SUBDIVIDER shall pay to the CITY forthwith, upon receipt of billing therefore, the entire cost to the CITY of such sprinkling or oiling.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be signed the day and year first above written

by: 
Vikas Patel
Stony Creek Development.

CITY OF DUNBAR
by: 
for J. Edward Todd
City Manager

AGREEMENT APPROVED AS TO CONTENT

by: 
Daniel L. Meinert
Development Services Director

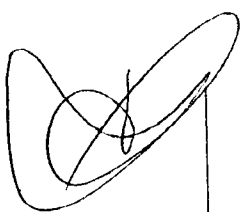
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Attachment "A"
Conditions of Approval
Application 2003-15

1. Compliance with the requirements of the Pacific Gas and Electric Company, SBC Telephone Company, Southern California Gas Company, and Comcast Broadband.
2. Any work to be done within the City streets right-of-way shall require a permit issued by the City of Dinuba and shall be done under the inspection of a City of Dinuba public improvements inspector.
3. All public facility extensions, including those for sewer, water, and storm drainage shall be in accordance with City of Dinuba Standard Specifications.
4. Stormwater, from this project and from the adjacent subdivisions, shall be accommodated on-site in a ponding basin easement granted to the City of Dinuba until such a time as adequate public facilities have been constructed and are operable. At such a time, the City shall abandon any easement for ponding basin purposes and the developer shall:
 - a. Have the right to relocate this drainage capacity to the new facilities; and
 - b. Have the right to develop said easement accordingly.

Until such a time, the developer may reconfigure and/or relocate the easement within the project site, provided that adequate stormwater facilities are maintained as mentioned above, via administrative resolution.

5. An NPDES stormwater permit shall be required for construction, including a stormwater pollution prevention plan.
6. The stormwater basin shall be developed consistent with City standards (fully landscaped, fenced, and/or screened, 3:1 slope). The basin shall be considered a temporary basin for determination of applicable standards.
7. At the time of residential development, the developer shall install a decorative block wall at the line separating residential Lots 6 through 17 from commercial Lot 4. This wall may be constructed as each residential lot is developed. Should Lot 5 be used as the basin easement, a wooden fence or block wall shall be installed between Lot 5 and adjacent residential Lots, at the developer's discretion. At such a time as Lot 5 is developed, a block wall shall be constructed at the east side, adjacent to the residential lots.
8. At the time of commercial development, the developer shall install a block wall at the line separating commercial Lots 3 and 4 from the adjacent subdivision to the south.

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9. All block walls shall be decorative on both sides and have wall caps that are consistent with Downtown Standards.
 10. Where applicable, all utilities shall be installed underground, and outside of any public right-of-way.
 11. The developer agrees to adhere to the mitigation policies contained within the negative declaration relating to stormwater and lighting conditions.
 12. Prior to development, the developer shall agree to enter into a new Lighting and Landscape District, such that the City shall provide maintenance of street lighting and the ponding basin.
 13. Driveway access to the commercial portion of the project site shall consist of not more than three points on Kamm Avenue and not more than two points on Alta Avenue. The accesses shall be placed centered on the property lines between Parcels 1 and 2, Parcels 2 and 3, Parcels 1 and 4, Parcels 4 and 5, and centered at a point 35 feet west of the property line separating Parcel 4 from the proposed residential parcels.
 14. The driveways nearest to Alta and Kamm Avenues shall contain raised medians so as to prohibit southbound access to Alta Avenue and westbound access to Kamm Avenue, respectively.
 15. A southbound left turn lane may be placed in Alta Avenue aligned with the access between Parcels 2 and 3, provided that said lane is compatible with the design of the northbound left turn lane proposed by Tulare County in the Road 80 Project. The applicant is responsible for all offsite improvements associated with this turn lane.
 16. The developer agrees to adhere to District Regulation VIII and District Rules. 4103, 4901, and 4902 of the San Joaquin Valley Air Pollution Control District. These regulate installation of wood-burning and gas-burning devices, burning of orchard waste, and production of fugitive dust.
 17. Where commercial development abuts residential development, a minimum of twenty feet of landscaped setback and thirty feet of circulation area shall be constructed as a buffer. No loading-related or trash-collecting activities shall be conducted in this buffer. Should no rear circulation area be desired, a minimum setback of twenty feet shall be required between commercial and residential uses, and shall be landscaped.



City Council Staff Report

Department: CITY CLERK

October 25, 2022

To: Mayor and City Council

From: Maria Alaniz, City Clerk/Human Resources Director

Subject: Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve City Council meeting minutes of October 11, 2022 as presented.

EXECUTIVE SUMMARY

None.

OUTSTANDING ISSUES

None.

DISCUSSION

None.

FISCAL IMPACT

None.

PUBLIC HEARING

None required.

ATTACHMENTS:

Description

[City Council Meeting Minutes, October 11, 2022](#)



**October 11, 2022
MINUTES**

COUNCIL MEMBERS PRESENT:

Nerio-Guerrero, Reynosa, Longoria, Thusu, Launer

COUNCIL MEMBERS ABSENT:

None.

STAFF MEMBERS PRESENT:

Alaniz, Hurtado, Iriarte, James, Montejano, Patlan, Solis, Watts, Webster, Yanez

1. OPENING CEREMONIES

1.1. Welcome and Call to Order

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

1.2. Invocation

The invocation was led by Chaplain Susee.

1.3. Pledge of Allegiance

The pledge of allegiance was led by Fire Chief Webster.

2. 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.

3. 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.

None.

4. 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.

4.1. SUBJECT

Approval of Real Property Purchase and Sale Agreement between the City of Dinuba and Dinuba Unified School District (DJ)

RECOMMENDATION

Council to approve a Real Property Purchase and Sale Agreement for the Dinuba Vocational Center (APNs: 017-124-001, 017-124-002, 017-003 and 017-124-014) between the City of Dinuba and Dinuba Unified School District.

4.2. SUBJECT

Resolution No. 2022-58 Declaring Certain Real Property Surplus Land Act Properties (DJ)

RECOMMENDATION

Council to adopt Resolution No. 2022-58 declaring that certain real property (APNs 017-280-002 & -020) as surplus land, and take related actions pursuant to California Government Code § 54221.

4.3. SUBJECT

Approval of City Council Meeting Minutes (MA)

RECOMMENDATION

Council to review and approve City Council meeting minutes of September 27, 2022 as presented.

4.4. SUBJECT

Proclamation No. 2022-05 Honoring the Dinuba High School Class of 1987 (MA)

RECOMMENDATION

Council to adopt Proclamation No. 2022-05 honoring the Dinuba High School Class of 1987.

4.5. SUBJECT

Second Reading of Ordinance No. 2022-10 Approving Amendments to Floodplain Management Ordinance (DY)

RECOMMENDATION

Council to waive further reading and adopt Ordinance No. 2022-10 approving amendments to the Floodplain Management Ordinance.

4.6. SUBJECT

Proclamation No. 2022-06 Dinuba Fire Station Centennial Celebration (JorW)

RECOMMENDATION

Council to adopt Proclamation No. 2022-06 honoring the 100th year of continuous operation of the City of Dinuba Fire Station.

4.7. SUBJECT

Recognition of Delta Mosquito and Vector Control District 100-year Anniversary. (DJ)

RECOMMENDATION

Council to approve recognition of the 100-year anniversary of the Delta Mosquito and Vector Control District. (DJ)

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

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

5. WARRANT REGISTER

5.1. SUBJECT

Warrant Register September 30 & October 7, 2022 (KS)

RECOMMENDATION

Council to review and approve the Warrant Register as presented.

A motion was made by Council Member Longoria, second by Vice Mayor Reynosa, to review and approve the Warrant Register as presented.

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

6. DEPARTMENT REPORTS

6.1. SUBJECT

Resolution No. 2022-57 Authorizing the El Monte Village Mobile Home Park Water Service Consolidation Project (IH)

RECOMMENDATION

Council adopt Resolution No. 2022-57 authorizing the Public Works Director to enter into a funding agreement with the State Water Resources Control Board for the El Monte Village Mobile Home Park Water Service Consolidation Project.

City Engineer Watts presented Resolution 2022-57, authorizing a funding agreement with the State Water Resources Control Board for the water systems connections to the El Monte Village Mobile Home Park. Watts reported that the Mobile Home Park's water system has been found to be in violation of the drinking water standards and requires city water connection for compliance.

Watts shared that the El Monte Village Mobile Home Park's management group

and the State of California representatives agree that the compliance solution would be to connect to the city's water services. Watts stated that impact fees will be collected to offset the cost associated with the new connections to the city's water system.

Council Member Thusu asked about the city's liability during the water service connection. City Manager Patlan advised the contract will be reviewed and any concerns will be addressed. Patlan shared that the city will also pursue additional state funding opportunities for Well 21 and that the new connections would be billed similarly to other multi-family accounts.

A motion was made by Council Member Thusu, second by Council Member Longoria, to approve Resolution No. 2022-57 authorizing the Public Works Director to enter into a funding agreement with the State Water Resources Control Board for the El Monte Village Mobile Home Park Water Service Consolidation Project.

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

6.2. SUBJECT

Authorization to Execute Professional Services Agreement with Tripepi Smith for Graphic Design and Rebranding Services (DJ)

RECOMMENDATION

Council to approve a professional services agreement with Tripepi Smith for Graphic Design and Rebranding Services in an amount not to exceed \$30,000.

Assistant City Manager James presented the professional service agreement with Tripepi Smith for the City of Dinuba graphic design rebranding. James reported that the Agreement would produce graphic standards to support a rebrand of the City's logo. James shared that the new graphics design would be used city-wide to create a more professional and consistent brand for the City of Dinuba.

James reported that the professional service agreement cost with Tripepi Smith would not exceed \$30,000 and that the total cost has been budgeted.

A motion was made by Council Member Thusu, second by Council Member Longoria, to approve a professional services agreement with Tripepi Smith for Graphic Design and Rebranding Services.

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

7. MAYOR/COUNCIL REPORTS

Council Member Nerio-Guerrero thanked the city for the Proclamation for the Class of 1987 and shared that the class reunion is set for next Saturday at the golf course.

Council Member Longoria reported receiving a call from Romelia Castillo regarding the Veterans Celebration and invitations for the event are to follow.

Council Member Thusu reported receiving appreciation from the public for the upkeep on multiple maintenance projects around town. Thusu thanked the ambulance staff for

their professional service during a medical call. Thusu reported that funding for transit system has helped. Thusu advised that the League of California Cities' survey will be available soon.

Council Member Reynosa thanked city staff who participated in the Chili Cookoff.

Mayor Launer reported attending a successful Chili Cookoff and reported having positive interactions with citizens. Launer reported that she attended the Centennial Celebration for Delta Mosquito District. Launer stated that the Delta Mosquito District thanked the city for its cooperation. Launer advised that Dog Days are coming up and of the Centennial Fire Celebration.

Mayor Launer requested that the Dinuba Chamber's financials be brought back to Council for review. City Manager Patlan advised that the presentation has already been done and shared that the Chamber will be returning to Council to go over the Raisin celebration.

8. CITY MANAGER COMMUNICATIONS

City Manager Patlan reported having a great time at the Chili Cookoff. Patlan advised that he will be out of the office Thursday morning attending a funeral and out of the office on Friday,

9. CITY STAFF COMMUNICATIONS

Assistant Manager James reported that he had a great time at the Chili Cookoff. James advised that the application for the Pocket Park grant collaboration with the school district, has moved to the second round. James reported that Able Industries has been working on cleaning the downtown area and doing a great job. James reported that he is working on a contract with Able Industries for continued clean-up support.

City Attorney Yanez advised he will be presenting the Electric Vehicle Charging Station Ordinance at the next council meeting.

Fire Chief Webster reported that the department has been busy working on the Centennial Celebration that is scheduled for this Saturday. Webster reported that a recruitment for Firefighter/Paramedic will be opened in the next upcoming weeks, currently have four vacancies. Webster reported he is working closely with the ROP Firefighter career pathway and funding from Alta District for the Intern Paramedic program.

Director Solis reported that the new Billing Clerk will begin on Monday, October 17th.

Police Chief Iriarte reported that the department has had multiple community events this month. Iriarte advised that the Drug Take Back is scheduled for October. 29th. Iriarte reported on the recruitments for Dispatcher and Animal Control Officer. Iriarte advised that there are 10 candidates going through the Animal Control Officer recruitment.

Director Hurtado reported that four state representatives will be conducting a site visit this Thursday for the Viscaya Neighborhood Park project.

Mayor Launer asked Hurtado about the dry landscaping at the Nebraska park, Hurtado responded she will follow up.

City Engineer Watts reported that the roundabout is a success. Watts advised that the College Avenue Railroad crossing and lighting project is coming along and will be completed in 2-3 weeks.

10. CLOSED SESSION

10.1. Public Employee Performance Evaluation Pursuant to GC Section 54957, Title: City Manager (LP)

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

10.2. Conference with Legal Counsel - Anticipated Litigation (DJ)

Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9; One (1) case.

No action taken.

11. ADJOURNMENT

Mayor Launer adjourned the meeting at 7:41 p.m.



City Council Staff Report

Department: Planning and Development

October 25, 2022

To: Mayor and City Council

From: Karl Schoettler, City Planning Consultant

Subject: Ordinance No. 2022-11 (Montebella) Second reading and Adoption (Ksch)

RECOMMENDATION

Council conduct the second reading, waive reading in full, and adopt Ordinance 2022-11 pertaining to a change of zoning on four parcels located on the west side of Englehart Avenue north of the Saginaw Avenue alignment.

EXECUTIVE SUMMARY

The action would result in rezoning of four parcels being annexed into the City.

OUTSTANDING ISSUES

Application of city zoning is contingent upon approval of annexation of the site by Tulare LAFCo (Local Agency Formation Commission).

DISCUSSION

On September 13, 2022 the City Council conducted a first reading of Ordinance No. 2022-11 to prezone four parcels proposed for annexation. The largest of the parcels is proposed for a tentative subdivision map and the bulk of the parcel would be zoned R-1-6 (PD) (Single Family Residential (Planned Development overlay zone)). A smaller section of this parcel (proposed for a neighborhood park) would be zoned RCO. The remaining three parcels (fronting upon Englehart Avenue) are proposed to be zoned R-1-7.5.

FISCAL IMPACT

The applicant will pay City impact fees for development of each lot within the proposed subdivision.

PUBLIC HEARING

A public hearing notice was published in the Mid-Valley Times prior to the City Council's public hearing on September 13, 2022.

ATTACHMENTS:

Description

[A. Ordinance 2022-11](#)

ORDINANCE NO. 2022-11

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DINUBA AMENDING THE ZONING OF FOUR PARCELS LOCATED ON THE WEST SIDE OF ENGLEHART AVENUE, NORTH OF SAGINAW AVENUE.

THE CITY COUNCIL OF THE CITY OF DINUBA HEREBY DOES ORDAIN:

SECTION 1. FINDINGS.

- (a) The City of Dinuba administers a Zoning Ordinance (Title 17 of the Dinuba Municipal Code), including a map that designates all parcels of land with specific zoning classifications.
- (b) The purpose of zoning is to facilitate a well-planned City and to avoid land use conflicts, among other objectives.
- (c) The City has received an application to annex four parcels on the west side of Englehart Avenue and the north side of the Saginaw Avenue alignment. The parcels are proposed to be designated with several zones as shown on Exhibit 1 (attached) including R-1-6 (PUD), RCO and R-1-7.5.
- (d) The Assessor Parcel Numbers of the subject parcels are 272-011, 012-272-012, 012-272-013, and 012-272-014.
- (e) The purpose of the zone change is to facilitate annexation of the site, development of a residential subdivision and continued residential use of existing-developed parcels on the site.
- (f) The proposed zone change is shown on Exhibit 1.

SECTION 2. SEVERABILITY.

Each of the provisions of this ordinance is severable from all other provisions. If any article, section, subsection, paragraph, sentence, clause or phrase of this ordinance is for any reason held by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

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

Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

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

SECTION 5. The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Dinuba on the 13th day of September, 2022, by the following vote:

AYES: Longoria, Rachel Nerio-Guerrero, Reynosa, Thusu

NOES: None

ABSENT: Launer

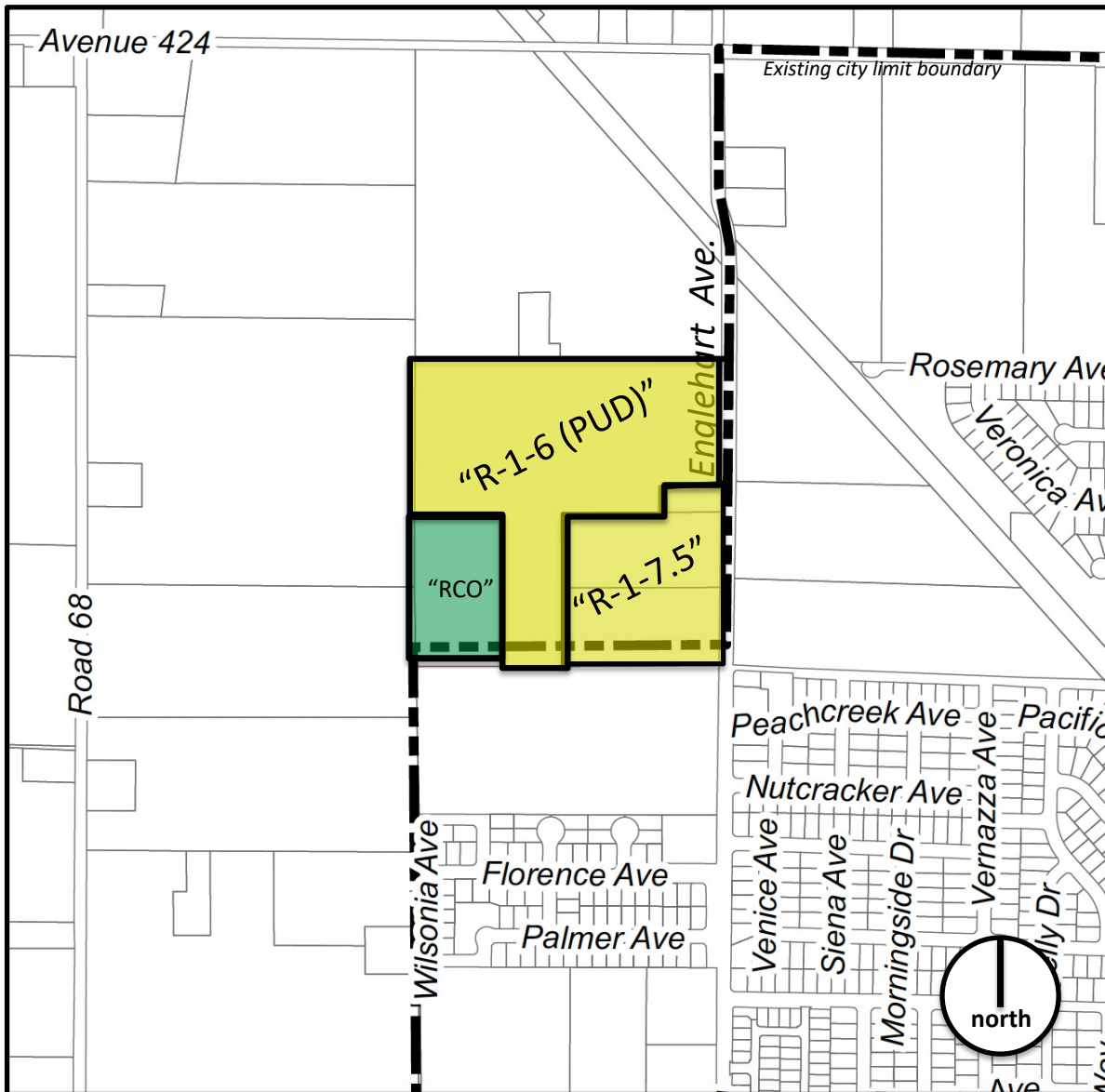
ABSTAIN: None

Linda Launer, Mayor of the City of Dinuba

ATTEST:

Maria Ananiz, City Clerk

EXHIBIT 1





City Council Staff Report

Department: CITY CLERK

October 25, 2022

To: Mayor and City Council
From: Maria Alaniz, City Clerk/Human Resources Director
Subject: 20th Annual Veterans Dinner Sponsorship (MA)

RECOMMENDATION

Council to approve sponsorship in the amount of \$500 for the 20th Annual Veterans Dinner to be held on November 3, 2022, at the Orosi Memorial Hall.

EXECUTIVE SUMMARY

The Vietnam Veterans of American is a non-profit organization that is hosting the 20th Annual Veterans Dinner. The event will be held on Thursday, November 3, 2022, and will be free for Veterans.

OUTSTANDING ISSUES

None.

DISCUSSION

The group raises funds to provide 200 to 250 meals for Veterans at the 20th Annual Veterans Dinner. The event is back for the first time after the COVID Pandemic. The sponsorship will help the group reach their goal to feed Veterans. The dinner will also honor the individuals that did not return and are remembered.

The group has submitted a request for sponsorship (Attachment 'A').

FISCAL IMPACT

Sponsorship funds will come from the Community Grants/Miscellaneous Fund.

PUBLIC HEARING

None required.

ATTACHMENTS:

Description

[A. 20th Annual Veterans Dinner Sponsorship Request](#)



VETERANS DAY

ASSISTANCE NEEDED

HELLO, COMMUNITY!

NOVEMBER 11, 2022 is "VETERANS DAY"!

Thankfully, we are back from the Covic Pandemic and the Veterans Dinner is no long on hold. In the past, volunteers raised funds to provide 200 to 250 meals for veterans to enjoy.

Sadly, this year we lost funds raised by selling ads in the Dinuba Sentinel. Since the Dinuba Sentinel is now closed, we are reaching out to you for support.

Can you spare \$2, \$50 or even \$500? This will help us reach our goal to feed Veterans from *Korean War, *Vietnam War, *Iraq and *Afghanistan War who served and those we Honor who did not return and remembered.

WHAT: FREE' VETERANS DINNER (Guest \$20)

WHEN: NOVEMBER 3RD 2022 (THURSDAY EVENING)

WHERE: OROSI MEMORIAL HALL

TIME: 5:30PM SOCIAL GATHERING | 6:30PM DINNER

"CATERED BY ESTHER"

Program: Veteran Speakers

VOLUNTEERSNames and Addresses

CHAIR: Romelia Castillo, 12589 Ave 416, Orosi Ca 93647 559-273-3161

(SEND CHECKS TO ROMELIA CASTILLO or call for Pickup of Monies)

Donation write-offs use:

Vietnam Veterans of America (Non-profit Organization) IRS





City Council Staff Report

Department: FINANCE SERVICES

October 25, 2022

To: Mayor and City Council
From: Karina Solis, Administrative Services Director
By: Maria Alaniz, City Clerk/Human Resources Director
Subject: Warrant Register October 14 & 21, 2022 (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:

Description

[WR 10.14.2022](#)

[WR 10.21.2022](#)



Accounts Payable Invoice Report

Payment Date Range 10/08/22 - 10/14/22
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 1776 - A&M Consulting Engineers									
INV12212021	A&M Consulting Eng Viscaya Park	Paid by Check #38513		10/04/2022	10/14/2022	10/14/2022		10/14/2022	4,290.00
		Vendor 1776 - A&M Consulting Engineers Totals				Invoices	1		\$4,290.00
Vendor 1284 - Adams Ashby Group, Inc.									
4524	Grant Application Preparation 2022 CDBG	Paid by Check #38514		09/19/2022	10/14/2022	10/14/2022		10/14/2022	2,500.00
		Vendor 1284 - Adams Ashby Group, Inc. Totals				Invoices	1		\$2,500.00
Vendor 263 - Advantek Benefit Administrators									
10/07/2022	10/07/2022	Paid by Check #38515		10/07/2022	10/14/2022	10/14/2022		10/14/2022	40,442.06
		Vendor 263 - Advantek Benefit Administrators Totals				Invoices	1		\$40,442.06
Vendor 1599 - Adventist Health Toxicology									
1762	PD - Toxicology Services	Paid by Check #38516		10/03/2022	10/14/2022	10/14/2022		10/14/2022	476.00
		Vendor 1599 - Adventist Health Toxicology Totals				Invoices	1		\$476.00
Vendor 119 - American Backflow Specialties									
INV60720	BACKFLOW SUPPLIES	Paid by Check #38517		09/30/2022	10/14/2022	10/14/2022		10/14/2022	624.83
		Vendor 119 - American Backflow Specialties Totals				Invoices	1		\$624.83
Vendor 351 - Anthem Blue Cross									
000250932148	HARTLEY 919M97599 10/01/22-10/31/22	Paid by Check #38521		09/04/2022	10/14/2022	10/14/2022		10/14/2022	92.00
000254469785	MEDDERS 975A79192 11/01/22-11/30/22	Paid by Check #38520		10/04/2022	10/14/2022	10/14/2022		10/14/2022	92.00
000254483899	TYLER 299A24237 11/01/22-11/30/22	Paid by Check #38518		10/04/2022	10/14/2022	10/14/2022		10/14/2022	85.30
000254506923	MAGYAR 792A24403 11/01/22-11/30/22	Paid by Check #38519		10/04/2022	10/14/2022	10/14/2022		10/14/2022	85.30
		Vendor 351 - Anthem Blue Cross Totals				Invoices	4		\$354.60
Vendor 17 - AT&T									
939105474310/22	Telephone 09/02/22-10/01/22	Paid by Check #38522		10/02/2022	10/14/2022	10/14/2022		10/14/2022	70.54
939105446110/22	Telephone 09/11/22-10/10/22	Paid by Check #38524		10/11/2022	10/14/2022	10/14/2022		10/14/2022	24.87
939105446610/22	Telephone 09/11/22-10/10/22	Paid by Check #38526		10/11/2022	10/14/2022	10/14/2022		10/14/2022	24.93
939105475610/22	Telephone 09/11/22-10/10/22	Paid by Check #38525		10/11/2022	10/14/2022	10/14/2022		10/14/2022	385.46
55959606499/22	PW - telephone 09/26/22-10/25/22	Paid by Check #38523		09/26/2022	10/14/2022	10/14/2022		10/14/2022	2,208.03
		Vendor 17 - AT&T Totals				Invoices	5		\$2,713.83
Vendor 1864 - Automated Access									
7150248	F-GATE REPLACE DKS OPERATOR	Paid by Check #38527		10/05/2022	10/14/2022	10/14/2022		10/14/2022	9,353.50
7150502	F-Gates SAW CUT 3 SAFETY LOOPS	Paid by Check #38527		10/07/2022	10/14/2022	10/14/2022		10/14/2022	1,392.00



Accounts Payable Invoice Report

Payment Date Range 10/08/22 - 10/14/22
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	1864 - Automated Access Totals			Invoices		2	\$10,745.50
Vendor 376 - BCS Consulting, LLC									
2022131	CONSULTING SEPTEMBER 2022	Paid by Check #38528		10/10/2022	10/14/2022	10/14/2022		10/14/2022	6,200.00
		Vendor	376 - BCS Consulting, LLC Totals			Invoices		1	\$6,200.00
Vendor 116 - BSK Analytical Laboratories									
AF17146	WATER SAMPLE TESTING - WATER DEPT	Paid by Check #38529		07/25/2022	10/14/2022	10/14/2022		10/14/2022	176.00
AF25336	WATER SAMPLE TESTING - WATER DEPT	Paid by Check #38529		10/04/2022	10/14/2022	10/14/2022		10/14/2022	476.00
		Vendor	116 - BSK Analytical Laboratories Totals			Invoices		2	\$652.00
Vendor 1 - C&S Laundry Cleaners									
12231	Cleaning	Paid by Check #38530		10/04/2022	10/14/2022	10/14/2022		10/14/2022	37.75
		Vendor	1 - C&S Laundry Cleaners Totals			Invoices		1	\$37.75
Vendor 364 - California Building Standards Commission									
7/1-9/30/2022BS	1st Quarter Building Standards F/Y 22/23	Paid by Check #38531		10/05/2022	10/14/2022	10/14/2022		10/14/2022	359.10
		Vendor	364 - California Building Standards Commission Totals			Invoices		1	\$359.10
Vendor 1192 - California Industrial Rubber Co.									
F-078388	REPAIR PART(S) FOR U 45	Paid by Check #38532		09/25/2022	10/14/2022	10/14/2022		10/14/2022	815.45
		Vendor	1192 - California Industrial Rubber Co. Totals			Invoices		1	\$815.45
Vendor 1275 - California Turf Equipment									
564487	STREET SUPPLIES	Paid by Check #38533		10/03/2022	10/14/2022	10/14/2022		10/14/2022	937.20
		Vendor	1275 - California Turf Equipment Totals			Invoices		1	\$937.20
Vendor 725 - CDW Government									
CZ07989	Upgrade MS SQL server from 2012 to 2019	Paid by Check #38534		09/23/2022	10/14/2022	10/14/2022		10/14/2022	580.08
CZ07996	Upgrade MS SQL server from 2012 to 2019	Paid by Check #38534		09/23/2022	10/14/2022	10/14/2022		10/14/2022	580.08
		Vendor	725 - CDW Government Totals			Invoices		2	\$1,160.16
Vendor 381 - Cen Cal Distributing Inc.									
292409	09/01/2022 water delivery	Paid by Check #38535		09/01/2022	10/14/2022	10/14/2022		10/14/2022	4.95
292410	09/22/2022 water delivery	Paid by Check #38535		09/22/2022	10/14/2022	10/14/2022		10/14/2022	66.50
		Vendor	381 - Cen Cal Distributing Inc. Totals			Invoices		2	\$71.45
Vendor 333 - Cintas Corporation No. 2									
4132743222	PD - Janitorial Supplies	Paid by Check #38536		09/28/2022	10/14/2022	10/14/2022		10/14/2022	57.99
		Vendor	333 - Cintas Corporation No. 2 Totals			Invoices		1	\$57.99



Accounts Payable Invoice Report

Payment Date Range 10/08/22 - 10/14/22
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 127 - City of Visalia									
AR095029	7/22 - 6/23 Hazmat	Paid by Check #38537		07/31/2022	10/14/2022	10/14/2022		10/14/2022	3,085.73
		Vendor 127 - City of Visalia Totals				Invoices	1		<u>\$3,085.73</u>
Vendor 240 - Clean Cut Landscape Management Inc.									
3794	Landscaping September 2022	Paid by Check #38538		09/30/2022	10/14/2022	10/14/2022		10/14/2022	19,163.00
		Vendor 240 - Clean Cut Landscape Management Inc. Totals				Invoices	1		<u>\$19,163.00</u>
Vendor 170 - Comcast									
0135597	10/02/22 405 E El Monte Way 10/04/22-11/03/22	Paid by Check #38540		10/02/2022	10/14/2022	10/14/2022		10/14/2022	69.49
0181138	09/27/22 180 W MERCED ST 10/02/2022-11/01/2022	Paid by Check #38539		09/27/2022	10/14/2022	10/14/2022		10/14/2022	507.38
		Vendor 170 - Comcast Totals				Invoices	2		<u>\$576.87</u>
Vendor 1261 - Commercial Radiator Works, Inc.									
51660	REPAIR PART(S) FOR T 20	Paid by Check #38541		09/19/2022	10/14/2022	10/14/2022		10/14/2022	295.00
		Vendor 1261 - Commercial Radiator Works, Inc. Totals				Invoices	1		<u>\$295.00</u>
Vendor 1748 - Coro Medical									
PS-INV156049	Safety Equipment/supplies	Paid by Check #38542		08/22/2022	10/14/2022	10/14/2022		10/14/2022	1,794.56
		Vendor 1748 - Coro Medical Totals				Invoices	1		<u>\$1,794.56</u>
Vendor 232 - Courier Printing and Village Printer									
C26460	PUBLIC WORKS - BUILDING INSPECTION CARD - ORANGE	Paid by Check #38543		10/06/2022	10/14/2022	10/14/2022		10/14/2022	1,057.88
		Vendor 232 - Courier Printing and Village Printer Totals				Invoices	1		<u>\$1,057.88</u>
Vendor 1460 - David Volz Design Landscape Architects, Inc.									
422339	21-036 Nebraska Park	Paid by Check #38544		09/23/2022	10/14/2022	10/14/2022		10/14/2022	4,480.00
		Vendor 1460 - David Volz Design Landscape Architects, Inc. Totals				Invoices	1		<u>\$4,480.00</u>
Vendor 1035 - De Lage Landen Public Finance									
77664972	Sept/Oct 2022	Paid by EFT #2164		09/24/2022	10/14/2022	10/14/2022		10/14/2022	322.25
		Vendor 1035 - De Lage Landen Public Finance Totals				Invoices	1		<u>\$322.25</u>
Vendor 1582 - Dell Financial Services LLC									
2185504	SERVER 11/01/22 -11/30/22	Paid by Check #38545		10/01/2022	10/14/2022	10/14/2022		10/14/2022	2,947.71
		Vendor 1582 - Dell Financial Services LLC Totals				Invoices	1		<u>\$2,947.71</u>
Vendor 71 - Department of Conservation									
JUL-SEP 22 SMIP	1ST QTR SMIP PAYMENT 22/23	Paid by Check #38546		10/14/2022	10/14/2022	10/14/2022		10/14/2022	975.31
		Vendor 71 - Department of Conservation Totals				Invoices	1		<u>\$975.31</u>
Vendor 77 - Department of Justice									



Accounts Payable Invoice Report

Payment Date Range 10/08/22 - 10/14/22
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
609652	PD/FD - Fingerprint services / September 2022	Paid by Check #38547		10/05/2022	10/14/2022	10/14/2022		10/14/2022	1,245.00
Vendor 77 - Department of Justice Totals									\$1,245.00
Vendor 200 - Dinuba Unified School District									
1742	DSC Senior Monthly Lunches - Aug. 2022	Paid by Check #38548		09/15/2022	10/14/2022	10/14/2022		10/14/2022	6,435.00
Vendor 200 - Dinuba Unified School District Totals									\$6,435.00
Vendor 550 - Division of the State Architect									
7122-93022 SB	1ST QTR SB1186 PAYMENT - FY 22/23	Paid by Check #38549		10/10/2022	10/14/2022	10/14/2022		10/14/2022	390.80
Vendor 550 - Division of the State Architect Totals									\$390.80
Vendor 1861 - Electric Time Company, Inc									
0000028166	Fy 22/23-Parks-Refurbished automatic clock controller w/chime	Paid by Check #38550		10/06/2022	10/14/2022	10/14/2022	10/06/2022	10/14/2022	759.00
Vendor 1861 - Electric Time Company, Inc Totals									\$759.00
Vendor 1506 - Enterprise FM Trust									
FBN4578048	PD - 3 Malibus & 2 Durangos Lease	Paid by Check #38551		10/05/2022	10/14/2022	10/14/2022		10/14/2022	2,836.04
FBN4578024	ENTERPRISE - FLEET LEASE PAYMENT	Paid by Check #38551		10/05/2022	10/14/2022	10/14/2022		10/14/2022	6,848.84
Vendor 1506 - Enterprise FM Trust Totals									\$9,684.88
Vendor 280 - Entersect									
922EP31191	PD - September 2022 Service	Paid by Check #38552		09/30/2022	10/14/2022	10/14/2022		10/14/2022	100.00
Vendor 280 - Entersect Totals									\$100.00
Vendor 1518 - Formation Environmental, LLC									
7219	Remediation Review-Gas N Save-August 2022	Paid by Check #38553		09/29/2022	10/14/2022	10/14/2022		10/14/2022	2,943.75
Vendor 1518 - Formation Environmental, LLC Totals									\$2,943.75
Vendor 18 - The Gas Company									
0990155800810/22	405 E El Monte Way 09/02/22-10/04/22	Paid by Check #38554		10/06/2022	10/14/2022	10/14/2022		10/14/2022	38.99
Vendor 18 - The Gas Company Totals									\$38.99
Vendor 252 - Geil Enterprises, Inc.									
420180	TRANSIT FIRE/BURGLAR ALARM OCT-DEC 2022	Paid by Check #38555		10/01/2022	10/14/2022	10/14/2022		10/14/2022	291.00
Vendor 252 - Geil Enterprises, Inc. Totals									\$291.00
Vendor 712 - GLS US									



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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
4819905	POSTAGE	Paid by Check #38556		09/18/2022	10/14/2022	10/14/2022		10/14/2022	7.04
Vendor 712 - GLS US Totals									7.04
Invoices									1
Vendor 1351 - Grant's AC & Heating Inc.									
55083959	POLICE DEPARTMENT - AC REPAIR	Paid by Check #38557		09/21/2022	10/14/2022	10/14/2022		10/14/2022	155.00
Vendor 1351 - Grant's AC & Heating Inc. Totals									155.00
Invoices									1
Vendor 605 - Frank Guerra									
10/11/2022	Anthem Reimb 10/01/2022-10/31/2022	Paid by Check #38558		10/11/2022	10/14/2022	10/14/2022		10/14/2022	228.38
Vendor 605 - Frank Guerra Totals									228.38
Invoices									1
Vendor 1849 - Halcyon Behavioral, LLC									
12385	EAP Services for October 2022	Paid by Check #38559		10/01/2022	10/14/2022	10/14/2022		10/14/2022	30.40
Vendor 1849 - Halcyon Behavioral, LLC Totals									30.40
Invoices									1
Vendor 1150 - Hoffman Security									
591571	DSC - Security Monitoring	Paid by Check #38560		09/20/2022	10/14/2022	10/14/2022		10/14/2022	105.00
Vendor 1150 - Hoffman Security Totals									105.00
Invoices									1
Vendor 174 - Howard's Pest Control									
108548	October 2022	Paid by Check #38561		10/04/2022	10/14/2022	10/14/2022		10/14/2022	93.00
108556	Fy 22/23-Parks-Pest control service for Vuich park	Paid by Check #38561		10/04/2022	10/14/2022	10/14/2022	10/04/2022	10/14/2022	75.00
108562	Fy 22/23-Parks-Pest control service for KC park	Paid by Check #38561		10/04/2022	10/14/2022	10/14/2022	10/04/2022	10/14/2022	46.00
108570	FY 22/23-Sportsplex-Pest control service for mosquitoes	Paid by Check #38561		10/05/2022	10/14/2022	10/14/2022	10/07/2022	10/14/2022	250.00
107083	Dinuba Transit Center- 180 W Merced St (Acct #: 27335)	Paid by Check #38561		08/03/2022	10/14/2022	10/14/2022		10/14/2022	65.00
107452	180 W Merced St (Acct #: 27335)-Trouble Call	Paid by Check #38561		08/18/2022	10/14/2022	10/14/2022		10/14/2022	45.00
108545	Dinuba Transit Center- 180 W Merced St (Acct #: 27335)	Paid by Check #38561		10/04/2022	10/14/2022	10/14/2022		10/14/2022	75.00
108560	Customer No. KA1088 - PUBLIC WORKS	Paid by Check #38561		10/04/2022	10/14/2022	10/14/2022		10/14/2022	135.00
108605	PEST CONTROL SERVICES - WWTP	Paid by Check #38561		10/05/2022	10/14/2022	10/14/2022		10/14/2022	55.00
Vendor 174 - Howard's Pest Control Totals									839.00
Invoices									9
Vendor 106 - J's Communciation Inc.									
64254	PD - Portable Radio Repairs	Paid by Check #38562		09/28/2022	10/14/2022	10/14/2022		10/14/2022	28.00
64333	Shipping Charges								
	PD - Motorcycle #1 / Radio Extension Cable	Paid by Check #38562		10/07/2022	10/14/2022	10/14/2022		10/14/2022	288.40



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Vendor 106 - J's Communciation Inc. Totals				Invoices			2		\$316.40
Vendor 6 - Jim Manning Dodge Inc.									
DOCS140634	REPAIR PART(S) FOR DODGE DURANGO 2020	Paid by Check #38563		08/22/2022	10/14/2022	10/14/2022		10/14/2022	40.00
155734DOR	REPAIR PART(S) PD 16	Paid by Check #38563		09/30/2022	10/14/2022	10/14/2022		10/14/2022	1,288.98
Vendor 6 - Jim Manning Dodge Inc. Totals				Invoices			2		\$1,328.98
Vendor 5 - Jorgensen & Co.									
6022709	PD - Service	Paid by Check #38564		08/29/2022	10/14/2022	10/14/2022		10/14/2022	206.06
Vendor 5 - Jorgensen & Co. Totals				Invoices			1		\$206.06
Vendor 218 - Key Evidence Lock and Safe									
131745	CYBER LOCK WEB HOSTING SERVICE ANNUAL FEE 2022-2023	Paid by Check #38565		10/03/2022	10/14/2022	10/14/2022		10/14/2022	500.00
Vendor 218 - Key Evidence Lock and Safe Totals				Invoices			1		\$500.00
Vendor 724 - Language Line Services, Inc.									
10637595	PD - Translation Services	Paid by Check #38566		09/30/2022	10/14/2022	10/14/2022		10/14/2022	21.62
Vendor 724 - Language Line Services, Inc. Totals				Invoices			1		\$21.62
Vendor 449 - Les Schwab Tire Centers of Central California									
55100292972	Bus 12 Replaced (2) Front Tires	Paid by Check #38567		09/28/2022	10/14/2022	10/14/2022		10/14/2022	535.20
55100293044	BUS 7 REPLACED FRONT TIRES	Paid by Check #38567		09/29/2022	10/14/2022	10/14/2022		10/14/2022	535.20
55100293125	4 TIRES FOR PD 23	Paid by Check #38567		09/30/2022	10/14/2022	10/14/2022		10/14/2022	778.78
55100293353	2 TIRES FOR M 735	Paid by Check #38567		10/03/2022	10/14/2022	10/14/2022		10/14/2022	535.20
55100293627	ALIGNMENT FOR PD 17	Paid by Check #38567		10/06/2022	10/14/2022	10/14/2022		10/14/2022	129.99
55100293628	BUS 12 REPLACED ALL 4 REAR TIRES	Paid by Check #38567		10/06/2022	10/14/2022	10/14/2022		10/14/2022	1,070.40
55100293673	ALIGNMENT FOR PD 17	Paid by Check #38567		10/07/2022	10/14/2022	10/14/2022		10/14/2022	129.99
Vendor 449 - Les Schwab Tire Centers of Central California Totals				Invoices			7		\$3,714.76
Vendor 1797 - David Mendoza									
10/11/2022	Anthem Reimb 09/01/2022-09/30/2022	Paid by Check #38568		10/07/2022	10/14/2022	10/14/2022		10/14/2022	201.38
Vendor 1797 - David Mendoza Totals				Invoices			1		\$201.38
Vendor 160 - Mid Valley Publishing Inc.									
0012684 10/2022	Membership Renewal Dinuba City Hall Human Resources	Paid by Check #38569		09/22/2022	10/14/2022	10/14/2022		10/14/2022	30.00
0326613-IN	09/1/22 Ordinance No. 2022-10	Paid by Check #38569		09/01/2022	10/14/2022	10/14/2022		10/14/2022	161.25
0326661-IN	09/15 Ord No. 2022-10	Paid by Check #38569		09/15/2022	10/14/2022	10/14/2022		10/14/2022	157.50
0326687-IN	SECOND READING AND ADOPTION FOR CASTLEROCK	Paid by Check #38569		09/22/2022	10/14/2022	10/14/2022		10/14/2022	176.25
Vendor 160 - Mid Valley Publishing Inc. Totals				Invoices			4		\$525.00



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Vendor 22 - Moore Twining Associates Inc.									
2375571	WATER SAMPLE TESTING WWTP - IN HOUSE	Paid by Check #38570		08/30/2022	10/14/2022	10/14/2022		10/14/2022	115.00
2377015	WATER SAMPLE TESTING WWTP - INDUSTRIAL	Paid by Check #38570		10/04/2022	10/14/2022	10/14/2022		10/14/2022	88.00
2377024	WATER SAMPLE TESTING WWTP - INDUSTRIAL	Paid by Check #38570		10/04/2022	10/14/2022	10/14/2022		10/14/2022	88.00
2377068	WATER SAMPLE TESTING WWTP - IN HOUSE	Paid by Check #38570		10/06/2022	10/14/2022	10/14/2022		10/14/2022	70.00
Vendor 22 - Moore Twining Associates Inc. Totals							Invoices	4	\$361.00
Vendor 1570 - Mountain Valley Environmental Services, Inc.									
3881	CHIEF PLANT OPERATOR SERVICES WWTP - NOVEMBER 2022	Paid by Check #38571		10/01/2022	10/14/2022	10/14/2022		10/14/2022	4,871.70
Vendor 1570 - Mountain Valley Environmental Services, Inc. Totals							Invoices	1	\$4,871.70
Vendor 1754 - Navia Benefits Solutions									
10522131	202201 - Sec. 125 Participant Fee 09/22	Paid by Check #38572		09/29/2022	10/14/2022	10/14/2022		10/14/2022	312.00
Vendor 1754 - Navia Benefits Solutions Totals							Invoices	1	\$312.00
Vendor 1749 - NEOGOV									
INV-23890	Subscription 09/30/22- 09/29/2023	Paid by Check #38573		08/30/2022	10/14/2022	10/14/2022		10/14/2022	4,946.40
Vendor 1749 - NEOGOV Totals							Invoices	1	\$4,946.40
Vendor 900 - NetMotion Wireless, Inc.									
I0063808	PD - Mobility (36 Devices) Software Maintenance (1YR)	Paid by Check #38574		05/13/2022	10/14/2022	10/14/2022		10/14/2022	3,512.57
Vendor 900 - NetMotion Wireless, Inc. Totals							Invoices	1	\$3,512.57
Vendor 392 - O'Reilly Auto Parts									
3641-486306	Supplies	Paid by Check #38575		10/10/2022	10/14/2022	10/14/2022		10/14/2022	117.11
Vendor 392 - O'Reilly Auto Parts Totals							Invoices	1	\$117.11
Vendor 142 - Office Depot BSD									
256222603001	CH-Office Supplies return	Paid by Check #38576		08/01/2022	10/14/2022	10/14/2022		10/14/2022	(33.73)
264846088003	break room supplies	Paid by Check #38576		09/28/2022	10/14/2022	10/14/2022		10/14/2022	14.19
270134133001	HR Office Supplies	Paid by Check #38576		09/29/2022	10/14/2022	10/14/2022		10/14/2022	379.74
270134364001	HR Office Supplies	Paid by Check #38576		09/29/2022	10/14/2022	10/14/2022		10/14/2022	49.87
257912683001	DSC - Office Supplies	Paid by Check #38576		07/29/2022	10/14/2022	10/14/2022		10/14/2022	542.39
258597509001	DSC - Office Supplies	Paid by Check #38576		07/29/2022	10/14/2022	10/14/2022		10/14/2022	69.90
258601362001	DSC - Office Supplies	Paid by Check #38576		07/29/2022	10/14/2022	10/14/2022		10/14/2022	16.16
258487498001	DSC - Office Supplies	Paid by Check #38576		08/25/2022	10/14/2022	10/14/2022		10/14/2022	62.81



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			Vendor 142 - Office Depot BSD Totals	Invoices			8		\$1,101.33
Vendor 76 - Pacific Gas & Electric									
233750151149/22	250 W SAGINAW AVE 08/30/22-09/28/22	Paid by Check #38595		09/29/2022	10/14/2022	10/14/2022		10/14/2022	28.93
265692021589/22	L & L EL MONTE & LILLIE 08/24/22-09/22/22	Paid by Check #38582		09/23/2022	10/14/2022	10/14/2022		10/14/2022	11.16
519248951329/22	L & L 502 RD 72 TIMER 08/24/22-09/22/22	Paid by Check #38585		09/23/2022	10/14/2022	10/14/2022		10/14/2022	10.91
777130818089/22	L & L 200 S ROAD 72 08/24/22-09/22/22	Paid by Check #38590		09/23/2022	10/14/2022	10/14/2022		10/14/2022	9.86
245952415719/22	L & L NEWTON & NORTHRIDGE 08/25/22-09/25/22	Paid by Check #38581		09/26/2022	10/14/2022	10/14/2022		10/14/2022	5.68
543881697549/22	L & L NEWTON & NORTHRIDGE 08/25/22-09/25/22	Paid by Check #38586		09/26/2022	10/14/2022	10/14/2022		10/14/2022	324.11
854359817429/22	L & L Sugar Plum Estates Del Valle 08/17/22-09/15/22	Paid by Check #38593		09/26/2022	10/14/2022	10/14/2022		10/14/2022	179.76
914674420589/22	L & L DAVIS E/ALTA AVE 08/25/22-09/25/22	Paid by Check #38594		09/26/2022	10/14/2022	10/14/2022		10/14/2022	10.51
076626534149/22	L & L 1300 ROSEMARY AVE 08/26/22-09/26/22	Paid by Check #38578		09/27/2022	10/14/2022	10/14/2022		10/14/2022	239.13
134955182539/22	L & L 1300 SAGINAW AVE 08/26/22-09/26/22	Paid by Check #38579		09/27/2022	10/14/2022	10/14/2022		10/14/2022	49.07
159468019569/22	Parks 855 E EL MONTE WAY 08/26/22-09/26/22	Paid by Check #38580		09/27/2022	10/14/2022	10/14/2022		10/14/2022	647.77
360067439049/22	L & L 698 N LINCOLN AVE 08/26/22-09/26/22	Paid by Check #38583		09/27/2022	10/14/2022	10/14/2022		10/14/2022	15.71
468994256009/22	L & L 1101 VISCAYA PKWY 08/26/22-09/26/22	Paid by Check #38584		09/27/2022	10/14/2022	10/14/2022		10/14/2022	11.70
497903928049/22	DSC Electric 8/26 - 9/26/22	Paid by Check #38577		09/27/2022	10/14/2022	10/14/2022		10/14/2022	1,593.37
556426429409/22	L & L 08/26/22-09/26/22	Paid by Check #38587		09/27/2022	10/14/2022	10/14/2022		10/14/2022	192.91
622008882879/22	Parks EL MONTE & MC KINLEY 08/26/22-09/26/22	Paid by Check #38588		09/27/2022	10/14/2022	10/14/2022		10/14/2022	85.83
790546574289/22	L & L 1150 E NEBRASKA AVE 08/26/22-09/26/22	Paid by Check #38591		09/27/2022	10/14/2022	10/14/2022		10/14/2022	10.51
811658854359/22	L & L 1920 E LAUREN AVE 08/26/22-09/26/22	Paid by Check #38592		09/27/2022	10/14/2022	10/14/2022		10/14/2022	65.46
678266701759/22	L & L ALICE & W NORTH WAY 08/26/22-09/26/22	Paid by Check #38589		09/29/2022	10/14/2022	10/14/2022		10/14/2022	161.92
0008134154-7	2099 W SIERRA WAY B August 2022	Paid by Check #38596		09/16/2022	10/14/2022	10/14/2022		10/14/2022	215.04
037563698509/22	N/E RD 76 & AVE 416 08/25/22-09/23/22	Paid by Check #38597		09/25/2022	10/14/2022	10/14/2022		10/14/2022	95.74
312018483279/22	7387 W SIERRA WAY AVE 08/24/22-09/22/22	Paid by Check #38605		09/26/2022	10/14/2022	10/14/2022		10/14/2022	16,936.12
821880068199/22	2099 W SIERRA WAY B 08/24/22-09/22-22	Paid by Check #38619		09/26/2022	10/14/2022	10/14/2022		10/14/2022	4,053.92



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041816753179/22	RD 72 & W SIERRA WAY 08/26/22-09/26/22	Paid by Check #38598		09/27/2022	10/14/2022	10/14/2022		10/14/2022	482.01
058483210139/22	NE CRAWFORD & GERALD 08/26/22-09/26/22	Paid by Check #38600		09/27/2022	10/14/2022	10/14/2022		10/14/2022	108.79
323048378379/22	S/E COR HAYES & GERALD 08/26/22-09/26/22	Paid by Check #38606		09/27/2022	10/14/2022	10/14/2022		10/14/2022	10.51
459224718969/22	111 N HAYES AVE 08/26/22- 09/26/22	Paid by Check #38608		09/27/2022	10/14/2022	10/14/2022		10/14/2022	32.16
588309194019/22	188 N L ST 08/26/22-09/26/22	Paid by Check #38614		09/27/2022	10/14/2022	10/14/2022		10/14/2022	32.11
837649722679/22	S/E COR NEWTON & DAVIS 08/26/22-09/26/22	Paid by Check #38620		09/27/2022	10/14/2022	10/14/2022		10/14/2022	147.14
896878734589/22	651 W SAGINAW AVE 08/26/22- 09/26/22	Paid by Check #38623		09/27/2022	10/14/2022	10/14/2022		10/14/2022	229.76
949217492259/22	1315 N EUCLID AVE 08/26/22- 09/26/22	Paid by Check #38626		09/27/2022	10/14/2022	10/14/2022		10/14/2022	10.51
475197165689/22	HAYES & EDWARDS 08/29/22- 09/27/22	Paid by Check #38609		09/28/2022	10/14/2022	10/14/2022		10/14/2022	40.80
477215765299/22	ALTA & EL MONTE WAY 08/27/22 -09/27/22	Paid by Check #38610		09/28/2022	10/14/2022	10/14/2022		10/14/2022	166.91
493969444879/22	110 S COLLEGE AVE 08/29/22- 09/27/22	Paid by Check #38616		09/28/2022	10/14/2022	10/14/2022		10/14/2022	11.19
535548886279/22	912 N ALTA @SAGINAW & ALTA	Paid by Check #38612		09/28/2022	10/14/2022	10/14/2022		10/14/2022	73.61
565766708999/22	NW COR ALICE & W EL MONTE WAY 08/27/22-09/27/22	Paid by Check #38613		09/28/2022	10/14/2022	10/14/2022		10/14/2022	98.28
665766702529/22	NW COR ALTA & RD 80 08/27/22- 09/27/22	Paid by Check #38615		09/28/2022	10/14/2022	10/14/2022		10/14/2022	74.38
864715010309/22	ON E EL MONTE WAY & PERRY 08/27/22-09/27/22	Paid by Check #38622		09/28/2022	10/14/2022	10/14/2022		10/14/2022	69.74
168660015859/22	2255 W EL MONTE WAY 08/30/22 -09/28/22	Paid by Check #38602		09/29/2022	10/14/2022	10/14/2022		10/14/2022	69.54
212523687139/22	1215 W EL MONTE WAY 08/30/22 -09/28/22	Paid by Check #38603		09/29/2022	10/14/2022	10/14/2022		10/14/2022	24.64
245914958179/22	SW SW 7-16-24 08/29/22- 09/27/22	Paid by Check #38604		09/29/2022	10/14/2022	10/14/2022		10/14/2022	7,029.68
335464179669/22	KAMM & O ST 08/30/22-09/28/22	Paid by Check #38607		09/29/2022	10/14/2022	10/14/2022		10/14/2022	135.98
506469548399/22	CRAWFORD & EL MONTE SW	Paid by Check #38611		09/29/2022	10/14/2022	10/14/2022		10/14/2022	110.14
839793222589/22	3481 W EL MONTE WAY 08/30/22 -09/28/22	Paid by Check #38618		09/29/2022	10/14/2022	10/14/2022		10/14/2022	24.64
898192338789/22	150 W SAGINAW AVE 08/30/22- 09/28/22	Paid by Check #38624		09/29/2022	10/14/2022	10/14/2022		10/14/2022	66.71
923705812639/22	2813 W EL MONTE WAY 08/30/22 -09/28/22	Paid by Check #38625		09/29/2022	10/14/2022	10/14/2022		10/14/2022	24.64
057129638259/22	PW 08/31/22-09/29/22	Paid by Check #38599		09/30/2022	10/14/2022	10/14/2022		10/14/2022	135.20
141629409459/22	389 W EL MONTE WAY 08/31/22- 09/29/22	Paid by Check #38601		09/30/2022	10/14/2022	10/14/2022		10/14/2022	73.64



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863399039989.22	WELL #14 SIERRA WAY 08/30/22 -09/28/22	Paid by Check #38621		09/30/2022	10/14/2022	10/14/2022		10/14/2022	24.64
7149346409410/22	EUCLID S/LINDARA WELL #18 08/30/22-09/28/22	Paid by Check #38617		10/03/2022	10/14/2022	10/14/2022		10/14/2022	1,980.27
			Vendor 76 - Pacific Gas & Electric Totals			Invoices	50		\$36,242.74
Vendor 7 - Pena's Disposal Services									
689257	Mattress Charges	Paid by Check #38627		10/03/2022	10/14/2022	10/14/2022		10/14/2022	700.00
689269	SELF HAUL - CEMENT, DIRTY CEMENT, YARD WASTE, SOLID MIXED WASTE	Paid by Check #38627		10/03/2022	10/14/2022	10/14/2022		10/14/2022	160.83
			Vendor 7 - Pena's Disposal Services Totals			Invoices	2		\$860.83
Vendor 968 - Quic Shop Markets, Inc.									
10582	CAR WASHES - SEPTEMBER 2022	Paid by Check #38628		10/04/2022	10/14/2022	10/14/2022		10/14/2022	20.00
			Vendor 968 - Quic Shop Markets, Inc. Totals			Invoices	1		\$20.00
Vendor 1583 - Joel Ramirez									
SAN RAMON 93022	CALBO EDUCATION WEEK - JOEL RAMIREZ	Paid by Check #38629		09/30/2022	10/14/2022	10/14/2022		10/14/2022	289.00
			Vendor 1583 - Joel Ramirez Totals			Invoices	1		\$289.00
Vendor 689 - Denis Richardson									
REIM BOOT DR	BOOT ALLOWANCE - DENIS RICHARDSON FY 2223	Paid by Check #38630		10/03/2022	10/14/2022	10/14/2022		10/14/2022	159.95
			Vendor 689 - Denis Richardson Totals			Invoices	1		\$159.95
Vendor 1677 - Rodeo Wild West									
10032022	BOOT ALLOWANCE - FY 2223 TIM G, RICHARD S, ERIC J, GONZALO R	Paid by Check #38631		10/03/2022	10/14/2022	10/14/2022		10/14/2022	777.22
			Vendor 1677 - Rodeo Wild West Totals			Invoices	1		\$777.22
Vendor 1707 - RRM Design Group									
2415-01-0822B	Dinuba Focused General Plan Update SB2: Task 02, 07 & 3B	Paid by Check #38632		09/14/2022	10/14/2022	10/14/2022		10/14/2022	4,687.50
			Vendor 1707 - RRM Design Group Totals			Invoices	1		\$4,687.50
Vendor 1823 - Santander Bank, N.A.									
2844132	PD - U#8, U#12 & U#25 Lease	Paid by Check #38633		09/29/2022	10/14/2022	10/14/2022		10/14/2022	15,859.00
			Vendor 1823 - Santander Bank, N.A. Totals			Invoices	1		\$15,859.00
Vendor 42 - Scout Specialties									
159326	WATER DEPT SUPPLIES	Paid by Check #38634		09/20/2022	10/14/2022	10/14/2022		10/14/2022	191.78
			Vendor 42 - Scout Specialties Totals			Invoices	1		\$191.78



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Vendor 46 - Self Help Enterprises									
DIN18HM 09-22	DIN18HM ADMIN CHARGES; SEPTEMBER 2022	Paid by Check #38635		10/04/2022	10/14/2022	10/14/2022		10/14/2022	468.75
DIN19HM 09-22	DIN19HM GENERAL ADMIN SEPTEMBER 2022	Paid by Check #38635		10/04/2022	10/14/2022	10/14/2022		10/14/2022	972.00
Vendor 46 - Self Help Enterprises Totals							Invoices	2	\$1,440.75
Vendor 61 - Silvas Oil Company Inc.									
616945	DIESEL FUEL WWTP	Paid by Check #38636		09/06/2022	10/14/2022	10/14/2022		10/14/2022	1,906.35
Vendor 61 - Silvas Oil Company Inc. Totals							Invoices	1	\$1,906.35
Vendor 1396 - Social Vocational Services, Inc.									
4052204-IN	Fy 22/23-Parks-Grounds Maint for Sept, 2022	Paid by Check #38637		09/30/2022	10/14/2022	10/14/2022	10/07/2022	10/14/2022	1,686.77
Vendor 1396 - Social Vocational Services, Inc. Totals							Invoices	1	\$1,686.77
Vendor 431 - Sparkletts									
9406519 100122	Fy 22/23-Dept bottled water service	Paid by Check #38638		10/01/2022	10/14/2022	10/14/2022	10/03/2022	10/14/2022	189.62
Vendor 431 - Sparkletts Totals							Invoices	1	\$189.62
Vendor 1442 - Superior Pool Products, LLC									
Q2020269	DRUM DEPOSIT REFUND	Paid by Check #38639		08/18/2022	10/14/2022	10/14/2022		10/14/2022	(75.00)
Q2020992	CHLORINE FOR WWTP	Paid by Check #38639		10/05/2022	10/14/2022	10/14/2022		10/14/2022	324.43
Q2021026	DRUM DEPOSIT REFUND	Paid by Check #38639		10/06/2022	10/14/2022	10/14/2022		10/14/2022	(75.00)
Vendor 1442 - Superior Pool Products, LLC Totals							Invoices	3	\$174.43
Vendor 189 - Terminix International									
425388017	CH-405 E El Monte Way 09/02/2022	Paid by Check #38640		09/02/2022	10/14/2022	10/14/2022		10/14/2022	66.00
Vendor 189 - Terminix International Totals							Invoices	1	\$66.00
Vendor 1564 - The Home Depot Pro									
708984588	FACIAL TISSUE	Paid by Check #38641		09/27/2022	10/14/2022	10/14/2022		10/14/2022	448.84
Vendor 1564 - The Home Depot Pro Totals							Invoices	1	\$448.84
Vendor 1082 - 3R Construction or The Island Convention Center									
005033	3R Construction Entertainment Plaza Palm Tree Imp	Paid by Check #38642		09/08/2022	10/14/2022	10/14/2022		10/14/2022	14,300.00
005034	REPAIR LOCK AT RAQUETBALL COURT, REC CENTER	Paid by Check #38642		09/21/2022	10/14/2022	10/14/2022		10/14/2022	925.00
Vendor 1082 - 3R Construction or The Island Convention Center Totals							Invoices	2	\$15,225.00
Vendor 717 - TMI Research Services									
CITYOD 22-9-30	SERVICE MONTH SEPTEMBER 2022	Paid by Check #38643		09/30/2022	10/14/2022	10/14/2022		10/14/2022	270.00



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Vendor 717 - TMI Research Services Totals						Invoices	1		\$270.00
Vendor 1633 - Toyota Industries Commercial Finance, Inc.									
4003612630	POLARIS LEASE PAYMENT	Paid by Check #38644		09/26/2022	10/14/2022	10/14/2022		10/14/2022	296.74
Vendor 1633 - Toyota Industries Commercial Finance, Inc. Totals						Invoices	1		\$296.74
Vendor 902 - Tractor Supply Credit Plan									
0027 09/29/2022	FD - Supplies/equipment	Paid by Check #38645		09/29/2022	10/14/2022	10/14/2022		10/14/2022	1,169.61
Vendor 902 - Tractor Supply Credit Plan Totals						Invoices	1		\$1,169.61
Vendor 1352 - Trizetto Provider Solutions, LLC									
3U25102200	SERVICE MONTH OCTOBER 2022	Paid by Check #38646		10/01/2022	10/14/2022	10/14/2022		10/14/2022	414.52
Vendor 1352 - Trizetto Provider Solutions, LLC Totals						Invoices	1		\$414.52
Vendor 49 - Tulare County									
30233-23Qtr1	PD - Non-Custody Intake Program / Jul - Sep 2022	Paid by Check #38647		10/04/2022	10/14/2022	10/14/2022		10/14/2022	3,739.41
Vendor 49 - Tulare County Totals						Invoices	1		\$3,739.41
Vendor 273 - US Bank									
8693601312239	PW Fuel for September 2022	Paid by Check #38648		09/24/2022	10/14/2022	10/14/2022		10/14/2022	131.36
Vendor 273 - US Bank Totals						Invoices	1		\$131.36
Vendor 154 - USA Bluebook									
719289A	CORRECTION ON INVOICE 808811	Paid by Check #38649		09/07/2022	10/14/2022	10/14/2022		10/14/2022	14.76
Vendor 154 - USA Bluebook Totals						Invoices	1		\$14.76
Vendor 359 - Valero Marketing & Supply Company									
84285989	September 2022	Paid by EFT #2163		10/06/2022	10/14/2022	10/14/2022		10/14/2022	8,920.34
84285530	PD - 09/07/2022 - 10/06/2022	Paid by EFT #2165		10/06/2022	10/14/2022	10/14/2022		10/14/2022	14,488.76
	Fuel Charges								
84268182	PW Fuel for September 2022	Paid by EFT #2166		10/06/2022	10/14/2022	10/14/2022		10/14/2022	11,145.68
Vendor 359 - Valero Marketing & Supply Company Totals						Invoices	3		\$34,554.78
Vendor 14 - W & E Electric									
2209003	INSTALL NEW CORD & CORD CAP ON MIXER, A DIGESTER - WWTP	Paid by Check #38650		09/01/2022	10/14/2022	10/14/2022		10/14/2022	952.02
2209002	CHECK LIFT PUMP VFD & MOTOR	Paid by Check #38650		09/02/2022	10/14/2022	10/14/2022		10/14/2022	100.00
2209029	REWIRE 2 LIFT PUMP, INSTALL MOISTURE SENSOR, KAMM AND O ST	Paid by Check #38650		09/06/2022	10/14/2022	10/14/2022		10/14/2022	259.45
2209028	REWIRE CONTROL FOR PUMP 2, KAMM AND O ST	Paid by Check #38650		09/07/2022	10/14/2022	10/14/2022		10/14/2022	539.48
2209027	CHECK BREAKER AT WELL 16	Paid by Check #38650		09/08/2022	10/14/2022	10/14/2022		10/14/2022	100.00



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2209026	REPLACE BAD BREAKER & WIRE , WELL 16	Paid by Check #38650		09/09/2022	10/14/2022	10/14/2022		10/14/2022	1,457.11
2209051	CHECK LIFT PUMP, NEWTON & DAVIS	Paid by Check #38650		09/15/2022	10/14/2022	10/14/2022		10/14/2022	100.00
2209050	CHECK AIR GAP PRESSURE SWITCH, DEWATERING AREA - WWTP	Paid by Check #38650		09/20/2022	10/14/2022	10/14/2022		10/14/2022	100.00
			Vendor 14 - W & E Electric Totals			Invoices	8		\$3,608.06
Vendor SANDRA AREVALO									
692022-FY2223	DAYCARE LICENSE REFUND - AREVALO SANDRA FAMILY CHILD CARE	Paid by Check #38651		10/10/2022	10/14/2022	10/14/2022		10/14/2022	98.00
			Vendor SANDRA AREVALO Totals			Invoices	1		\$98.00
Vendor RITA DELGADO									
6102022-FY2223	DAYCARE LICENSE REFUND - LITTLE CRUM CRUNCHERS DAY CARE	Paid by Check #38652		10/10/2022	10/14/2022	10/14/2022		10/14/2022	98.00
			Vendor RITA DELGADO Totals			Invoices	1		\$98.00
Vendor KIMBERLY FLORER									
7152022-FY2223	Contractual	Paid by Check #38653		10/10/2022	10/14/2022	10/14/2022		10/14/2022	98.00
			Vendor KIMBERLY FLORER Totals			Invoices	1		\$98.00
Vendor GEIGER ELECTRIC, INC									
20517	REFUND FOR DOUBLE LICENSE PAYEMENT	Paid by Check #38654		10/10/2022	10/14/2022	10/14/2022		10/14/2022	43.50
			Vendor GEIGER ELECTRIC, INC Totals			Invoices	1		\$43.50
Vendor MARIA EMMA GUERRERO									
662022-FY2223	DAYCARE LICENSE REFUND - BIG HUG DAY CARE	Paid by Check #38655		10/10/2022	10/14/2022	10/14/2022		10/14/2022	82.00
			Vendor MARIA EMMA GUERRERO Totals			Invoices	1		\$82.00
Vendor TERESA MENDOZA									
6282022-FY2223	DAYCARE LICENSE REFUND - ARLYN'S DAY CARE	Paid by Check #38656		10/10/2022	10/14/2022	10/14/2022		10/14/2022	82.00
			Vendor TERESA MENDOZA Totals			Invoices	1		\$82.00
Vendor NORA MARTINEZ OR RAYMOND MARTINEZ									
662022-FY2223	DAYCARE LICENSE REFUND - MARTINEZ DAYCARE	Paid by Check #38657		10/10/2022	10/14/2022	10/14/2022		10/14/2022	82.00
			Vendor NORA MARTINEZ OR RAYMOND MARTINEZ Totals			Invoices	1		\$82.00
Vendor TERESA SANCHEZ									
622022-FY2223	Contractual	Paid by Check #38658		10/10/2022	10/14/2022	10/14/2022		10/14/2022	82.00



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			Vendor TERESA SANCHEZ Totals				Invoices	1	\$82.00
Vendor Universal Care 22-3247	Overpayment Run #22-3247	Paid by Check #38659		09/30/2022	10/14/2022	10/14/2022	10/14/2022		139.82
			Vendor Universal Care Totals				Invoices	1	\$139.82
Vendor Andrew Vega 22-1912	Overpayment Run #22-1912	Paid by Check #38660		09/30/2022	10/14/2022	10/14/2022	10/14/2022		139.00
			Vendor Andrew Vega Totals				Invoices	1	\$139.00
			Grand Totals				Invoices	198	\$277,795.12



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Vendor 72 - A-C Electric Company									
57915	H.W. MCC PANEL BAD CARD	Paid by Check #38661		10/13/2022	10/21/2022	10/21/2022		10/21/2022	634.00
Vendor 72 - A-C Electric Company Totals								Invoices 1	\$634.00
Vendor 206 - ADT Security Services, Inc.									
948530365	Fy 22/23-CS-Qrtly fees for alarm monitoring srvc 11/22-1/23	Paid by Check #38662		10/04/2022	10/21/2022	10/21/2022	10/14/2022	10/21/2022	172.44
Vendor 206 - ADT Security Services, Inc. Totals								Invoices 1	\$172.44
Vendor 1807 - AM Consulting Engineers, INC									
2021-219	AM Consulting Report Of Waste Discharge	Paid by Check #38663		12/07/2021	10/21/2022	10/21/2022		10/21/2022	3,920.00
2022-032	AM Consulting Report Of Waste Discharge	Paid by Check #38663		03/05/2022	10/21/2022	10/21/2022		10/21/2022	620.00
2022-155	AM Consulting Clarifier	Paid by Check #38663		07/04/2022	10/21/2022	10/21/2022		10/21/2022	4,900.00
2022-156	AM Consulting Aeration System	Paid by Check #38663		07/04/2022	10/21/2022	10/21/2022		10/21/2022	22,080.00
2022-181	AM Consulting Clarifier	Paid by Check #38663		08/08/2022	10/21/2022	10/21/2022		10/21/2022	760.00
2022-182	AM Consulting Aeration System	Paid by Check #38663		08/08/2022	10/21/2022	10/21/2022		10/21/2022	18,110.00
2022-211	AM Consulting Clarifier	Paid by Check #38663		09/07/2022	10/21/2022	10/21/2022		10/21/2022	2,220.00
2022-212	AM Consulting Aeration System	Paid by Check #38663		09/07/2022	10/21/2022	10/21/2022		10/21/2022	14,760.00
2022-235	AM Consulting Report Of Waste Discharge	Paid by Check #38663		09/07/2022	10/21/2022	10/21/2022		10/21/2022	2,720.00
Vendor 1807 - AM Consulting Engineers, INC Totals								Invoices 9	\$70,090.00
Vendor 351 - Anthem Blue Cross									
00025449943	SANO 060M86753 11/01/22-11/30/22	Paid by Check #38664		10/04/2022	10/21/2022	10/21/2022		10/21/2022	105.40
000254502071	ROBERTS 102A78783	Paid by Check #38665		10/04/2022	10/21/2022	10/21/2022		10/21/2022	92.00
000254502833	HARMAN 532W04713 11/01/22-11/30/22	Paid by Check #38666		10/04/2022	10/21/2022	10/21/2022		10/21/2022	92.00
Vendor 351 - Anthem Blue Cross Totals								Invoices 3	\$289.40
Vendor 21 - Aramark Uniform Services Inc.									
5031066192	Fy 22/23-Parks-Uniforms for the week of 10/12/22	Paid by Check #38667		10/12/2022	10/21/2022	10/21/2022	10/13/2022	10/21/2022	51.35
Vendor 21 - Aramark Uniform Services Inc. Totals								Invoices 1	\$51.35
Vendor 17 - AT&T									
250127196110/22	405 E El Monte Way 10/01/22-10/31/22	Paid by Check #38671		10/01/2022	10/21/2022	10/21/2022		10/21/2022	76.22
238451821410/22	405 E El Monte Way 10/07/22-11/06/22	Paid by Check #38672		10/07/2022	10/21/2022	10/21/2022		10/21/2022	68.96
939105446710/22	Telephone 09/11/22-10/10/22	Paid by Check #38673		10/11/2022	10/21/2022	10/21/2022		10/21/2022	48.06
939105447610/22	Telephone 09/10/22-10/09/22	Paid by Check #38674		10/17/2022	10/21/2022	10/21/2022		10/21/2022	24.87



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939105447510/22	CS - Telephone 09/10/2022-10/09/2022	Paid by Check #38670		10/10/2022	10/21/2022	10/21/2022		10/21/2022	24.90
939106901210/22	Sportsplex - Telephone 09/10/2022-10/09/2022	Paid by Check #38669		10/10/2022	10/21/2022	10/21/2022		10/21/2022	68.82
939105446210/22	DSC - Telephone 9/11 - 10/10/22	Paid by Check #38668		10/11/2022	10/21/2022	10/21/2022		10/21/2022	79.46
9391054469 10/22	PD - 09/11/2022 - 10/10/2022 Billing Charges	Paid by Check #38675		10/11/2022	10/21/2022	10/21/2022		10/21/2022	23.20
9391054740 10/22	PD - 09/11/2022 - 10/10/2022 Billing Charges	Paid by Check #38676		10/11/2022	10/21/2022	10/21/2022		10/21/2022	280.08
			Vendor 17 - AT&T Totals				Invoices	9	\$694.57
Vendor 300 - Beatwear Inc.									
7591	PD - Uniform / ACO Robin Galvan	Paid by Check #38677		10/03/2022	10/21/2022	10/21/2022		10/21/2022	461.10
			Vendor 300 - Beatwear Inc. Totals				Invoices	1	\$461.10
Vendor 1665 - Behavioral Analysis Training, Inc.									
IV02035	PD - Investigative Interview & Interrogation - Jacob Aguilar	Paid by Check #38678		07/25/2022	10/21/2022	10/21/2022		10/21/2022	575.00
			Vendor 1665 - Behavioral Analysis Training, Inc. Totals				Invoices	1	\$575.00
Vendor 1070 - Belmont Nursery, Inc.									
1-206-221012-003	Fy 22/23-Parks-5-Juniperus Chinenis Gold Plants	Paid by Check #38679		10/12/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	33.74
			Vendor 1070 - Belmont Nursery, Inc. Totals				Invoices	1	\$33.74
Vendor 80 - California Business Machines									
307901	PD - Copiers Maintenance	Paid by Check #38680		10/10/2022	10/21/2022	10/21/2022		10/21/2022	440.72
			Vendor 80 - California Business Machines Totals				Invoices	1	\$440.72
Vendor 1275 - California Turf Equipment									
566011	Fy 22/23-ParksThrottle cable, file handle, gauge	Paid by Check #38681		10/14/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	61.38
			Vendor 1275 - California Turf Equipment Totals				Invoices	1	\$61.38
Vendor 725 - CDW Government									
DD37367	Fy 22/23-CS-Data Closet	Paid by Check #38682		09/30/2022	10/21/2022	10/21/2022	10/14/2022	10/21/2022	171.45
			Vendor 725 - CDW Government Totals				Invoices	1	\$171.45
Vendor 333 - Cintas Corporation No. 2									
4130166499	Contractual	Paid by Check #38683		09/01/2022	10/21/2022	10/21/2022		10/21/2022	124.35
4130166583	Contractual	Paid by Check #38683		09/01/2022	10/21/2022	10/21/2022		10/21/2022	144.85
4130166730	Contractual	Paid by Check #38683		09/01/2022	10/21/2022	10/21/2022		10/21/2022	767.57
4130662241	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	244.39
4130662300	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	21.16
4130662314	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	87.38



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4130662333	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	179.24
4130662352	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	92.08
4130662370	Contractual	Paid by Check #38683		09/07/2022	10/21/2022	10/21/2022		10/21/2022	214.84
4130770397	Contractual	Paid by Check #38683		09/08/2022	10/21/2022	10/21/2022		10/21/2022	144.85
4130770466	Contractual	Paid by Check #38683		09/08/2022	10/21/2022	10/21/2022		10/21/2022	124.35
4130770511	Contractual	Paid by Check #38683		09/08/2022	10/21/2022	10/21/2022		10/21/2022	631.58
4131377420	Contractual	Paid by Check #38683		09/14/2022	10/21/2022	10/21/2022		10/21/2022	225.59
4131377518	Contractual	Paid by Check #38683		09/14/2022	10/21/2022	10/21/2022		10/21/2022	92.08
4131377784	Contractual	Paid by Check #38683		09/14/2022	10/21/2022	10/21/2022		10/21/2022	214.84
4131547625	Contractual	Paid by Check #38683		09/15/2022	10/21/2022	10/21/2022		10/21/2022	144.85
4131547626	Contractual	Paid by Check #38683		09/15/2022	10/21/2022	10/21/2022		10/21/2022	124.35
4131547695	Contractual	Paid by Check #38683		09/15/2022	10/21/2022	10/21/2022		10/21/2022	698.94
4132070895	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	264.68
4132070932	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	21.16
4132070965	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	101.60
4132070983	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	191.17
4132071003	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	161.24
4132071184	Contractual	Paid by Check #38683		09/21/2022	10/21/2022	10/21/2022		10/21/2022	215.03
4132194889	Contractual	Paid by Check #38683		09/22/2022	10/21/2022	10/21/2022		10/21/2022	145.20
4132194907	Contractual	Paid by Check #38683		09/22/2022	10/21/2022	10/21/2022		10/21/2022	124.35
4132195095	Contractual	Paid by Check #38683		09/22/2022	10/21/2022	10/21/2022		10/21/2022	753.10
4132743204	Contractual	Paid by Check #38683		09/28/2022	10/21/2022	10/21/2022		10/21/2022	225.59
4132743259	Contractual	Paid by Check #38683		09/28/2022	10/21/2022	10/21/2022		10/21/2022	116.18
4132743565	Contractual	Paid by Check #38683		09/28/2022	10/21/2022	10/21/2022		10/21/2022	302.81
4132915660	Contractual	Paid by Check #38683		09/29/2022	10/21/2022	10/21/2022		10/21/2022	124.35
4132915762	Contractual	Paid by Check #38683		09/29/2022	10/21/2022	10/21/2022		10/21/2022	144.85
4132915909	Contractual	Paid by Check #38683		09/29/2022	10/21/2022	10/21/2022		10/21/2022	1,359.96
Vendor 333 - Cintas Corporation No. 2 Totals				Invoices			33		\$8,528.56
Vendor 1419 - Collins & Schoettler Planning Consultant, Inc.									
1330	Collins Schoettler Planning	Paid by Check #38684		10/11/2022	10/21/2022	10/21/2022		10/21/2022	7,701.48
1334	Support Zoning Ordinance Update September 2022	Paid by Check #38684		10/12/2022	10/21/2022	10/21/2022		10/21/2022	660.00
Vendor 1419 - Collins & Schoettler Planning Consultant, Inc. Totals				Invoices			2		\$8,361.48
Vendor 170 - Comcast									
0148160 10/11/22	1390 E ELIZABETH WAY OFC 10/16/22-11/15/22	Paid by Check #38686		10/11/2022	10/21/2022	10/21/2022		10/21/2022	247.64
0160181 10/07/22	1088 E KAMM AVE 10/11/22- 11/10/22	Paid by Check #38685		10/07/2022	10/21/2022	10/21/2022		10/21/2022	32.17
Vendor 170 - Comcast Totals				Invoices			2		\$279.81



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Vendor 731 - Community Services & Employment Training, Inc.									
SEFFS-DIKCV-04	CSET ATP KC Vista Park Project	Paid by Check #38687		10/11/2022	10/21/2022	10/21/2022		10/21/2022	2,402.75
Vendor 731 - Community Services & Employment Training, Inc. Totals							Invoices	1	<u>\$2,402.75</u>
Vendor 1576 - Creative Asphalt, Inc.									
8015	Creative Asphalt Alley Repairs	Paid by Check #38688		10/04/2022	10/21/2022	10/21/2022		10/21/2022	8,560.00
8016	Creative Asphalt Alley Repairs	Paid by Check #38688		10/04/2022	10/21/2022	10/21/2022		10/21/2022	5,770.00
Vendor 1576 - Creative Asphalt, Inc. Totals							Invoices	2	<u>\$14,330.00</u>
Vendor 4 - Dinuba Lumber Company									
488567	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	54.63
488604	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	43.92
488611	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	15.41
488632	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	13.69
488633	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	13.65
488728	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	240.86
488775	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	18.25
488881	Maintenance	Paid by Check #38689		09/01/2022	10/21/2022	10/21/2022		10/21/2022	53.38
488996	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	98.23
489025	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	27.41
489058	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	32.38
489073	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	49.86
489094	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	26.35
489095	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	9.17
489119	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	36.12
489140	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	26.26
489260	Maintenance	Paid by Check #38689		09/02/2022	10/21/2022	10/21/2022		10/21/2022	41.01
489675	Maintenance	Paid by Check #38689		09/03/2022	10/21/2022	10/21/2022		10/21/2022	2.72
489676	Maintenance	Paid by Check #38689		09/03/2022	10/21/2022	10/21/2022		10/21/2022	(26.34)
489677	Maintenance	Paid by Check #38689		09/03/2022	10/21/2022	10/21/2022		10/21/2022	104.43
490199	Maintenance	Paid by Check #38689		09/04/2022	10/21/2022	10/21/2022		10/21/2022	120.19
490602	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	28.04
490642	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	16.06
490691	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	164.51
490737	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	9.83
490809	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	20.43
490839	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	14.64
490841	Maintenance	Paid by Check #38689		09/06/2022	10/21/2022	10/21/2022		10/21/2022	22.35
490980	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	9.75
490987	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	18.45
491009	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	450.22
491026	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	19.80



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491027	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	33.16
491121	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	47.07
491240	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	15.60
491276	Maintenance	Paid by Check #38689		09/07/2022	10/21/2022	10/21/2022		10/21/2022	41.59
491406	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	51.57
491430	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	34.33
491436	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	38.46
491446	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	22.23
491467	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	24.40
491473	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	17.92
491507	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	42.61
491528	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	86.77
491622	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	27.92
491629	Maintenance	Paid by Check #38689		09/08/2022	10/21/2022	10/21/2022		10/21/2022	16.26
491849	Maintenance	Paid by Check #38689		09/09/2022	10/21/2022	10/21/2022		10/21/2022	20.17
491853	Maintenance	Paid by Check #38689		09/09/2022	10/21/2022	10/21/2022		10/21/2022	28.69
492855	Maintenance	Paid by Check #38689		09/12/2022	10/21/2022	10/21/2022		10/21/2022	43.90
492903	Maintenance	Paid by Check #38689		09/12/2022	10/21/2022	10/21/2022		10/21/2022	79.60
493059	Maintenance	Paid by Check #38689		09/12/2022	10/21/2022	10/21/2022		10/21/2022	15.52
493122	Maintenance	Paid by Check #38689		09/12/2022	10/21/2022	10/21/2022		10/21/2022	47.18
493262	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	42.23
493265	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	31.50
493281	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	67.54
493285	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	48.30
493292	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	16.58
493348	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	17.13
493376	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	20.08
493408	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	68.33
493445	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	31.87
493449	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	10.14
493450	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	75.55
493452	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	9.27
493455	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	26.90
493463	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	4.37
493513	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	7.60
493553	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	53.13
493603	Maintenance	Paid by Check #38689		09/13/2022	10/21/2022	10/21/2022		10/21/2022	59.27
493642	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	26.73
493644	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	46.85
493667	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	2.82
493669	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	16.77
493713	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	7.05



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493794	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	78.10
493801	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	100.95
493860	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	44.63
493911	Maintenance	Paid by Check #38689		09/14/2022	10/21/2022	10/21/2022		10/21/2022	157.11
494093	Maintenance	Paid by Check #38689		09/15/2022	10/21/2022	10/21/2022		10/21/2022	12.56
494099	Maintenance	Paid by Check #38689		09/15/2022	10/21/2022	10/21/2022		10/21/2022	10.14
494141	Maintenance	Paid by Check #38689		09/15/2022	10/21/2022	10/21/2022		10/21/2022	41.98
494144	Maintenance	Paid by Check #38689		09/15/2022	10/21/2022	10/21/2022		10/21/2022	70.24
494473	Maintenance	Paid by Check #38689		09/15/2022	10/21/2022	10/21/2022		10/21/2022	55.94
494532	Maintenance	Paid by Check #38689		09/16/2022	10/21/2022	10/21/2022		10/21/2022	8.97
494564	Maintenance	Paid by Check #38689		09/16/2022	10/21/2022	10/21/2022		10/21/2022	63.46
494806	Maintenance	Paid by Check #38689		09/16/2022	10/21/2022	10/21/2022		10/21/2022	11.71
494841	Maintenance	Paid by Check #38689		09/16/2022	10/21/2022	10/21/2022		10/21/2022	10.11
495679	Maintenance	Paid by Check #38689		09/19/2022	10/21/2022	10/21/2022		10/21/2022	90.48
495774	Maintenance	Paid by Check #38689		09/19/2022	10/21/2022	10/21/2022		10/21/2022	9.53
495820	Maintenance	Paid by Check #38689		09/19/2022	10/21/2022	10/21/2022		10/21/2022	29.27
495832	Maintenance	Paid by Check #38689		09/19/2022	10/21/2022	10/21/2022		10/21/2022	10.14
495996	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	50.66
496003	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	358.55
496017	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	4.21
496073	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	20.67
496127	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	26.15
496223	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	18.93
496224	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	26.31
496248	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	4.48
496256	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	281.02
496378	Maintenance	Paid by Check #38689		09/20/2022	10/21/2022	10/21/2022		10/21/2022	11.71
496447	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	136.66
496470	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	107.94
496497	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	53.70
496663	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	34.92
496695	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	12.39
496701	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	21.69
496721	Maintenance	Paid by Check #38689		09/21/2022	10/21/2022	10/21/2022		10/21/2022	13.37
496848	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	14.15
496850	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	70.74
496867	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	67.75
497104	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	50.93
497116	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	12.56
497124	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	6.62
497187	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	61.67
497204	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	21.69



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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
497266	Maintenance	Paid by Check #38689		09/22/2022	10/21/2022	10/21/2022		10/21/2022	5.84
497544	Maintenance	Paid by Check #38689		09/23/2022	10/21/2022	10/21/2022		10/21/2022	26.15
497554	Maintenance	Paid by Check #38689		09/23/2022	10/21/2022	10/21/2022		10/21/2022	(.20)
497816	Maintenance	Paid by Check #38689		09/24/2022	10/21/2022	10/21/2022		10/21/2022	46.86
498581	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	26.29
498646	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	20.50
498648	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	27.33
498672	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	34.94
498674	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	59.88
498696	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	8.46
498707	Maintenance	Paid by Check #38689		09/26/2022	10/21/2022	10/21/2022		10/21/2022	7.52
498862	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	10.24
498876	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	12.39
498918	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	32.40
498925	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	27.33
498928	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	6.12
498982	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	58.31
498994	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	95.68
499103	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	23.40
499115	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	22.08
499202	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	19.23
499251	Maintenance	Paid by Check #38689		09/27/2022	10/21/2022	10/21/2022		10/21/2022	30.30
499305	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	57.59
499362	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	39.19
499364	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	8.28
499416	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	49.13
499437	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	60.45
499458	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	36.50
499527	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	31.93
499532	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	13.65
499538	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	25.65
499546	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	110.86
499585	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	23.00
499625	Maintenance	Paid by Check #38689		09/28/2022	10/21/2022	10/21/2022		10/21/2022	48.08
499804	Maintenance	Paid by Check #38689		09/29/2022	10/21/2022	10/21/2022		10/21/2022	12.35
499859	Maintenance	Paid by Check #38689		09/29/2022	10/21/2022	10/21/2022		10/21/2022	20.08
499967	Maintenance	Paid by Check #38689		09/29/2022	10/21/2022	10/21/2022		10/21/2022	6.99
499970	Maintenance	Paid by Check #38689		09/29/2022	10/21/2022	10/21/2022		10/21/2022	(.45)
500028	Maintenance	Paid by Check #38689		09/29/2022	10/21/2022	10/21/2022		10/21/2022	5.25
500174	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	26.01
500182	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	64.43
500202	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	20.50



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500204	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	28.21
500210	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	16.59
500235	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	20.58
500286	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	14.02
500308	Maintenance	Paid by Check #38689		09/30/2022	10/21/2022	10/21/2022		10/21/2022	50.84
Vendor 4 - Dinuba Lumber Company Totals						Invoices	163		\$6,886.17
Vendor 341 - Dinuba Tires LLC									
075212	PD #8	Paid by Check #38690		10/12/2022	10/21/2022	10/21/2022		10/21/2022	20.00
Vendor 341 - Dinuba Tires LLC Totals						Invoices	1		\$20.00
Vendor 1506 - Enterprise FM Trust									
FBN4578023	Fy 22/23-Parks/L&L-Leased truck pymnt	Paid by Check #38691		10/05/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	1,802.72
Vendor 1506 - Enterprise FM Trust Totals						Invoices	1		\$1,802.72
Vendor 36 - Ewing Irrigation Products									
17999396	Fy 22/23-Parks-Controller	Paid by Check #38692		10/11/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	603.42
18028246	Fy 22/23-Parks-Commercial Valve	Paid by Check #38692		10/14/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	322.05
Vendor 36 - Ewing Irrigation Products Totals						Invoices	2		\$925.47
Vendor 18 - The Gas Company									
1263155600310/22	DSC Gas 9/2 - 10/4/22	Paid by Check #38693		10/06/2022	10/21/2022	10/21/2022		10/21/2022	25.90
1620156700110/22	1390 E ELIZABETH WAY 09/02/22-10/04/22	Paid by Check #38694		10/06/2022	10/21/2022	10/21/2022		10/21/2022	45.32
1641156700710/22	110 S COLLEGE AVE 09/02/22-10/04/22	Paid by Check #38696		10/06/2022	10/21/2022	10/21/2022		10/21/2022	43.21
0865742471210/22	NATURAL GAS VEHICLE FUEL 09/01/22-10/01/22	Paid by Check #38695		10/07/2022	10/21/2022	10/21/2022		10/21/2022	8,369.28
Vendor 18 - The Gas Company Totals						Invoices	4		\$8,483.71
Vendor 1351 - Grant's AC & Heating Inc.									
55414477	POLICE DEPARTMENT - DIAGNOSTIC LOCAL	Paid by Check #38697		10/10/2022	10/21/2022	10/21/2022		10/21/2022	90.00
Vendor 1351 - Grant's AC & Heating Inc. Totals						Invoices	1		\$90.00
Vendor 133 - J & D Lighting & Alarm									
155417	Fy 22/23-Parks-Upgrade to cellular communicator @ KC Vista	Paid by Check #38698		10/08/2022	10/21/2022	10/21/2022	10/14/2022	10/21/2022	191.85
Vendor 133 - J & D Lighting & Alarm Totals						Invoices	1		\$191.85
Vendor 5 - Jorgensen & Co.									
6030297	PD - Fire Ext. Service Annual Maintenance	Paid by Check #38699		10/06/2022	10/21/2022	10/21/2022		10/21/2022	915.44
Vendor 5 - Jorgensen & Co. Totals						Invoices	1		\$915.44



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Vendor 1247 - Linda Launer									
08/23/2022 B	Reimb Expense-League of Calif Cities Conf. 09/06/22 to 09/09/22	Paid by Check #38700		08/23/2022	10/21/2022	10/21/2022		10/21/2022	173.91
Vendor 1247 - Linda Launer Totals							Invoices	1	\$173.91
Vendor 449 - Les Schwab Tire Centers of Central California									
55100294188	PD24	Paid by Check #38701		10/13/2022	10/21/2022	10/21/2022		10/21/2022	776.44
Vendor 449 - Les Schwab Tire Centers of Central California Totals							Invoices	1	\$776.44
Vendor 1030 - Angelica Molina									
102422 Anahiem	CACEO Annual Seminar Oct 24- Oct 27, 2022	Paid by Check #38726		10/20/2022	10/21/2022	10/21/2022		10/21/2022	181.00
Vendor 1030 - Angelica Molina Totals							Invoices	1	\$181.00
Vendor 884 - Napa Auto Parts									
60495	Vehicles	Paid by Check #38702		09/01/2022	10/21/2022	10/21/2022		10/21/2022	14.86
60592	Vehicles	Paid by Check #38702		09/02/2022	10/21/2022	10/21/2022		10/21/2022	36.55
60694	Vehicles	Paid by Check #38702		09/06/2022	10/21/2022	10/21/2022		10/21/2022	96.17
60754	Vehicles	Paid by Check #38702		09/06/2022	10/21/2022	10/21/2022		10/21/2022	10.14
60761	Vehicles	Paid by Check #38702		09/06/2022	10/21/2022	10/21/2022		10/21/2022	901.65
60805	Vehicles	Paid by Check #38702		09/06/2022	10/21/2022	10/21/2022		10/21/2022	25.69
60870	Vehicles	Paid by Check #38702		09/07/2022	10/21/2022	10/21/2022		10/21/2022	18.43
60903	Vehicles	Paid by Check #38702		09/07/2022	10/21/2022	10/21/2022		10/21/2022	115.52
60904	Vehicles	Paid by Check #38702		09/07/2022	10/21/2022	10/21/2022		10/21/2022	134.31
60928	Vehicles	Paid by Check #38702		09/08/2022	10/21/2022	10/21/2022		10/21/2022	52.31
60991	Vehicles	Paid by Check #38702		09/08/2022	10/21/2022	10/21/2022		10/21/2022	270.34
61062	Vehicles	Paid by Check #38702		09/09/2022	10/21/2022	10/21/2022		10/21/2022	19.51
61067	Vehicles	Paid by Check #38702		09/09/2022	10/21/2022	10/21/2022		10/21/2022	15.79
61083	Vehicles	Paid by Check #38702		09/09/2022	10/21/2022	10/21/2022		10/21/2022	50.56
61127	Vehicles	Paid by Check #38702		09/12/2022	10/21/2022	10/21/2022		10/21/2022	127.80
61217	Vehicles	Paid by Check #38702		09/13/2022	10/21/2022	10/21/2022		10/21/2022	286.31
61251	Vehicles	Paid by Check #38702		09/13/2022	10/21/2022	10/21/2022		10/21/2022	779.08
61252	Vehicles	Paid by Check #38702		09/13/2022	10/21/2022	10/21/2022		10/21/2022	846.57
61262	Vehicles	Paid by Check #38702		09/14/2022	10/21/2022	10/21/2022		10/21/2022	127.80
61387	Vehicles	Paid by Check #38702		09/15/2022	10/21/2022	10/21/2022		10/21/2022	23.86
61796	Vehicles	Paid by Check #38702		09/23/2022	10/21/2022	10/21/2022		10/21/2022	363.72
61839	Vehicles	Paid by Check #38702		09/23/2022	10/21/2022	10/21/2022		10/21/2022	36.55
61964	Vehicles	Paid by Check #38702		09/27/2022	10/21/2022	10/21/2022		10/21/2022	33.62
61977	Vehicles	Paid by Check #38702		09/27/2022	10/21/2022	10/21/2022		10/21/2022	146.43
61979	Vehicles	Paid by Check #38702		09/27/2022	10/21/2022	10/21/2022		10/21/2022	68.02
61983	Vehicles	Paid by Check #38702		09/27/2022	10/21/2022	10/21/2022		10/21/2022	18.43
61838	Vehicles	Paid by Check #38702		09/28/2022	10/21/2022	10/21/2022		10/21/2022	127.80
62036	Vehicles	Paid by Check #38702		09/28/2022	10/21/2022	10/21/2022		10/21/2022	104.66



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62039	Vehicles	Paid by Check #38702		09/28/2022	10/21/2022	10/21/2022		10/21/2022	127.80
62104	Vehicles	Paid by Check #38702		09/28/2022	10/21/2022	10/21/2022		10/21/2022	57.46
62117	Vehicles	Paid by Check #38702		09/29/2022	10/21/2022	10/21/2022		10/21/2022	3.04
62120	Vehicles	Paid by Check #38702		09/29/2022	10/21/2022	10/21/2022		10/21/2022	479.29
62136	Vehicles	Paid by Check #38702		09/29/2022	10/21/2022	10/21/2022		10/21/2022	520.52
62141	Vehicles	Paid by Check #38702		09/29/2022	10/21/2022	10/21/2022		10/21/2022	(479.29)
62148	Vehicles	Paid by Check #38702		09/29/2022	10/21/2022	10/21/2022		10/21/2022	331.04
62213	Vehicles	Paid by Check #38702		09/30/2022	10/21/2022	10/21/2022		10/21/2022	22.85
62248	Vehicles	Paid by Check #38702		09/30/2022	10/21/2022	10/21/2022		10/21/2022	168.06
Vendor 884 - Napa Auto Parts Totals									Invoices 37 \$6,083.25
Vendor 142 - Office Depot BSD									
271418115001	PD - Supplies	Paid by Check #38703		10/06/2022	10/21/2022	10/21/2022		10/21/2022	325.24
265764878001	Office Depot Supplies	Paid by Check #38703		09/15/2022	10/21/2022	10/21/2022		10/21/2022	296.95
268448920001	Office Depot Supplies	Paid by Check #38703		09/26/2022	10/21/2022	10/21/2022		10/21/2022	62.84
Vendor 142 - Office Depot BSD Totals									Invoices 3 \$685.03
Vendor 1708 - James Olvera									
10/04/2022	Anthem Reimb 11/01/2022-11/30/2022	Paid by Check #38704		10/14/2022	10/21/2022	10/21/2022		10/21/2022	92.00
Vendor 1708 - James Olvera Totals									Invoices 1 \$92.00
Vendor 76 - Pacific Gas & Electric									
9624769219510/22	225 S L ST 09/08/22-10/06/22	Paid by Check #38706		10/07/2022	10/21/2022	10/21/2022		10/21/2022	252.92
575149843769.22	Parks 139 N K ST 08/03/22-09/28/22	Paid by Check #38705		10/04/2022	10/21/2022	10/21/2022		10/21/2022	40.30
5683054506910/22	PD - 09/08/2022 - 10/06/2022 Billing Charges	Paid by Check #38707		10/10/2022	10/21/2022	10/21/2022		10/21/2022	6,802.67
4475716051810/22	180 W Merced STE A	Paid by Check #38708		10/07/2022	10/21/2022	10/21/2022		10/21/2022	748.08
7681012419810/22	180 W Merced STE C	Paid by Check #38710		10/07/2022	10/21/2022	10/21/2022		10/21/2022	47.21
9750865237310/22	180 W Merced STE B	Paid by Check #38709		10/07/2022	10/21/2022	10/21/2022		10/21/2022	79.52
Vendor 76 - Pacific Gas & Electric Totals									Invoices 6 \$7,970.70
Vendor 7 - Pena's Disposal Services									
10/22 for 9/22	October 2022 Payment for September 2022 Monthly Disposal Charges	Paid by Check #38711		10/17/2022	10/21/2022	10/21/2022		10/21/2022	129,790.88
November 2022	November 2022 Disposal Contract Payment	Paid by Check #38711		10/17/2022	10/21/2022	10/21/2022		10/21/2022	60,000.00
Vendor 7 - Pena's Disposal Services Totals									Invoices 2 \$189,790.88
Vendor 38 - Reedley Irrigation System									
RIS-POS02-42622	Fy 22/23-L&L-Tee, coupling, wedge, pvc	Paid by Check #38712		10/14/2022	10/21/2022	10/21/2022	10/17/2022	10/21/2022	282.50



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Vendor 38 - Reedley Irrigation System Totals				Invoices			1		\$282.50
Vendor 124 - Reedley Veterinary Hospital									
98	PD - Veterinary Service & September Disposal Fee	Paid by Check #38713		10/01/2022	10/21/2022	10/21/2022		10/21/2022	820.00
Vendor 124 - Reedley Veterinary Hospital Totals				Invoices			1		\$820.00
Vendor 789 - Rockwell Engineering & Equipment Co.									
21082	DEWATERING SLUDGE PUMPS #1 & #2	Paid by Check #38714		10/12/2022	10/21/2022	10/21/2022		10/21/2022	11,456.70
Vendor 789 - Rockwell Engineering & Equipment Co. Totals				Invoices			1		\$11,456.70
Vendor 431 - Sparkletts									
5080520 091522	PD - Water Coolers	Paid by Check #38715		09/15/2022	10/21/2022	10/21/2022		10/21/2022	115.75
5080520 101322	PD - Water Coolers	Paid by Check #38716		10/13/2022	10/21/2022	10/21/2022		10/21/2022	151.74
Vendor 431 - Sparkletts Totals				Invoices			2		\$267.49
Vendor 247 - State Center Community College District									
16893656-57	PD - Traffic Collision Investigation Course - 09/12-09/16/22	Paid by Check #38717		10/07/2022	10/21/2022	10/21/2022		10/21/2022	368.00
16896007	PD - POST Supervisor Course 09/12/22 - 09/23/22 / John Jobe	Paid by Check #38717		10/10/2022	10/21/2022	10/21/2022		10/21/2022	302.00
16897564-65	PD - Interview & Interrogation Techniques Training - 10/03-10/05	Paid by Check #38717		10/11/2022	10/21/2022	10/21/2022		10/21/2022	131.00
Vendor 247 - State Center Community College District Totals				Invoices			3		\$801.00
Vendor 189 - Terminix International									
425332042	PD - Pest Control Service	Paid by Check #38718		09/29/2022	10/21/2022	10/21/2022		10/21/2022	64.00
Vendor 189 - Terminix International Totals				Invoices			1		\$64.00
Vendor 1304 - TJKM									
0053300	TJKM Roadway Segment Safety Impr. Design	Paid by Check #38719		09/30/2022	10/21/2022	10/21/2022		10/21/2022	5,856.30
Vendor 1304 - TJKM Totals				Invoices			1		\$5,856.30
Vendor 311 - Top Dog Training Center									
1609	PD - K9 Maintenance Enzo & Zeus	Paid by Check #38720		10/11/2022	10/21/2022	10/21/2022		10/21/2022	180.00
Vendor 311 - Top Dog Training Center Totals				Invoices			1		\$180.00
Vendor 49 - Tulare County									
19315	Engraving (A Arroyo, HR Tech)	Paid by Check #38721		08/26/2022	10/21/2022	10/21/2022		10/21/2022	21.55
Vendor 49 - Tulare County Totals				Invoices			1		\$21.55
Vendor 1702 - US Bank Corporate Payment System									
0839 10/11/2022	MARIA	Paid by EFT #2186		10/11/2022	10/21/2022	10/21/2022		10/21/2022	493.17



Accounts Payable Invoice Report

Payment Date Range 10/15/22 - 10/21/22
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
7832 10/11/2022	DANIEL	Paid by EFT #2185		10/11/2022	10/21/2022	10/21/2022		10/21/2022	960.17
3091 10/11/2022	KARINA	Paid by EFT #2184		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,706.60
1829 10/11/2022	Dustin	Paid by EFT #2168		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,209.02
3437 10/11/2022	FD	Paid by EFT #2169		10/11/2022	10/21/2022	10/21/2022		10/21/2022	324.17
4210 10/11/2022	Michelle	Paid by EFT #2167		10/11/2022	10/21/2022	10/21/2022		10/21/2022	(24.23)
6510 10/11/22	Joanne	Paid by EFT #2171		10/11/2022	10/21/2022	10/21/2022		10/21/2022	881.49
6604 10/11/2022	Jordan	Paid by EFT #2170		10/11/2022	10/21/2022	10/21/2022		10/21/2022	225.40
0524 10/11/2022	CYNTHIA	Paid by EFT #2172		10/11/2022	10/21/2022	10/21/2022		10/21/2022	201.08
0678 10/11/2022	JOE	Paid by EFT #2173		10/11/2022	10/21/2022	10/21/2022		10/21/2022	211.18
0745 10/11/2022	RECREATION	Paid by EFT #2174		10/11/2022	10/21/2022	10/21/2022		10/21/2022	101.45
3780 10/11/2022	ELIJAH	Paid by EFT #2178		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,027.98
4533 10/11/2022	STEPHANIE	Paid by EFT #2179		10/11/2022	10/21/2022	10/21/2022		10/21/2022	641.60
4970 10/11/2022	MICHELE	Paid by EFT #2180		10/11/2022	10/21/2022	10/21/2022		10/21/2022	231.69
6510 10/11/2022	CECILIA	Paid by EFT #2181		10/11/2022	10/21/2022	10/21/2022		10/21/2022	140.52
4668 10/11/2022	POLICE	Paid by EFT #2187		10/11/2022	10/21/2022	10/21/2022		10/21/2022	771.53
6874 10/11/2022	LUZ	Paid by EFT #2190		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,713.26
7530 10/11/2022	RUSSELL	Paid by EFT #2188		10/11/2022	10/21/2022	10/21/2022		10/21/2022	140.98
8971 10/11/2022	ABEL	Paid by EFT #2189		10/11/2022	10/21/2022	10/21/2022		10/21/2022	422.94
0961 10/11/2022	RUBEN	Paid by EFT #2176		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,871.30
2779 10/11/2022	ISMAEL	Paid by EFT #2175		10/11/2022	10/21/2022	10/21/2022		10/21/2022	59.48
3593 10/11/2022	PUBLIC WORKS	Paid by EFT #2177		10/11/2022	10/21/2022	10/21/2022		10/21/2022	2,435.60
6020 10/11/2022	DENIS	Paid by EFT #2191		10/11/2022	10/21/2022	10/21/2022		10/21/2022	554.34
6999 10/11/2022	STEVE	Paid by EFT #2182		10/11/2022	10/21/2022	10/21/2022		10/21/2022	2,917.37
8962 10/11/2022	ELVA	Paid by EFT #2183		10/11/2022	10/21/2022	10/21/2022		10/21/2022	1,832.16
Vendor 1702 - US Bank Corporate Payment System Totals							Invoices	25	\$21,050.25
Vendor 354 - Verizon Wireless									
9917811096	PD - 09/11/2022 - 10/10/2022 Billing Charges	Paid by Check #38722		10/10/2022	10/21/2022	10/21/2022		10/21/2022	2,024.96
Vendor 354 - Verizon Wireless Totals							Invoices	1	\$2,024.96
Vendor 27 - The Visalia Times Delta									
TD0054706 10/22	PD - 10/01/22 - 10/31/2022 Service	Paid by Check #38723		10/01/2022	10/21/2022	10/21/2022		10/21/2022	35.00
Vendor 27 - The Visalia Times Delta Totals							Invoices	1	\$35.00
Vendor 14 - W & E Electric									
2209049	DINUBA PD BYPASS BREAK ROOM LIGHT SENSOR	Paid by Check #38724		09/19/2022	10/21/2022	10/21/2022		10/21/2022	100.00
Vendor 14 - W & E Electric Totals							Invoices	1	\$100.00
Vendor Lori Castillo									
Refund fees	Fy 22/23-Refund for N. Castillo not eligible to play	Paid by Check #38725		10/12/2022	10/21/2022	10/21/2022	10/12/2022	10/21/2022	42.00



Accounts Payable Invoice Report

Payment Date Range 10/15/22 - 10/21/22
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 Lori Castillo Totals						Invoices	1		\$42.00
Grand Totals						Invoices	337		\$375,648.07



City Council Staff Report

Department: ENGINEER/PLANNING

October 25, 2022

To: Mayor and City Council
From: Jason Watts, City Engineer
Subject: Authorization to Purchase Entertainment Plaza Restroom (JW)

RECOMMENDATION

Council authorize the Parks Director to purchase the Entertainment Plaza Restroom in amount of \$163,505.00 from LB Foster.

EXECUTIVE SUMMARY

The Entertainment Plaza is actively used during the summer months for Farmer's Market and Hot Summer Night Light as well as the annual Cruise Night and Concert. The City of Dinuba was awarded a Parks and Recreation grant from the State to install a much needed restroom at the Entertainment Plaza. The restroom location was dictated as part of a schematic design prepared by Sierra Designs during the preparation of the Parks Masterplan (See Attachment 'A'). LB Foster provided the quote of \$163,505 and staff is seeking approval to purchase.

OUTSTANDING ISSUES

None

DISCUSSION

The City received a \$177,952 Parks and Recreation Grant for the installation of a restroom at the Entertainment Plaza as part of a strategy to revitalize downtown. The Entertainment Plaza is actively used for various activities and is in need of a restroom to satisfy the current events that are occurring at this location.

City Staff has talked internally and with LB Foster regarding the necessary elements the City will need to have on the future restroom in order to combat potential graffiti, homeless, and other various elements that could affect the overall integrity of the restroom. Some of the current items included in the proposal are stainless steel restroom facilities, electric hand dryers, pre-cast concrete roof and walls, skylight, battery door locks, anti graffiti coating, and many other items that will contribute to the longevity of the restroom.

The City evaluated several models and determined that a 4-door Dakota CXT Restroom (3 restrooms and 1 storage room) was the best choice. A picture of a similar 4-Door Dakota Restroom was provided as Attachment 'B'. The actual color of the restroom will match the Movie Theater and the brick will match the brick currently being used at the Ridge Creek Golf Course. Staff solicited a proposal from LB Foster and in response received a quote in the amount of \$163,505. A copy of the quote is enclosed herein as Attachment 'C'. LB Foster is offering this proposal through the Sourcewell purchasing cooperative. Using this purchasing cooperative allows the City to "piggyback" on competitively procured contracts. This expedites the purchase process and ensures that the City is getting the best price for this large investment. Purchases using a purchasing cooperative are authorized in the City's purchasing policy.

FISCAL IMPACT

No fiscal impact. The City will be using grant funding to purchase the restroom.

PUBLIC HEARING

None

ATTACHMENTS:

Description

[A. Entertainment Plaza Master Plan Schematic Design](#)

[B. 4-Door Dakota Restroom](#)

[C. LB Foster Proposal](#)

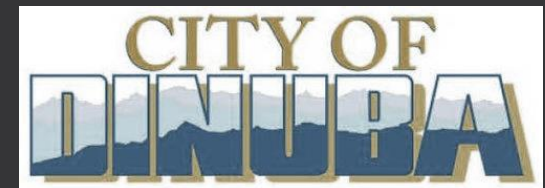


Entertainment Plaza

Moments of Joy

Schematic Design

February 8, 2022



Site Plan

Farmers Market Layout



Key Notes

- 1 Citizen Row
 - 2 Turf
 - 3 Artificial Turf
 - 4 Parking
 - 5 Main entry monument
 - 6 ADA Ramp
 - 7 Raised Planter
 - 8 Restroom
 - 9 String Lights
 - 10 Shelters
 - 11 Picnic Tables area
 - 12 Mist Poles
 - 13 Mist Area (existing logo to remain)
 - 14 Trellis
 - 15 "Dinuba" Monument
 - 16 Clock Relocated
 - 17 Double benches
 - 18 Planting Area
 - 19 Bollards
 - 20 Dance Floor
 - 21 Covered Stage
 - 22 Rotating / Backdrop Panels
 - 23 Lighted Art Columns
 - 24 Hanging Lights
 - 25 Burt Rutan Monument
 - 26 Play Features / Berms
 - 27 Corn Hole Game
 - 28 Concrete Bench, typ
 - 29 Ping Pong concrete tables
 - 30 Giant Chess
 - 31 Shade sails
 - 32 Raised pedestrian crosswalk
 - 33 Bike racks
 - 34 Relocated Bus Stop
 - 35 Enhanced Street Crossing
 - 36 Farmers Market Booth
- Existing Trees, typ
- New Trees, typ
- New Palm Trees



Site Plan



Key Notes	
1	Citizen Row
2	Turf
3	Artificial Turf
4	Parking
5	Main entry monument
6	ADA Ramp
7	Raised Planter
8	Restroom
9	String Lights
10	Shelters
11	Picnic Tables area
12	Mist Poles
13	Mist Area (existing logo to remain)
14	Trellis
15	"Dinuba" Monument
16	Clock Relocated
17	Double benches
18	Planting Area
19	Bollards
20	Dance Floor
21	Covered Stage
22	Rotating / Backdrop Panels
23	Lighted Art Columns
24	Hanging Lights
25	Burt Rutan Monument
26	Play Features / Berms
27	Corn Hole Game
28	Concrete Bench, typ
29	Ping Pong concrete tables
30	Giant Chess
31	Shade sails
32	Raised pedestrian crosswalk
33	Bike racks
34	Relocated Bus Stop
35	Enhanced Street Crossing
Existing Trees, typ New Trees, typ New Palm Trees	

Entertainment Area



Entertainment Area

Stage



Citizen's Row

Main Entrance



Citizen's Row

Main Entrance



Leisure Zone

Paseo Area



Leisure Zone

Paseo Area



Leisure Zone

Mist Feature on existent Splash Pad



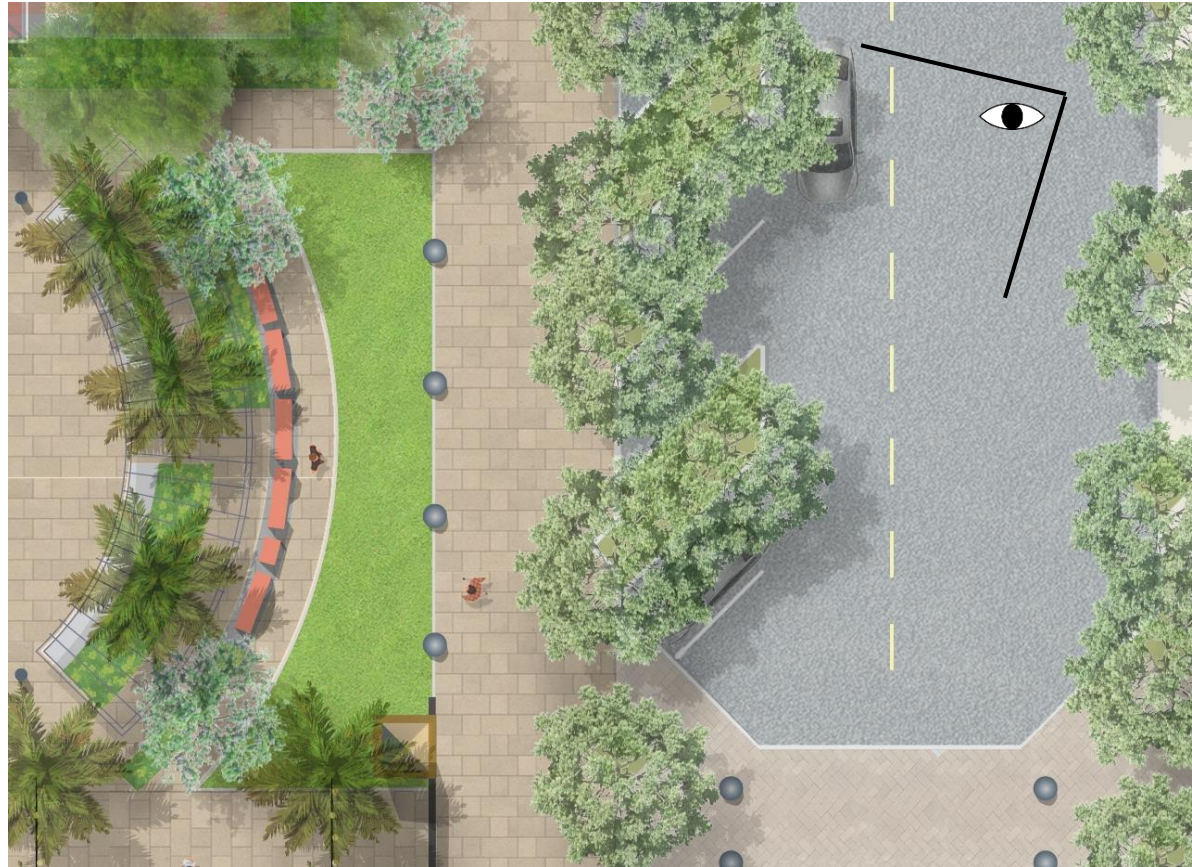
Leisure Zone

Mist Feature on existent Splash Pad



Leisure Zone

Dinuba Letters



Leisure Zone

Dinuba Letters



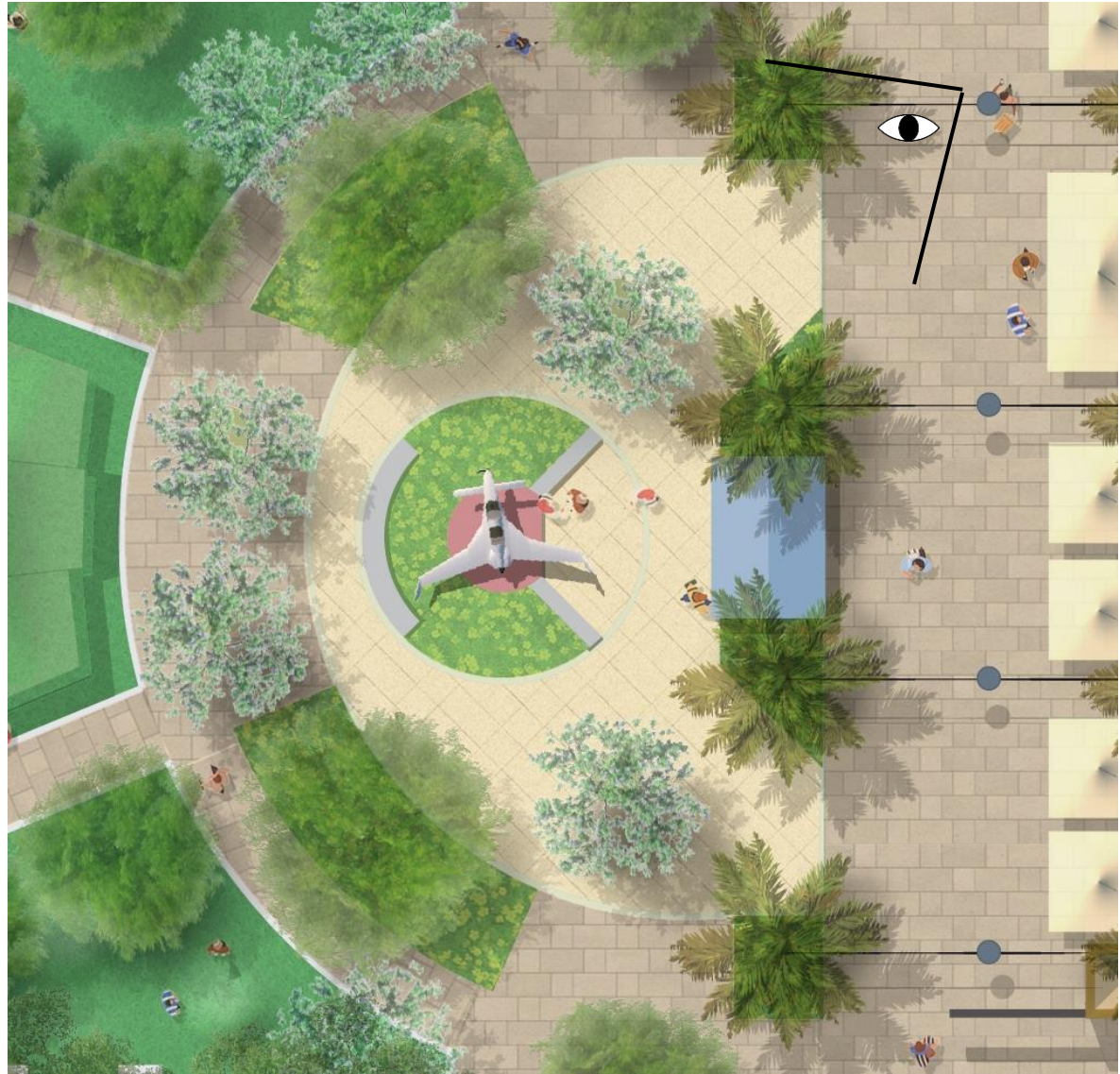
Family / Kid Zone



Family / Kid Zone



Monument Area



Monument Area

Burt Rutan's Plane

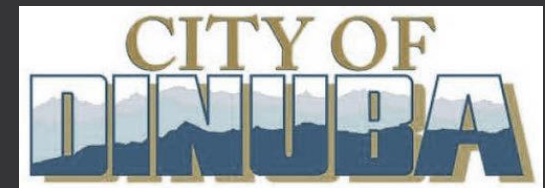




Entertainment Plaza

Moments of Joy

February 8, 2022







CXT® Precast Concrete Products manufactures restroom, shower and concession buildings in multiple designs, textures and colors. The roof and walls are fabricated with high strength precast concrete to meet all local building codes and textured to match local architectural details. All CXT buildings are designed to meet A.D.A. and to withstand heavy snow, high wind and category E seismic loads. All concrete construction also makes the buildings easy to maintain and withstand the rigors of vandalism. The buildings are prefabricated and delivered complete and ready-to-use, including plumbing and electrical where applicable. With thousands of satisfied customers nationwide, CXT is the leader in prefabricated concrete restrooms.

1. ORDERING ADDRESS(ES): CXT Precast Concrete Products, 606 N. Pines Road, Suite 202, Spokane Valley, WA 99206

2. ORDERING PROCEDURES: Fax 509-928-8270

3. PAYMENT ADDRESS(ES):

Remitting by check:

CXT, Inc., PO Box 676208, Dallas, TX 75267-6208

Remitting by ACH or wire transfer:

Beneficiary: CXT, Inc.

Beneficiary Bank: PNC Bank, Pittsburgh, PA

Account: 1077766885 ABA/Routing: 043000096

Email remittance details to AR@lbfooster.com

4. WARRANTY PROVISIONS: CXT provides a one (1) year warranty. The warranty is valid only when concrete is used within the specified loadings. Furthermore, said warranty includes only the related material necessary for the construction and fabrication of said concrete components. All other non-concrete components will carry a one (1) year warranty. CXT warrants that all goods sold pursuant hereto will, when delivered, conform to specifications set forth above. Goods shall be deemed accepted and meeting specifications unless notice identifying the nature of any non-conformity is provided to CXT in writing within the specified warranty. CXT, at its option, will repair or replace the goods or issue credit for the customer provided CXT is first given the opportunity to inspect such goods. It is specifically understood that CXT's obligation hereunder is for credit, repair or replacement only, F.O.B. CXT's manufacturing plants, and does not include shipping, handling, installation or other incidental or consequential costs unless otherwise agreed to in writing by CXT. This warranty shall not apply to:

1. Any goods which have been repaired or altered without CXT's express written consent, in such a way as in the reasonable judgment of CXT, to adversely affect the stability or reliability thereof;

2. To any goods which have been subject to misuse, negligence, acts of God or accidents; or

3. To any goods which have not been installed to manufacturer's specifications and guidelines, improperly maintained, or used outside of the specifications for which such goods were designed.

5. TERMS AND CONDITIONS OF INSTALLATION (IF APPLICABLE): All prices subject to the "Conditions of Sale" listed on the CXT quotation form.

Customers are responsible for marking exact location building is to be set; providing clear and level site, free of overhead and/or underground obstructions; and providing site accessible to normal highway trucks and sufficient area for the crane to install and other equipment to perform the contract requirements. Customer shall provide notice in writing of low bridges, roadway width or grade, unimproved roads or any other possible obstacles to access. CXT reserves the right to charge the customer for additional costs incurred for special equipment required to perform

delivery and installation. Customers will negotiate installation on a project-by-project basis, which shall be priced as separate line items. For more information regarding installation and truck turning radius guidelines please see our website at <http://www.cxtinc.com>.

In the event delivery of the building/s ordered is/are not completed within 30 days of the agreed to schedule through no fault of CXT, an invoice for the full contract value (excluding shipping and installation costs) will be submitted for payment. Delivery and installation charges will be invoiced at the time of delivery and installation.

Should the delivery and installation costs increase due to changes in the delivery period, this increase will be added to the price originally quoted, and will be subject to the contract payment terms.

In the event that the delivery is delayed more than 90 days after the agreed to schedule and through no fault of CXT, then in addition to the remedies above, a storage fee of 1-1/2% of contract price per month or any part of any month will be charged.

****Customer is responsible for all local permits and fees.**

6. DELIVERY CHARGE: All prices F.O.B. origin prepaid and added to invoice. CXT operates three (3) manufacturing plants in the United States and will deliver from the closest location on our carriers.

7. PAYMENT TERMS: Payment to CXT by the purchaser shall be made net 30 days after submission of the invoice to the purchaser on approved credit. Interest at a rate equal to the lower of (i) the highest rate permitted by law; or (ii) 1.5% per month will be charged monthly on all unpaid invoices beginning with the 35th day (includes five (5) day grace period) from the date of the invoice. Under no circumstance can retention be taken. If CXT initiates legal proceeding to collect any unpaid amount, purchaser shall be liable for all of CXT's costs, expenses and attorneys' fees and costs of any appeal.

8. LIMITATION OF REMEDIES: In the event of any breach of any obligations hereunder; breach of any warranty regarding the goods, or any negligent act or omission of any party, the parties agree to submit all claims to binding arbitration. Any settlement reached shall include all reasonable costs including attorney fees. In no event shall CXT be subject to or liable for any incidental or consequential damages. Without limitation on the foregoing, in no event shall CXT be liable for damages in excess of the purchase price of the goods herein offered.

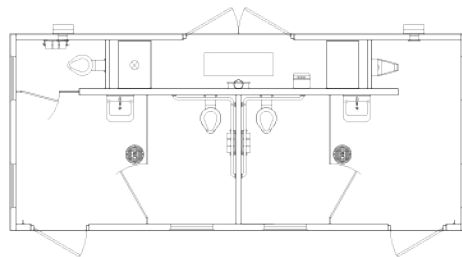
9. DELIVERY INFORMATION: All prices F.O.B. origin prepaid and added to invoice. CXT operates three (3) manufacturing plants in the United States and will deliver from the closest location on our carriers. Use the information below to determine the origin:

- F.O.B. 6701 E. Flamingo Avenue, Building 300, Nampa, ID 83687 applies to: AK, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY.

- F.O.B. 901 North Highway 77, Hillsboro, TX 76645 applies to AR, AZ, CO, IA, KS, LA, MN, MO, MS, NE, NM, OK, TX.

- F.O.B. 362 Waverly Road, Williamstown, WV 26183 applies to AL, CT, DE, FL, GA, IL, IN, KY, MA, MD, ME, MI, NC, NH, NJ, NY, OH, PA, PR, RI, SC, TN, VA, VT, WI, WV.

- Prices exclude all federal/state/local taxes. Tax will be charged where applicable if customer is unable to provide proof of exemption.



Dakota with chase restroom building. Standard features include simulated barnwood texture walls, simulated cedar shake textured roof, vitreous china fixtures, 4-gallon water heater, interior and exterior lights, off loaded, and set up at site.

Base Price			Price per unit	Click to select
Dakota 11' x 26'			\$	
Added Cost Options:				
Final Connection to Utilities			\$	
Optional Wall Texture -choose one	Split Face Block (\$4,000)	Struck Trowel (\$4,000)		
Optional Roof Texture -choose one	Delta Rib		\$	
Stainless Steel Water Closet (each)	Qty:	\$		
Stainless Steel Lavatory (each)	Qty:	\$		
Stainless Steel Urinal (each)	Qty:	\$		
Electric Hand Dryer (each)	Qty:	\$		
Electronic Flush Valves (each)	Qty:	\$		
Electronic Lavatory Faucets (each)	Qty:	\$		
Electronic Urinal Valve (each)	Qty:	\$		
Exterior Mounted ADA Drinking Fountain w/Cane Skirt	Qty:	\$		
Optional Door Closure (each)	Qty:	\$		
Skylight in Restroom (each)	Qty:	\$		
Marine Grade Skylight in Restroom (each)	Qty:	\$		
Marine Package for Extra Corrosion Resistance		\$		
Tile Floor in Restroom		\$		
Fiberglass Entry and Chase Doors and Frames	Qty:	\$		
2K Anti-Graffiti Coating		\$		
Timed Electric Lock System (2 doors - does not include chase door)	Qty:	\$		
Exterior Frostproof Hose Bib with Box (each)	Qty:	\$		
Paper Towel Dispenser (each)	Qty:	\$		
Toilet Seat Cover Dispenser (each)	Qty:	\$		
Sanitary Napkin Disposal (each)	Qty:	\$		
Baby Changing Station (each)	Qty:	\$		
CXT Wastebasket (each)	Qty:	\$		
Total Cost of Selected Accessories from Accessories Price List:			\$	
Custom Options:			\$	
Engineering and State Fees:			\$	
Estimated One-Way Transportation Costs to Site (Quote):			\$	
Estimated Tax:			\$	
Estimated monthly payment on 5 year lease			Total Cost Per Unit Placed at Job Site:	\$

This price quote is good for 60 days from date below, and is accurate and complete.

CXT Sales Representative

Date



I accept this quote. Please process this order.

Member Name
& Number

Customer

Date

Exterior Color Options *(For single color mark an X. For two-tone combinations use W = Walls and R = Roof.)*

☐ Amber Rose	☐ Liberty Tan	☐ Berry Mauve	☐ Sage Green
☐ Toasted Almond	☐ Oatmeal Buff	☐ Buckskin	☐ Rosewood
☐ Sun Bronze	☐ Golden Beige	☐ Mocha Caramel	☐ Malibu Taupe
☐ Sand Beige	☐ Natural Honey	☐ Salsa Red	☐ Java Brown
☐ Pueblo Gold	☐ Cappuccino Cream	☐ Coca Milk	☐ Raven Black
☐ Granite Rock	☐ Georgia Brick	☐ Western Wheat	☐ Nuss Brown
☐ Rich Earth	☐ Charcoal Grey	☐ Hunter Green	☐ Evergreen
Special roof color #			
Special wall color #			
Special trim color #			

Rock Color Options

☐ Basalt ☐ Mountain Blend ☐ Natural Grey ☐ Romana

Roof Texture Options

☐ Cedar Shake ☐ Ribbed Metal

Wall Texture Options *(For single color mark an X. For top and bottom textures use T = Top and B = Bottom.)*

☐ Barnwood	☐ Horizontal Lap	Can only be used as bottom texture	
☐ Split Face Block	☐ Board & Batt		
☐ Stucco/Skip Trowel	☐ Brick		
		☐ Napa Valley Rock	☐ River Rock
		☐ Flagstone	

(Textures not included in CXT's quote are additional cost.)

Door Opener Options

☐ Non-locking ADA Handle ☐ Privacy ADA Latch ☐ Pull Handle/Push Plate

Deadbolt Option

☐ CXT supplied

Accessible Signage Options

☐ Men ☐ Women ☐ Unisex

Toilet Paper Holder Options

☐ 2-Roll Stainless Steel ☐ 3-Roll Stainless Steel

Notes:



City Council Staff Report

Department: CITY CLERK

October 25, 2022

To: Mayor and City Council

From: Maria Alaniz, City Clerk/Human Resources Director

Subject: Cancellation or Rescheduling of November 8, 2022 City Council Meeting (MA)

RECOMMENDATION

Council to consider cancellation or rescheduling of the November 8, 2022, City Council meeting due to the general election.

EXECUTIVE SUMMARY

The 2022 General Election will be held the same day as the regularly scheduled City Council meeting on Tuesday, November 8, 2022. The Council may wish to cancel or reschedule this meeting due to the general election.

OUTSTANDING ISSUES

None.

DISCUSSION

The regularly scheduled City Council meeting on Tuesday, November 8, 2022 is on the same day as the 2022 General Election. The Council may wish to cancel the regularly scheduled meeting in order to ease conflicting schedules concerning the election that evening.

If the meeting is cancelled, any items for action by the City Council will be scheduled for the November 22, 2022 agenda.

FISCAL IMPACT

None.

PUBLIC HEARING

None required.



City Council Staff Report

Department: PARKS AND COMMUNITY SERVICES

October 25, 2022

To: Mayor and City Council

From: Stephanie Hurtado, Parks and Community Services Director

Subject: Dinuba/Malsch Sister City Committee Donation to fund Commemorative Seating Area at Rose Ann Vuich Park (SH)

RECOMMENDATION

Council receives information regarding a community donation in the amount of \$4,000 from the Dinuba/Malsch Sister City Committee for the installation of a seating area at Rose Ann Vuich Park.

EXECUTIVE SUMMARY

The Dinuba/Malsch Sister City Committee would like to commemorate the Sister City Program by funding the installation of two benches at Rose Ann Vuich Park.

OUTSTANDING ISSUES

None.

DISCUSSION

In 1976 the Dinuba/Malsch Sister City Committee was formed as part the sister city relationship with Malsch, Germany. This sister city program linked Dinuba and Malsch together for the purposes of cultural exchange, a broad-based learning, and friendships. The committee would like to donate \$4,000 in funds to commemorate this sister city relationship by installing a seating area at Rose Ann Vuich Park.

The seating areas consist of a concrete slab with two benches located under a grouping of trees as reflected in the photoshopped image enclosed as Attachment 'A'. Each bench will have one of the city seals and a plaque in the middle uniting both cities.

City staff support this beautification project and feel it will be a great addition to the park. Staff plan to add landscaping and possibly some solar lighting to beautify this area for residents to enjoy. The cost of this project totals \$4,000.

FISCAL IMPACT

The \$4,000 donation from the Dinuba/Malsch Sister City Committee will cover the cost of the concrete slab, two benches and plaques.

PUBLIC HEARING

ATTACHMENTS:

Description

[A. Sister City Commemorative Project](#)



Commemorating the
Sister City Program
established in 1976
between the Cities of
Dinuba, California and
Malsch, Germany

Department: ENGINEER/PLANNING

October 25, 2022

To: Mayor and City Council
From: Jason Watts, City Engineer
Subject: Roundabout Feasibility Study (JW)

RECOMMENDATION

Council to accept staffs recommendation on starting the environmental and design process for a roundabout located at the intersection of Road 56 and El Monte Way (Avenue 416).

EXECUTIVE SUMMARY

In January 2020 the City of Dinuba was approached by TCAG to produce a Roundabout Feasibility Study in order to identify potential roundabout locations. The purpose of the study is to assess the feasibility of roundabouts at five key locations that serve as access points to the City of Dinuba and to present roundabout design concepts for the identified locations.

The five intersections that the Dinuba Roundabout Feasibility Study identified were El Monte Way (Avenue 416) & Road 56, Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424), Alta Avenue (Road 80) & Kamm Avenue (Avenue 408), Alta Avenue (Road 80) & Avenue 400, and El Monte Way (Avenue 416) & Road 92. With Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424) nearing formal acceptance and Alta Avenue (Road 80) & Kamm Avenue (Avenue 408) starting construction spring of 2023 staff identified that the next most feasible location for a roundabout would be Road 56 and El Monte Way (Avenue 416). Staff is recommending starting the environmental and design process for Road 56 and El Monte Way (Avenue 416).

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 first. There are a number of ways projects can be prioritized. One of the major items that 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
2. Alta Avenue (Road 80) & Avenue 400
3. El Monte Way (Avenue 416) & Road 92
4. Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424) - Nearing Final Acceptance
5. Alta Avenue (Road 80) & Kamm Avenue (Avenue 408) - Slated for Construction Spring 2023

City Council may wish to consider other factors to determine the most appropriate way to prioritize the proposed projects, but staff recommends that prioritizing public safety is the greatest and most important factor in determining roundabout locations.

Due to the success of Alta Avenue (Road 80) & Nebraska Avenue (Avenue 424) roundabout, TCAG has reached out to City Staff about potentially fully funding the environmental and design of the next City of Dinuba Roundabout with measure R Funding. City Staff is seeking Council direction on identifying the next roundabout location. Staff is recommending proceeding with the El Monte Way (Avenue 416) & Road 56 as the next roundabout location.

FISCAL IMPACT

Selecting the next roundabout location has no immediate fiscal impact.

PUBLIC HEARING

None

ATTACHMENTS:

Description

[A. City of Dinuba Roundabout Feasibility Study](#)

Final City of Dinuba Roundabout Feasibility Study

September 2020



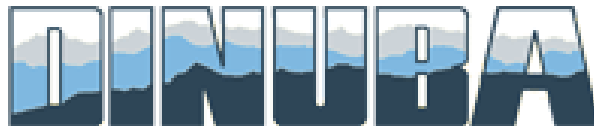
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1. Introduction

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

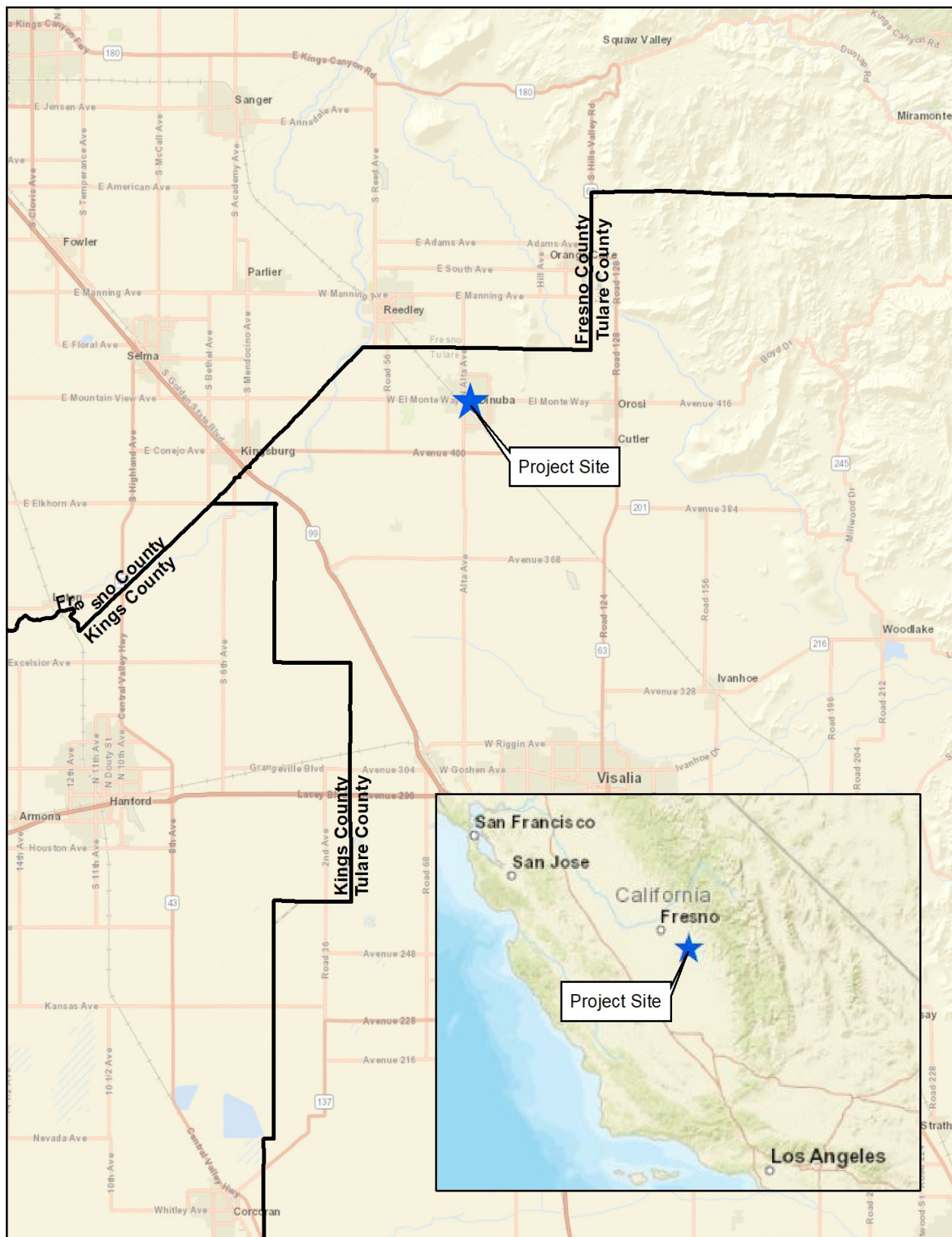


Figure 1-1. City of Dinuba regional location map.

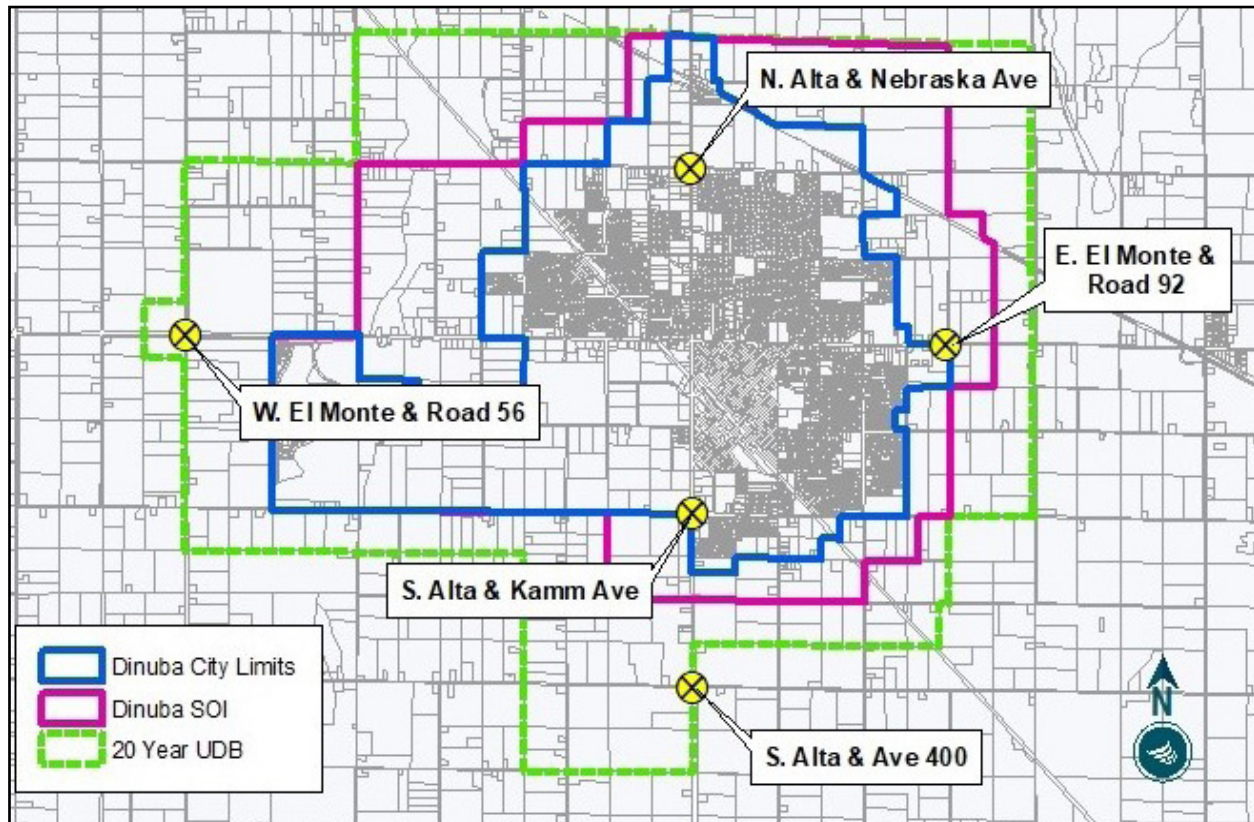


Figure 1-2. Proposed roundabout locations.



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.

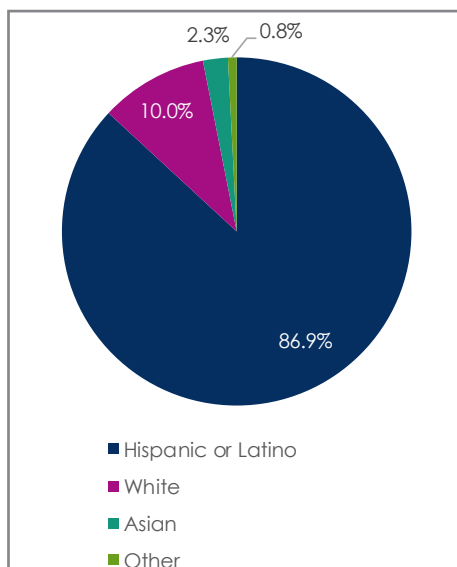


Figure 1-7. Cultural makeup of the City of Dinuba. Sources: U.S. Census Bureau

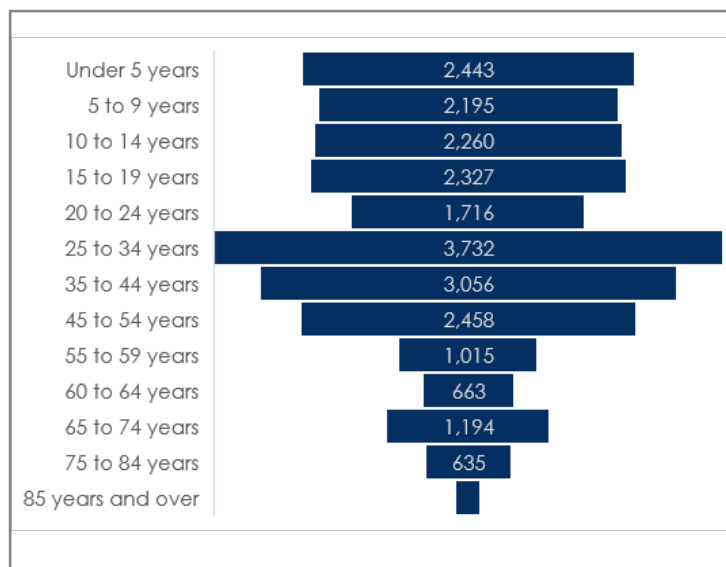


Figure 1-8. Age of Dinuba residents. Source: 2018 ACS

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.

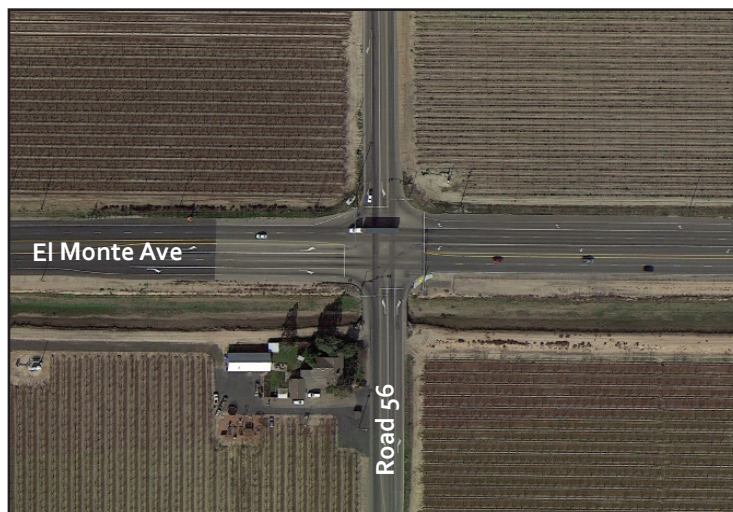


Figure 2-1. Aerial View of W. El Monte Ave/Road 56 Intersection;
Source: Google Earth

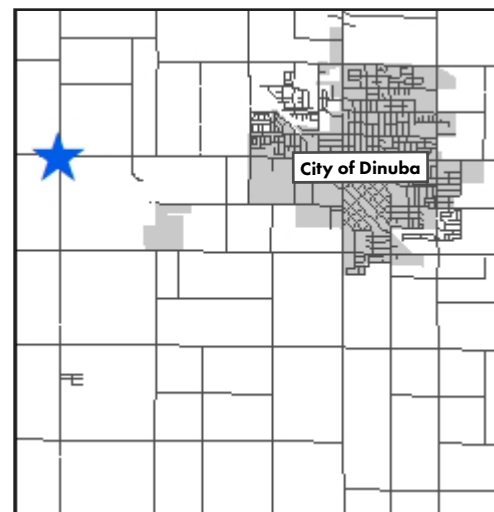


Figure 2-2. W. El Monte Ave/Road 56 Intersection Location.

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 22and few vehicles turning from Road 92 onto El Monte. 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.

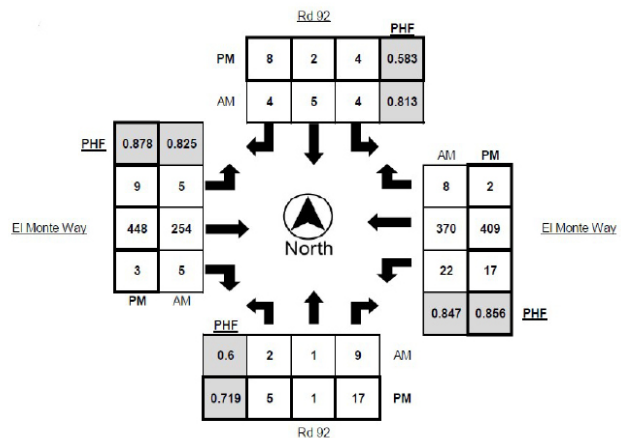


Figure 2-3. Peak Hour Traffic Counts at El Monte & Road 92; Source: Metro Traffic Data Inc.



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

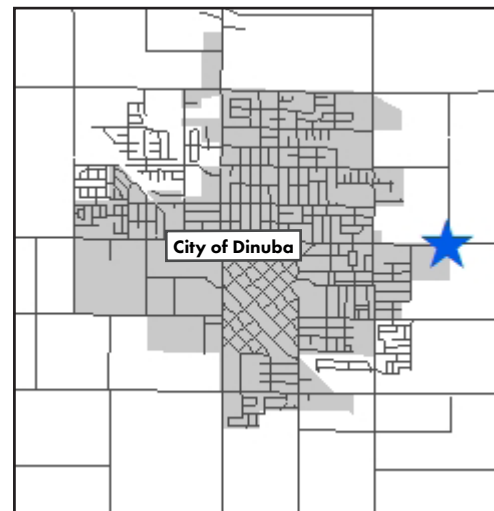


Figure 2-5. W. El Monte Ave/Road 92 Intersection Location.

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.

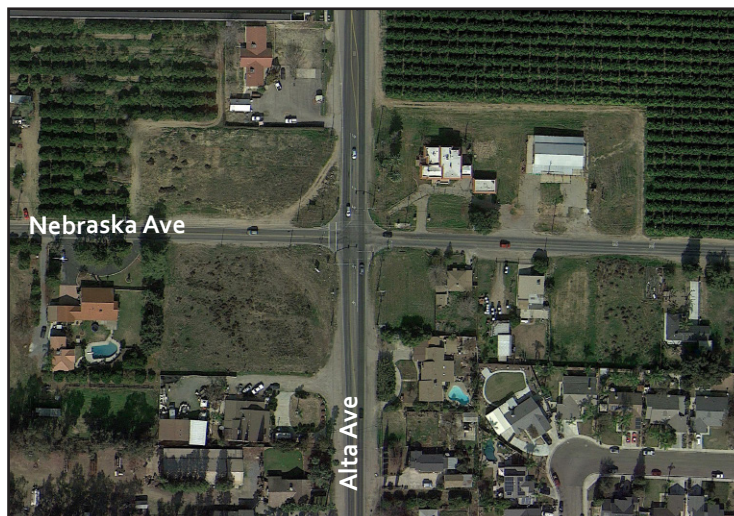


Figure 2-6. Aerial View of Alta Ave/Nebraska Intersection;
Source: Google Earth

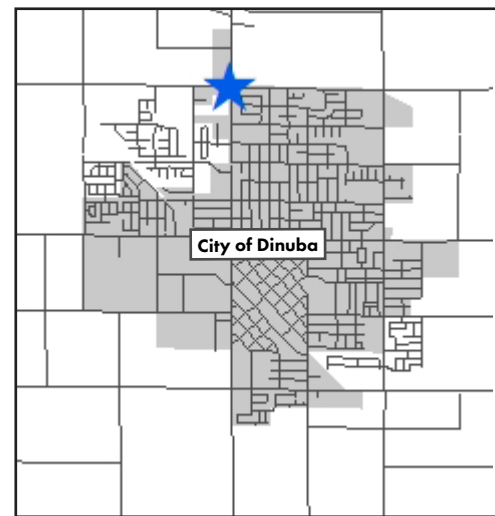


Figure 2-7. Alta Ave/Nebraska Intersection Location.

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.

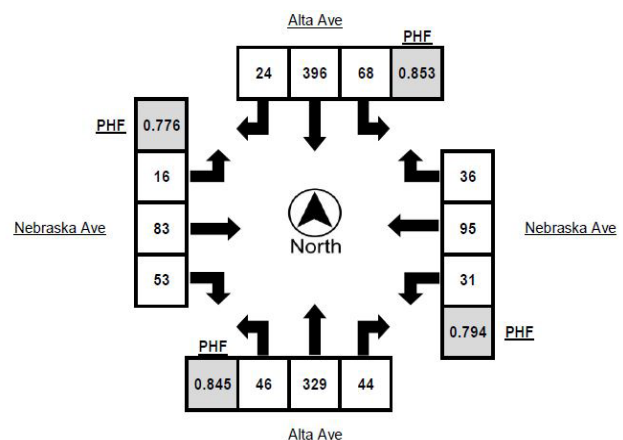


Figure 2-8. Peak Hour Traffic Counts at Alta Avenue and Nebraska Avenue. Source: Metro Traffic Data Inc.

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.

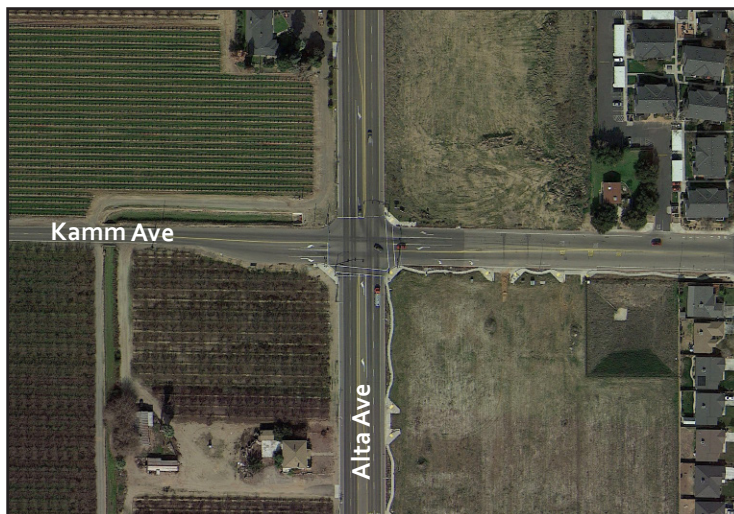


Figure 2-9. Aerial View of Alta Ave/Kamm Intersection; Source: Google Earth

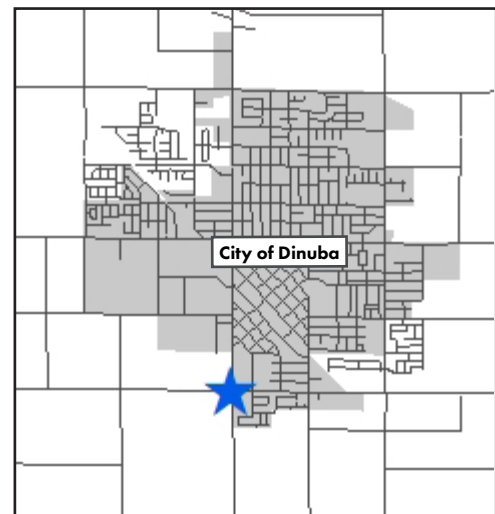


Figure 2-10. Alta Ave/Kamm Intersection Location.

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.

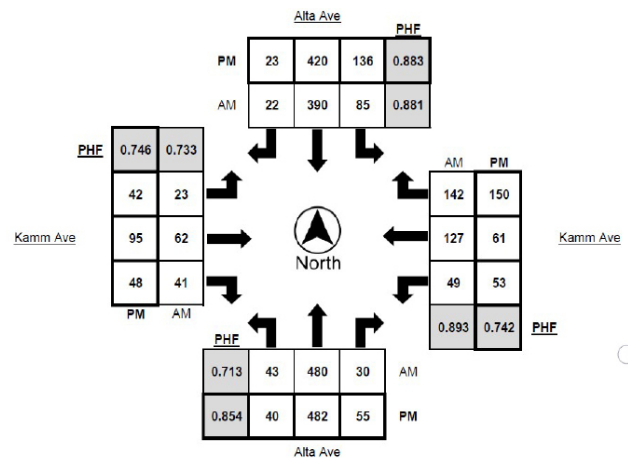


Figure 2-11. Peak Hour Traffic Counts at Alta Avenue & Kamm Avenue. Source: Metro Traffic Data Inc.

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.

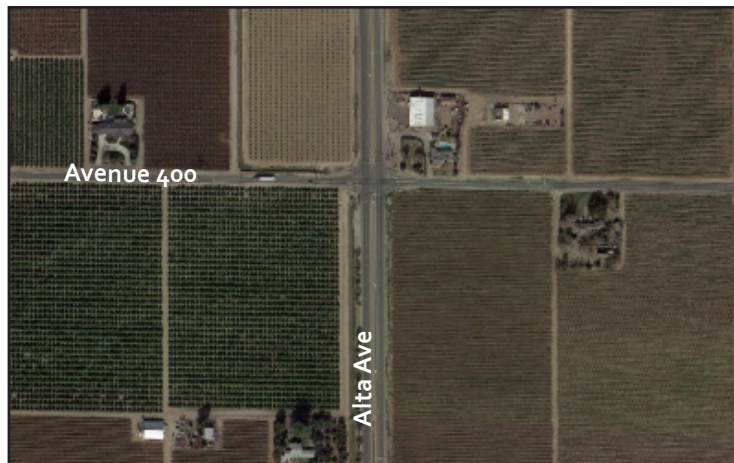


Figure 2-12. Aerial View of Alta Ave/Avenue 400 Intersection; Source: Google Earth

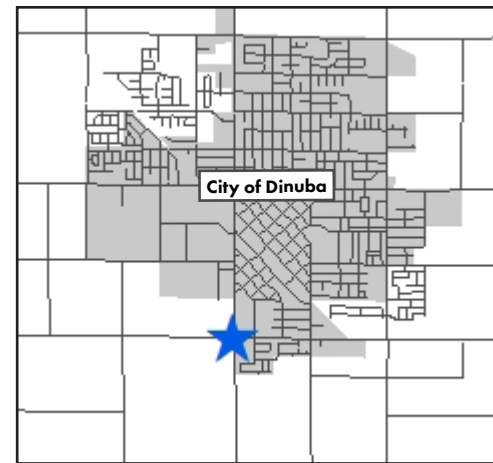


Figure 2-13. Alta Ave/Avenue 400 Intersection Location.

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.

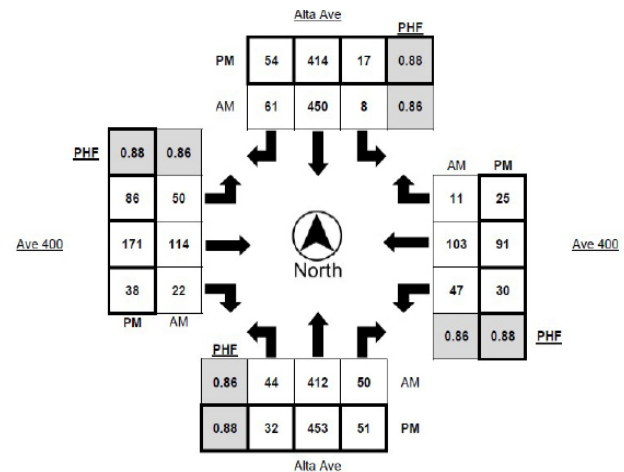


Figure 2-14. Peak Hour Traffic Counts at Alta Avenue & Avenue 400. Source: National Data & Surveying Services

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.

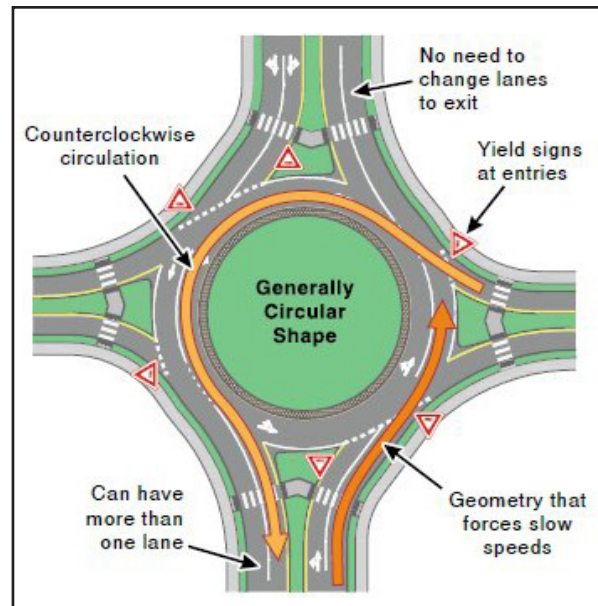


Figure 3-2. Roundabout safety features. Source: FHWA

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.

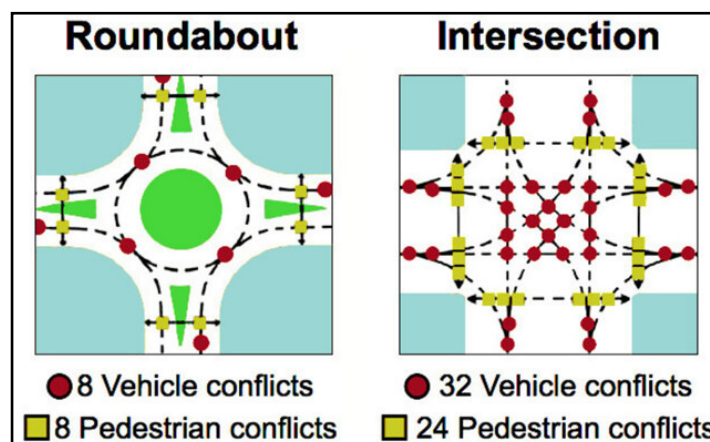


Figure 3-3. Conflict points at roundabouts vs. traditional intersections.

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.

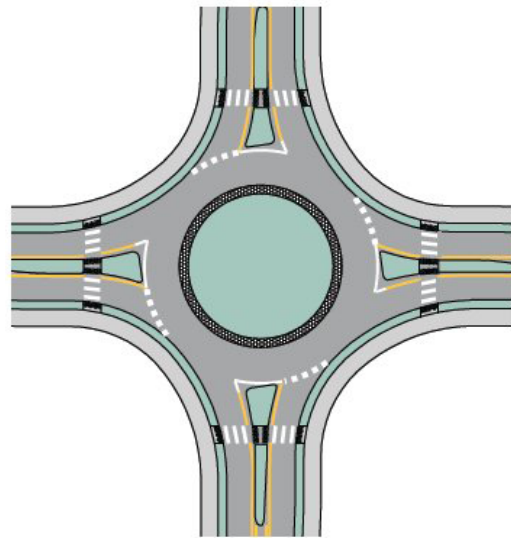


Figure 3-8. Single-lane roundabout

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.

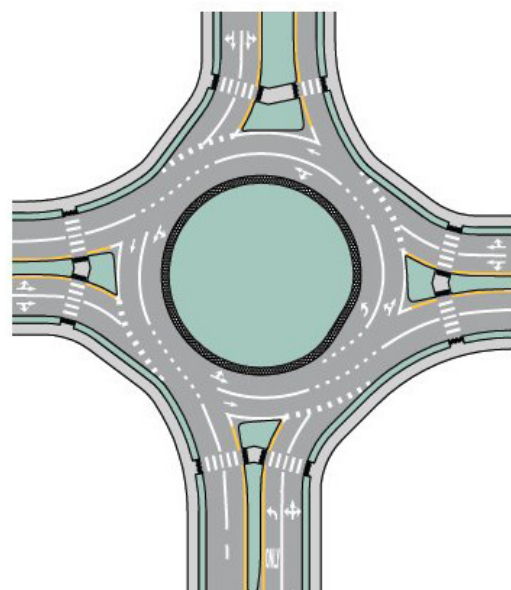


Figure 3-9. Multilane roundabout

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.

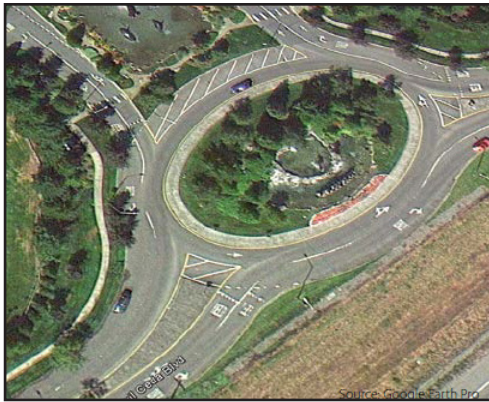


Figure 3-10. Oval central island.



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

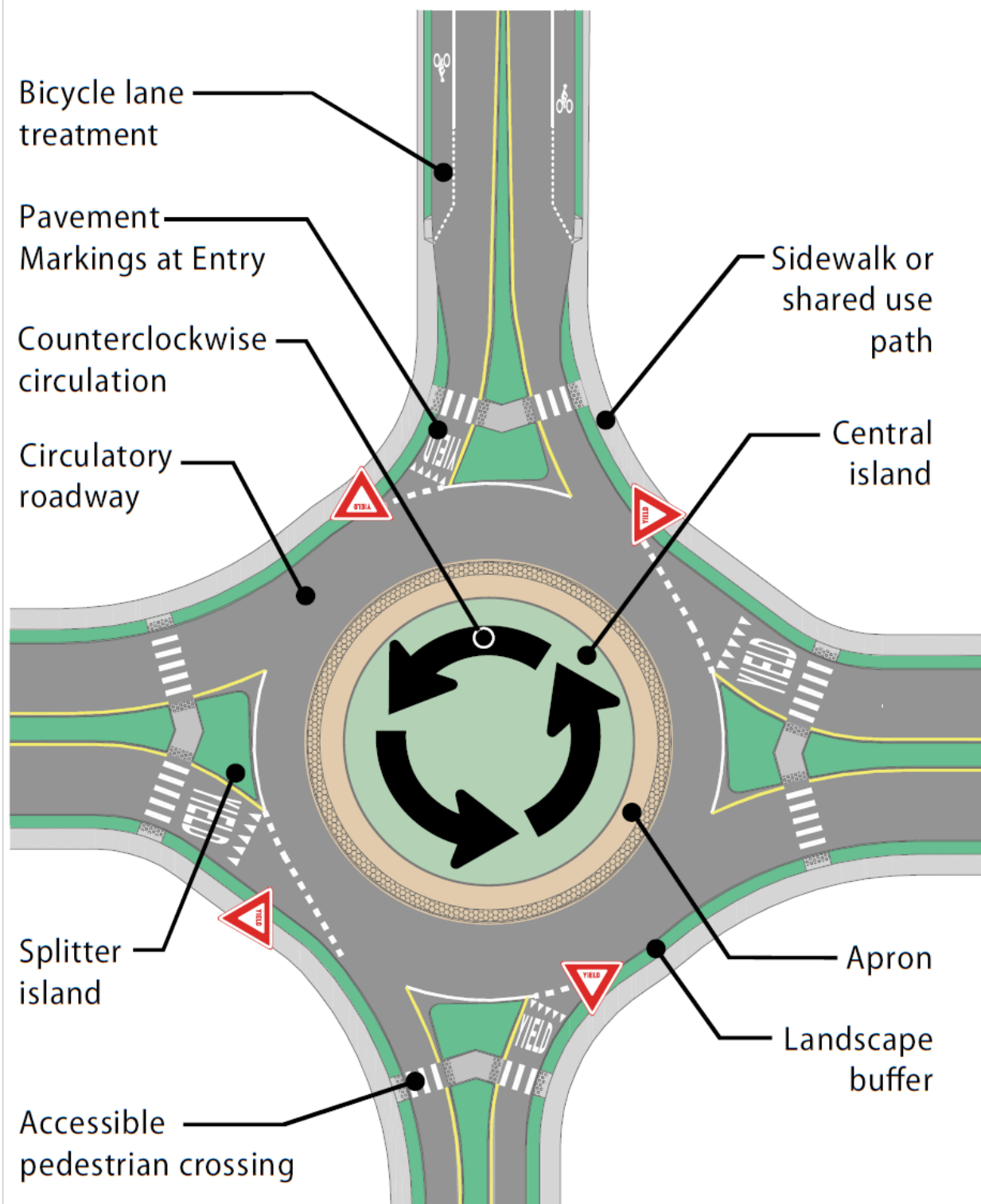


Figure 3-13. Roundabout design features. Source: FHWA

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.

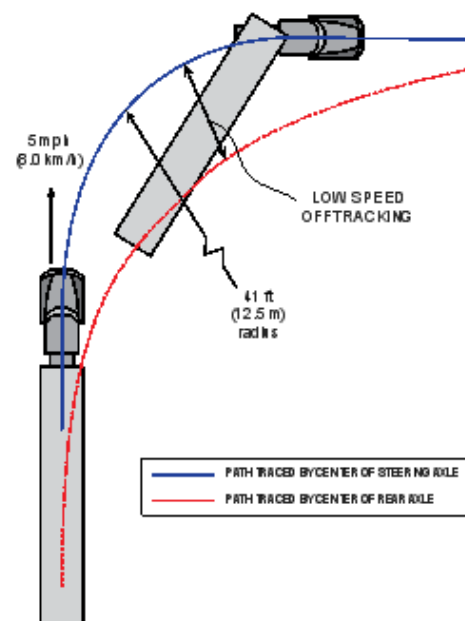


Figure 3-16. Large vehicle wheel tracking.

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.

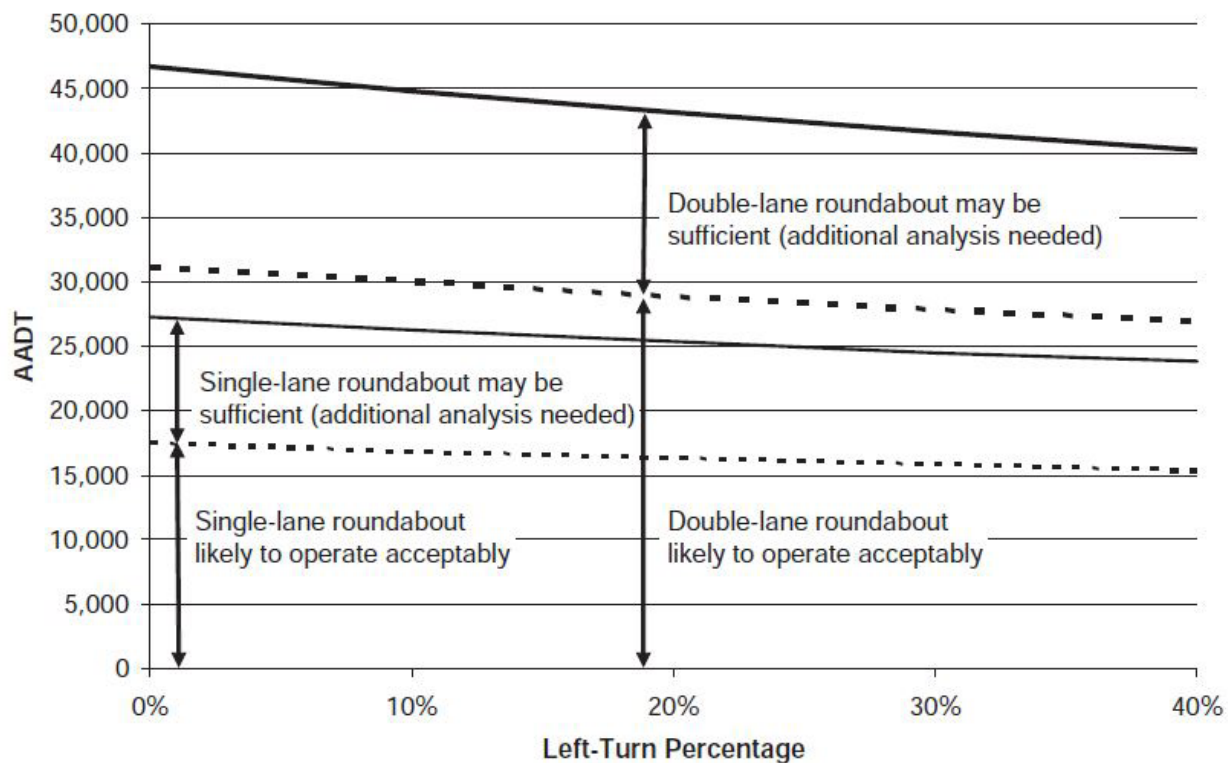


Figure 3-17. Roundabout sizing graph. Source: NCHRP (2010)

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.

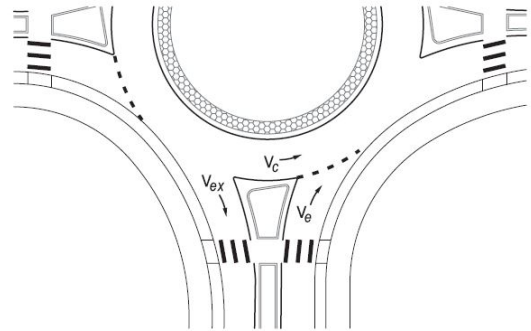


Figure 3-18. Entry sizing variables.

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.

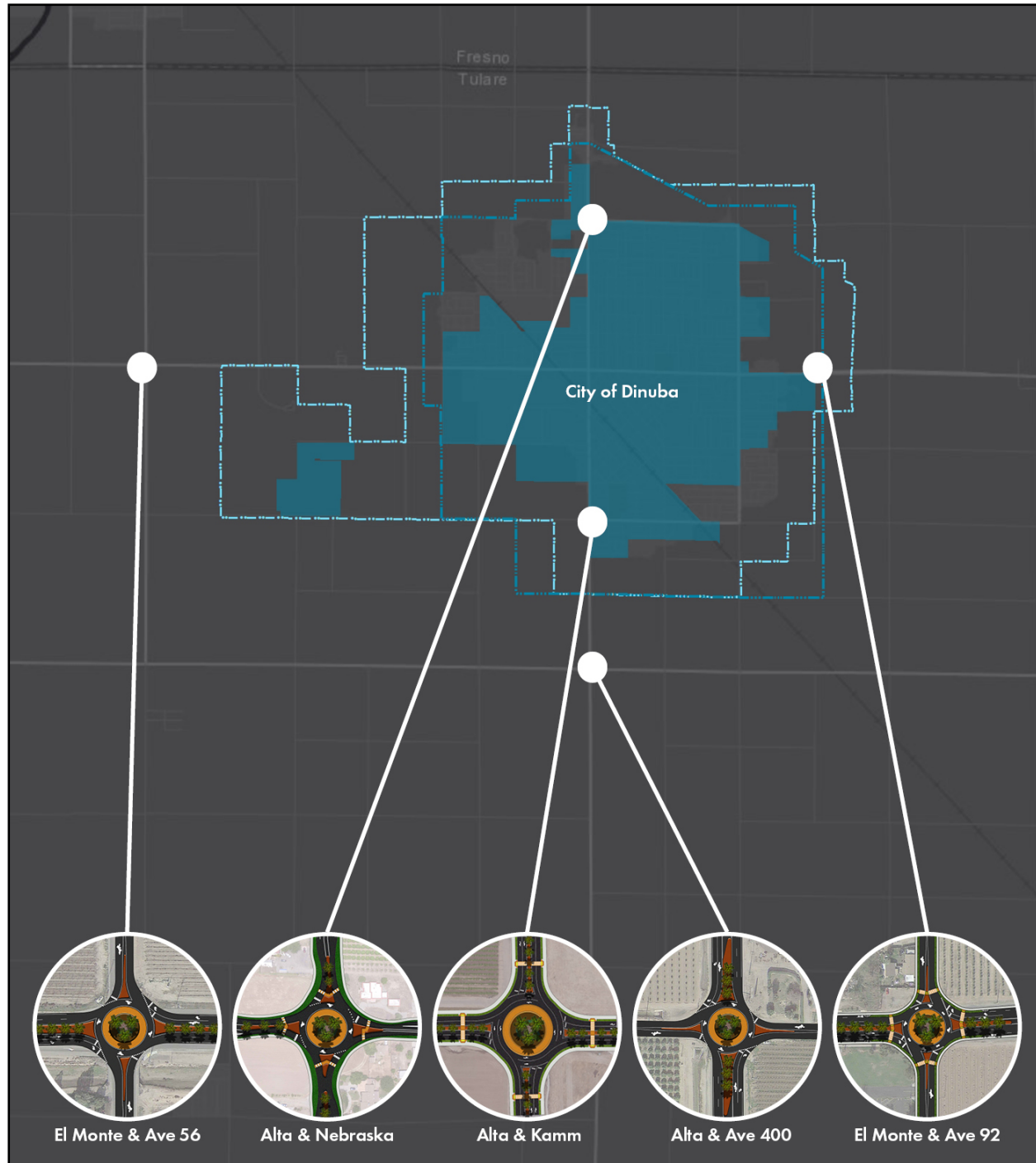


Figure 4-1. Proposed Design Concept Locations

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.

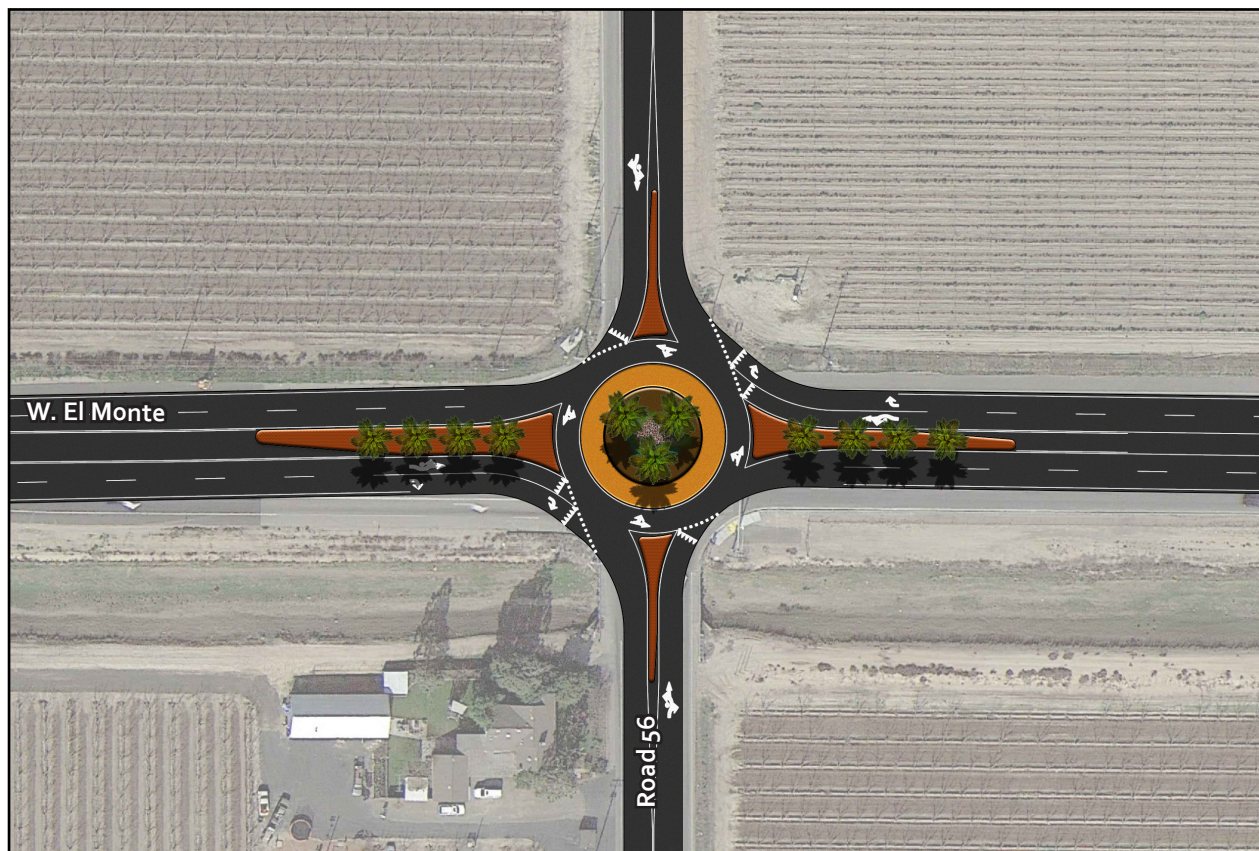


Figure 4-2. Proposed Design Concept for W. El Monte & Road 56.

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.

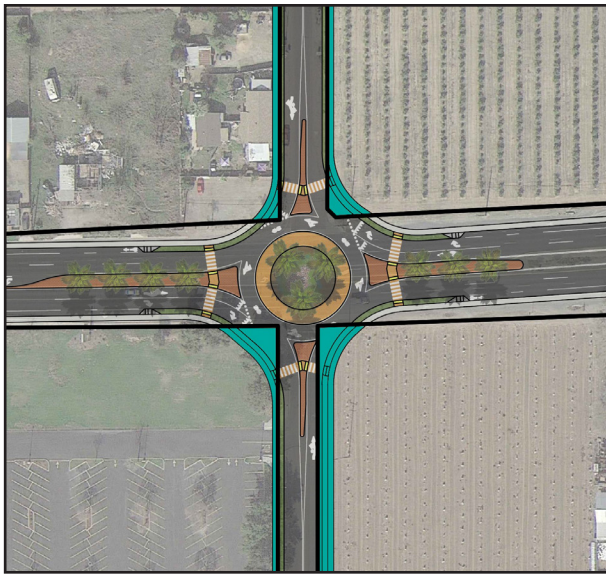


Figure 5-1. El Monte & Road 92 ROW Acquisition

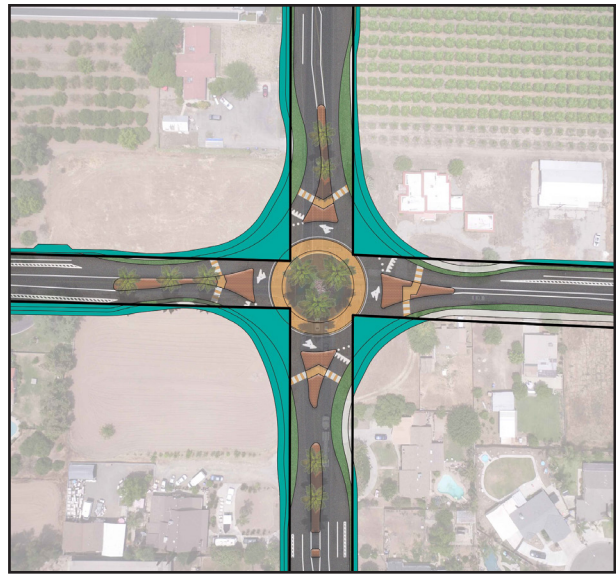


Figure 5-2. Alta & Nebraska Ave ROW Acquisition

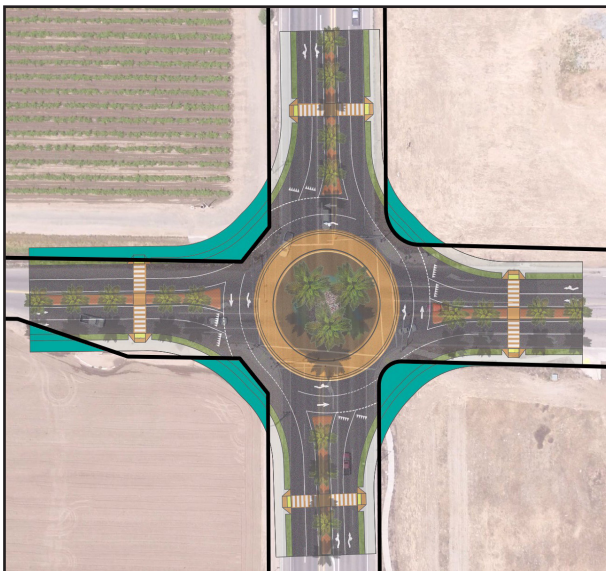


Figure 5-3. Alta & Kamm ROW Acquisition

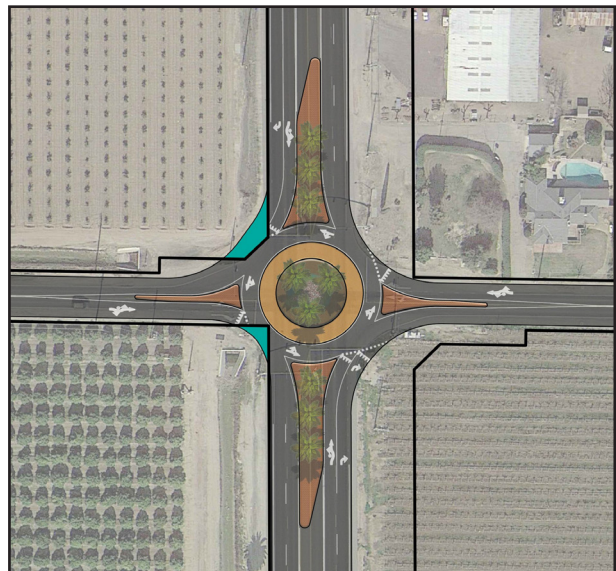


Figure 5-4. Alta & Ave 400 ROW Acquisition

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.

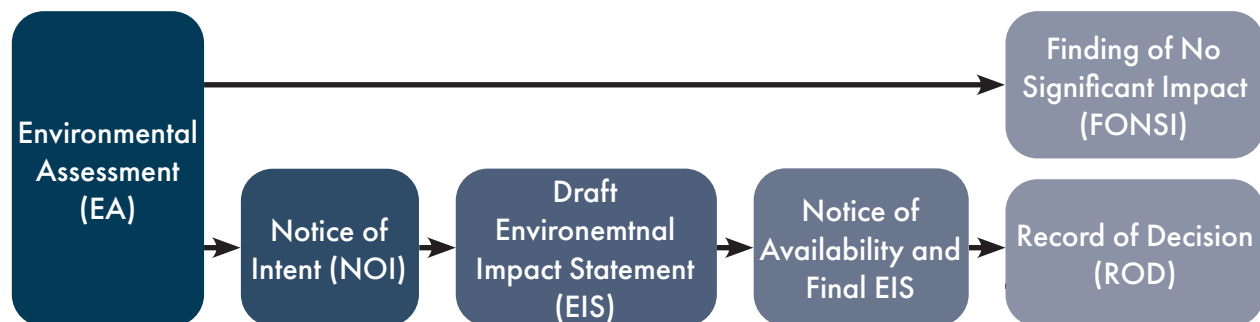


Figure 5-5. NEPA Process

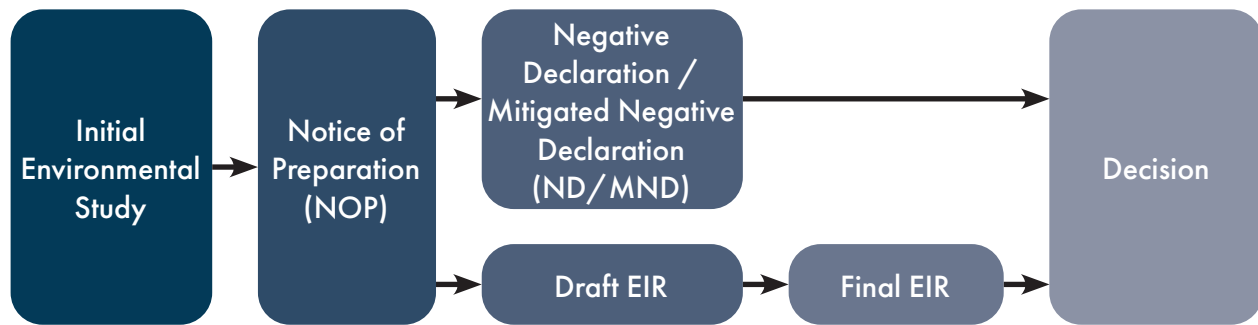


Figure 5-6. CEQA Process

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: FIRE SERVICES

October 25, 2022

To: Mayor and City Council

From: Jordan Webster, Fire Chief

Subject: Acceptance of \$2.0 Million Earmark from California Governor's Office of Emergency Services for the Purchase of a New Fire Ladder Truck (JORW)

RECOMMENDATION

Council to accept California Governor's Office of Emergency Services Pass Through Grant Subaward in the amount of \$2,000,000.00 for the purchase of new fire apparatus and fire apparatus equipment and authorize the City Manager or designee to sign any related documents.

EXECUTIVE SUMMARY

The City of Dinuba requested a \$2.0 million state earmark through Senator Melissa Hurtado's office for the purchase of a new 105'-foot aerial fire ladder truck and associated equipment. The Senator was successful in securing these funds as part of the state's fiscal year 2022-23 budget. The city has received the subaward documents from the Governor's Office of Emergency Services and is requesting that the City Council accept the funds and authorize staff to execute related documents.

OUTSTANDING ISSUES

None.

DISCUSSION

The California Budget Act of 2022 included state appropriations to support State Government for fiscal year 2022/2023. On September 1, 2022, Assembly Bill 179 was passed. In the 2022 State Budget, Senator Hurtado secured \$465.75 million dollars to support investments in public safety, water, education and food programs. The Central Valley received a record \$56 million for public safety, the largest amount ever secured for much needed updates to fire personnel safety equipment, new fire and police stations across the district.

One of the State earmarks that Senator Hurtado was able to secure was \$2.0 million to the City of Dinuba for the purchase of a new 105' aerial ladder truck for the Dinuba Fire Department. This new fire apparatus will replace the department's current aerial fire truck that is nearly 20 years old. Having modern and reliable equipment is critical to the safety of our citizens and the safety of our firefighters.

In recognition of this award, staff has prepared a letter for the City Council's signature thanking Senator Melissa Hurtado for championing funding for public safety. A copy of the letter is enclosed as Attachment 'A'.

Upon acceptance of the state funds, Chief Jordan Webster will formally order the new aerial ladder truck, which has an 18-month lead-time.

FISCAL IMPACT

The \$2,000,000.00 in state funding will allow the city to maximize cost savings by creating the ability for the city to pre-pay for the fire apparatus, which creates a purchase discount of \$45,000.00.

PUBLIC HEARING

None.

ATTACHMENTS:

Description

[A. Senator Hurtado Thank You Letter](#)



OFFICE OF THE MAYOR

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LLauner@dinuba.ca.gov

October 25, 2022

Capitol Office
1021 O Street, Room 7310
Sacramento, CA 95814

Re: \$2.0 Million State Earmark – Fire Ladder Truck

Honorable Senator Hurtado,

On behalf of the Dinuba City Council and its citizens, we would to thank you and your staff for championing the \$2.0 million state earmark for our new aerial fire ladder truck.

This funding allows us to purchase a new fire apparatus that will replace the Fire Department's current aerial fire truck that is nearly 20 years old. Having modern and reliable equipment is critical to the safety of our citizens and the safety of our firefighters.

Again, we appreciate and recognize your commitment to public safety, City of Dinuba and the Valley.

Respectfully,

Linda Launer
Mayor
District 5

Maribel Reynosa
Vice Mayor
District 2

Kuldip Thusu
Councilmember
District 4

Armando Longoria
Councilmember
District 3

Rachel Nerio-Guerrero
Councilmember
District 1