



336 Pacific Avenue, Shafter, CA 93263
Meeting Held In-Person and Via Zoom and Livestream on YouTube.

**AGENDA
REGULAR MEETING
SHAFTER CITY COUNCIL
TUESDAY, NOVEMBER 4, 2025**

NOTICE TO THE PUBLIC:

Any documents produced by the City and distributed to a majority of the City Council regarding any item on this agenda will be made available in the City Clerk's Office during normal business hours at City Hall located at 336 Pacific Avenue, Shafter CA. In addition, such documents will be posted on the City's website at www.shafter.com.

CALL TO ORDER: 6:00 PM

ROLL CALL: Mayor Givens
Mayor Pro Tem Olvera
Council Member Alvarado
Council Member Espinoza
Council Member Prout

PLEDGE OF ALLEGIANCE: Council Member Espinoza

INVOCATION: Mayor Givens

APPROVAL OF AGENDA:

PUBLIC COMMENT:

Those persons wishing to speak on any item included on the agenda, or on any matter within the subject matter jurisdiction of the City Council, are invited to speak from the podium and address the City Council. Speakers are limited to five minutes unless additional time is needed for translation. Please state your name and address for the record before making your presentation.

COUNCIL ANNOUNCEMENTS AND REPORTS:

On their own initiative, Council Members may make a brief announcement or a brief report on their own activities. Council Members may ask a question for clarification, make a referral to staff, or take action to have staff place a matter of business on a future agenda. No formal action by the Council will be taken unless an item is identified on the Agenda.

CONSENT CALENDAR:

All items on the consent calendar are considered routine and non-controversial by staff and will be approved by one motion if no member of the Council or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent calendar and will be considered in the listed sequence with an opportunity for any member of the public to address the Council concerning the item before action is taken.

1. Approve General Checks: October 20, 2025, October 30, 2025.
2. Approve Payroll: October 17, 2025, October 21, 2025.
3. Approve Special Event Permit: Shafter Recreation & Park District/746 Sports Foundation, Pie Pursuit 5K Fun Run, 700 E. Tulare Ave, November 22, 2025.
4. Approve Special Event Permit: Better Ur Biz, Inc, Gossamer Night Market, Community Park, November 21, 2025 & December 12, 2025.
5. Council introduce for second reading, by title only, and waive reading of Ordinance No. 772, an Ordinance of the City Council of the City of Shafter approving Zone Change (ZC) No. 23-72. The ZC changes the zone district under Title 17 of the Shafter Municipal Code from R-1 (Low Density Residential) to R-3 (Medium High Density Residential) of an approximately 8.72-acre parcel (Assessor's Parcel Number 028-180-57) located at the northeast corner of Birch Street and East Los Angeles Avenue. General Plan Amendment (GPA) No. 23-39 was previously approved by resolution during the October 7, 2025, City Council meeting. The GPA amends the City of Shafter General Plan land use designation for the property from LDR (Low Density Residential) to MHDR (Medium High Density Residential) to be consistent with the zoning.
6. Council find the action is not defined as a "project" per Section 15378(b)(2) of the CEQA Guidelines; and approve the amendment of the City of Shafter Department Head Employment Agreement Template to remove the clause under Section 3 (D) (d), Termination, stating "Refusal or failure to act in accordance with any directive or order of the City Manager."
7. Council find the action is not defined as a "project" per Section 15378(b)(2) of the CEQA Guidelines; ratify the MOU between the City and SPOA for the period of January 3, 2026, to December 31, 2026; and authorize a budget amendment in the amount of \$245,346 for Fiscal Year 25/26.
8. Council find the requested action is exempt from the California Environmental Quality Act; and authorize the installation of a stop sign for eastbound vehicular traffic at Poso Avenue before the intersection of Kern Street.
9. Council find the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; accept the dedication of easement, APN 091-280-06, for street and public utility purposes from Lerdo Land Company of California; and authorize the City Engineer to record said documents.
10. Council find the action has already be environmentally cleared per the California Environmental Quality Act; approve 1) Utility Agreement (No. 06-1500.52) and 2) Cover Agreement (Project ID 0620000038) with the California Department of

Transportation (Caltrans); and authorize the City Manager and City Attorney to execute said agreements on behalf of the City.

11. Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; accept a dedication of access rights from Lerdo, LLC, a California limited liability company as depicted in Exhibit B of Parcel Merger 25-14; authorize the City Manager to execute said document; and authorize the City Engineer record said document.

MANAGEMENT REPORT:

1. **SAFE STREETS AND ROADS FOR ALL ACTION PLAN PROFESSIONAL SERVICES AGREEMENT:** Council find that the action is statutorily exempt from CEQA pursuant to Section 15262 of the CEQA Guidelines; accept proposals received for the Safe Streets and Roads for All (SS4A) Program Action Plan; authorize the Public Works Director to award a professional services agreement to TJKM Transportation Consultants based on City staff’s ranking of proposals received; authorize execution of the agreement in an amount not to exceed \$190,200.60; and approve a budget amendment to appropriate \$160,000 in federal SS4A grant funds and \$40,000 in local match funding from Traffic Impact Fee proceeds into the Capital Improvement Program, to cover the consultant contract and related contingencies.

ROLL CALL

2. **SHAFTER POLICE DEPARTMENT SUBSTATION SITE IMPROVEMENTS PROJECT (PD1.1) AWARD:** Council find that the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; accept seven (7) bids received, find the bid submitted by BDM, Inc. as non-responsive, authorize the Deputy Public Works Director to issue a notice of award and notice to proceed to SW Construction, Inc as the lowest responsive responsible bid in the amount of \$2,460,130.93 for the Shafter Police Department Substation Site Improvements Project (PD1.1) and establish a total construction budget of \$2,700,000.

ROLL CALL

CITY MANAGER COMMENTS AND REPORTS:

DEPARTMENT DIRECTOR COMMENTS AND REPORTS:

ADJOURNMENT:

Pursuant to the Americans with Disabilities Act, if you need special assistance to participate in a City Council Meeting, please contact the City Clerk at (661) 746-5000 at least three (3) days prior to the meeting or time the special services are needed to allow

City staff in making reasonable arrangements to provide you with access to the meeting. Any public record, relating to an open session agenda item, that is distributed within 72 hours prior to the meeting is available for public inspection in the City Clerk’s

Office at Shafter City Hall, 336 Pacific Ave., Shafter, CA 93263. This is to certify that this Agenda notice was posted at City Hall and Police Dept. by 5:00 p.m., October 30, 2025. Yazmina Pallares, S/S, City Clerk

REMOTE PUBLIC PARTICIPATION IS ALLOWED IN THE FOLLOWING WAYS, SEE BELOW FOR INSTRUCTIONS.

1. You are strongly encouraged to observe the City Council meetings live via YouTube <https://www.youtube.com/user/CityofShafter/>
2. If you wish to make a comment on a specific agenda item or public comment, please submit your comment via email by **6:00 PM on November 4, 2025** to the City Clerk at CityClerk@shafter.com
3. If you wish to make a written comment to the City Clerk, 336 Pacific Avenue, Shafter, CA 93263.
4. If you wish to make a comment during the live meeting, callers must first register with the City Clerk at 661-746-5012 before the meeting begins to receive instructions and the call-in number and code. Please call by 5:00pm on the Monday prior to the City Council meeting to allow ample time for sign up. You will need to provide your name, phone number and the item number you wish to address.
5. All public comments are provided to the City Council and applicable Staff, for review and consideration by the Board prior to taking action on any matters listed on the agenda and are incorporated into the official record of the City Council meeting.

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

Cash10755

INV DATE

PO

WARRANT

NET

				DOCUMENT	INVOICE	INVOICE DTL	DESC		
244	10/20/2025	EFT	97	BEST BEST & KRIEGER	71439 1041668 69596	09/30/2025	102025	18,677.10	
Invoice: 1041668				18,677.10	0100-10-130-08-00-510420-	RETAINER LEGAL SERVICES THROUGH SEPTEMBER 30, 2025 Legal Services			
Invoice: 1041670				4,388.40	0100-10-130-08-00-510420-	09/30/2025	102025	4,388.40	
Invoice: 1041671				3,062.72	0815-40-400-19-04-510420-	09/30/2025	102025	3,062.72	
Invoice: 1041669				11,780.40	0100-10-130-08-00-510420-	09/30/2025	102025	11,780.40	
Invoice: 1039412				1,307.25	0815-40-400-19-04-510420-	08/31/2025	102025	1,307.25	
								CHECK	244 TOTAL: 39,215.87
245	10/20/2025	EFT	14359	BUSINESS SOLVER	71455 MED 11/25 69612	10/17/2025	102025	208,018.00	
Invoice: MED 11/25				199,982.00	0100-00-000-00-00-205132-	warrant 101725 NOV 2025 PREMIUMS			
				2,993.00	0100-10-140-10-00-500800-CHNGS	Health Insurance Payable			
				804.00	0100-10-110-03-00-500700-	Health Insurance			
				2,228.00	0100-20-200-14-00-500700-	OPEB - Health Insurance			
				60.33	5002-40-400-20-00-500700-	OPEB - Health Insurance			
				60.33	5000-40-400-21-00-500700-	OPEB - Health Insurance			
				1,407.70	0100-40-400-19-02-500700-	OPEB - Health Insurance			
				80.44	5006-40-400-23-00-500700-	OPEB - Health Insurance			
				402.20	0100-30-400-25-00-500700-	OPEB - Health Insurance			
								CHECK	245 TOTAL: 208,018.00
246	10/20/2025	EFT	876	FIRE RISK MANAGEMENT	71449 DENTAL/VISION 11/25 69606	10/17/2025	102025	15,154.94	
Invoice: DENTAL/VISION 11/25				12,158.35	0100-00-000-00-00-205133-	warrant 101725 NOV 2025 PREMIUMS			
				87.29	0100-10-140-10-00-500801-CHNGS	Dental Insurance Payable			
				51.47	0100-10-110-03-00-500700-	Dental Insurance			
				2.95	5002-40-400-20-00-500700-	OPEB - Health Insurance			
				2.95	5000-40-400-21-00-500700-	OPEB - Health Insurance			

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

Cash10755

				VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL		DESC	
				68.94	0100-40-400-19-02-500700-			OPEB - Health Insurance	
				3.94	5006-40-400-23-00-500700-			OPEB - Health Insurance	
				19.70	0100-30-400-25-00-500700-			OPEB - Health Insurance	
				174.02	0100-20-200-14-00-500700-			OPEB - Health Insurance	
				2,512.36	0100-00-000-00-00-205135-			Vision Insurance Payable	
				23.60	0100-10-140-10-00-500802-CHNGS			Vision Insurance	
				7.92	0100-10-110-03-00-500700-			OPEB - Health Insurance	
				.48	5002-40-400-20-00-500700-			OPEB - Health Insurance	
				.48	5000-40-400-21-00-500700-			OPEB - Health Insurance	
				11.11	0100-40-400-19-02-500700-			OPEB - Health Insurance	
				.64	5006-40-400-23-00-500700-			OPEB - Health Insurance	
				3.18	0100-30-400-25-00-500700-			OPEB - Health Insurance	
				25.56	0100-20-200-14-00-500700-			OPEB - Health Insurance	
							CHECK	246 TOTAL:	15,154.94
247	10/20/2025	EFT	13390	JANET FERNANDEZ	71287	PER DIEM 10/1/25	10/01/2025	102025	388.00
					69449				
				Invoice: PER DIEM 10/1/25				POLICE-Per diem for Management Course Module B Travel	
				388.00	0100-20-200-14-00-510505-				
							CHECK	247 TOTAL:	388.00
248	10/20/2025	EFT	45	WAGEWORKS, INC	71445	10/17/2025	10/17/2025	102025	1,604.62
					69602				
				Invoice: 10/17/2025				warrant 101725 MEDICAL	
				1,604.62	0100-00-000-00-00-205150-			Unreimbursed Medical Payable	
							CHECK	248 TOTAL:	1,604.62
1805	10/17/2025	WIRE	17	INTERNAL REVENUE SER	71443	10/17/2025	10/17/2025	102025	138,529.50
					69600				
				Invoice: 10/17/2025				warrant 101725 FIT	
				54,561.72	0100-00-000-00-00-205120-			Federal Income Tax Payable	
				67,304.40	0100-00-000-00-00-205122-			FICA Tax Payable	
				16,663.38	0100-00-000-00-00-205123-			Medicare Tax Payable	
							CHECK	1805 TOTAL:	138,529.50
1806	10/17/2025	WIRE	144	ST OF CA EDD	71447	10/17/2025	10/17/2025	102025	28,583.24
					69604				
				Invoice: 10/17/2025				warrant 101725 SIT	
				21,499.62	0100-00-000-00-00-205121-			State Income Tax Payable	
				7,083.62	0100-00-000-00-00-205130-			ST Disability Insur Payable	
							CHECK	1806 TOTAL:	28,583.24

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
							CHECK	1024726	TOTAL:	203.99
1024727	10/20/2025	PRTD	7613 CA STATE DISBURSEMEN	71451 20-2041314	69608		10/17/2025		102025	230.76
	Invoice: 20-2041314			230.76	0100-00-000-00-00-205141-		GARNISHMENT # 20-2041314		Garnishments Payable	
							CHECK	1024727	TOTAL:	230.76
1024728	10/20/2025	PRTD	7613 CA STATE DISBURSEMEN	71452 20-1412669	69609		10/17/2025		102025	300.00
	Invoice: 20-1412669			300.00	0100-00-000-00-00-205141-		GARNISHMENT # 20-1412669		Garnishments Payable	
							CHECK	1024728	TOTAL:	300.00
1024729	10/20/2025	PRTD	7613 CA STATE DISBURSEMEN	71453 20-2655459	69610		10/17/2025		102025	198.46
	Invoice: 20-2655459			198.46	0100-00-000-00-00-205141-		GARNISHMENT # 20-2655459		Garnishments Payable	
							CHECK	1024729	TOTAL:	198.46
1024730	10/20/2025	PRTD	12000 DIVISION OF THE ST A	71478 07/25-09/25	69635		09/30/2025		102025	526.00
	Invoice: 07/25-09/25			526.00	0100-00-000-00-00-205310-		DSA786 QUARTERLY REPORT (\$4)		ST Business Licen Fee Deposits	
							CHECK	1024730	TOTAL:	526.00
1024731	10/20/2025	PRTD	1366 JEFFRIES BROS., INC	71435 180019CT	69592		09/30/2025		102025	14,159.24
	Invoice: 180019CT			13,602.13	0100-20-200-14-00-510302-		FUEL CHARGES SEPTEMBER 2025		Vehicle Operations - Fuel	
				557.11	0100-20-200-15-00-510302-				Vehicle Operations - Fuel	
							CHECK	1024731	TOTAL:	14,159.24
1024732	10/20/2025	PRTD	4 PACIFIC GAS & ELECTR	71438 7067809683-8 SEPT 25	69595		09/30/2025		102025	6,196.08
	Invoice: 7067809683-8 SEPT 25			6,196.08	5100-50-405-28-17-510707-		ELECTRICAL CHARGES		Power	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
						CHECK	1024732	TOTAL:		6,196.08
1024733	10/20/2025	PRTD	7658 SEIU LOCAL 521	71454	10/17/2025		10/17/2025		102025	753.62
				69611						
			Invoice: 10/17/2025							
				738.62	0100-00-000-00-00-205145-					
				15.00	0100-00-000-00-00-205145-					
						Warrant	101725	DUES		
									Association Dues Payable	
									Association Dues Payable	
						CHECK	1024733	TOTAL:		753.62
1024734	10/20/2025	PRTD	35 SHAFTER POLICE OFFIC	71444	10/17/2025		10/17/2025		102025	1,320.00
				69601						
			Invoice: 10/17/2025							
				1,320.00	0100-00-000-00-00-205145-					
						Warrant	101725	DUES		
									Association Dues Payable	
						CHECK	1024734	TOTAL:		1,320.00
1024735	10/20/2025	PRTD	14779 STANDARD PLUMBING SU	71486	ZKR396		10/14/2025		102025	116.81
				69643						
			Invoice: ZKR396							
				116.81	5002-40-400-20-00-510200-					
				71487	ZKQR40		10/14/2025		102025	16.08
				69644						
			Invoice: ZKQR40							
				16.08	0100-30-300-75-51-510804-					
				71488	ZKQQ59		10/14/2025		102025	92.47
				69645						
			Invoice: ZKQQ59							
				92.47	5002-40-400-20-00-510200-					
				71491	ZKTC86		10/14/2025		102025	21.44
				69648						
			Invoice: ZKTC86							
				21.44	5101-50-400-24-00-510001-					
				71492	ZKT249		10/14/2025		102025	364.45
				69649						
			Invoice: ZKT249							
				364.45	0100-30-400-25-00-510200-					
				71493	ZKV821		10/15/2025		102025	83.38
				69650						
			Invoice: ZKV821							
				83.38	5002-40-400-20-00-510202-					
				71494	ZKVG01		10/15/2025		102025	13.49
				69651						

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

CASH ACCOUNT: 0000-00-000-00-00-100010-					Cash10755					
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
DOCUMENT							INVOICE DTL DESC			
Invoice: ZKVG01		13.49	0100-30-400-25-33-510001-			PARKS - VETERAN'S - KEYS Departmental Supplies				
					71496	ZLBJ15	10/17/2025		102025	15.00
					69653					
Invoice: ZLBJ15		15.00	5101-50-400-24-00-510202-			SHOP - DW DRVR BIT SET 16PC Hardware & Tools				
							CHECK	1024735	TOTAL:	723.12
					NUMBER OF CHECKS	20	*** CASH ACCOUNT TOTAL ***			475,139.02
							COUNT	AMOUNT		
					TOTAL PRINTED CHECKS		12	33,493.05		
					TOTAL WIRE TRANSFERS		3	177,264.54		
					TOTAL EFT'S		5	264,381.43		
					*** GRAND TOTAL ***					475,139.02

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED
CLERK: 5292blopez

YEAR	PER	JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2026	4	329										
APP	0100-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		464,031.33	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0000-00-000-00-00-100010-			10/20/2025	102025				Cash: Mission Bank Acct#10755			475,139.02
									AP CASH DISBURSEMENTS JOURNAL			
APP	0815-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		4,369.97	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5002-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		356.42	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5000-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		63.76	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5006-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		85.02	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5100-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		6,196.08	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5101-00-000-00-00-205000-			10/20/2025	102025	102025			Accts Payable		36.44	
									AP CASH DISBURSEMENTS JOURNAL			
GENERAL LEDGER TOTAL											475,139.02	475,139.02
APP	0000-00-000-00-00-209001-			10/20/2025	102025	102025			Due To 0100 - Gen Fund		464,031.33	
APP	0100-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			464,031.33
APP	0000-00-000-00-00-209058-			10/20/2025	102025	102025			Due to 0815 - DT CFD		4,369.97	
APP	0815-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			4,369.97
APP	0000-00-000-00-00-209038-			10/20/2025	102025	102025			Due To 5002 - Water Operat		356.42	
APP	5002-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			356.42
APP	0000-00-000-00-00-209036-			10/20/2025	102025	102025			Due To 5000 - Wastewtr Operat		63.76	
APP	5000-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			63.76
APP	0000-00-000-00-00-209042-			10/20/2025	102025	102025			Due To 5006 - Rail Operat		85.02	
APP	5006-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			85.02
APP	0000-00-000-00-00-209046-			10/20/2025	102025	102025			Due To 5100 - Facility Maint		6,196.08	
APP	5100-00-000-00-00-109000-			10/20/2025	102025	102025			Due From Funds - Cash Pool			6,196.08
APP	0000-00-000-00-00-209047-			10/20/2025	102025	102025			Due To 5101 - Vehicle Maint		36.44	
APP	5101-00-000-00-00-109000-								Due From Funds - Cash Pool			36.44

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

YEAR PER	JNL									
SRC	ACCOUNT									
EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC	T	OB	DEBIT	CREDIT	
					LINE DESC					
10/20/2025	102025	102025								
SYSTEM GENERATED ENTRIES TOTAL								475,139.02	475,139.02	
JOURNAL 2026/04/329 TOTAL								950,278.04	950,278.04	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND	ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
0000	Pooled Cash Fund	2026	4	329	10/20/2025			
	0000-00-000-00-00-100010-					Cash: Mission Bank Acct#10755		475,139.02
	0000-00-000-00-00-209001-					Due To 0100 - Gen Fund	464,031.33	
	0000-00-000-00-00-209036-					Due To 5000 - Wastewtr Operat	63.76	
	0000-00-000-00-00-209038-					Due To 5002 - Water Operat	356.42	
	0000-00-000-00-00-209042-					Due To 5006 - Rail Operat	85.02	
	0000-00-000-00-00-209046-					Due To 5100 - Facility Maint	6,196.08	
	0000-00-000-00-00-209047-					Due To 5101 - Vehicle Maint	36.44	
	0000-00-000-00-00-209058-					Due to 0815 - DT CFD	4,369.97	
						FUND TOTAL	475,139.02	475,139.02
0100	General Fund	2026	4	329	10/20/2025			
	0100-00-000-00-00-109000-					Due From Funds - Cash Pool		464,031.33
	0100-00-000-00-00-205000-					Accts Payable	464,031.33	
						FUND TOTAL	464,031.33	464,031.33
0815	CFD-0815	2026	4	329	10/20/2025			
	0815-00-000-00-00-109000-					Due From Funds - Cash Pool		4,369.97
	0815-00-000-00-00-205000-					Accts Payable	4,369.97	
						FUND TOTAL	4,369.97	4,369.97
5000	Wastewater Operations	2026	4	329	10/20/2025			
	5000-00-000-00-00-109000-					Due From Funds - Cash Pool		63.76
	5000-00-000-00-00-205000-					Accts Payable	63.76	
						FUND TOTAL	63.76	63.76
5002	Water Operations	2026	4	329	10/20/2025			
	5002-00-000-00-00-109000-					Due From Funds - Cash Pool		356.42
	5002-00-000-00-00-205000-					Accts Payable	356.42	
						FUND TOTAL	356.42	356.42
5006	Rail Operations	2026	4	329	10/20/2025			
	5006-00-000-00-00-109000-					Due From Funds - Cash Pool		85.02
	5006-00-000-00-00-205000-					Accts Payable	85.02	
						FUND TOTAL	85.02	85.02
5100	Facility Maintenance	2026	4	329	10/20/2025			
	5100-00-000-00-00-109000-					Due From Funds - Cash Pool		6,196.08
	5100-00-000-00-00-205000-					Accts Payable	6,196.08	
						FUND TOTAL	6,196.08	6,196.08
5101	Vehicle Maintenance	2026	4	329	10/20/2025			

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND	YEAR	PER	JNL	EFF	DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
ACCOUNT								
5101-00-000-00-00-109000-						Due From Funds - Cash Pool		36.44
5101-00-000-00-00-205000-						Accts Payable	36.44	
						FUND TOTAL	36.44	36.44

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND	DUE TO	DUE FR
0000 Pooled Cash Fund	475,139.02	
0100 General Fund		464,031.33
0815 CFD-0815		4,369.97
5000 Wastewater Operations		63.76
5002 Water Operations		356.42
5006 Rail Operations		85.02
5100 Facility Maintenance		6,196.08
5101 Vehicle Maintenance		36.44
TOTAL	475,139.02	475,139.02

** END OF REPORT - Generated by Brenda Lopez **

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC		
249	10/30/2025	EFT	13236 AMBER CHEMICAL INC	71472 69629	0386502-IN	10/07/2025		103025	1,486.27
Invoice: 0386502-IN				1,486.27	5002-40-400-20-00-510900-	WATER - WATER CHEMICALS- HYPOCHLORITE Treatment Supplies			
				71683 69896	0386559-IN	10/14/2025		103025	3,029.71
Invoice: 0386559-IN				3,029.71	5002-40-400-20-00-510900-	WATER - WATER CHEMICALS- HYPOCHLORITE Treatment Supplies			
				CHECK 249 TOTAL:					4,515.98
250	10/30/2025	EFT	1394 AMERICAN BUSINESS MA	70806 68977	827796	09/22/2025		103025	245.31
Invoice: 827796				81.77	0100-10-135-09-00-510100-	Contract Usage - Annex 6/28/25 - 9/27/25 Service Agreements			
				81.77	0100-30-300-04-00-510100-	Service Agreements			
				81.77	5003-40-140-12-00-510100-	Service Agreements			
				71771 69983	831123	10/09/2025		103025	10.73
Invoice: 831123				10.73	0100-20-200-14-13-510100-	POLICE-Contract usage 10/17-11/16/25 Service Agreements			
				71796 70007	832715	10/22/2025		103025	422.43
Invoice: 832715				84.49	0100-10-100-01-00-510100-	City Hall workroom-Contr Usage 10/30/25-11/29/25 Service Agreements			
				84.49	0100-10-110-03-00-510100-	Service Agreements			
				84.49	0100-10-120-05-00-510100-	Service Agreements			
				84.48	0100-10-125-06-00-510100-	Service Agreements			
				84.48	0100-10-145-13-00-510100-	Service Agreements			
				CHECK 250 TOTAL:					678.47
251	10/30/2025	EFT	97 BEST BEST & KRIEGER	71498 69654	1039411	08/31/2025		103025	14,190.19
Invoice: 1039411				14,190.19	0100-10-130-08-00-510420-	LEGAL SERVICES THROUGH AUGUST 31 2025 Legal Services			
				71500 69656	1039396	08/31/2025		103025	18,223.00
Invoice: 1039396				18,223.00	0100-10-130-08-00-510420-	RETAINER LEGAL SERVICES THROUGH AUGUST 31, 2025 Legal Services			
				CHECK 251 TOTAL:					32,413.19

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
Invoice: 369378				69627						
	80.00	0100-30-300-04-00-510300-					LEARNING CENTER - BUS WASH - 09.26.2025 Vehicle Operations			
				71471	369383		10/10/2025		103025	80.00
				69628						
Invoice: 369383										
	80.00	0100-30-300-04-00-510300-					LEARNING CENTER - BUS WASH - 10.10.2025 Vehicle Operations			
				71518	369385		10/17/2025		103025	60.00
				69674						
Invoice: 369385										
	21.00	5002-40-400-20-00-510300-					ALL PW'S - FLEET WASHES #119 & #219 Vehicle Operations			
	21.00	5000-40-400-21-00-510300-					Vehicle Operations			
	6.00	5101-50-400-24-00-510300-					Vehicle Operations			
	6.00	0100-30-400-25-00-510300-					Vehicle Operations			
	6.00	0100-40-400-19-02-510300-					Vehicle Operations			
							CHECK	253 TOTAL:		1,060.00
256 10/30/2025 EFT	6849	KATRINA CARDWELL-NIC	71784	Per diem 10/3/25	10/03/2025		103025			386.50
			69996							
Invoice: Per diem 10/3/25										
	386.50	0100-20-200-14-00-510505-					POLICE-Per diem for CLEARS Seminar #234 Travel			
							CHECK	256 TOTAL:		386.50
257 10/30/2025 EFT	1186	KEVIN ARCHULETA	71788	Per diem 10/3/25	10/03/2025		103025			363.50
			70000							
Invoice: Per diem 10/3/25										
	363.50	0100-20-200-14-00-510505-					POLICE-Per diem for Background Investigations Travel			
							CHECK	257 TOTAL:		363.50
258 10/30/2025 EFT	616	MALLORY SERJEANT	71785	Per diem 10/24/25	10/24/2025		103025			191.50
			69997							
Invoice: Per diem 10/24/25										
	191.50	0100-20-200-14-00-510505-					Per diem for Instructor/Armorer Maintenance Course Travel			
							CHECK	258 TOTAL:		191.50
259 10/30/2025 EFT	1434	OPEN AND SHUT ENTERP	71768	112820	10/01/2025		103025			300.00
			69980							
Invoice: 112820										
	300.00	5100-50-405-28-14-510205-					POLICE-Quarterly service Oct-Dec 25 Building Repair & Maintenance			

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC		
						CHECK		259 TOTAL:	300.00
260	10/30/2025	EFT	1118 PLACEWORKS, INC.	71420	COSH-01.0 - 12	09/30/2025		103025	61,721.60
Invoice: COSH-01.0 - 12				69578		Prof. Services:2023 General Plan Update & EIR Professional Services			
				61,721.60	0100-10-145-13-00-510400-	CHECK		260 TOTAL:	61,721.60
261	10/30/2025	EFT	350 QUAD KNOPF, INC	71830	129649	10/23/2025	42	103025	558.80
Invoice: 129649				70040		SKATE PARK IMPROVEMENTS - DESIGN STUDY			
				558.80		Capital Prj.- Other Imp.			
				E PK00009	-20	-200	-0100	CHECK	261 TOTAL: 558.80
				0100-60-400-25-36-580300-					
263	10/30/2025	EFT	1049 SIMPLOT AB RETAIL IN	71638	501196699	10/07/2025		103025	412.50
Invoice: 501196699				69853		PARKS - DOWNTOWN - PERENNIAL RYEGRASS Repairs & Maintenance			
				412.50	0100-30-400-25-51-510200-	CHECK		263 TOTAL:	412.50
264	10/30/2025	EFT	5364 TEL-TEC SECURITY SYS	71665	901025	10/10/2025	118	103025	2,229.42
Invoice: 901025				69878		Security equipment installation at Vets Park ISP R Repairs & Maintenance			
				2,229.42	5004-40-500-30-01-510200-	CHECK		264 TOTAL:	2,229.42
1812	09/22/2025	WIRE	897 RAMP BUSINESS CORPOR	71587	69802	09/22/2025		103025	357.96
Invoice: 69802				69802		Airlines Travel			
				357.96	0100-40-400-18-00-510505-				
				71588	69803	09/22/2025		103025	18.95
Invoice: 69803				69803		Books and Newspapers Software Subscription			
				18.95	0100-30-300-04-00-510150-				
				71589	69804	09/22/2025		103025	132.07
Invoice: 69804				69804		Car Rental Service Agreements			
				132.07	0100-20-200-14-00-510100-FENT				

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC			
				71590	69805		09/22/2025		103025	1,188.00
				69805						
Invoice: 69805						Car services				
	1,122.00	0100-20-200-14-00-510300-					Vehicle Operations			
	33.00	5103-50-500-29-00-510300-					Vehicle Operations			
	33.00	5103-50-500-29-00-510300-					Vehicle Operations			
				71591	69806		09/22/2025		103025	6,384.00
				69806						
Invoice: 69806						Charitable donations				
	390.00	0100-10-135-09-00-510106-					Subscriptions & Dues			
	994.00	0100-10-135-09-00-510501-					Training			
	2,500.00	0100-20-200-14-00-510501-					Training			
	1,250.00	0100-10-110-03-00-510501-					Training			
	1,250.00	0100-10-100-01-00-510501-					Training			
				71592	69807		09/22/2025		103025	90.09
				69807						
Invoice: 69807						Clothing				
	90.09	0100-30-300-04-00-510016-					Classroom Supplies			
				71593	69808		09/22/2025		103025	317.66
				69808						
Invoice: 69808						Cloud Computing				
	317.66	5103-50-500-29-00-510150-					Software Subscription			
				71594	69809		09/22/2025		103025	1,073.00
				69809						
Invoice: 69809						Clubs and membership				
	200.00	0100-10-135-09-00-510106-					Subscriptions & Dues			
	300.00	0100-10-120-05-00-510106-					Subscriptions & Dues			
	140.00	0100-10-405-26-00-510501-					Training			
	433.00	0100-40-400-18-00-510501-					Training			
				71595	69810		09/22/2025		103025	1,836.70
				69810						
Invoice: 69810						Education				
	880.00	0100-10-140-10-00-510501-					Training			
	466.00	0100-20-200-14-00-510501-					Training			
	12.35	0100-20-200-14-00-510501-					Training			
	466.00	0100-20-200-14-00-510501-					Training			
	12.35	0100-20-200-14-00-510501-					Training			
				71596	69811		09/22/2025		103025	1,108.11
				69811						
Invoice: 69811						Electronics				
	194.66	0100-10-135-09-00-510001-					Departmental Supplies			
	194.65	0100-10-135-11-00-510001-					Departmental Supplies			
	55.81	5103-50-500-29-20-510202-					Hardware & Tools			
	99.99	0100-20-200-14-00-510106-					Subscriptions & Dues			
	402.05	5003-40-140-12-00-510300-					Vehicle Operations			
	160.95	0100-10-140-10-00-510501-					Training			

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				Cash10755				
				VOUCHER	INVOICE	INV DATE	PO	WARRANT
				DOCUMENT	INVOICE	DTL	DESC	NET
				71597	69812	09/22/2025	103025	627.85
				69812				
Invoice: 69812								
	63.90	0100-20-200-14-00-510302-					Fuel and Gas	
	59.90	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	41.29	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	50.01	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	48.01	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	45.66	0100-10-125-06-00-510302-					Vehicle Operations - Fuel	
	48.08	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	34.95	5003-40-140-12-00-510001-					Departmental Supplies	
	55.05	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	27.29	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	43.69	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	45.51	0100-20-200-14-00-510302-					Vehicle Operations - Fuel	
	37.01	0100-10-125-06-00-510302-					Vehicle Operations - Fuel	
	27.50	0100-10-125-06-00-510302-					Vehicle Operations - Fuel	
				71599	69813	09/22/2025	103025	6,741.11
				69813				
Invoice: 69813								
	167.74	5002-40-400-20-00-510202-					General Merchandise	
	5.99	0100-30-300-04-00-510001-					Hardware & Tools	
	364.65	0100-20-200-14-00-510001-					Departmental Supplies	
	1,230.69	5103-50-500-29-20-510202-					Departmental Supplies	
	215.15	0100-30-300-04-00-510016-					Hardware & Tools	
	150.88	5103-50-500-29-20-510202-					Classroom Supplies	
	22.33	0100-00-000-00-00-205318-					Hardware & Tools	
	110.38	0100-30-300-04-00-510016-					Collection & Holding	
	38.35	0100-30-300-04-00-510016-					Classroom Supplies	
	88.56	0100-30-300-04-00-510001-					Classroom Supplies	
	13.50	5101-50-400-24-00-510001-					Departmental Supplies	
	13.50	5002-40-400-20-00-510001-					Departmental Supplies	
	13.50	0100-30-400-25-00-510001-					Departmental Supplies	
	13.50	5000-40-400-21-00-510001-					Departmental Supplies	
	13.50	0100-40-400-19-02-510001-					Departmental Supplies	
	354.06	0100-40-400-18-00-510001-					Departmental Supplies	
	169.92	0100-30-300-04-00-510016-					Classroom Supplies	
	59.69	0100-20-200-14-00-510001-					Departmental Supplies	
	-35.23	5103-50-500-29-20-510202-					Hardware & Tools	
	-22.33	0100-00-000-00-00-205318-					Collection & Holding	
	121.72	0100-20-200-14-00-510001-					Departmental Supplies	
	191.46	5002-40-400-20-00-510200-					Repairs & Maintenance	
	240.15	0100-10-100-01-00-510802-					Community Promotion	
	4.16	0100-20-200-14-00-510001-					Departmental Supplies	
	66.18	0100-10-100-01-00-510802-					Community Promotion	
	135.26	0100-10-140-10-00-510001-					Departmental Supplies	
	1.39	0100-20-200-14-00-510001-					Departmental Supplies	
	6.93	0100-20-200-14-00-510001-					Departmental Supplies	
	354.00	0100-20-200-14-00-510001-					Departmental Supplies	
	57.65	0100-10-135-09-00-510001-					Departmental Supplies	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				Cash10755				
				VOUCHER	INVOICE	INV DATE	PO	WARRANT
				NET				
				DOCUMENT	INVOICE DTL	DESC		
	57.65	0100-10-135-11-00-510001-				Departmental Supplies		
	225.48	0100-20-200-55-00-510012-				Medical Supplies		
	42.94	0100-30-300-04-00-510001-				Departmental Supplies		
	645.92	0100-20-200-15-00-510001-				Departmental Supplies		
	166.71	0100-20-200-14-00-510202-				Hardware & Tools		
	644.22	0100-20-200-14-00-510001-				Departmental Supplies		
	53.60	5004-40-500-30-01-510001-				Departmental Supplies		
	271.83	0100-20-200-14-00-510001-				Departmental Supplies		
	140.79	0100-20-200-55-00-510012-				Medical Supplies		
	75.77	0100-20-200-55-00-510012-				Medical Supplies		
	54.37	0100-30-300-04-00-510001-				Departmental Supplies		
	194.60	0100-10-405-26-00-510001-				Departmental Supplies		
				71600	69814	09/22/2025	103025	1,035.00
Invoice: 69814				69814				
	435.00	0100-30-400-25-00-510501-				Government Services		
	600.00	0100-20-200-14-00-510001-				Training		
				71601	69815	09/22/2025	103025	28.99
Invoice: 69815				69815				
	28.99	0100-40-400-18-00-510505-				Insurance		
				71602	69816	09/22/2025	103025	7,813.13
Invoice: 69816				69816				
	368.77	0100-40-400-19-02-510505-				Lodging		
	144.14	0100-20-200-14-00-510505-				Travel		
	144.14	0100-20-200-14-00-510505-				Travel		
	464.82	0100-20-200-14-00-510505-				Travel		
	605.60	0100-20-200-14-00-510505-				Travel		
	605.60	0100-20-200-14-00-510505-				Travel		
	548.26	0100-20-200-14-00-510505-				Travel		
	805.86	0100-20-200-14-00-510505-				Travel		
	691.70	0100-20-200-14-00-510505-				Travel		
	30.00	0100-40-400-19-02-510505-				Travel		
	800.55	0100-20-200-14-00-510505-				Travel		
	800.55	0100-20-200-14-00-510505-				Travel		
	691.70	0100-20-200-14-00-510505-				Travel		
	324.28	0100-40-400-18-00-510505-				Travel		
	256.67	0100-10-125-06-00-510505-				Travel		
	256.67	0100-10-125-06-00-510505-				Travel		
	273.82	0100-20-200-14-00-510505-				Travel		
				71603	69817	09/22/2025	103025	40.00
Invoice: 69817				69817				
	20.00	0100-10-140-10-00-510150-				office		
	42.23	0100-00-000-00-00-205318-				Software Subscription		
	-42.23	0100-00-000-00-00-205318-				Collection & Holding		
	20.00	0100-10-140-10-00-510150-				Collection & Holding		
						Software Subscription		

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE	DTL	DESC		
Invoice: 69818				71604	69818		09/22/2025		103025	1,361.08
				69818						
				1,361.08	0100-20-200-14-00-510001-	Office supplies and				
						Departmental Supplies				
Invoice: 69819				71605	69819		09/22/2025		103025	192.46
				69819						
				192.46	0100-10-135-09-00-510116-	Other				
						Employee Dev & Reten (SEDAC)				
Invoice: 69820				71606	69820		09/22/2025		103025	1,319.26
				69820						
				56.28	0100-20-200-15-00-510001-	Pet				
				468.95	0100-20-200-15-00-510001-	Departmental Supplies				
				796.92	0100-20-200-15-00-510001-	Departmental Supplies				
				-2.89	0100-20-200-15-00-510001-	Departmental Supplies				
Invoice: 69821				71607	69821		09/22/2025		103025	505.50
				69821						
				91.15	0100-40-400-18-00-510001-	Professional Service				
				307.10	0100-20-200-14-00-510150-	Departmental Supplies				
				107.25	0100-10-405-27-00-510001-	Software Subscription				
						Departmental Supplies				
Invoice: 69822				71608	69822		09/22/2025		103025	2,027.25
				69822						
				552.00	0100-30-300-04-00-510001-	Restaurants				
				140.06	0100-10-100-01-00-510006-	Departmental Supplies				
				66.00	0100-10-100-01-00-510802-	Food/Meals				
				875.42	0100-10-135-09-00-510116-	Community Promotion				
				49.30	0100-10-125-06-00-510006-	Employee Dev & Reten (SEDAC)				
				47.92	5103-50-500-29-00-510006-	Food/Meals				
				12.64	5103-50-500-29-00-510502-	Food/Meals				
				81.13	5002-40-400-20-00-510006-	Training - Internal				
				62.17	0100-40-400-18-00-510006-	Food/Meals				
				96.91	0100-10-100-01-00-510006-	Food/Meals				
				43.70	0100-20-200-14-00-510006-	Food/Meals				
Invoice: 69823				71609	69823		09/22/2025		103025	2,022.18
				69823						
				270.00	0100-10-140-10-00-510150-	SaaS / Software				
				20.00	0100-10-140-10-00-510150-	Software Subscription				
				20.00	0100-10-125-06-00-510150-	Software Subscription				
				144.00	0100-20-200-14-00-510106-	Software Subscription				
				39.00	0100-10-135-09-00-510106-	Subscriptions & Dues				
				29.00	0100-30-300-04-00-510150-	Subscriptions & Dues				
				20.00	0100-40-400-18-00-510155-	Software Subscription				
				20.99	0100-10-135-09-00-510501-	IT Subscription				
						Training				

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				Cash10755				
				VOUCHER	INVOICE	INV DATE	PO	WARRANT
				NET				
				DOCUMENT	INVOICE DTL	DESC		
	20.00	5103-50-500-29-00-510150-				Software Subscription		
	1,279.19	5103-50-500-29-00-510150-				Software Subscription		
	20.00	0100-40-400-18-00-510155-				IT Subscription		
	20.00	5002-40-400-20-00-510155-				IT Subscription		
	20.00	0100-10-135-09-00-510106-				Subscriptions & Dues		
	20.00	0100-10-140-10-00-510150-				Software Subscription		
	20.00	0100-10-135-09-00-510106-				Subscriptions & Dues		
	20.00	0100-10-135-09-00-510106-				Subscriptions & Dues		
	20.00	0100-40-400-18-00-510150-				Software Subscription		
	20.00	0100-40-400-18-00-510150-				Software Subscription		
				71610	69824	09/22/2025	103025	20.96
				69824				
Invoice: 69824						Shipping		
	10.48	0100-20-200-14-00-510103-				Postage & Freight		
	10.48	0100-20-200-14-00-510103-				Postage & Freight		
				71611	69825	09/22/2025	103025	1.98
				69825				
Invoice: 69825						Streaming Services		
	.99	0100-10-140-10-00-510106-				Subscriptions & Dues		
	.99	0100-40-400-18-00-510106-				Subscriptions & Dues		
				71612	69826	09/22/2025	103025	547.10
				69826				
Invoice: 69826						Supermarkets and Gro		
	360.00	0100-10-100-01-00-510802-				Community Promotion		
	17.99	0100-20-200-14-00-510115-				Recruitment		
	10.68	0100-20-200-14-00-510001-				Departmental Supplies		
	36.00	0100-20-200-14-00-510001-FENT				Departmental Supplies		
	4.61	0100-10-405-26-00-510000-				Office Supplies		
	4.60	0100-10-405-27-00-510000-				Office Supplies		
	4.61	0100-10-140-10-00-510000-				Office Supplies		
	13.58	0100-10-110-03-00-510000-				Office Supplies		
	13.57	0100-10-110-65-00-510000-				Office Supplies		
	13.57	0100-10-120-05-00-510000-				Office Supplies		
	13.58	0100-10-100-01-00-510000-				Office Supplies		
	13.57	0100-10-145-13-00-510000-				Office Supplies		
	13.58	0100-30-300-04-00-510000-				Office Supplies		
	6.79	0100-10-135-09-00-510000-				Office Supplies		
	6.80	0100-10-135-11-00-510000-				Office Supplies		
	13.57	0100-10-125-06-00-510000-				Office Supplies		
				71613	69827	09/22/2025	103025	94.00
				69827				
Invoice: 69827						Travel Misc		
	94.00	0100-40-400-18-00-510505-				Travel		
						CHECK	1812 TOTAL:	36,884.39

City of Shafter

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CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC				
				71667	1PY4-LWPY-LCLJ		10/21/2025		103025	4.90
				69880						
Invoice: 1PY4-LWPY-LCLJ						SLLC Classroom Supplies				
	4.90	0100-30-300-04-00-510016-				Classroom Supplies				
				71775	1QM6-GYJ4-4PKG		10/14/2025		103025	19.29
				69987						
Invoice: 1QM6-GYJ4-4PKG						POLICE-Wireless mouse				
	19.29	0100-20-200-14-00-510000-				Office Supplies				
				71792	1GN6-6Q4L-V1CF		10/24/2025		103025	23.99
				70003						
Invoice: 1GN6-6Q4L-V1CF						TRANSIT COFFEE CREAMER				
	23.99	5003-40-140-12-00-510001-				Departmental Supplies				
				71854	1R1J-VH4K-GVGP		10/27/2025		103025	154.44
				70063						
Invoice: 1R1J-VH4K-GVGP						SHOP - CODED READER FOR CARS				
	154.44	5101-50-400-24-00-510202-				Hardware & Tools				
				71889	14RD-PQCX-L3JK		10/28/2025		103025	31.86
				70097						
Invoice: 14RD-PQCX-L3JK						SLLC Classroom Supplies				
	31.86	0100-30-300-04-00-510016-				Classroom Supplies				
				71890	1VM7-74NN-PFNJ		10/26/2025		103025	315.49
				70098						
Invoice: 1VM7-74NN-PFNJ						SLLC Classroom Supplies				
	315.49	0100-30-300-04-00-510016-				Classroom Supplies				
				71892	13D4-G1DV-DDFM		10/23/2025		103025	75.37
				70100						
Invoice: 13D4-G1DV-DDFM						SLLC Departmental Supplies				
	75.37	0100-30-300-04-00-510001-				Departmental Supplies				
				CHECK 1024737 TOTAL:						774.60
1024738	10/30/2025	PRTD	1537	ANDY ALVIDREZ	71794	2413	10/27/2025		103025	350.00
					70005					
Invoice: 2413						Veterans Hall Security Deposit Refund				
	350.00	0100-00-000-00-00-205303-				Rental Security Deposits				
	.00	0100-00-000-00-00-205303-				Rental Security Deposits				
				CHECK 1024738 TOTAL:						350.00
1024739	10/30/2025	PRTD	1200	ANGEL VELASQUEZ	71515	NOINV10202025	10/20/2025		103025	357.00
					69671					
Invoice: NOINV10202025						Mileage Reimbursement: CALBO Training				
	357.00	0100-10-405-26-00-510501-				Training				

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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CASH ACCOUNT: 0000-00-000-00-00-100010-						Cash10755				
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET	
DOCUMENT						INVOICE DTL DESC				
						CHECK	1024739	TOTAL:	357.00	
1024740	10/30/2025	PRTD	1520 AQUA SOURCE	71384	406348	10/02/2025	104	103025	24,550.97	
Invoice: 406348				69545		Aquatic Center- Feeder Install				
				24,550.97						
				E PF00002 -50 -540	-	Capital Prj.- Buildings & Imp.				
				0100-60-400-25-52-580200-		CHECK	1024740	TOTAL:	24,550.97	
1024741	10/30/2025	PRTD	519 AQUATIC DESIGN GROUP	71672	RET-1	08/20/2025	20250392	103025	9,454.45	
Invoice: RET-1				69885		AQUATIC CENTER - DESIGN IMPROVEMENTS				
				9,454.45						
				E PF00002 -20 -200	-	Capital Prj.- Buildings & Imp.				
				0100-60-400-25-52-580200-		CHECK	1024741	TOTAL:	9,454.45	
1024742	10/30/2025	PRTD	1398 ARDURRA GROUP, INC.	71662	170137	08/12/2025		103025	2,303.50	
Invoice: 170137				69876		ENGINEERING - TRAFFIC SAFETY CONSULTING Engineering Services				
				2,303.50	0100-40-400-18-00-510401-	CHECK	1024742	TOTAL:	2,303.50	
1024743	10/30/2025	PRTD	12466 AT&T CALNET 3	71695	9391012266 OCT 25	10/23/2025		103025	31.41	
Invoice: 9391012266 OCT 25				69908		PHONE CHARGES Communications				
				31.41	5100-50-405-28-90-510701-					
				71696	9391012273 OCT 25	10/23/2025		103025	161.85	
Invoice: 9391012273 OCT 25				69909		PHONE CHARGES Communications				
				161.85	0100-20-200-14-00-510701-					
				71700	9391012265 OCT 25	10/23/2025		103025	31.93	
Invoice: 9391012265 OCT 25				69912		PHONE CHARGES Communications				
				31.93	5000-40-400-21-00-510701-					
				71701	9391012268 OCT 25	10/23/2025		103025	31.41	
Invoice: 9391012268 OCT 25				69913		PHONE CHARGES Communications				
				31.41	5000-40-400-21-00-510701-					

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC		
				71702 69914	9391012267	OCT 25	10/23/2025	103025	91.12
Invoice: 9391012267	OCT 25						PHONE CHARGES		
		91.12	0100-30-300-04-00-510701-				Communications		
				71703 69915	9391012269	OCT 25	10/23/2025	103025	.14
Invoice: 9391012269	OCT 25						PHONE CHARGES		
		.14	5100-50-405-28-90-510701-				Communications		
				71704 69916	9391012260	OCT 25	10/23/2025	103025	31.41
Invoice: 9391012260	OCT 25						PHONE CHARGES		
		31.41	0100-30-400-25-55-510701-				Communications		
				71705 69917	9391012270	OCT 25	10/23/2025	103025	33.56
Invoice: 9391012270	OCT 25						PHONE CHARGES		
		33.56	5100-50-405-28-90-510701-				Communications		
				71706 69918	9391012263	OCT 25	10/23/2025	103025	31.41
Invoice: 9391012263	OCT 25						PHONE CHARGES		
		31.41	5000-40-400-21-00-510701-				Communications		
				71707 69919	9391012262	OCT 25	10/23/2025	103025	31.41
Invoice: 9391012262	OCT 25						PHONE CHARGES		
		31.41	5000-40-400-21-00-510701-				Communications		
				71783 69995	9391012264	oct 25	10/17/2025	103025	2,842.27
Invoice: 9391012264	oct 25						Fiber voice circuit		
		1,421.14	5100-50-405-28-90-510701-				Communications		
		1,421.13	0100-20-200-14-00-510701-				Communications		
				71897 70105	000024082057		09/30/2025	103025	266.00
Invoice: 000024082057							PHONE CHARGES		
		62.82	0100-30-400-25-30-510707-				Power		
		171.56	0100-20-200-14-00-510707-				Power		
		31.62	5002-40-400-20-00-510707-				Power		
				71899 70107	000024233108		10/30/2025	103025	266.39
Invoice: 000024233108							PHONE CHARGES		
		62.82	0100-30-400-25-30-510701-				Communications		
		171.56	0100-20-200-14-00-510701-				Communications		
		32.01	5002-40-400-20-00-510701-				Communications		

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
						CHECK	1024743	TOTAL:		3,850.31
1024744	10/30/2025	PRTD	14008	BADGER METER	71517 1761121 69673	10/02/2025	113	103025		152,236.03
				Invoice: 1761121		Meter Retrofit Project -Water Meter & Box Purchas				
				152,236.03	E WA00007 -50 -540 5002-60-400-20-00-580100-	-	Capital Prj.- Infrastructure			
						CHECK	1024744	TOTAL:		152,236.03
1024745	10/30/2025	PRTD	102	BOWMAN ASPHALT	71398 App #3 69556	10/14/2025	121	103025		11,295.37
				Invoice: App #3		2025 Santa Fe Way Paving Project				
				11,295.37	E ST00035 -50 -525 0200-60-400-19-02-580100-	-0200-HUD	Capital Prj.- Infrastructure			
					71476 23728 69633	08/25/2025	121	103025		7,990.11
				Invoice: 23728		2025 Santa Fe Way Paving Project				
				7,990.11	E ST00035 -50 -525 0200-60-400-19-02-580100-	-0200-HUD	Capital Prj.- Infrastructure			
						CHECK	1024745	TOTAL:		19,285.48
1024746	10/30/2025	PRTD	427	BRAXBRO, INC.	71506 1671 69663	10/14/2025	20250329	103025		840.00
				Invoice: 1671		WATER/SCADA - WELL #11 & #17 - PROGRAMMING				
				840.00	E WA00005 -50 -525 5002-60-400-20-00-580100-	-	Capital Prj.- Infrastructure			
					71797 1675 70009	10/21/2025		103025		1,260.00
				Invoice: 1675		WATER - TANK #4 - PLC PROGRAM/TROUBLESHOOT				
				1,260.00	E WA00005 -50 -525 5002-60-400-20-00-580100-	-	Capital Prj.- Infrastructure			
						CHECK	1024746	TOTAL:		2,100.00
1024747	10/30/2025	PRTD	5180	BSK ASSOCIATES	71474 BI03164 69631	10/17/2025		103025		88.00
				Invoice: BI03164		WATER - ANALYTICAL SERVICES - B-COLI SAMPLE WATER Water Testing/Samples				
				88.00	5002-40-400-20-00-510905-					

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				71881 70089	BI00820		10/29/2025		103025	55.00
Invoice: BI00820			55.00	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71882 70090	BI00822		10/29/2025		103025	49.38
Invoice: BI00822			49.38	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71883 70091	BI00898		10/29/2025		103025	92.00
Invoice: BI00898			92.00	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71884 70092	BI01055		10/29/2025		103025	1,062.00
Invoice: BI01055			1,062.00	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71885 70093	BI01846		08/05/2025		103025	257.50
Invoice: BI01846			257.50	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71886 70094	BI02582		09/19/2025		103025	170.00
Invoice: BI02582			170.00	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
				71887 70095	BI02394		09/05/2025		103025	33.63
Invoice: BI02394			33.63	5002-40-400-20-00-510905-		WATER - ANALYTICAL SERVICES - SAMPLES	Water Testing/Samples			
CHECK 1024747 TOTAL:										1,807.51
1024748	10/30/2025	PRTD	384	BURTC CONSTRUCTION	71869 70077		10/28/2025		103025	593.16
Invoice: 70077			593.16	5002-00-000-00-00-205300-		UB 115530 720 Commerce DEPOSIT REFUND	Customer Deposits			
CHECK 1024748 TOTAL:										593.16
1024749	10/30/2025	PRTD	111	CALBO	71457 69614	18781	06/12/2025		103025	105.00
Invoice: 18781			105.00	0100-10-405-26-00-510501-		WEBINAR - BLDG INSPECTOR 6.15.25	Training			
				71458	20726		10/15/2025		103025	545.00

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
Invoice: 20726				69615						
	545.00	0100-10-405-26-00-510501-					VIRTUAL EDUCATION WEEK - BLDG INSPECTOR Training			
				71459	19810		08/28/2025		103025	3,220.00
Invoice: 19810				69616						
	3,220.00	0100-10-405-26-00-510501-					CALBO EDUCATION WEEK 2025 (IN-PERSON) Training			
				71461	20729		10/16/2025		103025	805.00
Invoice: 20729				69618						
	805.00	0100-10-405-26-00-510501-					CALBO EDUCATION WEEK 2025 - BLDG INSPECTOR Training			
							CHECK	1024749	TOTAL:	4,675.00
1024750	10/30/2025	PRTD	660 CALTRANS	71388	26001701		09/23/2025		103025	6,728.07
Invoice: 26001701				69547						
	6,728.07						SHAFTER SANTA FE WAY/LOS ANGELES AVE			
			E ST00029 -20 -200				Capital Prj.- Infrastructure			
			0200-60-400-19-02-580100-							
				71799	SL260153		10/20/2025		103025	3,025.28
Invoice: SL260153				70010						
	3,025.28	0100-40-400-19-02-510117-					STREETS - SIGNALS & LIGHTING - JULY 2025 - SEPT 20 Traffic Sig. Operation & Maint			
				71800	26002108		10/17/2025		103025	3,794.78
Invoice: 26002108				70011						
	3,794.78						ROUNDAABOUT SANATA FE WAY/LOS ANGELES - PHASE #1			
			E ST00029 -20 -200				Capital Prj.- Infrastructure			
			0200-60-400-19-02-580100-							
							CHECK	1024750	TOTAL:	13,548.13
1024751	10/30/2025	PRTD	640 J.L. PLANK, INCORPOR	71863	25-060		08/29/2025	101	103025	11,007.29
Invoice: 25-060				70072						
	11,007.29						SHAFTER AVENUE PEDESTRIAN IMPROVEMENT PROJECT			
			E ST00044 -50 -525				Capital Prj.- Infrastructure			
			0204-60-400-19-02-580100-							
							CHECK	1024751	TOTAL:	11,007.29
1024752	10/30/2025	PRTD	424 CHARTER COMMUNICATIO	71776	251061801101425		10/14/2025		103025	270.00
Invoice: 251061801101425				69988						
							POLICE-Backup internet			

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC		
				270.00	0100-20-200-14-13-510701-			Communications	
				71777 69989	167729101101425	10/14/2025		103025	723.02
Invoice: 167729101101425				361.51	0100-20-200-14-00-510701-			POLICE-Backup internet Communications	
				361.51	0100-20-200-14-00-510701-			Communications	
						CHECK	1024752	TOTAL:	993.02
1024753	10/30/2025	PRTD	118	CHESTER AVENUE BRAKE	71507 69664	01P83337	10/15/2025	103025	64.52
Invoice: 01P83337				64.52	0100-40-400-19-02-510300-			STREETS #22 - LOW AIR SGL Vehicle Operations	
						CHECK	1024753	TOTAL:	64.52
1024754	10/30/2025	PRTD	6980	CIVIC PLUS	71579 69794	339744	08/23/2025	103025	11,833.29
Invoice: 339744				7,099.97	0100-30-400-25-00-510150-			Annual renewal for CivicRec Software Subscription	
				4,733.32	0100-30-300-75-51-510150-			Software Subscription	
						CHECK	1024754	TOTAL:	11,833.29
1024755	10/30/2025	PRTD	1518	CLARISA OLAGUEZ	71622 69837	NOINV10212025	10/21/2025	103025	284.20
Invoice: NOINV10212025				284.20	0100-10-145-13-00-510505-			Mileage Reimbursement - Planning Conference Travel	
						CHECK	1024755	TOTAL:	284.20
1024756	10/30/2025	PRTD	14335	CORE & MAIN LP	71479 69636	X803446	10/08/2025	112 103025	4,566.71
Invoice: X803446				4,566.71				Meter Retrofit Project - Box Purchase	
					E WA00007 -50 -540 -			Capital Prj.- Infrastructure	
					5002-60-400-20-00-580100-				
					71803 70014	X893810	10/14/2025	103025	749.68
Invoice: X893810				749.68	5002-40-400-20-00-510200-			WATER - UTILITY BOX/READING PROBE Repairs & Maintenance	
						CHECK	1024756	TOTAL:	5,316.39

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL		DESC	
1024757	10/30/2025	PRTD	10992	CREATIVE CONCEPTS	71770 64170 69982	10/09/2025		103025	117.02
Invoice: 64170				117.02	0100-20-200-14-00-510001-	POLICE-Business cards #292 Departmental Supplies			
						CHECK	1024757	TOTAL:	117.02
1024758	10/30/2025	PRTD	190	DANIELS TIRE SERVICE	71759 240201103 69972	10/10/2025		103025	137.94
Invoice: 240201103				137.94	0100-20-200-14-00-510300-	POLICE-Spare tire Vehicle Operations			
					71760 240201099 69973	10/10/2025		103025	530.29
Invoice: 240201099				530.29	0100-20-200-14-00-510300-	POLICE-Unit #162 Four new tires Vehicle Operations			
						CHECK	1024758	TOTAL:	668.23
1024759	10/30/2025	PRTD	10809	DAVID STEVENS WELDIN	71516 4447 69672	10/13/2025		103025	2,500.00
Invoice: 4447				2,500.00	5002-40-400-20-00-510204-	WATER - INSTALL SAFETY CAGE AT TANK Equipment Repair			
						CHECK	1024759	TOTAL:	2,500.00
1024760	10/30/2025	PRTD	206	DEE JASPAR & ASSOCIA	71480 25-00952 69637	09/30/2025	11	103025	4,113.05
Invoice: 25-00952				4,113.05		Design for the Santa Fe Way Roundabout Project			
					E ST00029 -20 -200 0305-60-400-19-02-580100-	-0305 Capital Prj.- Infrastructure			
						CHECK	1024760	TOTAL:	4,113.05
1024761	10/30/2025	PRTD	1491	DERRICK D ENTERPRISE	71872 PK00008-2 70080	10/06/2025	125	103025	554,370.13
Invoice: PK00008-2				220,973.41		North Shafter Community Park Project			
					E PK00008 -50 -525 0100-60-400-25-40-580200-	-0100 Capital Prj.- Buildings & Imp.			
				333,396.72		-0308 Capital Prj.- Buildings & Imp.			
					E PK00008 -50 -525 0308-60-400-25-40-580200-				

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
						CHECK	1024761	TOTAL:	554,370.13	
1024762	10/30/2025	PRTD	12624	ERIC DIAZ	71787	Per diem 10/3/25	10/03/2025	103025		363.50
					69999					
				Invoice: Per diem 10/3/25		POLICE-Per diem for Background Investigations Travel				
				363.50	0100-20-200-14-00-510505-					
						CHECK	1024762	TOTAL:	363.50	
1024763	10/30/2025	PRTD	1549	EXHIBIT ENVOY INC	71436	1693	10/01/2025	103025		562.50
					69593					
				Invoice: 1693		SLLC Gadgets Galore Community Promotions				
				562.50	0100-30-300-04-00-510804-					
						CHECK	1024763	TOTAL:	562.50	
1024764	10/30/2025	PRTD	1551	FABIAN JIMENEZ	71733	251003	10/23/2025	103025		57.00
					69946					
				Invoice: 251003		LIVESCAN REFUND 251003 Livescan Deposits				
				57.00	0100-00-000-00-00-205304-					
						CHECK	1024764	TOTAL:	57.00	
1024765	10/30/2025	PRTD	14044	FASTENAL COMPANY	71806	CABAE33210	10/24/2025	20250036	103025	302.54
					70017					
				Invoice: CABAE33210		ALL PW'S - VENDING MACHINE SUPPLIES				
				60.50	0100-40-400-19-02-510001-	Departmental Supplies				
				60.51	0100-30-400-25-00-510001-	Departmental Supplies				
				60.51	5000-40-400-21-00-510001-	Departmental Supplies				
				60.51	5002-40-400-20-00-510001-	Departmental Supplies				
				60.51	5101-50-400-24-00-510001-	Departmental Supplies				
						71819	CABAE33122	10/23/2025	20250036	358.52
					70029					
				Invoice: CABAE33122		ALL PW'S - VENDING MACHINE SUPPLIES				
				71.72	0100-40-400-19-02-510001-	Departmental Supplies				
				71.70	0100-30-400-25-00-510001-	Departmental Supplies				
				71.70	5000-40-400-21-00-510001-	Departmental Supplies				
				71.70	5002-40-400-20-00-510001-	Departmental Supplies				
				71.70	5101-50-400-24-00-510001-	Departmental Supplies				
						CHECK	1024765	TOTAL:	661.06	
1024766	10/30/2025	PRTD	159	FEDEX	71456	9-704-26073	10/07/2025	103025		5.08
					69613					
				Invoice: 9-704-26073		SHIPMENT FEES - BLDG Postage & Freight				
				5.08	0100-10-405-26-00-510103-					

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE	DTL	DESC		
						CHECK	1024766	TOTAL:	5.08	
1024767	10/30/2025	PRTD	5903	FERGUSON ENTERPRISES	71820 0045350	10/14/2025	103025		186.04	
				70030						
				Invoice: 0045350						
				186.04	5002-40-400-20-00-510202-	WATER - BLND FLG/RNG GSKT/NUT/BLT SET				
						Hardware & Tools				
						10/13/2025	103025		2,737.97	
				71821 0045492						
				70031						
				Invoice: 0045492						
				2,737.97	5002-40-400-20-00-510202-	WATER - REDI-CLAMP/ADPT NO LEAD/BRS BLT/HEX NUT				
						Hardware & Tools				
						CHECK	1024767	TOTAL:	2,924.01	
1024768	10/30/2025	PRTD	12171	FGL ENVIRONMENTAL	71481 546061A	09/08/2025	103025		125.00	
				69638						
				Invoice: 546061A						
				125.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						09/04/2025	103025		125.00	
				71482 546063A						
				69639						
				Invoice: 546063A						
				125.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						09/02/2025	103025		163.00	
				71483 546062A						
				69640						
				Invoice: 546062A						
				163.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						10/15/2025	103025		355.00	
				71484 547175A						
				69641						
				Invoice: 547175A						
				355.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						10/20/2025	103025		1,065.00	
				71698 546974A						
				69926						
				Invoice: 546974A						
				1,065.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						10/17/2025	103025		125.00	
				71714 547173A						
				69927						
				Invoice: 547173A						
				125.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				
						10/17/2025	103025		65.00	
				71715 547174A						
				69928						
				Invoice: 547174A						
				65.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM				
						Water Testing/Samples				

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				71716 69929	547176A		10/20/2025		103025	573.00
Invoice: 547176A										
		573.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				71717 69930	547179A		10/17/2025		103025	185.00
Invoice: 547179A										
		185.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				71718 69931	547180A		10/17/2025		103025	125.00
Invoice: 547180A										
		125.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				71719 69932	547181A		10/17/2025		103025	125.00
Invoice: 547181A										
		125.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				71720 69933	547182A		10/17/2025		103025	125.00
Invoice: 547182A										
		125.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				71818 70028	547183A		10/22/2025		103025	155.00
Invoice: 547183A										
		155.00	5002-40-400-20-00-510905-			BACTERIOLOGICAL TESTING FOR WATER SYSTEM	Water Testing/Samples			
				CHECK 1024768 TOTAL:						3,311.00
1024769	10/30/2025	PRTD	1089 FLOCK GROUP, INC.	71737 69950	INV-74178		09/12/2025		103025	350.00
Invoice: INV-74178										
		350.00	0100-20-200-14-00-510001-			POLICE-Trip fee	Departmental Supplies			
				CHECK 1024769 TOTAL:						350.00
1024770	10/30/2025	PRTD	32 GRAINGER	71859 70068	9659753447		09/30/2025		103025	120.14
Invoice: 9659753447										
		120.14	5003-40-140-12-00-510001-			TRANSIT PAPER TOWEL DISPENSER	Departmental Supplies			
				CHECK 1024770 TOTAL:						120.14
1024771	10/30/2025	PRTD	779 GRISELDA HERNANDEZ	71790 70001	Per diem 10/3/25		10/03/2025		103025	277.50
Invoice: Per diem 10/3/25										
				POLICE-Per diem for MMASC Conference						

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE	DTL	DESC		
				277.50	0100-20-200-14-00-510505-			Travel		
							CHECK	1024771	TOTAL:	277.50
1024772	10/30/2025	PRTD	1444 HILLCREST SHEET META	71503	960029376		10/06/2025		103025	486.00
			Invoice: 960029376	69660						
				486.00	5100-50-405-28-15-510205-			ANIMAL CONTROL - REPAIR TO THERMOSTAT IN REP AREA		
								Building Repair & Maintenance		
							CHECK	1024772	TOTAL:	486.00
1024773	10/30/2025	PRTD	2 HITCHCOCK'S AUTO PAR	71497	429275		10/14/2025		103025	12.64
			Invoice: 429275	69657						
				12.64	5101-50-400-24-00-510200-			SHOP - COUPLER B T FE MILTN		
								Repairs & Maintenance		
							10/17/2025		103025	10.71
			Invoice: 429436	71501	429436					
				69658						
				10.71	5101-50-400-24-00-510001-			SHOP - AAA ALKALINE 4P		
								Departmental Supplies		
							10/15/2025		103025	111.56
			Invoice: 429332	71502	429332					
				69659						
				111.56	5100-50-405-28-00-510202-			FACILITIES MAINTENANCE - PLYERS		
								Hardware & Tools		
							10/22/2025		103025	394.97
			Invoice: 429734	71728	429734					
				69941						
				394.97	0100-40-400-19-02-510204-			STREETS - SWEEPER - BATTERY		
								Equipment Repair		
							10/10/2025		103025	53.72
			Invoice: 429027	71763	429027					
				69976						
				53.72	0100-20-200-14-00-510300-			POLICE-Unit #201 oil and filter		
								Vehicle Operations		
							CHECK	1024773	TOTAL:	583.60
1024774	10/30/2025	PRTD	13927 IBM CORPORATION	71856	4712976		09/28/2025		103025	110.00
			Invoice: 4712976	70065						
				110.00	5103-50-500-29-00-510150-			IBM MaaS360 Mobile Device Management Solutions		
								Software Subscription		
							CHECK	1024774	TOTAL:	110.00
1024775	10/30/2025	PRTD	11353 INTERNATIONAL CODE C	71512	1002158256		10/14/2025		103025	64.35
			Invoice: 1002158256	69668						
								CODE BOOKS - BLDG		

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				64.35	0100-10-405-26-00-510001-		Departmental Supplies			
						CHECK	1024775	TOTAL:		64.35
1024776	10/30/2025	PRTD	546	IRC TECHNOLOGIES, IN	71727 0086927-IN		08/21/2025	20250353	103025	3,800.00
		Invoice: 0086927-IN			69940		PD Roof- Plan & Specs			
			3,800.00	5100-50-405-28-14-510205-			Building Repair & Maintenance			
						CHECK	1024776	TOTAL:		3,800.00
1024777	10/30/2025	PRTD	633	JEFF LEWIS	71394 212		09/03/2025	130	103025	15,750.00
		Invoice: 212			69552		FFALM Construction Management Services from GTG			
			15,750.00							
				E IT00003.1 -10	-215					
				5004-40-500-30-01-510400-		-5004	Professional Services			
					71395 214		10/08/2025	130	103025	15,750.00
		Invoice: 214			69553		FFALM Construction Management Services from GTG			
			15,750.00							
				E IT00003.1 -10	-215					
				5004-40-500-30-01-510400-		-5004	Professional Services			
						CHECK	1024777	TOTAL:		31,500.00
1024778	10/30/2025	PRTD	4909	JEFFRIES BROS INC	71433 180021CT		09/30/2025		103025	239.48
		Invoice: 180021CT			69590		DIAL A RIDE FUEL CHARGES SEPTEMBER 2025			
			239.48	5003-40-140-12-00-510302-			Vehicle Operations - Fuel			
						CHECK	1024778	TOTAL:		239.48
1024779	10/30/2025	PRTD	1366	JEFFRIES BROS., INC	71736 179775		09/24/2025		103025	120.05
		Invoice: 179775			69949		POLICE-Unit #237 Oil service			
			120.05	0100-20-200-14-00-510300-			Vehicle Operations			
					71758 180239		10/01/2025		103025	129.64
		Invoice: 180239			69971		POLICE-Unit #250 Oil service			
			129.64	0100-20-200-14-00-510300-			Vehicle Operations			
						CHECK	1024779	TOTAL:		249.69

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC			
1024780	10/30/2025	PRTD	12272	JOHNSON CONTROLS SEC	71774 41807427 69986	10/11/2025		103025	371.21
Invoice: 41807427				371.21	0100-20-200-14-00-510100-	POLICE-Quarterly billing Nov 25-Jan 26 Service Agreements			
						CHECK	1024780	TOTAL:	371.21
1024781	10/30/2025	PRTD	1453	JTS MODULAR, INC.	71873 APPLICATION #4 70081	08/31/2025	20250383	103025	178,125.00
Invoice: APPLICATION #4				178,125.00		Shafter Aquatic Center Modular Building			
				E PF00004 -50 -525 -0100	0100-60-400-25-52-580200-	Capital Prj.- Buildings & Imp.			
						CHECK	1024781	TOTAL:	178,125.00
1024782	10/30/2025	PRTD	231	KERN ASPHALT PAVING	71510 2053081-821 69667	10/09/2025	105	103025	17,645.00
Invoice: 2053081-821				17,645.00	5002-40-400-20-00-510200-	WATER - ASPHALT REPAIRS Repairs & Maintenance			
						CHECK	1024782	TOTAL:	17,645.00
1024783	10/30/2025	PRTD	1021	KERN COUNTY CLERKS O	71893 NOINV10/29/2025 70101	10/29/2025		103025	50.00
Invoice: NOINV10/29/2025				50.00	0100-40-400-19-02-510400-	NOE FILING FEE- DESIGN/RECON LERDO HWY PROJECT Professional Services			
						CHECK	1024783	TOTAL:	50.00
1024784	10/30/2025	PRTD	607	KERN COUNTY HOSPITAL	71791 8000001091 70002	10/05/2025		103025	345.10
Invoice: 8000001091				345.10	0100-20-200-14-00-510400-	POLICE-venipuncture Collection Professional Services			
						CHECK	1024784	TOTAL:	345.10
1024785	10/30/2025	PRTD	228	KRAZAN & ASSOCIATES	71862 B631972-507 70071	10/22/2025	117	103025	6,620.50
Invoice: B631972-507				6,620.50		Aquatic Center- Site Improv. Materials Testing			
				E PF00004 -50 -515 -0100	0100-60-400-25-52-580100-	Capital Prj.- Infrastructure			

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE	DTL	DESC		
						CHECK	1024785	TOTAL:	6,620.50	
1024786	10/30/2025	PRTD	1393 KENNY WILLIAMS	71779	25-004	10/17/2025		103025		2,967.26
Invoice: 25-004				69991		POLICE-PE 25-002		Professional Services		
				2,967.26	0100-20-200-14-00-510400-					
				71780	25-005	10/17/2025		103025		3,010.65
Invoice: 25-005				69992		POLICE-PE 25-003		Professional Services		
				3,010.65	0100-20-200-14-00-510400-					
						CHECK	1024786	TOTAL:	5,977.91	
1024787	10/30/2025	PRTD	128 LIEBERT CASSIDY WHIT	71670	306330	09/30/2025		103025		970.00
Invoice: 306330				69883		Prof. Svcs though 9/30/25: General Matters		Legal Services - Personnel		
				970.00	0100-10-130-08-00-510421-					
				71671	306331	09/30/2025		103025		910.00
Invoice: 306331				69884		Prof. Svcs through 9/30/25: Title VI Plan		Legal Services - Personnel		
				910.00	0100-10-130-08-00-510421-					
						CHECK	1024787	TOTAL:	1,880.00	
1024788	10/30/2025	PRTD	1299 NEUTERING NOMAD INC.	71855	100425 Clinic	10/04/2025		103025		2,390.00
Invoice: 100425 Clinic				70064		vaccination/Microchip Clinic 10/04/2025		Collection & Holding		
				2,390.00	0100-00-000-00-00-205318-					
						CHECK	1024788	TOTAL:	2,390.00	
1024789	10/30/2025	PRTD	9992 O'REILLY AUTOMOTIVE	71580	2947-427959	10/09/2025		103025		18.00
Invoice: 2947-427959				69795		SHOP - GAL PURPL POWR/WIRE WHEEL		Vehicle Operations		
				18.00	5101-50-400-24-00-510300-					
				71581	2947-428023	10/10/2025		103025		83.73
Invoice: 2947-428023				69796		WATER #324 - OIL FILTER/5QT MOTOR OIL/AIR FILTER		Vehicle Operations		
				83.73	5002-40-400-20-00-510300-					
				71582	2947-428613	10/13/2025		103025		60.04
Invoice: 2947-428613				69797		SHOP - 5QT MOTOR OIL		Vehicle Operations		
				60.04	5101-50-400-24-00-510300-					

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC		
				71583 69798	2947-428755	10/14/2025		103025	33.71
Invoice: 2947-428755	33.71	5002-40-400-20-00-510300-					WATER #6 - OIL FILTER/5QT MOTOR OIL Vehicle Operations		
				71584 69799	2947-428764	10/14/2025		103025	63.56
Invoice: 2947-428764	63.56	5002-40-400-20-00-510300-					WATER #323 - OIL FILTER/5QT MOTOR OIL Vehicle Operations		
				71585 69800	2947-428765	10/14/2025		103025	49.32
Invoice: 2947-428765	49.32	5101-50-400-24-00-510202-					SHOP - TRIBORE 17PC Hardware & Tools		
				71586 69801	2947-428966	10/15/2025		103025	82.58
Invoice: 2947-428966	82.58	0100-40-400-19-02-510300-					STREETS #214 - OIL FILTER/5QT MOTOR OIL/AIR FILTER Vehicle Operations		
				71598 69828	2947-429017	10/15/2025		103025	18.28
Invoice: 2947-429017	18.28	5101-50-400-24-00-510300-					SHOP - GL-WIPER FLD Vehicle Operations		
				71614 69829	2947-429155	10/16/2025		103025	14.99
Invoice: 2947-429155	14.99	5101-50-400-24-00-510202-					SHOP - EXTENSION Hardware & Tools		
				71617 69832	2947-429157	10/16/2025		103025	52.52
Invoice: 2947-429157	52.52	5101-50-400-24-00-510202-					SHOP - IMPACT SOCKT/PRY TOOL Hardware & Tools		
				71618 69833	2947-429234	10/17/2025		103025	58.94
Invoice: 2947-429234	58.94	5101-50-400-24-00-510300-					SHOP - AMP MINI/FUSE PICK/PRIMARY WIRE Vehicle Operations		
				71621 69836	2947-429301	10/17/2025		103025	32.16
Invoice: 2947-429301	32.16	0100-40-400-19-02-510001-					STREETS - DRY TOWEL Departmental Supplies		
				71765 69978	2947-429140	10/16/2025		103025	8.03
Invoice: 2947-429140	8.03	0100-20-200-14-00-510300-					POLICE-wipes Vehicle Operations		
				71766 69979	2947-429718	10/20/2025		103025	68.34

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CASH ACCOUNT: 0000-00-000-00-00-100010-
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CASH ACCOUNT: 0000-00-000-00-00-100010-				Cash10755						
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
DOCUMENT						INVOICE DTL DESC				
Invoice: 2947-429718				68.34	0100-20-200-14-00-510300-	POLICE-wiper fluid and soap Vehicle Operations				
					71827	2947-429872	10/21/2025		103025	16.08
					70037					
Invoice: 2947-429872				16.08	0100-40-400-19-02-510204-	STREETS - LOADER - ELECTR CLNR Equipment Repair				
					71860	2947-429232	10/17/2025		103025	15.43
					70069					
Invoice: 2947-429232				15.43	5003-40-140-12-00-510300-	TRANSIT WIPER BLADE T-16 Vehicle Operations				
				CHECK 1024789 TOTAL:						675.71
1024790	10/30/2025	PRTD	21	OFFICE DEPOT BUSINES	71729	443915540001	10/13/2025		103025	167.18
					69942					
Invoice: 443915540001				167.18	0100-40-400-18-00-510000-	ENGINEERING - OFFICE SUPPLIES/PAPER/ENVELOPES Office Supplies				
					71738	442427085001	09/30/2025		103025	54.49
					69951					
Invoice: 442427085001				54.49	0100-20-200-14-00-510000-	POLICE-Office supplies Office Supplies				
				CHECK 1024790 TOTAL:						221.67
1024791	10/30/2025	PRTD	4	PACIFIC GAS & ELECTR	71684	9935199881-2 OCT 25	10/23/2025		103025	89.29
					69897					
Invoice: 9935199881-2 OCT 25				89.29	0100-40-400-19-04-510707-	ELECTRICAL CHARGES Power				
					71686	4050510296-8 OCT 25	10/23/2025		103025	24.64
					69898					
Invoice: 4050510296-8 OCT 25				24.64	5002-40-400-20-00-510707-	ELECTRICAL CHARGES Power				
					71687	4467176936-0 OCT 25	10/23/2025		103025	297.73
					69900					
Invoice: 4467176936-0 OCT 25				297.73	0811-40-400-19-04-510707-	ELECTRICAL CHARGES Power				
					71688	0429781083-2 OCT 25	10/23/2025		103025	294.59
					69901					
Invoice: 0429781083-2 OCT 25				294.59	5004-40-500-30-01-510707-	ELECTRICAL CHARGES Power				
					71689	2467227128-5 OCT 25	10/23/2025		103025	61.63
					69902					
Invoice: 2467227128-5 OCT 25				ELECTRICAL CHARGES						

City of Shafter

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CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC		
	61.63	0100-40-400-19-04-510707-					Power		
				71690 69903	5731810588-9	OCT 25 10/23/2025		103025	3,276.29
Invoice: 5731810588-9	OCT 25						ELECTRICAL CHARGES		
	3,276.29	0100-30-400-25-52-510707-					Power		
				71691 69904	2533157342-5	OCT 25 10/23/2025		103025	35.78
Invoice: 2533157342-5	OCT 25						ELECTRICAL CHARGES		
	35.78	0100-30-400-25-36-510707-					Power		
				71692 69905	3350042950-2	OCT 25 10/23/2025		103025	53.36
Invoice: 3350042950-2	OCT 25						ELECTRICAL CHARGES		
	53.36	0814-40-400-19-04-510707-					Power		
				71693 69906	9331257574-4	OCT 25 10/23/2025		103025	29,192.54
Invoice: 9331257574-4	OCT 25						ELECTRICAL CHARGES		
	29,192.54	5002-40-400-20-00-510707-					Power		
				71694 69907	5997224598-5	OCT 25 10/23/2025		103025	53.59
Invoice: 5997224598-5	OCT 25						ELECTRICAL CHARGES		
	53.59	0812-40-400-19-04-510707-					Power		
				71744 69957	2201390425-9	OCT 25 10/24/2025		103025	1,303.36
Invoice: 2201390425-9	OCT 25						ELECTRICAL CHARGES		
	1,303.36	5000-40-400-21-00-510707-					Power		
								CHECK 1024791 TOTAL:	34,682.80
1024792	10/30/2025	PRTD 11867	PACIFIC TIRE	71466 69623	47809	10/15/2025		103025	925.81
Invoice: 47809							STREETS #214 - 4 NEW TIRES		
	925.81	0100-40-400-19-02-510300-					Vehicle Operations		
				71467 69624	46266	10/03/2025		103025	27.14
Invoice: 46266							WATER #324 - REPAIR FALT		
	27.14	5002-40-400-20-00-510300-					Vehicle Operations		
				71623 69838	45238	10/01/2025		103025	83.98
Invoice: 45238							STREETS #119 - NEW TIRES		
	83.98	0100-40-400-19-02-510300-					Vehicle Operations		
				71624 69839	47836	10/17/2025		103025	925.81

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

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CASH ACCOUNT: 0000-00-000-00-00-100010-						Cash10755				
CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET	
DOCUMENT						INVOICE DTL DESC				
Invoice: 47836				925.81	0100-30-400-25-00-510300-	PARKS #416 - 4 NEW TIRES Vehicle Operations				
				71739	47791	10/09/2025	103025		25.00	
				69952						
Invoice: 47791				25.00	0100-20-200-14-00-510300-	POLICE-Unit #234 Tire rotation Vehicle Operations				
				71740	47794	10/09/2025	103025		50.00	
				69953						
Invoice: 47794				50.00	0100-20-200-14-00-510300-	POLICE-Unit #201 dismount and mount, wheel balance Vehicle Operations				
				71741	47272	10/10/2025	103025		25.00	
				69954						
Invoice: 47272				25.00	0100-20-200-14-00-510300-	Unit #242 Dismount mount and balance Vehicle Operations				
				71829	46785	10/21/2025	103025		62.14	
				70039						
Invoice: 46785				62.14	0100-40-400-19-02-510300-	STREETS #318 - REPAIR FLAT Vehicle Operations				
									CHECK 1024792 TOTAL:	2,124.88
1024793	10/30/2025	PRTD	1403 PARSONS TRANSPORTATI	71866	2509B745	09/10/2025	103025		51,338.75	
				70074						
Invoice: 2509B745				51,338.75		7TH STANDARD ROUNDABOUT APP#9				
				E ST00042	-20	-200	-0305			
				0305-60-400-19-02-580100-						Capital Prj.- Infrastructure
									CHECK 1024793 TOTAL:	51,338.75
1024794	10/30/2025	PRTD	6562 PEOPLEFACTS LLC	71405	2025090205	10/01/2025	103025		85.59	
				69563						
Invoice: 2025090205				42.79	0100-20-200-14-00-510115-	Credit Reports: PD, AC, & Monitoring Fee				
				42.80	0100-20-200-15-00-510115-	Recruitment Recruitment				
									CHECK 1024794 TOTAL:	85.59
1024795	10/30/2025	PRTD	1546 PHILLIP NICHOLS	71620	NOINV10212025	10/21/2025	103025		357.00	
				69835						
Invoice: NOINV10212025				357.00	0100-10-405-26-00-510505-	Mileage Reimbursement - CALBO Travel				

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC		
						CHECK	1024795	TOTAL:	357.00
1024796	10/30/2025	PRTD	132 PHOENIX CARS LLC	71793 70004	PS-INV106517	10/23/2025		103025	1,863.56
Invoice: PS-INV106517				1,863.56	5003-40-140-12-00-510300-	TRANSIT TE-21 OIL PUMP	Vehicle Operations		
						CHECK	1024796	TOTAL:	1,863.56
1024797	10/30/2025	PRTD	375 PLAYCORE GROUP, INC	71119 69283	PJI-0083934	09/23/2025	52	103025	10,421.66
Invoice: PJI-0083934				10,421.66	0100-30-400-25-33-510204-	VETERAN'S PARK - EQUIPMENT REPAIR	Equipment Repair		
						CHECK	1024797	TOTAL:	10,421.66
1024798	10/30/2025	PRTD	7815 PROFORCE LAW ENFORCE	71778 69990	586250	10/15/2025	38	103025	4,888.89
Invoice: 586250				4,888.89	0100-20-200-14-00-510001-	POLICE-3-SBA HW68 L-IIIA A7 MALE PANEL VESTS	Departmental Supplies		
						CHECK	1024798	TOTAL:	4,888.89
1024799	10/30/2025	PRTD	419 PROVOST & PRITCHARD	71730 69943	124371	10/13/2025	20250385	103025	4,836.30
Invoice: 124371				4,836.30		Traffic Intersection Analyses- Cherry Ave.			
					E ST00029 -20 -200 -	Capital Prj.- Infrastructure			
						CHECK	1024799	TOTAL:	4,836.30
1024800	10/30/2025	PRTD	217 PUBLIC WORKS - COUNT	71508 69665	NOINV - 10.08.2025	10/08/2025		103025	16.81
Invoice: NOINV - 10.08.2025				16.81	5001-40-400-22-00-510114-	LANDFILLS CHARGES - SEPTEMBER 2025	Contract Services		
						CHECK	1024800	TOTAL:	16.81
1024801	10/30/2025	PRTD	1622 QUILL CORPORATION	71410 69568	45968437	09/29/2025		103025	179.07
Invoice: 45968437				179.07	0100-10-140-10-00-510000-	office supplies	office Supplies		
				71411 69569	46045508	10/03/2025		103025	521.66

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				VOUCHER	INVOICE	Cash10755 INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC			
Invoice: 46045508				521.66	0100-10-140-10-00-510000-	office supplies			
						Office Supplies			
						CHECK	1024801	TOTAL:	700.73
1024802	10/30/2025	PRTD	1506 RAM EXCAVATION INC	71731 69944	0000039-25	10/03/2025	137	103025	12,462.00
Invoice: 0000039-25				12,462.00	5003-40-140-12-00-510200-	Transit Trailer - Concrete Slab Repairs & Maintenance			
						CHECK	1024802	TOTAL:	12,462.00
1024803	10/30/2025	PRTD	991 RAVI PUDIPEDDI	71678 69891	NOINV10/22/25	10/23/2025		103025	25.00
Invoice: NOINV10/22/25				25.00	0100-40-400-18-00-510501-	Reimbursement ASCE Luncheon Training			
						10/18/2025		103025	68.00
Invoice: NOINV10/18/2025				68.00	0100-40-400-18-00-510501-	Reimbursement Roadway Lighting Design Guide Training			
						CHECK	1024803	TOTAL:	93.00
1024804	10/30/2025	PRTD	8241 RLH FIRE PROTECTION	71732 69945	033290	08/17/2025	17	103025	5,265.00
Invoice: 033290				5,265.00	E PF00004 -20 -200 0100-60-400-25-52-580200-	Aquatic Center Fire Alarm Design			
								Capital Prj.- Buildings & Imp.	
						10/08/2025		103025	341.00
Invoice: 10019626				341.00	5100-50-405-28-14-510205-	POLICE-Annual Wet Fire Sprinkler System Inspection Building Repair & Maintenance			
						CHECK	1024804	TOTAL:	5,606.00
1024805	10/30/2025	PRTD	1355 ROBERT V JENSEN, INC	71625 69840	CL19464	10/16/2025		103025	362.07
Invoice: CL19464				120.30	5101-50-400-24-00-510001-	WATER/SHOP - FUEL			
				241.77	5002-40-400-20-00-510001-	Departmental Supplies			
						CHECK	1024805	TOTAL:	362.07

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC			
1024806	10/30/2025	PRTD	264 RICHARD SALAZAR JR	71734 69947	2025-706		10/21/2025		103025	531.00
Invoice: 2025-706				531.00	0100-30-400-25-51-510200-	DOWNTOWN - REPLAICE ELECTRICAL BOXES/GFCI Repairs & Maintenance				
				71879 70087	973418		10/06/2025	114	103025	12,100.00
Invoice: 973418				12,100.00		Installation of Electrical Equipment at Vets Park				
					E IT00003.1 -50 -525 5004-40-500-30-01-510200-	-5004	Repairs & Maintenance			
				CHECK 1024806 TOTAL:						12,631.00
1024807	10/30/2025	PRTD	14190 RYAN HITCHCOCK	71514 69670	NOINV10202025		10/20/2025		103025	357.00
Invoice: NOINV10202025				357.00	0100-10-405-26-00-510505-	Mileage Reimbursement: CALBO Training New Codes Travel				
				CHECK 1024807 TOTAL:						357.00
1024808	10/30/2025	PRTD	491 SAFETY NETWORK, INC	71831 70041	00002809		10/11/2025		103025	2,415.00
Invoice: 00002809				2,415.00	5002-40-400-20-00-510200-	WATER - TCP/TECH W/ EQUIPMENT FOR 8 HRS Repairs & Maintenance				
				CHECK 1024808 TOTAL:						2,415.00
1024809	10/30/2025	PRTD	537 SEAN CAUDILLO	71786 69998	Per diem 10/24/25		10/24/2025		103025	191.50
Invoice: Per diem 10/24/25				191.50	0100-20-200-14-00-510505-	Per diem for Instructor/Armorer Maintenance Course Travel				
				CHECK 1024809 TOTAL:						191.50
1024810	10/30/2025	PRTD	12962 SEQUOIA EQUIPMENT CO	71833 70043	BAK-23590		10/21/2025		103025	178.06
Invoice: BAK-23590				178.06	0100-40-400-19-02-510204-	STREETS - FILTER ENGINE OIL/OIL ENGINE/ANTIFREEZE Equipment Repair				
				71834 70044	BAK-23591		10/21/2025		103025	26.91
Invoice: BAK-23591				26.91	0100-40-400-19-02-510204-	STREETS - ANTIFREEZE Equipment Repair				
				71835 70045	BAK-23592		10/21/2025		103025	27.77

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				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE	DTL	DESC		
Invoice: 2510-252110				71643	2510-252110		10/14/2025		103025	64.30
				69858						
				9.20	5002-40-400-20-00-510001-	WATER - PVC CEMENT/PRIMER/SxS EII/SxT EII/FRESHENE				
				55.10	5002-40-400-20-00-510200-	Departmental Supplies				
						Repairs & Maintenance				
Invoice: 2510-252121				71644	2510-252121		10/14/2025		103025	38.90
				69859						
				38.90	0100-30-400-25-00-510001-	ALL PARKS - VOC CLR WTR SEAL/TRAY SET/BRUSH				
						Departmental Supplies				
Invoice: 2510-252164				71645	2510-252164		10/14/2025		103025	48.24
				69860						
				48.24	5002-40-400-20-00-510001-	WATER - FUEL/OIL/POLY GAS CAN				
						Departmental Supplies				
Invoice: 2510-252263				71646	2510-252263		10/15/2025		103025	15.84
				69861						
				15.84	0100-40-400-19-02-510200-	STREETS - HEX BUSHING/REDU BUSHING/ELBOW				
						Repairs & Maintenance				
Invoice: 2510-252269				71647	2510-252269		10/15/2025		103025	4.28
				69862						
				4.28	0100-40-400-19-02-510200-	STREETS - GALV HEX BUSHING				
						Repairs & Maintenance				
Invoice: 2510-252304				71648	2510-252304		10/15/2025		103025	21.42
				69863						
				21.42	0100-40-400-19-02-510200-	STREETS - CONCRETE MIX/WHT PLAS PAIL				
						Repairs & Maintenance				
Invoice: 2510-252456				71649	2510-252456		10/16/2025		103025	23.55
				69864						
				23.55	5002-40-400-20-00-510200-	WATER - GLAV PLUG/GLAV CAP				
						Repairs & Maintenance				
Invoice: 2510-252526				71650	2510-252526		10/17/2025		103025	49.32
				69865						
				49.32	5002-40-400-20-00-510001-	WATER - WHT BOAT HOSE				
						Departmental Supplies				
Invoice: 2510-252535				71651	2510-252535		10/17/2025		103025	9.96
				69866						
				9.96	5101-50-400-24-00-510001-	SHOP - YD BLU TAPE				
						Departmental Supplies				
Invoice: 2510-252537				71652	2510-252537		10/17/2025		103025	17.15
				69867						
				17.15	0100-40-400-19-02-510001-	STREETS - GAS				
						Departmental Supplies				

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CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				71653 69868	2510-252592		10/17/2025		103025	4.06
Invoice: 2510-252592										
	4.06	0100-40-400-19-02-510001-				STREETS - GLASS CLEANER				
						Departmental Supplies				
				71837 70047	2510-253443		10/23/2025		103025	8.57
Invoice: 2510-253443										
	8.57	5002-40-400-20-00-510200-				WATER - 1x10' SCH40 PBC PIPE				
						Repairs & Maintenance				
				71838 70048	2510-253303		10/22/2025		103025	20.37
Invoice: 2510-253303										
	20.37	0100-40-400-19-02-510001-				STREETS - WHT/ALM IND 60MIN TIMER				
						Departmental Supplies				
				71839 70049	2510-253302		10/22/2025		103025	28.95
Invoice: 2510-253302										
	28.95	0100-40-400-19-02-510001-				STREETS - 110oz 50:1 FUEL/OIL				
						Departmental Supplies				
				71840 70050	2510-254033		10/27/2025		103025	57.89
Invoice: 2510-254033										
	57.89	0100-40-400-19-02-510001-				STREETS - 110oz 50:1 FUEL/OIL				
						Departmental Supplies				
				CHECK 1024813 TOTAL:						534.14
1024814	10/30/2025	PRTD	10329	SHAFTER	WASCO IRRIGA	71578 69793	NOINV - 10.14.2025	10/14/2025	103025	62,564.52
Invoice: NOINV - 10.14.2025										
	2,243.46	0100-10-125-06-00-510809-				ASSESEMPTN FEES FOR EXEMPT PARCELS 2025-2026				
	201.94	5100-50-405-28-90-510809-				Assessment fees				
	518.12	5100-50-405-28-15-510809-				Assessment fees				
	2,590.60	5100-50-405-28-14-510809-				Assessment fees				
	16,320.78	0100-10-125-06-00-510809-				Assessment fees				
	388.59	5001-40-400-22-00-510809-				Assessment fees				
	5,308.14	5002-40-400-20-00-510809-				Assessment fees				
	246.11	5100-50-405-28-14-510809-				Assessment fees				
	5,017.99	0100-10-125-06-00-510809-				Assessment fees				
	100.97	0100-30-300-04-00-510809-				Assessment fees				
	676.15	0100-10-125-06-00-510809-				Assessment fees				
	1,212.34	0100-30-400-25-30-510809-				Assessment fees				
	277.19	0100-30-400-25-31-510809-				Assessment fees				
	1,461.10	0100-30-400-25-32-510809-				Assessment fees				
	152.85	0100-30-400-25-32-510809-				Assessment fees				
	3,927.35	0100-30-400-25-33-510809-				Assessment fees				
	253.88	0100-30-400-25-36-510809-				Assessment fees				
	201.94	0100-30-400-25-37-510809-				Assessment fees				
	100.97	0100-30-400-25-50-510809-				Assessment fees				
	403.88	0100-30-400-25-51-510809-				Assessment fees				
	546.62	0100-30-400-25-52-510809-				Assessment fees				

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CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC				
				235.68	0100-30-400-25-55-510809-				Assessment fees	
				3,126.85	5100-50-405-28-20-510809-				Assessment fees	
				8,916.78	0100-30-400-25-40-510809-				Assessment fees	
				1,984.34	5000-40-400-21-00-510809-				Assessment fees	
				1,979.03	5002-40-400-20-00-510809-				Assessment fees	
				1,290.12	5100-50-405-28-17-510809-				Assessment fees	
				1,404.11	5100-50-405-28-21-510809-				Assessment fees	
				1,476.64	5100-50-405-28-20-510809-				Assessment fees	
								CHECK	1024814 TOTAL:	62,564.52
1024815	10/30/2025	PRTD	14509	SHAFTER WASCO PUBLIS	71418 3913		10/09/2025		103025	192.00
					69576					
				Invoice: 3913					Kern Mosquito & Vector Control District (1)	
					192.00 0100-10-120-05-00-510104-				Advertising	
					71735 3922		10/16/2025		103025	178.00
					69948					
				Invoice: 3922					GPAC Meeting #4 (2 of 2)	
					178.00 0100-10-145-13-00-510104-				Advertising	
								CHECK	1024815 TOTAL:	370.00
1024816	10/30/2025	PRTD	12276	SOAPMAN OF KERN COUN	71637 70646		10/16/2025		103025	35.48
					69852					
				Invoice: 70646					SHOP - MOP HEAD/MOP HANDLE	
					35.48 5101-50-400-24-00-510001-				Departmental Supplies	
								CHECK	1024816 TOTAL:	35.48
1024817	10/30/2025	PRTD	448	SONITROL	71462 405666		10/08/2025		103025	846.60
					69619					
				Invoice: 405666					City Hall Quarterly Security Services (Nov-Jan.)	
					846.60 5100-50-405-28-90-510100-				Service Agreements	
								CHECK	1024817 TOTAL:	846.60
1024818	10/30/2025	PRTD	14773	SOUTH VALLEY COMPANI	71875 11927		10/24/2025		103025	22,874.50
					70083					
				Invoice: 11927					well 8 Destruction	
					22,874.50					
					E WA00001 -50 -525				Capital Prj.- Infrastructure	
					5002-60-400-20-00-580100-	-5002				
								CHECK	1024818 TOTAL:	22,874.50

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL		DESC		
1024819	10/30/2025	PRTD	449 ST OF CA DEPT OF JUS	71403	850256		10/06/2025		103025	930.00
			Invoice: 850256	69561						
			32.00 5100-50-405-28-00-510115-						Livescans for Facilities, AC, PD, & PD other	
			32.00 0100-20-200-15-00-510115-						Recruitment	
			132.00 0100-20-200-14-00-510115-						Recruitment	
			734.00 0100-00-000-00-00-205304-						Recruitment	
									Livescan Deposits	
									CHECK 1024819 TOTAL:	930.00
1024820	10/30/2025	PRTD	14779 STANDARD PLUMBING SU	71489	ZKR496		10/14/2025		103025	23.25
			Invoice: ZKR496	69646						
			23.25 5100-50-405-28-90-510205-						CITY HALL - WATER FLEX/TURN	
				71490	ZKRY03		10/14/2025		103025	26.78
			Invoice: ZKRY03	69647						
			26.78 0100-30-400-25-55-510200-						VETERAN'S HALL - DOOR HOLD KICK-FWN	
				71495	ZKXT07		10/16/2025		103025	34.30
			Invoice: ZKXT07	69652						
			34.30 5100-50-405-28-00-510001-						FACILITIES MAINTENANCE - TAPE/ADHSVE	
				71615	ZKMW84		10/13/2025		103025	46.13
			Invoice: ZKMW84	69830						
			46.13 5003-40-140-12-00-510001-						TRANSIT TRAILER REPAIR PARTS MEDING/CORNER BRACE	
				71721	ZLJX12		10/21/2025		103025	56.42
			Invoice: ZLJX12	69934						
			56.42 5100-50-405-28-20-510205-						ALL PW'S - BATHROOM - ASSORT/ALUM/THREAD	
				71723	ZLJ608		10/20/2025		103025	8.57
			Invoice: ZLJ608	69936						
			8.57 0100-30-300-75-51-510804-						DOWNTOWN DECORTATIONS - GORILLA CLR GRIP ADH	
				71724	ZLH466		10/20/2025		103025	124.36
			Invoice: ZLH466	69937						
			124.36 0100-30-300-75-51-510804-						DOWNTOWN DECORTATIONS - WIU CVR MET/SMARTLOCK	
				71725	ZLGH03		10/20/2025		103025	12.42
			Invoice: ZLGH03	69938						
			12.42 0100-40-400-19-02-510001-						STREETS - SCRPR W/ BLADE/BLADE RAZOR	
									Departmental Supplies	

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				71726 69939	ZLLF62		10/21/2025		103025	144.92
Invoice: ZLLF62										
	15.18	5002-40-400-20-00-510001-								
	129.74	5002-40-400-20-00-510200-								
				71761 69974	ZKMX20		10/13/2025		103025	4.28
Invoice: ZKMX20										
	4.28	0100-20-200-14-00-510001-								
				71773 69985	ZKJ208		10/10/2025		103025	28.86
Invoice: ZKJ208										
	28.86	0100-20-200-14-00-510001-								
				71822 70032	ZKRF79		10/14/2025		103025	14.99
Invoice: ZKRF79										
	14.99	5002-40-400-20-00-510001-								
				71823 70033	ZGZW53		09/17/2025		103025	75.00
Invoice: ZGZW53										
	75.00	5002-40-400-20-00-510001-								
				71824 70034	ZGNF24		09/12/2025		103025	19.93
Invoice: ZGNF24										
	19.93	0100-40-400-19-02-510001-								
				71825 70035	ZKC664		10/08/2025		103025	30.01
Invoice: ZKC664										
	30.01	5002-40-400-20-00-510001-								
				71850 70059	ZLZ559		10/27/2025		103025	37.69
Invoice: ZLZ559										
	37.69	5002-40-400-20-00-510200-								
				71851 70060	ZLZ101		10/27/2025		103025	7.27
Invoice: ZLZ101										
	7.27	0100-30-400-25-36-510200-								
				71852 70061	ZLZ056		10/27/2025		103025	66.16
Invoice: ZLZ056										
	66.16	0100-30-400-25-37-510202-								
				71853	ZLYY80		10/27/2025		103025	47.17

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
Invoice: ZLYY80				70062						
	47.17	5002-40-400-20-00-510202-					WATER - COMMON/DW MFIT FRVR BIT SET Hardware & Tools			
						CHECK	1024820	TOTAL:		808.51
1024821	10/30/2025	PRTD	1521 STOP STICK, LTD.	71782 69994	0040068-IN		10/15/2025	103	103025	3,220.27
Invoice: 0040068-IN				3,220.27	0100-20-200-14-00-510001-		POLICE-Five-9' Stop Stick Kit w/ Storage Bag Departmental Supplies			
						CHECK	1024821	TOTAL:		3,220.27
1024822	10/30/2025	PRTD	1337 SUPERIOR AG & AUTO I	71631 69846	3882		10/07/2025		103025	42.88
Invoice: 3882				42.88	5101-50-400-24-00-510001-		SHOP - DECALS ERASER WHEEL Departmental Supplies			
				71632 69847	3836		09/25/2025		103025	57.01
Invoice: 3836				57.01	5002-40-400-20-00-510200-		WATER - AC MC ACETYLENE DISSOLVED Repairs & Maintenance			
				71633 69848	3900		10/13/2025		103025	426.32
Invoice: 3900				426.32	5002-40-400-20-00-510200-		WATER - COMMERICAL BATTERY/BATTERY CORE Repairs & Maintenance			
				71634 69849	3921		10/17/2025		103025	26.78
Invoice: 3921				26.78	0100-40-400-19-02-510204-		STREETS #415 - GLASS CLEANER/TOWELS Equipment Repair			
				71635 69850	3914		10/16/2025		103025	1,794.98
Invoice: 3914				1,794.98	5002-40-400-20-00-510200-		WATER - PSI LIQUID/NIPPLE/HEQ PLUG/WOG Repairs & Maintenance			
				71636 69851	3922		10/17/2025		103025	11.83
Invoice: 3922				11.83	5101-50-400-24-00-510202-		SHOP - COMBINATION WRENCH Hardware & Tools			
						CHECK	1024822	TOTAL:		2,359.80
1024823	10/30/2025	PRTD	298 TAG/AMS, INC	71390 69549	5040		09/08/2025		103025	500.00
Invoice: 5040				285.00	0100-40-400-19-02-510400-		Random DOT Testing Professional Services			

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL	DESC			
				155.00	5003-40-140-12-00-510400-		Professional Services			
				60.00	0100-30-400-25-00-510400-		Professional Services			
				71393	5314		10/08/2025		103025	95.00
				69551						
Invoice: 5314				95.00	5003-40-140-12-00-510400-		Random DOT Testing			
							Professional Services			
							CHECK	1024823	TOTAL:	595.00
1024824	10/30/2025	PRTD	30	TERMINIX INTERNATIONAL	71628	464894101	10/13/2025		103025	165.05
					69843					
Invoice: 464894101				165.05	5100-50-405-28-20-510100-		ALL PW'S - PEST CONTROL SERVICES			
							Service Agreements			
				71629	464902058		10/13/2025		103025	90.02
				69844						
Invoice: 464902058				90.02	5100-50-405-28-91-510100-		CITY HALL - ANNEX - PEST CONTROL SERVICES			
							Service Agreements			
				71842	464894084		10/13/2025		103025	178.31
				70052						
Invoice: 464894084				178.31	5100-50-405-28-20-510100-		ALL PW'S - PEST CONTROL SERVICES			
							Service Agreements			
				71888	464899589		10/13/2025		103025	85.66
				70096						
Invoice: 464899589				85.66	5100-50-405-28-50-510100-		SLLC Pest Control			
							Service Agreements			
							CHECK	1024824	TOTAL:	519.04
1024825	10/30/2025	PRTD	1554	TERRASERVE INC	71870	70078	10/28/2025		103025	67.17
					70078					
Invoice: 70078				67.17	5002-00-000-00-00-205300-		UB 115978 720 Commerce DEPOSIT REFUND			
							Customer Deposits			
							CHECK	1024825	TOTAL:	67.17
1024826	10/30/2025	PRTD	787	TETER, INC.	71626	62651	07/09/2025	61	103025	410.00
					69841					
Invoice: 62651				410.00			SHAFTER POLICE DEPARTMENT SUB MODULAR PROJECT			
					E PD00001 -20 -200	-0308				
					0308-60-200-14-00-580200-		Capital Prj.- Buildings & Imp.			
							CHECK	1024826	TOTAL:	410.00

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

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CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
1024827	10/30/2025	PRTD	293	THE GAS CO - SO CA G	71673 08851631484	OCT 25	10/23/2025		103025	93.18
				69886						
				Invoice: 08851631484	OCT 25					
				93.18	0100-30-400-25-55-510708-		NATURAL GAS CHARGES		Natural Gas	
				71674 10954207733	OCT 25	10/23/2025			103025	32.20
				69887						
				Invoice: 10954207733	OCT 25					
				32.20	5002-40-400-20-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71675 06125858487	OCT 25	10/23/2025			103025	19.14
				69888						
				Invoice: 06125858487	OCT 25					
				19.14	5101-50-400-24-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71676 01071606139	OCT 25	10/23/2025			103025	14.79
				69889						
				Invoice: 01071606139	OCT 25					
				14.79	5101-50-400-24-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71677 01291631008	OCT 25	10/23/2025			103025	13.07
				69890						
				Invoice: 01291631008	OCT 25					
				13.07	0100-20-200-14-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71679 02551630003	OCT 25	10/23/2025			103025	6.54
				69892						
				Invoice: 02551630003	OCT 25					
				6.54	5100-50-405-28-90-510708-		NATURAL GAS CHARGES		Natural Gas	
				71680 17881633006	OCT 25	10/23/2025			103025	50.00
				69893						
				Invoice: 17881633006	OCT 25					
				50.00	5101-50-400-24-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71681 17671633000	OCT 25	10/23/2025			103025	14.79
				69894						
				Invoice: 17671633000	OCT 25					
				14.79	5101-50-400-24-00-510708-		NATURAL GAS CHARGES		Natural Gas	
				71682 13769182026	OCT 25	10/23/2025			103025	71.45
				69895						
				Invoice: 13769182026	OCT 25					
				71.45	0100-20-200-15-00-510708-		NATURAL GAS CHARGES		Natural Gas	
CHECK 1024827 TOTAL:										315.16
1024828	10/30/2025	PRTD	12660	TRAFFIC MANAGEMENT I	71627 06-119123		10/14/2025	106	103025	4,059.38
					69842					
				Invoice: 06-119123						
							Flashing Beacons @ Lerdo & Valley			

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

CASH ACCOUNT: 0000-00-000-00-00-100010-						Cash10755				
CHECK NO	CHK	DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
DOCUMENT							INVOICE DTL DESC			
4,059.38 0100-40-400-19-02-510001-							Departmental Supplies			
							CHECK	1024828	TOTAL:	4,059.38
1024829	10/30/2025	PRTD	4603	ULINE SHIPPING SUPPL	71857	198617151	09/30/2025	103025		159.86
Invoice: 198617151							TRANSIT TISSUE DISPENSER, FOAMINF SOAP DISPENSER			
159.86 5003-40-140-12-00-510001-							Departmental Supplies			
							CHECK	1024829	TOTAL:	159.86
1024830	10/30/2025	PRTD	7021	VERIZON WIRELESS	71359	6124517002	09/26/2025	103025		2,503.28
Invoice: 6124517002							Verizon Wireless Acct. 04 - mobile & devices			
155.41 0100-10-140-10-00-510701-							Communications			
79.39 0100-10-405-26-00-510701-							Communications			
38.01 0100-10-120-05-00-510701-							Communications			
155.41 0100-10-110-03-00-510701-							Communications			
114.03 0100-10-100-01-00-510701-							Communications			
158.78 0100-10-125-06-00-510701-							Communications			
380.10 0100-40-400-18-00-510701-							Communications			
76.02 0100-10-135-09-00-510701-							Communications			
292.97 5103-50-500-29-00-510701-							Communications			
38.01 5001-40-400-22-00-510701-							Communications			
117.40 0100-30-400-25-00-510701-							Communications			
38.01 5006-40-400-23-00-510701-							Communications			
228.06 5000-40-400-21-00-510701-							Communications			
416.80 5002-40-400-20-00-510701-							Communications			
59.47 0100-30-300-04-00-510701-							Communications			
155.41 5003-40-140-12-00-510701-							Communications			
71861 6126002526							10/14/2025	103025		463.66
Invoice: 6126002526							TRANSIT PHONE LINE, TABLETS, DISPATCH, TRANSIT CA			
463.66 5003-40-140-12-00-510701-							Communications			
							CHECK	1024830	TOTAL:	2,966.94
1024831	10/30/2025	PRTD	1101	VESTIS GROUP, INC. (	71366	2601760965	10/07/2025	103025		267.60
Invoice: 2601760965							CITY HALL - MATS AND TABLECLOTHS - 10.07.2025			
102.60 5100-50-405-28-90-510100-							Service Agreements			
82.50 0100-10-100-01-00-510001-							Departmental Supplies			
82.50 0100-10-110-03-00-510001-							Departmental Supplies			
71654 2601763206							10/16/2025	103025		351.53
Invoice: 2601763206							ALL PW'S - UNIFORMAL SERVICES - 10.16.2025			
72.93 0100-30-400-25-00-500502-							Uniform & Equipment Allowance			

City of Shafter A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

				VOUCHER	INVOICE	Cash10755	INV DATE	PO	WARRANT	NET
				DOCUMENT	INVOICE	DTL	DESC			
				7.42	5101-50-400-24-00-500502-		Uniform & Equipment Allowance			
				17.73	5101-50-400-24-00-510001-		Departmental Supplies			
				91.49	0100-40-400-19-02-500502-		Uniform & Equipment Allowance			
				3.63	5006-40-400-23-00-500502-		Uniform & Equipment Allowance			
				31.47	5000-40-400-21-00-500502-		Uniform & Equipment Allowance			
				124.33	5002-40-400-20-00-500502-		Uniform & Equipment Allowance			
				2.53	5101-50-400-24-00-500502-		Uniform & Equipment Allowance			
				71655	2601762816		10/14/2025	103025		157.80
				69870						
Invoice: 2601762816				157.80	5100-50-405-28-90-510100-		CITY HALL - MATS SERVICES/RESTROOM SERVICES-10.14			
							Service Agreements			
				71656	2601762822		10/14/2025	103025		67.96
				69871						
Invoice: 2601762822				67.96	5100-50-405-28-50-510100-		LEARNING CENTER - MAT SERVICES - 10.14.2025			
							Service Agreements			
				71843	2601765359		10/23/2025	103025		297.01
				70053						
Invoice: 2601765359				99.25	0100-30-400-25-00-500502-		ALL PW'S - UNIFORMAL SERVICES - 10.23.2025			
				7.42	5101-50-400-24-00-500502-		Uniform & Equipment Allowance			
				17.73	5101-50-400-24-00-510001-		Uniform & Equipment Allowance			
				84.49	0100-40-400-19-02-500502-		Departmental Supplies			
				5.31	5006-40-400-23-00-500502-		Uniform & Equipment Allowance			
				16.37	5000-40-400-21-00-500502-		Uniform & Equipment Allowance			
				63.92	5002-40-400-20-00-500502-		Uniform & Equipment Allowance			
				2.52	5101-50-400-24-00-500502-		Uniform & Equipment Allowance			
				71844	2601764622		10/21/2025	103025		267.60
				70054						
Invoice: 2601764622				102.60	5100-50-405-28-90-510100-		CITY HALL - MATS AND TABLECLOTHS - 10.21.2025			
				82.50	0100-10-100-01-00-510001-		Service Agreements			
				82.50	0100-10-110-03-00-510001-		Departmental Supplies			
							Departmental Supplies			
				71845	2601764623		10/21/2025	103025		194.65
				70055						
Invoice: 2601764623				194.65	5100-50-405-28-90-510100-		CITY HALL - SANITIZER SERVICES/SOAP SERVICES-10.21			
							Service Agreements			
						CHECK	1024831	TOTAL:		1,604.15
1024832	10/30/2025	PRTD	932	VITAL SIGNS	71658	43473	10/15/2025	103025		467.64
					69873					
Invoice: 43473				467.64	5002-40-400-20-00-510001-		WATER - VINYL GRAPHICS			
							Departmental Supplies			
				71660	43461		10/15/2025	103025		292.28
				69874						

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010-
CHECK NO CHK DATE TYPE VENDOR NAME

VOUCHER INVOICE

Cash10755

INV DATE

PO

WARRANT

NET

				DOCUMENT	INVOICE DTL	DESC		
Invoice: 43461				292.28 0100-30-400-25-33-510001-	PARKS - VETERAN'S - VINYL DECALS FOOTPRINTS	Departmental Supplies		
					CHECK	1024832 TOTAL:	759.92	
1024833	10/30/2025	PRTD	792 WEST COAST DT SOLUTI	71663 2093 69877	10/20/2025	103025	728.40	
Invoice: 2093				728.40 5103-50-500-29-00-510150-	PD Bosch BVMS SMA License - Remote Licenses qty.10	Software Subscription		
					CHECK	1024833 TOTAL:	728.40	
1024834	10/30/2025	PRTD	13495 WINTER AUTOMOTIVE RE	71742 2832 69955	10/22/2025	103025	137.78	
Invoice: 2832				137.78 0100-20-200-14-00-510300-	POLICE-Unit #236 Oil service	Vehicle Operations		
					CHECK	1024834 TOTAL:	137.78	
1024835	10/30/2025	PRTD	1495 WITCHER ELECTRIC INC	71846 41946AA 70056	10/14/2025	103025	216.54	
Invoice: 41946AA				216.54 5002-40-400-20-00-510200-	WATER - WELL #21 - REPAIR GENERATOR	Repairs & Maintenance		
					10/03/2025	103025	541.35	
Invoice: 41925AA				541.35 5002-40-400-20-00-510200-	WATER - WELL #9 - REPAIR MOTOR	Repairs & Maintenance		
					10/07/2025	103025	378.54	
Invoice: 41931AA				378.54 5002-40-400-20-00-510200-	WATER - WELL #17 - REPAIR WELL	Repairs & Maintenance		
					CHECK	1024835 TOTAL:	1,136.43	
1024836	10/30/2025	PRTD	782 XIT INC	71858 INV207312 70067	10/03/2025	103025	3,120.46	
Invoice: INV207312				3,120.46 5100-50-405-28-20-510200-	Install of Bosch Cameras @Corp Yard	Repairs & Maintenance		
					CHECK	1024836 TOTAL:	3,120.46	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

NUMBER OF CHECKS 118 *** CASH ACCOUNT TOTAL *** 1,601,687.38

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	101	1,353,750.18
TOTAL WIRE TRANSFERS	4	143,066.24
TOTAL EFT'S	13	104,870.96

*** GRAND TOTAL *** 1,601,687.38

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED
CLERK: 5292blopez

YEAR	PER	JNL	SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
2026	4	545										
APP	5002-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		262,407.93	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0000-00-000-00-00-100010-			10/30/2025	103025	103025			Cash: Mission Bank Acct#10755			1,601,687.38
									AP CASH DISBURSEMENTS JOURNAL			
APP	0100-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		809,576.14	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5003-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		16,779.40	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5000-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		3,856.47	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5101-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		163.90	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5100-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		22,643.52	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5004-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		46,177.61	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5103-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		4,276.93	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0200-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		34,644.63	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0204-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		11,007.29	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0305-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		55,451.80	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0308-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		333,806.72	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0811-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		297.73	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0814-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		53.36	
									AP CASH DISBURSEMENTS JOURNAL			
APP	0812-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		53.59	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5001-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		443.41	
									AP CASH DISBURSEMENTS JOURNAL			
APP	5006-00-000-00-00-205000-			10/30/2025	103025	103025			Accts Payable		46.95	
									AP CASH DISBURSEMENTS JOURNAL			
GENERAL LEDGER TOTAL											1,601,687.38	1,601,687.38
APP	0000-00-000-00-00-209038-			10/30/2025	103025	103025			Due To 5002 - Water Operat		262,407.93	
APP	5002-00-000-00-00-109000-			10/30/2025	103025	103025			Due From Funds - Cash Pool			262,407.93
APP	0000-00-000-00-00-209001-			10/30/2025	103025	103025			Due To 0100 - Gen Fund		809,576.14	
APP	0100-00-000-00-00-109000-								Due From Funds - Cash Pool			809,576.14

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

YEAR PER SRC ACCOUNT	JNL EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
APP 0000-00-000-00-00-209039-	10/30/2025	103025	103025			Due To 5003 - Transit Operat		16,779.40	
APP 5003-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			16,779.40
APP 0000-00-000-00-00-209036-	10/30/2025	103025	103025			Due To 5000 - Wastewtr Operat		3,856.47	
APP 5000-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			3,856.47
APP 0000-00-000-00-00-209047-	10/30/2025	103025	103025			Due To 5101 - Vehicle Maint		163.90	
APP 5101-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			163.90
APP 0000-00-000-00-00-209046-	10/30/2025	103025	103025			Due To 5100 - Facility Maint		22,643.52	
APP 5100-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			22,643.52
APP 0000-00-000-00-00-209040-	10/30/2025	103025	103025			Due To 5004 - Telecom Operat		46,177.61	
APP 5004-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			46,177.61
APP 0000-00-000-00-00-209049-	10/30/2025	103025	103025			Due To 5103 - Info Tech		4,276.93	
APP 5103-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			4,276.93
APP 0000-00-000-00-00-209002-	10/30/2025	103025	103025			Due To 0200 - Federal Grant		34,644.63	
APP 0200-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			34,644.63
APP 0000-00-000-00-00-209006-	10/30/2025	103025	103025			Due To 0204 - TDA - Streets		11,007.29	
APP 0204-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			11,007.29
APP 0000-00-000-00-00-209019-	10/30/2025	103025	103025			Due To 0305 - Traffic Mit		55,451.80	
APP 0305-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			55,451.80
APP 0000-00-000-00-00-209060-	10/30/2025	103025	103025			Due To 0308 - Street Projects		333,806.72	
APP 0308-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			333,806.72
APP 0000-00-000-00-00-209035-	10/30/2025	103025	103025			Due To 0811 - LLMD - 001-2009		297.73	
APP 0811-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			297.73
APP 0000-00-000-00-00-209057-	10/30/2025	103025	103025			Due To 0814 - DTLL1-2022		53.36	
APP 0814-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			53.36

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

YEAR PER	JNL								
SRC ACCOUNT	EFF DATE	JNL DESC	REF 1	REF 2	REF 3	ACCOUNT DESC LINE DESC	T OB	DEBIT	CREDIT
APP 0000-00-000-00-00-209055-	10/30/2025	103025	103025			Due To 0812 - DTLL1-2021		53.59	
APP 0812-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			53.59
APP 0000-00-000-00-00-209037-	10/30/2025	103025	103025			Due To 5001 - Refuse Operat		443.41	
APP 5001-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			443.41
APP 0000-00-000-00-00-209042-	10/30/2025	103025	103025			Due To 5006 - Rail Operat		46.95	
APP 5006-00-000-00-00-109000-	10/30/2025	103025	103025			Due From Funds - Cash Pool			46.95
SYSTEM GENERATED ENTRIES TOTAL								1,601,687.38	1,601,687.38
JOURNAL 2026/04/545 TOTAL								3,203,374.76	3,203,374.76

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND	ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
0000	Pooled Cash Fund	2026	4	545	10/30/2025			
	0000-00-000-00-00-100010-					Cash: Mission Bank Acct#10755		1,601,687.38
	0000-00-000-00-00-209001-					Due To 0100 - Gen Fund	809,576.14	
	0000-00-000-00-00-209002-					Due To 0200 - Federal Grant	34,644.63	
	0000-00-000-00-00-209006-					Due To 0204 - TDA - Streets	11,007.29	
	0000-00-000-00-00-209019-					Due To 0305 - Traffic Mit	55,451.80	
	0000-00-000-00-00-209035-					Due To 0811 - LLMD - 001-2009	297.73	
	0000-00-000-00-00-209036-					Due To 5000 - Wastewtr Operat	3,856.47	
	0000-00-000-00-00-209037-					Due To 5001 - Refuse Operat	443.41	
	0000-00-000-00-00-209038-					Due To 5002 - Water Operat	262,407.93	
	0000-00-000-00-00-209039-					Due To 5003 - Transit Operat	16,779.40	
	0000-00-000-00-00-209040-					Due To 5004 - Telecom Operat	46,177.61	
	0000-00-000-00-00-209042-					Due To 5006 - Rail Operat	46.95	
	0000-00-000-00-00-209046-					Due To 5100 - Facility Maint	22,643.52	
	0000-00-000-00-00-209047-					Due To 5101 - Vehicle Maint	163.90	
	0000-00-000-00-00-209049-					Due To 5103 - Info Tech	4,276.93	
	0000-00-000-00-00-209055-					Due To 0812 - DTLL1-2021	53.59	
	0000-00-000-00-00-209057-					Due To 0814 - DTLL1-2022	53.36	
	0000-00-000-00-00-209060-					Due To 0308 - Street Projects	333,806.72	
						FUND TOTAL	1,601,687.38	1,601,687.38
0100	General Fund	2026	4	545	10/30/2025			
	0100-00-000-00-00-109000-					Due From Funds - Cash Pool		809,576.14
	0100-00-000-00-00-205000-					Accts Payable	809,576.14	
						FUND TOTAL	809,576.14	809,576.14
0200	Federal Grant	2026	4	545	10/30/2025			
	0200-00-000-00-00-109000-					Due From Funds - Cash Pool		34,644.63
	0200-00-000-00-00-205000-					Accts Payable	34,644.63	
						FUND TOTAL	34,644.63	34,644.63
0204	Tran. Dev. Act - Streets	2026	4	545	10/30/2025			
	0204-00-000-00-00-109000-					Due From Funds - Cash Pool		11,007.29
	0204-00-000-00-00-205000-					Accts Payable	11,007.29	
						FUND TOTAL	11,007.29	11,007.29
0305	Traffic Mitigation	2026	4	545	10/30/2025			
	0305-00-000-00-00-109000-					Due From Funds - Cash Pool		55,451.80
	0305-00-000-00-00-205000-					Accts Payable	55,451.80	
						FUND TOTAL	55,451.80	55,451.80
0308	State Grants Projects	2026	4	545	10/30/2025			
	0308-00-000-00-00-109000-					Due From Funds - Cash Pool		333,806.72
	0308-00-000-00-00-205000-					Accts Payable	333,806.72	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
					FUND TOTAL	333,806.72	333,806.72
0811 LLMD - 001-2009	2026	4	545	10/30/2025			
0811-00-000-00-00-109000-					Due From Funds - Cash Pool		297.73
0811-00-000-00-00-205000-					Accts Payable	297.73	
					FUND TOTAL	297.73	297.73
0812 LLMD - 001-2021	2026	4	545	10/30/2025			
0812-00-000-00-00-109000-					Due From Funds - Cash Pool		53.59
0812-00-000-00-00-205000-					Accts Payable	53.59	
					FUND TOTAL	53.59	53.59
0814 LLMD - 001-2022	2026	4	545	10/30/2025			
0814-00-000-00-00-109000-					Due From Funds - Cash Pool		53.36
0814-00-000-00-00-205000-					Accts Payable	53.36	
					FUND TOTAL	53.36	53.36
5000 Wastewater Operations	2026	4	545	10/30/2025			
5000-00-000-00-00-109000-					Due From Funds - Cash Pool		3,856.47
5000-00-000-00-00-205000-					Accts Payable	3,856.47	
					FUND TOTAL	3,856.47	3,856.47
5001 Refuse Operations	2026	4	545	10/30/2025			
5001-00-000-00-00-109000-					Due From Funds - Cash Pool		443.41
5001-00-000-00-00-205000-					Accts Payable	443.41	
					FUND TOTAL	443.41	443.41
5002 Water Operations	2026	4	545	10/30/2025			
5002-00-000-00-00-109000-					Due From Funds - Cash Pool		262,407.93
5002-00-000-00-00-205000-					Accts Payable	262,407.93	
					FUND TOTAL	262,407.93	262,407.93
5003 Transit Operations	2026	4	545	10/30/2025			
5003-00-000-00-00-109000-					Due From Funds - Cash Pool		16,779.40
5003-00-000-00-00-205000-					Accts Payable	16,779.40	
					FUND TOTAL	16,779.40	16,779.40
5004 Telecommunications Operations	2026	4	545	10/30/2025			
5004-00-000-00-00-109000-					Due From Funds - Cash Pool		46,177.61
5004-00-000-00-00-205000-					Accts Payable	46,177.61	

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
					FUND TOTAL	46,177.61	46,177.61
5006 Rail Operations	2026	4	545	10/30/2025			
5006-00-000-00-00-109000-					Due From Funds - Cash Pool		46.95
5006-00-000-00-00-205000-					Accts Payable	46.95	
					FUND TOTAL	46.95	46.95
5100 Facility Maintenance	2026	4	545	10/30/2025			
5100-00-000-00-00-109000-					Due From Funds - Cash Pool		22,643.52
5100-00-000-00-00-205000-					Accts Payable	22,643.52	
					FUND TOTAL	22,643.52	22,643.52
5101 Vehicle Maintenance	2026	4	545	10/30/2025			
5101-00-000-00-00-109000-					Due From Funds - Cash Pool		163.90
5101-00-000-00-00-205000-					Accts Payable	163.90	
					FUND TOTAL	163.90	163.90
5103 Information Technology	2026	4	545	10/30/2025			
5103-00-000-00-00-109000-					Due From Funds - Cash Pool		4,276.93
5103-00-000-00-00-205000-					Accts Payable	4,276.93	
					FUND TOTAL	4,276.93	4,276.93

City of Shafter

A/P CASH DISBURSEMENTS JOURNAL

JOURNAL ENTRIES TO BE CREATED

FUND	DUE TO	DUE FR
0000 Pooled Cash Fund	1,601,687.38	
0100 General Fund		809,576.14
0200 Federal Grant		34,644.63
0204 Tran. Dev. Act - Streets		11,007.29
0305 Traffic Mitigation		55,451.80
0308 State Grants Projects		333,806.72
0811 LLMD - 001-2009		297.73
0812 LLMD - 001-2021		53.59
0814 LLMD - 001-2022		53.36
5000 Wastewater Operations		3,856.47
5001 Refuse Operations		443.41
5002 Water Operations		262,407.93
5003 Transit Operations		16,779.40
5004 Telecommunications Operations		46,177.61
5006 Rail Operations		46.95
5100 Facility Maintenance		22,643.52
5101 Vehicle Maintenance		163.90
5103 Information Technology		4,276.93
TOTAL	1,601,687.38	1,601,687.38

** END OF REPORT - Generated by Brenda Lopez **

City of Shafter

DETAIL PROOF - FINAL REPORT

Pay Period 09/27/25 To 10/10/25

WARRANT: 101725 PAYROLL TYPE: BIWEEKLY

CHECK DATE: 10/17/2025

Earnings-Deductions Proof Summaries

9999 DIRECT DEP	381,589.97	0.00	381,589.97	585,377.49
Total:	584,032.34	240,207.28		

Total Females:	61	Gross Pay:	183,682.12
Total Males:	87	Gross Pay:	401,695.37
Total Employees:	148	Gross Pay:	585,377.49

Total Pre-Notes: 0

Available Cash Balance after payroll: -19,145,023.93

Total Cash Requirements:

Total Employee Checks:	0.00
Total Employee/Employer ACH Transactions:	391,814.97
Total Vendor Checks this payroll:	0.00
Total Vendor Checks other payrolls:	0.00
Total Vendor Electronic Transfers this payroll:	0.00
Total Vendor Electronic Transfers other payrolls:	0.00
Total Vendor Telephone Transfers this payroll:	0.00
Total Vendor Telephone Transfers other payrolls:	0.00

Total Cash Required: 391,814.97

Payments to be Processed:

Total Telephone Transfers: 0.00

Remaining Payroll Liabilities:

Total Employee/Employer (Check type = No check):	34,849.36
Total Pay Escrow:	0.00
Total Escrow Balance:	0.00
Total Invoices this payroll:	397,575.29
Total Invoices other payrolls:	111,466.11
Total Checks/Invoices/EFT/Telephone transfers this payroll (deferred):	0.00
Total Checks/Invoices/EFT/Telephone transfers other payrolls (deferred):	0.00

Total Liabilities: 543,890.76

** END OF REPORT - Generated by Lety Lara **

APPROVED BY:



City of Shafter

DETAIL PROOF - FINAL REPORT

Pay Period 10/21/25 To 10/21/25

WARRANT: 102125 PAYROLL TYPE: MISC

CHECK DATE: 10/21/2025

Earnings-Deductions Proof Summaries

DEDUCTION SUMMARY

DED	TYPE	EMPLOYEE AMT	EMPLOYER AMT	TOTAL AMT	EMPLOYEE GROSS	FICA/MED CALC
1000	FICA	155.00	155.00	310.00	2,500.00 X 12.40% =	310.00
1100	MEDICARE	36.25	36.25	72.50	2,500.00 X 2.90% =	72.50
3000	FIT	550.00	0.00	550.00	2,500.00	
4000	SIT	165.00	0.00	165.00	2,500.00	
8300	CA SDI	30.00	0.00	30.00	2,500.00	
8310	CA UI	0.00	0.00	0.00	2,500.00	
9999	DIRECT DEP	1,563.75	0.00	1,563.75	2,500.00	
Total:		2,500.00	191.25			

Total Females:	1	Gross Pay:	2,500.00
Total Males:		Gross Pay:	0.00
Total Employees:	1	Gross Pay:	2,500.00

Total Pre-Notes: 0

Available Cash Balance after payroll: -20,820,007.09

Total Cash Requirements:

Total Employee Checks:	0.00
Total Employee/Employer ACH Transactions:	1,563.75
Total Vendor Checks this payroll:	0.00
Total Vendor Checks other payrolls:	0.00
Total Vendor Electronic Transfers this payroll:	0.00
Total Vendor Electronic Transfers other payrolls:	0.00
Total Vendor Telephone Transfers this payroll:	0.00
Total Vendor Telephone Transfers other payrolls:	0.00

Total Cash Required: 1,563.75

Payments to be Processed:

Total Telephone Transfers: 0.00

Remaining Payroll Liabilities:

Total Employee/Employer (Check type = No check):	0.00
Total Pay Escrow:	0.00
Total Escrow Balance:	0.00
Total Invoices this payroll:	1,127.50
Total Invoices other payrolls:	0.00
Total Checks/Invoices/EFT/Telephone transfers this payroll (deferred):	0.00
Total Checks/Invoices/EFT/Telephone transfers	

APPROVED BY:





Special Event Permit

Thank you for choosing to host an event in the City of Shafter!

Before you start, let's make sure you need this permit. If your event will have fewer than 50 attendees, does not involve the sale of food and/or beverages, and does not need to close public streets, sidewalks, or parking lots, you don't need a Special Events Permit. Have a great event!

However, if you expect more than 50 people, will sell food and/or beverages, have amplified sound, or you are going to use public streets, sidewalks, or parking lots, please fill out this form. This helps us coordinate resources, ensure public safety, and ensures you comply with the Shafter Municipal Code. We have tried to make it as painless as possible, and we are here to help! If you have any questions contact the Public Works Office at (661) 746-5004.

Here's what you need to know:

- You will need to submit your completed application at least 30 days before the event. This gives us time to review and approve your permit.
- An application fee of \$25 is due after submittal and is non-refundable. (Other fees may apply.) A City staff member will contact you for payment.
- Events with more than 300 people at a time or serving alcohol require City Council approval.

Thank you again for hosting your event in Shafter—we can't wait to see it come to life!

Special Event Permit

Step 1 - Contact Information

Host Organization

(Host Organization is the organization accepting all financial responsibility for the event and providing the required insurance.)

Shafter Recreation & Park District / 746 Sports Foundation

Untitled

Check here if the Host Organization is a non-profit.

Host Organization Website

<https://www.shafterrecreation.com/746-sports-foundation>

Event Contact(s)

Untitled

Event Contact 1

Name

Phillip Jimenez

Phone

(661) 746-3303

Email

pjimenez@shafterrec.com

Step 2 - Event Information

Event Details

Event Name

Pie Pursuit 5k Fun Run

Event Description

This going to be a 5K Fun Run. We will need to have the roads shut down for the Runner to Run.

Untitled

Check here if your event requires a street, sidewalk, or parking closure.

Road closures require Council review and approval.

Event Location

Shafter Recreation and Park District (700 E Tulare Ave Shafter, CA, 93263)

Selecting an event location for this permit is not considered a facility reservation. To complete a park reservation, visit the [City of Shafter Parks Reservation](#) webpage.

Maximum Number of People Anticipated at a Time

100

Event Activities (Check all that apply)

Amplified Music/Speech

Vendors

Types of Event Vendors

Informational/Activity

Description of Activities

Vendor Fair

Applicants who will have vendors or participants ("parties") present at the event or facility: Applicant must enter into a written and executed contract with each of the other parties. The contract must include an indemnification, defense, and hold harmless provision in favor of the City and its officers, officials, employees, and agents, and must cause the other parties to comply with the insurance requirements required of the Applicant hereunder. Applicant shall obtain evidence of insurance and endorsements from each of its other parties and provide a copy to City upon request.

If your event has multiple dates, enter each individual date the event will be held.

Event Set-Up Date**Event Set-Up Time (Start and End time)**

11/22/2025

7:00am and 9:00am

Event Date

11/22/2025

Event Time (Start and End Time)

9:00am and 10:45am

Multiple Event Dates Indicator

Event Tear-Down Date

11/22/2025

Event Tear-Down Time (Start and End Time)

10:00am to 11:00am

Closure of Public Streets, Sidewalks, and Parking Lots (Encroachment)

Encroachment Details

Describe your requested closure of public streets, sidewalks, and/parking (For example, "closing the parking lot at the Green Hotel for a farmers market"):

We need the roads closed down Mannel Ave, Tulare Ave, Beech Ave, Madera Ave. All the crossing street we will need to shut down for the run. So we have a Safe Run.

Closure Start Date

11/22/2025

Closure Start Time

8:45am

Closure End Date

11/22/2025

Closure End Time

10:30am

Please submit a map or drawing of the encroachment and include exact dimensions.

For travel routes, include starting and ending points of the route, any proposed boundaries, and specific places for signs, cones, or barricades. Include staging areas where events will be set up.

Map/Drawing of Encroachment Location

Pie Pursuit MAP.jpg

Materials and Services

Check all items requested from the City.

Cones

Traffic Control Signs

Declaration

1. Applicant is responsible for any damage to the items noted above and is responsible for the cost of repairs and/or replacement of such at the City's discretion.
2. Unless otherwise stated through an approved request, please note the following:
 - a. Items are not available during normal business hours of 8:00 am and 5:00 pm Monday through Friday.
 - b. The City will provide the items requested subject to availability.
 - c. All equipment must be set up, maintained, and removed by City employees exclusively.
3. The City of Shafter is in no way responsible for any personal injuries, property damage, or other

liabilities that may incur during the use of said items.

4. The use of these items may also require City permits for Special Events and/or Encroachment in public right-of-way.

Indemnification

1. Applicant agrees that if this application is granted, applicant shall indemnify, defend, save and hold harmless the City of Shafter ("City"), and each of City's officials, officers, employees, city council members, agents, board members, commissioners, contractors, and authorized volunteers (collectively "City Agents") against and from any and all suits, actions, damages, judgments, claims, demands, expenses (including actual out-of-pocket legal fees), losses, penalties, fines, liabilities, debts, costs and expenditures, including but not limited to, sums paid on liability judgements, and against any and all loss or liability which the City of Shafter or such City Agents may suffer, or which may be recoverable from, or obtainable against the City of Shafter or such City Agents, from loss, damage, or injury to persons or property in any manner proximately caused by, arising out of, allegedly arising out of, incident to, or connected to any acts, omissions, or misconduct in connection with this permit including but not limited to the use of any City streets, land, buildings, facilities, or as applicable, the placing, erection, maintenance or existence of encroachment.

Initial
PJ

2. Applicant further agrees that upon the expiration of the permit for which this application is made, if granted, or upon the revocation thereof by the City, applicant will at his own cost and expense remove the same from the public property or right-of-way where the same is located, and restore said public property or right-of-way to the condition as nearly may be in which it was before the placing, erection, maintenance, or existence of said encroachment.

Initial
PJ

3. Applicant shall submit a traffic control plan for both vehicular and pedestrian traffic for all work in the public right-of-way. The plan and its controls shall follow the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).

Initial
PJ

4. California Government Code Section 4216 requires an INQUIRY IDENTIFICATION NUMBER be assigned to every person planning to conduct an excavation in a Public Right-of-Way or Private Easement. If applicable, the applicant shall call the "USA" Regional Notification Center at 1-800-227-2600 a minimum of two (2) days prior to commencing that excavation. Pursuant to Title 12 of the Shafter Municipal Code, the undersigned hereby applies for a permit to place, erect, and/or maintain an encroachment on public property right-of-way as therein defined.

Initial

PJ

5. In the event that a homeowner intends to replace broken sidewalk within the public right-of-way in front of their residence, and/or install infill sidewalk that is not part of a development or planned improvements by the City, a no-fee encroachment permit may be approved and granted. Please coordinate with Staff to determine if a no-fee permit would be applicable for a portion of or the entire scope of any proposed improvements. Applicant must follow the City of Shafter's Subdivision Engineering & Design Manual. If the applicant fails to meet the requirements or excessive re-inspections are performed, the applicant will be charged a retro-active permit fee and re-inspection fees incurred.

Initial

PJ

6. The following shall be in addition to the above indemnification and below acknowledgement for Furnished Goods: City of Shafter, its employees, city council members, agents, boards and commissions make NO WARRANTY of any kind, nature or description, express or implied, as to the quality and manufacture, safety or fitness for any particular purpose of any Equipment covered by this agreement.

Initial

PJ

Step 3 - Hold Harmless Agreement

I certify and agree to indemnify, defend, and hold harmless the City of Shafter, its employees, city council members, agents, boards and commissions from and against any and all claims, liability loss, costs, damages, fees of attorneys, and other expenses which the City may sustain or incur by reason of, or in consequence of, the use of City streets and land, including but not limited to, sums paid on liability settlements or judgements in relation to use of land and streets.

Furthermore, I certify that I am the applicant or authorized agent and that the information filed is true and correct to the best of my knowledge. I understand that additional conditions of approval may be imposed under this application, and I agree to comply with any conditions that may be required.

Applicant Signature

Date

10/16/2025

Phillip Jimenez

Step 4 - Insurance Requirements

- a. A Commercial General Liability Certificate of Insurance ("COI") with coverage as broad as Insurance Services Office form CG 00 01 must be submitted and must name the person and/or organization hosting the event as the "Insured."
- b. The COI must clearly show the liability limits and policy number and policy dates to be valid, shall be and include that the policy primary and non-contributory. Applicant agrees to waive all rights of subrogation.
- c. The COI alone is not an acceptable proof of coverage and must be accompanied by a separate Endorsement page. The Endorsement page must name **"The City of Shafter, its Officers, Employees, City Council Members, Agents, Boards, and Commissions, and volunteers"** as additional insured.

- **Minimum insurance coverage required is \$1,000,000 per occurrence and \$2,000,000 general aggregate.***
- **If alcohol is present or sold, a host liquor liability in the amount of \$2,000,000 per occurrence and \$4,000,000 general aggregate must be produced.**

**Amount of coverage required is dependent on level of risk and varies by type of event. Coverage limits may be higher for higher risk activities and events upon the City's sole determination. Special Events are reviewed individually; City staff will inform the applicant of the required insurance limits after the form is reviewed.*

Insurance certificates and endorsement(s) may be obtained by contacting homeowner/auto insurance companies and asking for event insurance or visiting online event insurance companies such as those listed below.

- Hub International: [Event Insure | HUB International](#)
- K&K Insurance: [Special Event Insurance](#)
- City staff may assist with obtaining insurance through Alliant. See City staff for assistance.

Attach Insurance Coverage Documents

CAPRI - SHAFTER RECREATION AND PARK DISTRICT GL1-9493.pdf

Friendly Reminders

1. All [City noise regulations](#) must be observed.
2. Parking must be in authorized parking spaces only.
3. Carefully observe Hours of Event, as stated on permit.
4. If indicated, comply with any additional conditions that may have been imposed as Conditions of Approval following review of your application for a Special Event Permit.

City Use Only

Administrative Review

Administrative Approval

Approved

Administrative Representative Name

Mila Aleman

Administrative Representative Title

Admin Assistant

Signature

Date
10/20/2025

Mila Aleman

Planning Review

Planning Approval
Approved

As part of the approval process for a Special Event Permit application, conditions may be imposed that are deemed necessary to ensure that the permit will be applied in accordance with the criteria outlined in the City Zoning Ordinance. These conditions may involve any factors affecting the operation of the temporary use or event. Conditions of Approval include the following items.

Conditions of Approval

Item 1

Condition(s)

Planning Representative Name
Steve Esselman

Planning Representative Title
Planning Director

Signature

Date
10/20/2025

Steve Esselman

Public Works Review

Public Works Approval
Approved with Conditions

As part of the approval process for a Special Event Permit application, conditions may be imposed that are deemed necessary to ensure that the permit will be applied in accordance with the criteria outlined in the City Zoning Ordinance. These conditions may involve any factors affecting the operation of the temporary use or event. Conditions of Approval include the following items.

Conditions of Approval

Item 1

Condition(s)

City Encroachment Permit is required.

Item 2

Condition(s)

Traffic control equipment requested is subject to availability.

Public Works Representative Name

Michael James

Public Works Representative Title

Public Works Director

Signature

Date

10/20/2025



Police Department Review

Police Department Approval

Approved

Police Department Representative Name

Randy Milligan

Police Department Representative Title

Chief of Police

Signature

Date

10/21/2025



Risk Management Review

Risk Management Approval

Risk Management Representative Name

Risk Management Representative Title

Signature

Date

City Council Review

City Council Approval

Council Member Name

Council Member Title

Signature

Date



Special Event Permit

Thank you for choosing to host an event in the City of Shafter!

Before you start, let's make sure you need this permit. If your event will have fewer than 50 attendees, does not involve the sale of food and/or beverages, and does not need to close public streets, sidewalks, or parking lots, you don't need a Special Events Permit. Have a great event!

However, if you expect more than 50 people, will sell food and/or beverages, have amplified sound, or you are going to use public streets, sidewalks, or parking lots, please fill out this form. This helps us coordinate resources, ensure public safety, and ensures you comply with the Shafter Municipal Code. We have tried to make it as painless as possible, and we are here to help! If you have any questions contact the Public Works Office at (661) 746-5004.

Here's what you need to know:

- You will need to submit your completed application at least 30 days before the event. This gives us time to review and approve your permit.
- An application fee of \$25 is due after submittal and is non-refundable. (Other fees may apply.) A City staff member will contact you for payment.
- Events with more than 300 people at a time or serving alcohol require City Council approval.

Thank you again for hosting your event in Shafter—we can't wait to see it come to life!

Special Event Permit

Step 1 - Contact Information

Host Organization

(Host Organization is the organization accepting all financial responsibility for the event and providing the required insurance.)

Better Ur Biz, Inc

Untitled

Host Organization Website

Event Contact(s)

Untitled

Event Contact 1

Name

Vivian Aguilar

Phone

(661) 303-1433

Email

vaguilar2311@gmail.com

Step 2 - Event Information

Event Details

Event Name

Gossamer Night Market

Event Description

Gossamer Grove Community event- night market. Will have local small businesses presenting their business, and food vendors. This event only does closure on a couple parking spots to honor the P&R rule of no food trucks on grass. Events to be Friday 11/21 & 12/12

Untitled

Check here if your event requires a street, sidewalk, or parking closure.

Road closures require Council review and approval.

Event Location

Community Park

Selecting an event location for this permit is not considered a facility reservation. To complete a park reservation, visit the [City of Shafter Parks Reservation](#) webpage.

Maximum Number of People Anticipated at a Time

200

Event Activities (Check all that apply)

Amplified Music/Speech

Vendors

Types of Event Vendors

Beverage

Food

Informational/Activity

Arts and Small Businesses

Description of Activities

Kid activities through Shafter Rec or City approved vendors for jumpers

Attach Community Event Permit issued by Kern County Public Health

Gossamer Grove Community Permit.pdf

Applicants who will have vendors or participants ("parties") present at the event or facility: Applicant must

enter into a written and executed contract with each of the other parties. The contract must include an indemnification, defense, and hold harmless provision in favor of the City and its officers, officials, employees, and agents, and must cause the other parties to comply with the insurance requirements required of the Applicant hereunder. Applicant shall obtain evidence of insurance and endorsements from each of its other parties and provide a copy to City upon request.

If your event has multiple dates, enter each individual date the event will be held.

Event Set-Up Date

11/23/2025

Event Set-Up Time (Start and End time)

3:00pm

Event Date

11/23/2025

Event Time (Start and End Time)

5:00pm

Multiple Event Dates Indicator

Check here if your event has multiple dates.

Final Event Date

11/23/2025

Event Tear-Down Date

Event Tear-Down Time (Start and End Time)

Facility Use Application

Declaration

1. Applicant is responsible for any damage to the facility, contents, or fixtures and is responsible for the cost of repairs and/or replacement of such at the City's discretion. All damages must be reported to the City at the conclusion of the event or the next business day.

Initial

VA

2. The facility must be left in a neat, clean and orderly condition. Failure to do so may result in cleaning costs being deducted from the security deposit. Security deposit refunds will be mailed 4 to 6 weeks after the event.

Initial

VA

3. It is understood that nothing shall be attached to the walls, ceiling, or any of the fixtures. Use of tape, staples, nails, glitter, etc. is prohibited.

Initial

VA

4. The City is in no way responsible for any personal injuries, property damages, or other liabilities that maybe incurred during the use of the facility.

Initial

VA

5. All General Liability Insurance Policies must include Endorsements and name "The City of Shafter, its officers, employees, city council members, agents, boards and commissions" as additionally insured.

Initial

VA

6. Payment of any and all application fees paid for the reservation process is non-refundable.

Initial

VA

7. I understand it is my responsibility to read and abide by the terms in the Facility Use Policy.

Initial

VA

Untitled

[Click here to read the Facility Use Policy.](#)

Facility Use Policies

Policy Statement

- a. The purpose of utilizing the facility is to ensure that City facilities are utilized for business meetings and activities which are recreational, social, educational, or civic in nature offering services to the community and to the residents of Shafter.
- b. Recurring events that are political or religious in nature are prohibited.
- c. Use of the Facility requires a Use Agreement issued in accordance with policies established by the City Council.

Reservation Information

- a. A facility use agreement authorizes rental of the facility and may be revoked for violation of these policies.
- b. Reservation of the facility must be made 45 days in advance. Funeral receptions are exempt from the advance notice, and subject to availability.
- c. Changes to the reservation dates, times or nature of activity must be requested in person 30 days prior to the already scheduled event and is subject to availability.
- d. Recurring reservations will be contingent upon maintenance of property, and observation of approved conditions.
- e. Orientations are required for a walkthrough of the Veteran's Hall facility and are schedule Mondays and Fridays at 10:00 am only.
- f. All fees, other forms and evidence of liability insurance must be filed with the city no later than 45 days prior to the event.

Fees, Deposits, and Refunds

- a. Application fees and Security Deposit are due at the time of submittal. Partial rental payments are not accepted.

Facility Use

- a. The City is not responsible for accidents, injury, or damage or loss of individual property in its facility when said facility is rented to or allowed to be used by any person or organization.
- b. Use of the facility will be granted upon the condition that all rules and policies will be followed. **PERMISSION MAY BE REVOKED AT ANY TIME FOR FAILURE TO DO SO** and fees will be forfeit.
- c. Facility must be vacated and cleaned no later than 12:00 am. If the facility is not vacated on time, hourly fees will be deducted from the security deposit.
- d. Receptacles for trash and cleaning supplies are provided and must be used appropriately. Extra janitorial fees incurred will be deducted from the security deposit and any remaining amount will be billed.

Renter's Responsibilities

- a. Renter is responsible for the conduct and control of all attending participants.
- b. Renter is responsible for the cleanliness of the facility after the event.
- c. Renter is responsible for vacating the facility in a timely matter. To avoid additional rental fees deducted from the security deposit, the event shall conclude by 11:00 pm to allow for the cleaning of the facility and ensure a timely departure.

Alcohol Consumption or Sales

- a. Alcohol at any event must be requested at the time the facility use application is submitted.
- b. The distribution or consumption of alcohol shall be in compliance with all applicable laws.
- c. Alcohol present at the facility for a NON-ALCOHOL event will result in IMMEDIATE SHUT DOWN of the event.
- d. Alcohol sales are by permit only and require an ABC license.
- e. General Liability Insurance of \$2,000,000 per occurrence with a general aggregate not less than \$4,000,00 is required for all events when alcohol is present and must include Host Liquor Liability coverage and be endorsed to name the "City of Shafter, its officers, employees, city council members, agents, boards and commissions, and volunteers" as additional insureds.

Security Officer Requirements

- a. One Security officer per every 50 persons in attendance through a State of California Licensed Security Company for private or public events. Applicant shall provide a copy of the written contract.
- b. When alcohol is present at any event. No exceptions.
- c. The officer(s) shall be present at the time alcohol is served and remain on the premise until the conclusion of the event, this includes the clean-up time.

Closure of Public Streets, Sidewalks, and Parking Lots (Encroachment)

Encroachment Details

Describe your requested closure of public streets, sidewalks, and/parking (For example, "closing

the parking lot at the Green Hotel for a farmers market”):

Partial parking for the food trucks space

Closure Start Date

11/21/2025

Closure Start Time

2:00p

Closure End Date

11/21/2025

Closure End Time

10:00p

Please submit a map or drawing of the encroachment and include exact dimensions.

For travel routes, include starting and ending points of the route, any proposed boundaries, and specific places for signs, cones, or barricades. Include staging areas where events will be set up.

Map/Drawing of Encroachment Location

Untitled (5).png

Materials and Services

Check all items requested from the City.

Declaration

1. Applicant is responsible for any damage to the items noted above and is responsible for the cost of repairs and/or replacement of such at the City's discretion.
2. Unless otherwise stated through an approved request, please note the following:
 - a. Items are not available during normal business hours of 8:00 am and 5:00 pm Monday through Friday.
 - b. The City will provide the items requested subject to availability.
 - c. All equipment must be set up, maintained, and removed by City employees exclusively.
3. The City of Shafter is in no way responsible for any personal injuries, property damage, or other liabilities that may incur during the use of said items.
4. The use of these items may also require City permits for Special Events and/or Encroachment in public right-of-way.

Indemnification

1. Applicant agrees that if this application is granted, applicant shall indemnify, defend, save and hold harmless the City of Shafter ("City"), and each of City's officials, officers, employees, city council members, agents, board members, commissioners, contractors, and authorized volunteers (collectively "City Agents") against and from any and all suits, actions, damages, judgments, claims, demands, expenses (including actual out-of-pocket legal fees), losses, penalties, fines, liabilities, debts, costs and expenditures, including but not limited to, sums paid on liability judgements, and against any and all loss or liability which the City of Shafter or such City Agents may suffer, or which may be recoverable from, or obtainable against the City of Shafter or such City Agents, from loss, damage, or injury to persons or property in any manner proximately caused by, arising out of, allegedly arising out of, incident to, or connected to any acts, omissions, or misconduct in connection with this permit including but not limited to the use of any City streets, land, buildings, facilities, or as applicable, the placing, erection, maintenance or existence of

encroachment.

Initial
VA

2. Applicant further agrees that upon the expiration of the permit for which this application is made, if granted, or upon the revocation thereof by the City, applicant will at his own cost and expense remove the same from the public property or right-of-way where the same is located, and restore said public property or right-of-way to the condition as nearly may be in which it was before the placing, erection, maintenance, or existence of said encroachment.

Initial
VA

3. Applicant shall submit a traffic control plan for both vehicular and pedestrian traffic for all work in the public right-of-way. The plan and its controls shall follow the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD).

Initial
VA

4. California Government Code Section 4216 requires an INQUIRY IDENTIFICATION NUMBER be assigned to every person planning to conduct an excavation in a Public Right-of-Way or Private Easement. If applicable, the applicant shall call the "USA" Regional Notification Center at 1-800-227-2600 a minimum of two (2) days prior to commencing that excavation. Pursuant to Title 12 of the Shafter Municipal Code, the undersigned hereby applies for a permit to place, erect, and/or maintain an encroachment on public property right-of-way as therein defined.

Initial
VA

5. In the event that a homeowner intends to replace broken sidewalk within the public right-of-way in front of their residence, and/or install infill sidewalk that is not part of a development or planned improvements by the City, a no-fee encroachment permit may be approved and granted. Please coordinate with Staff to determine if a no-fee permit would be applicable for a portion of or the entire scope of any proposed improvements. Applicant must follow the City of Shafter's Subdivision Engineering & Design Manual. If the applicant fails to meet the requirements or excessive re-inspections are performed, the applicant will be charged a retro-active permit fee and re-inspection fees incurred.

Initial
VA

6. The following shall be in addition to the above indemnification and below acknowledgement for Furnished Goods: City of Shafter, its employees, city council members, agents, boards and commissions make NO WARRANTY of any kind, nature or description, express or implied, as to the

quality and manufacture, safety or fitness for any particular purpose of any Equipment covered by this agreement.

Initial
VA

Step 3 - Hold Harmless Agreement

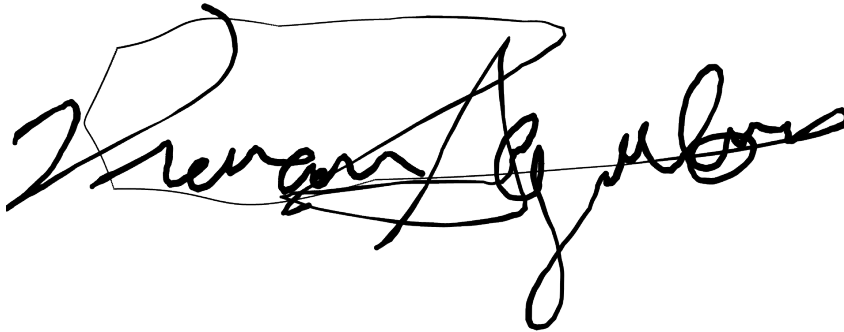
I certify and agree to indemnify, defend, and hold harmless the City of Shafter, its employees, city council members, agents, boards and commissions from and against any and all claims, liability loss, costs, damages, fees of attorneys, and other expenses which the City may sustain or incur by reason of, or in consequence of, the use of City streets and land, including but not limited to, sums paid on liability settlements or judgements in relation to use of land and streets.

Furthermore, I certify that I am the applicant or authorized agent and that the information filed is true and correct to the best of my knowledge. I understand that additional conditions of approval may be imposed under this application, and I agree to comply with any conditions that may be required.

Applicant Signature

Date

10/24/2025

A handwritten signature in black ink, appearing to read "Shafter", is written over a rectangular box. The signature is stylized and cursive.

Step 4 - Insurance Requirements

a. A Commercial General Liability Certificate of Insurance ("COI") with coverage as broad as Insurance Services Office form CG 00 01 must be submitted and must name the person and/or organization hosting the event as the "Insured."

b. The COI must clearly show the liability limits and policy number and policy dates to be valid, shall be and include that the policy primary and non-contributory. Applicant agrees to waive all rights of subrogation.

c. The COI alone is not an acceptable proof of coverage and must be accompanied by a separate Endorsement page. The Endorsement page must name **"The City of Shafter, its Officers, Employees, City Council Members, Agents, Boards, and Commissions, and volunteers"** as additional insured.

- Minimum insurance coverage required is \$1,000,000 per occurrence and \$2,000,000 general aggregate.*
- If alcohol is present or sold, a host liquor liability in the amount of \$2,000,000 per occurrence and \$4,000,000 general aggregate must be produced.

**Amount of coverage required is dependent on level of risk and varies by type of event. Coverage limits may be higher for higher risk activities and events upon the City's sole determination. Special Events are reviewed individually; City staff will inform the applicant of the required insurance limits after the form is reviewed.*

Insurance certificates and endorsement(s) may be obtained by contacting homeowner/auto insurance companies and asking for event insurance or visiting online event insurance companies such as those listed below.

- Hub International: [Event Insure | HUB International](#)
- K&K Insurance: [Special Event Insurance](#)
- City staff may assist with obtaining insurance through Alliant. See City staff for assistance.

Attach Insurance Coverage Documents

Gossamer Night Market COI.pdf

Friendly Reminders

1. All [City noise regulations](#) must be observed.
2. Parking must be in authorized parking spaces only.
3. Carefully observe Hours of Event, as stated on permit.
4. If indicated, comply with any additional conditions that may have been imposed as Conditions of Approval following review of your application for a Special Event Permit.

City Use Only

Administrative Review

Administrative Approval

Administrative Representative Name

Administrative Representative Title

Signature

Date

Planning Review

Planning Approval

As part of the approval process for a Special Event Permit application, conditions may be imposed that are deemed necessary to ensure that the permit will be applied in accordance with the criteria outlined in the City Zoning Ordinance. These conditions may involve any factors affecting the operation of the temporary use or event. Conditions of Approval include the following items.

Conditions of Approval

Item 1

Condition(s)

Planning Representative Name

Planning Representative Title

Signature

Date

Public Works Review

Public Works Approval

Public Works Representative Name

Public Works Representative Title

Signature

Date

Police Department Review

Police Department Approval

Police Department Representative Name

Police Department Representative Title

Signature

Date

Risk Management Review

Risk Management Approval

Risk Management Representative Name

Risk Management Representative Title

Signature

Date

City Council Review

City Council Approval

Council Member Name

Council Member Title

Signature

Date



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Steve Esselman, Planning Director

SUBJECT: ZONE CHANGE NO. 23-72 ORDINANCE ADOPTION

RECOMMENDATION

Council introduce for second reading, by title only, and waive reading of Ordinance No. 772, an Ordinance of the City Council of the City of Shafter approving Zone Change (ZC) No. 23-72. The ZC changes the zone district under Title 17 of the Shafter Municipal Code from R-1 (Low Density Residential) to R-3 (Medium High Density Residential) of an approximately 8.72-acre parcel (Assessor's Parcel Number 028-180-57) located at the northeast corner of Birch Street and East Los Angeles Avenue. General Plan Amendment (GPA) No. 23-39 was previously approved by resolution during the October 7, 2025, City Council meeting. The GPA amends the City of Shafter General Plan land use designation for the property from LDR (Low Density Residential) to MHDR (Medium High Density Residential) to be consistent with the zoning.

BACKGROUND

1. Location: Northeast corner of Birch Street and East Los Angeles Avenue. **See Exhibit 1.**
2. General Plan Designation: The site's current land use designation is LDR (Low Density Residential). **See Exhibit 2.**
3. Zoning: The site is currently zoned R-1 (Low Density Residential). **See Exhibit 3.**
4. Acreage: 8.72 acres
5. On-site Land Use: The project site is vacant.
6. Off-site Land Use: The site is surrounded by multi-family residential to the north, single-family residential to the east, vacant land (zoned Estate) to the south, and an existing residence and vacant land (zoned Low Density Residential) to the west.

The Cesar Chavez Foundation, on behalf of the property owner, National Farm Workers Service Center, Inc., is requesting the general plan amendment and zone change. At the August 12, 2025, Planning Commission meeting, the Commission voted to recommend approval of the general plan amendment and zone change to the City Council. At the October 7, 2025, City Council meeting, the Council voted to approve the general plan amendment.

ANALYSIS:

This project consists of a request for a GPA/ZC to allow the development of 174 multi-family units at 30%, 40%, 50%, and 60% AMI (Area Median Income) distributed across three (3) three-story buildings on an approximately 8.72-acre site totaling 342,160 square-feet at the northeast corner of Birch Street and East Los Angeles Street (APN 028-180-57). **See Exhibit 4 and 5.**

The development would be constructed in three phases, Phase I and Phase II will mirror each other, Phase I includes 62 units (130,299 square-feet) with 124 on-site parking spaces, Phase II includes 62 units (130,299 square-feet) with 124 on-site parking spaces, and Phase III includes 50 units (81,560 square-feet) with 100 on-site parking spaces, pertaining a total of 174 units and 348 on-site parking spaces. The project will include two full-access driveways along Birch Street, two full-access driveways along South Mannel Avenue, and four full-access driveways along East Los Angeles Avenue.

The project site is located within Section 15, Township 28 South, Range 25 East, Mount Diablo Base & Meridian. The project site lies within the Rio Bravo USGS 7.5-minute topographic quadrangle.

The City reviewed the Shafter Municipal Code Title 17 (Zoning Ordinance) and determined that the closest similar use to what is being proposed is “multi-family attached dwelling units with enhanced amenities (common open space and recreation areas)”. The proposed GPA would change the designation of the parcel from LDR (Low Density Residential) to MHDR (Medium High Density Residential); the current LDR designation allows for up to five dwelling units per acre while the MHDR designation would allow for up to 20 units per acre. The proposed ZC would change the zone classification from R-1 (Low Density Residential) to R-3 (Medium High Density Residential); the current R-1 classification allows for up to five dwelling units per acre while the R-3 classification would allow for up to 24 units per acre. Therefore, the theoretical maximum number of dwelling units per acre because of the proposed GPA and ZC, if approved, is 20 units per acre. The applicant is proposing a multi-family apartment complex at 20 units per acre.

Breakdown of Phases I, II, and III

Phases I and II will consist of two three-story residential buildings with 60 family units and two manager units at 30%, 40%, 50%, and 60% AMI levels. The three-story residential building will consist of 48 one-bedroom units (575 square-feet), 32 two-bedroom units (778 square-feet), 32 three-bedroom units (1,079 square-feet), and four (4) three-bedroom manager units. Phases I and II will mirror each other totaling 124 units and include 248 on-site parking spaces.

Phase III will consist of one (1) three-story residential building with 22 one-bedroom units (575 square-feet), 13 two-bedroom units (778 square-feet), and 14 three-bedroom

units (1,079 square-feet) at 30%, 40%, 50%, and 60% AMI and one (1) three-bedroom manager unit. Phase III includes a total of 50 units and 100 on-site parking spaces.

After completion of all three phases, there will be a total of 174 units with 348 on-site parking spaces. Additionally, the project will be constructed and maintained in accordance with the 2010 ADA Standards for Accessible Design and will meet all the requirements of the California Building Code Title 24.

The project site is going to be developed to City of Shafter development standards, which include onsite and offsite improvements. Onsite improvements include, but not limited to, the following:

- Paved and Covered parking areas
- Landscaping
- Security fence
- Security lighting

The offsite improvements consist of the following:

- Sidewalk Improvements along Birch Street, South Mannel Avenue, and East Los Angeles Avenue
- Connection to existing water line in East Los Angeles Avenue
- Connection to the existing dry sewer line of East Los Angeles and ending the connection at the east of Birch Street and west of South Mannel Avenue to the northern property line

If the project were to be approved, the applicant would have to submit for site plan review to ensure that the multi-family apartment complex complies with the objective standards found in the Zoning Ordinance, California Building Code, and Engineering Design Manual.

Additionally, the site plan would have to be approved by the Shafter Police Department to ensure that the project includes “defensible space design.” Defensible space design guidelines focus on creating built environments that naturally deter crime and promote resident safety through environmental design. Key principles include territoriality (clearly defining public, semi-public, and private spaces to foster a sense of ownership), natural surveillance (ensuring residents can observe public areas through window placement and lighting), image (maintaining an appearance that discourages vandalism and signals care), and milieu (situating developments within safe, supportive surroundings). By enhancing visibility, access control, and resident engagement, the “defensible space design” approach empowers communities to take an active role in crime prevention.

GENERAL PLAN AND HOUSING ELEMENT COMPATIBILITY/CONSISTENCY

Staff has reviewed the proposal for compatibility with the applicable objectives and policies contained within the Shafter General Plan land use element and find the following:

2.5 Residential Uses

Objective: Provide a variety of housing types suitable to a broad range of socioeconomic groups and a residential environment that enhances residents' quality of life and reinforces those characteristics of a rural, small town that make Shafter a desirable place to live.

The project is consistent with this objective because it helps provide a variety of housing types suitable for a broad range of socioeconomic groups. The project is consistent with the surrounding land uses, including an existing multi-family project adjacent to and north of the project site, and therefore is consistent with the existing residential environment that enhances residents' quality of life and reinforces those characteristics of a rural, small town that make Shafter a desirable place to live.

Policy 3: Broaden the range of housing types and encourage innovation in available housing types. In addition to traditional single-family housing, provide:

1. Move-up and executive housing opportunities;
2. Housing for those desiring amenities not typically found in small town subdivisions (e.g., common open space and recreational areas);
3. Opportunities for those not desiring dwelling on an individual lot or a mobile home lifestyle; and
4. Appropriate housing for active seniors and those requiring some degree of assistance or care.

The project is consistent with this policy because it broadens the range of housing types in addition to traditional single-family housing, it provides move-up or executive housing opportunities, and it provides opportunities for those not desiring to dwell on an individual lot or a mobile home lifestyle.

Policy 4: Ensure that multifamily projects fit the scale of the community, are consistent with Shafter's small town community character, are of high quality, and are well maintained.

The project is consistent with this policy because it fits the scale with adjacent land uses, namely the existing multi-family residential area adjacent to and north of the project site. If this project is approved, future site plan review shall ensure that the project is consistent with Shafter's small town community character, is of high quality, and is well maintained. As discussed above, the project would be reviewed and

approved by the Shafter Police Department to ensure “defensible space design” to create a residential environment that is safer, more secure, and fosters a stronger sense of community and responsibility among residents.

Staff has reviewed the proposal for compatibility with the applicable objectives and policies contained within the Shafter 2023-2031 Housing Element and find the following:

Goal 1: Provide a diversity of development opportunities to enhance the City’s living environment and to satisfy the housing needs of Shafter residents.

The project is consistent with this goal because it helps provide a diversity of development opportunities to enhance the City’s living environment and to satisfy the housing needs of Shafter residents.

Policy 1.1: Provide adequate residential sites to produce new for-sale and rental residential units for existing and future residents.

The project is consistent with this policy because it helps provide adequate residential sites to produce new rental residential units for existing and future residents.

Program 1.1.1: Rezone Sites to Accommodate Housing Need

Rezone sufficient sites (from those identified in Appendix B Residential Sites Inventory as adequate to accommodate lower income housing) to zones that allow the City to fully accommodate its RHNA in the lower income categories of 1,109 total units, e.g., rezone at least 187 acres to minimum density of 20 units/acre, assuming 25% of units lower income, to accommodate shortfall of 935 units.

In general, the City will work with property owners to determine which parcels in the Residential Sites Inventory to target for rezoning. The City will work with the property owners of these sites in taking the actions described in Program 1.1.3 (Large Sites) to facilitate subdivision and development of appropriately sized sites for affordable housing.

- Each site to be rezoned shall meet the criteria identified in Gov. Code §65583.2(h) and (i):
 1. Zoned to allow owner-occupied and rental multi-family residential use by right for developments that include at least 20% of units affordable to lower income households (Use by right means that the local government’s review cannot require a conditional use permit, planned unit development permit, or other discretionary local government review that would constitute a “project” under the California Environmental Quality Act. However, subdivisions are allowed to be a discretionary review in accordance with the local ordinance, and non-discretionary design review using objective standards may be conducted.).
 2. Zoned to allow at least 16 units on the site;

3. Zoned to require a minimum density of 20 units per acre (for suburban jurisdictions, including Shafter);
 4. At least 50% of the remaining lower-income housing need shall be accommodated on residentially zoned sites (with a limited exception for mixed use)- (this provision is superseded by the solid bullet below); and
 5. Sites shall meet utilities requirements to satisfy Gov. Code §65583.2(b)(5)(B).
- To maintain the validity of the realistic capacity assumptions, all sites to be rezoned shall be residentially zoned.
 - Sites to be rezoned should affirmatively further fair housing by promoting an inclusive community with site locations distributed throughout the community.

Sites previously identified in prior housing element site inventories (i.e., APN 536-010-50 in Mission Lakes Specific Plan): These sites have been previously identified in prior Housing Element site inventories and meet the criteria identified in Gov. Code §65583.2(c)—nonvacant sites identified in a prior housing element and vacant sites that have been included in two or more consecutive prior planning periods.

- For these existing high density zoned sites to count toward the RHNA in the lower income categories, these sites shall be zoned:
 1. To allow residential use by right (as described above) for developments that include at least 20% of units affordable to lower income households.
 2. At residential densities consistent with Gov. Code §65583.2(c)(3)—density per analysis or allowing at least 20 units per acre (for suburban jurisdictions including Shafter)- (current zone density of these sites is currently consistent).

The project is consistent with this program because it would rezone 8.72 acres to allow for a multi-family residential development at a density of 20 units/acre (174 total units) as opposed to the current 3.5 units/acre (30 total units) at the project site. The housing element currently includes the project site as a single-family residential site where it was assumed that up to 30 single-family homes for moderate-income buyers could be built. By rezoning the site, an additional 174 units of low-income housing can instead go towards the City's RHNA. Per Program 1.1.1 of the Shafter 2023-2031 Housing Element (see below for more information), the City must rezone at least 187 acres to minimum density of 20 units/acre, assuming 25% of units lower income, to accommodate a shortfall of 935 units to satisfy the City's RHNA for low-income housing. This project would provide 174 multi-family units towards this shortfall.

Policy 2.3: Facilitate the development of new housing for all economic segments of the community, including lower-, moderate-, and above moderate-income households.

The project is consistent with this policy because it facilitates the development of new housing for all economic segments of the community, including lower-income households.

Policy 3.2: Assure the provision of housing opportunities for those residents of the City who have special housing needs, including farm workers, the elderly, disabled, large families, and the homeless.

The project is consistent with this policy because it provides housing opportunities for those residents of the City who have special housing needs.

COMPLIANCE WITH THE CALIFORNIA HOUSING ACCOUNTABILITY ACT

Since the applicant is proposing 174 multi-family units at 30%, 40%, 50%, and 60% AMI, consideration of Housing Accountability Act (HAA), Government Code Section 65589.5, is required for the project. The HAA establishes limitations to a local government's ability to deny, reduce the density of, or make infeasible housing development projects that are consistent with objective local development standards and contribute to meeting housing needs.

The California Department of Housing and Community Development (HCD) developed a memorandum in 2020 that provides technical assistance for HAA. As part of the memorandum, HCD created a decision matrix on whether a project can be denied without violating HAA. **Exhibit 6** provides the HAA decision matrix developed by HCD.

The following provides a HAA analysis for this project and informs that the City is severely limited in making changes that affect the project's feasibility and/or density. Moreover, there is no basis upon which it may be denied.

1. *Does the project meet the definition of a housing development?* Yes, the project is a housing development and therefore HAA applies.

2. *Are 20% of the total units affordable to very low- or low-income households, 100% affordable to moderate- or middle-income households, or an emergency shelter?* Yes, the project would provide at least 20% units that are affordable to very low- or low-income households and therefore HAA applies.

3. *Does one of the following apply?*
 1. *Housing element is in compliance, RHNA has been met (permitted) or exceeded for all income categories proposed for project.* No, RHNA has not been met.
 2. *Project has a specific, adverse impact upon the public health or safety, and there is no feasible method to mitigate or avoid impact.* A "specific,

adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. No, the City has no such standards.

- 3. Denial is required to comply with specific state or federal law, and there is no feasible method to comply. No, there is no applicable federal law that applies here.*
- 4. The project is proposed on land zoned for agriculture or inadequate water or sewer. No.*
- 5. The project is inconsistent with both zoning and general plan land use designation, and the project is not proposed on a site identified in the housing element, and there are sufficient sites to accommodate the Regional Housing Needs Allocation (RHNA) or zoning for emergency shelters. No, while the project is currently inconsistent with both zoning and the general plan land use designation, it is proposed on a site identified in the housing element and there are currently not sufficient sites to accommodate the RHNA for the City. Per Program 1.1.1 of the Shafter 2023-2031 Housing Element (see below for more information), the City must rezone at least 187 acres to minimum density of 20 units per acre, assuming 25% of units lower income, to accommodate a shortfall of 935 units to satisfy the City’s RHNA for low-income housing.*

Therefore, the project cannot be denied without risking a potential HAA violation. Failure to comply with the requirements of the HAA (by denying a qualifying project), exposes the City to lawsuits, compliance orders, fines and penalties and attorney fees. In addition, a court is authorized to force the City to approve the project anyway.

BENEFITS OF THE PROJECT TO SHAFTER

While the City is without authority to deny the project, staff should point out that there are several benefits that staff believe are relevant and inform why staff is recommending approval of the project.

First, the housing element currently includes the project site as a single-family residential site where it was assumed that up to 30 single-family homes for moderate-income buyers could be built. By approving the GPA/ZC, 174 multi-family units at 30%, 40%, 50%, and 60% AMI could instead be built and this proposed rezoning to allow 174 low-income multi-family units would go towards the requirement in the housing element to rezone at least 187 acres to minimum density of 20 units/acre, assuming 25% of units lower income, to accommodate a shortfall of 935 units to satisfy the City’s RHNA for low-income housing. The City currently has sufficient planned development to accommodate the loss of 30 moderate-income residential units to satisfy the RHNA in the City for this type of housing. The RHNA is a California state-mandated process that determines how much housing must be planned for by each jurisdiction (city or county) within its housing element. This process ensures that cities and counties plan for adequate housing to accommodate all income levels within the community.

Second, it is good planning practice for a City to provide a range of housing products from single-family to multi-family. Multi-family units are typically cheaper to build and rent per unit than single-family homes. Therefore, multi-family residential provides the ability for lower-income households, particularly the young and the elderly, with affordable opportunities for housing. Currently, there is a lack of multi-family residential with the City limits and this project would help fill that need.

Third, as further discussed below, the project furthers several objectives, policies, goals, and programs of the General Plan land use and housing elements.

Finally, a multi-family residential area already exists adjacent to and north of the project site. The development of additional multi-family residential units at the site because of the GPA/ZC would be an extension of this area and would not be inconsistent with its surrounding land uses.

NOTICING

As required by Senate Bill 18, all general plan amendments require consultation with California Native American tribes. Staff requested a tribal consultation list from the Native American Heritage Commission, and Staff received a list with 25 tribal contacts. Staff provided a letter dated March 14, 2024 to each contact on the list.

Public notice for the proposed project and environmental determination were also advertised in The Shafter Press. All property owners within 1,000 feet of the project site were notified by United States Postal Service mail regarding this public hearing.

Comments Received: The City received a comment from the Santa Rosa Rancheria Tachi Yokut Tribe stating that, due to the location of this project, the tribe will be deferring to the more local tribes of the area. Comment noted for the record. The City also received a comment from the Yuhaaviatam of San Manuel Nation (YSMN) stating that project is located outside of their ancestral territory and, as such, YSMN will not be requesting to receive consulting party status with the lead agency or to participate in the scoping, development, or review of documents created pursuant to legal and regulatory mandates. Comment noted for the record.

Additional Comments Received: On October 21, 2025, staff received two emails voicing opposition to the above-referenced project. On October 24, 2025, staff received three letters in opposition to the project. These emails and letters were received after the agenda for the October 21, 2025, City Council meeting was finalized and published. Staff is providing the emails and letters as **Exhibits 9 and 10**, respectively, as part of the Council's consideration for this project.

FISCAL IMPACT

There is no fiscal impact because of the proposed action.

CEQA ANALYSIS

Based upon an initial study, Staff has determined that the project, with mitigation measures, would not have a significant effect on the environment. Therefore, a Mitigated Negative Declaration (MND) (State Clearinghouse No. 2025050756) was prepared for this project in accordance with the California Environmental Quality Act (CEQA). The MND was circulated for a 30-day public and agency review period from June 24, 2022 to July 24, 2022. The MND is provided as **Exhibit 7**.

Comments Received: The following comments were received by staff during the public review period for the MND.

- Don Loveless – The commenter states that they are the owner of about 20 acres just to the west of the project site and is responding to a request from staff to provide his comments in writing for the record. The commenter states that it is their understanding that there will be an environmental impact report and mitigation statement for any negative findings and that hard copies will be made available to the commenter. The commenter provides some history on the previous development of multi-family housing to the north of and adjacent to the project site and asserts that his farm was shut down because of the previous project. The commenter expresses concern about traffic along Birch Street and E. Los Angeles Avenue, and specifically about the potential widening of these roads and its effect on the commenter's property. The commenter expresses concern over the effects to his property's value as well as noise and traffic because of the project. The commenter hypothesizes about what would happen if the applicant bought 20 additional acres next door to the project; staff assumes the commenter is referring to his property.

Response to Comments: Staff has prepared a MND (see **Exhibit 7**) with a Mitigation Monitoring and Reporting Program (MMRP) in compliance with CEQA and has created hard copies of the MND and MMRP for the commenter. To date, the commenter has not picked up the hard copies.

Per Section 10.270 of the Zoning Ordinance (Right to Farm Provisions), farmland within 300 feet of urban uses are not considered a nuisance if the agricultural use is conducted or maintained for commercial purposes, conducted in a manner consistent with proper and accepted customs and standards, and the agricultural use has been in operation for more than three years and was not a nuisance at the time it began.

Regarding right-of-way (ROW) and the potential need to widen Birch Street and E. Los Angeles Avenue to accommodate the project, Assessor's Maps 028-28 (commenter's properties), 28-18 (project site) show a 30-foot ROW for Birch Street between the project site (APN 028-180-57) and the commenter's properties (APNs 208-280-03 and -04) to allow for the extension of Birch Street to E. Los Angeles Avenue. The project site would give up an additional 8 feet along its western property line to match up with the existing 38-foot-wide ROW for Birch Street to the north of this segment of Birch Street to be improved as part of the project and in compliance with approved Parcel Map No.

10996 and similar to the approved offsite improvements shown for the Los Rosas Apartments (the existing apartments to the north of the project site) found in the City's Engineering files; there are currently no plans to widen E. Los Angeles Avenue because of the project. The City cannot ask for additional ROW from the commenter along the frontage of his property to accommodate the project; ROW acquisition that affects the commenter's property would only occur if the commenter decides to further develop his property, such as through the approval of a tract map or another entitlement for an urban land use, that can be conditioned to require the widening of roads along its frontage at the time of approval by the Planning Commission and City Council.

The MND determined that there would be a less-than-significant impact on noise and traffic because of the project and property values are not an issue area under CEQA. However, there are numerous peer-reviewed papers that conclude that multi-family projects do not result in decreased property values to surrounding properties and instead increase property values due to the increased cost of building multi-family on a parcel as opposed to single-family residential.

If the applicant purchases the nearby 20 acres of land (staff is assuming the commenter means his property) to build additional multi-family housing, the applicant would have to go through the same entitlement process because the nearby 20 acres is currently general plan-designated and zoned for single-family residential. The entitlement process would include obtaining a recommendation from the Planning Commission and approval from the City Council as well as the need to comply with CEQA.

The State CEQA Guidelines have been followed in the evaluation of the environmental effects of this project. Significant environmental impacts were not identified with the project proposal. Therefore, a MND was prepared for the project. Compliance with the mitigation measures in the MND, local ordinances, state laws, and construction to the standards of the California Building Codes and Shafter's Engineering Design Manual would reduce impacts to a less-than-significant level.

APPROVED BY THE CITY ATTORNEY

ATTACHMENTS

1. Exhibit 1 - Vicinity Map
2. Exhibit 2 - Existing General Plan Land Use Map
3. Exhibit 3 - Existing Zone District Map
4. Exhibit 4 - Conceptual Development Plan
5. Exhibit 5 - Elevations
6. Exhibit 6 - HAA Decision Matrix
7. Exhibit 7 - Mitigated Negative Declaration
8. Exhibit 8 - Ordinance No. 772
9. Exhibit A of Exhibit 8
10. Exhibit 9 - Memorandum - Opposition Emails
11. Exhibit 10 - Memorandum - Opposition Letters

Exhibit 1 - Vicinity Map



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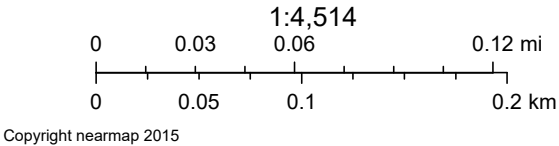


Figure 3: General Plan Land Use



Figure 4: Zoning



Figure 5: Site Plan

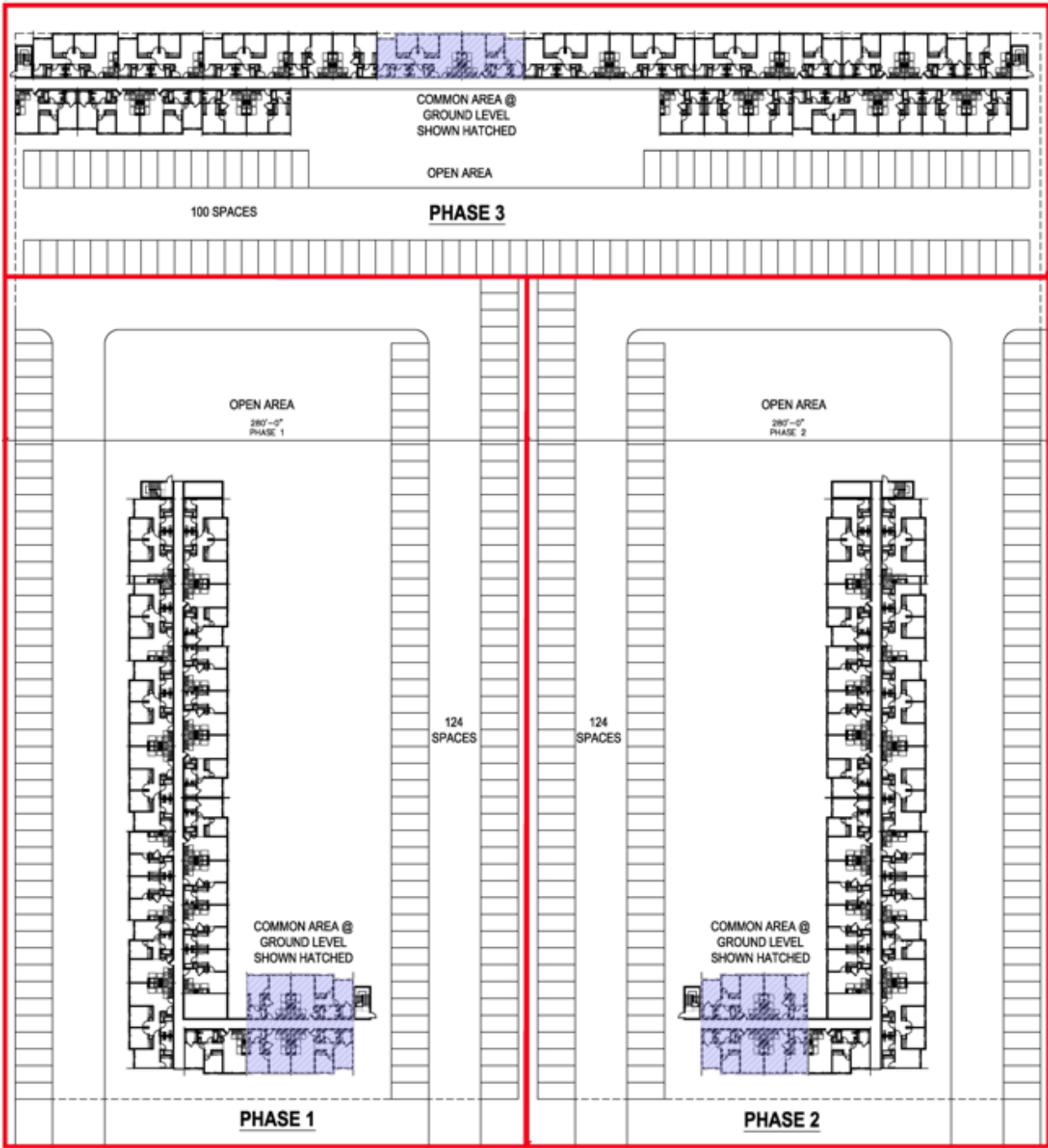


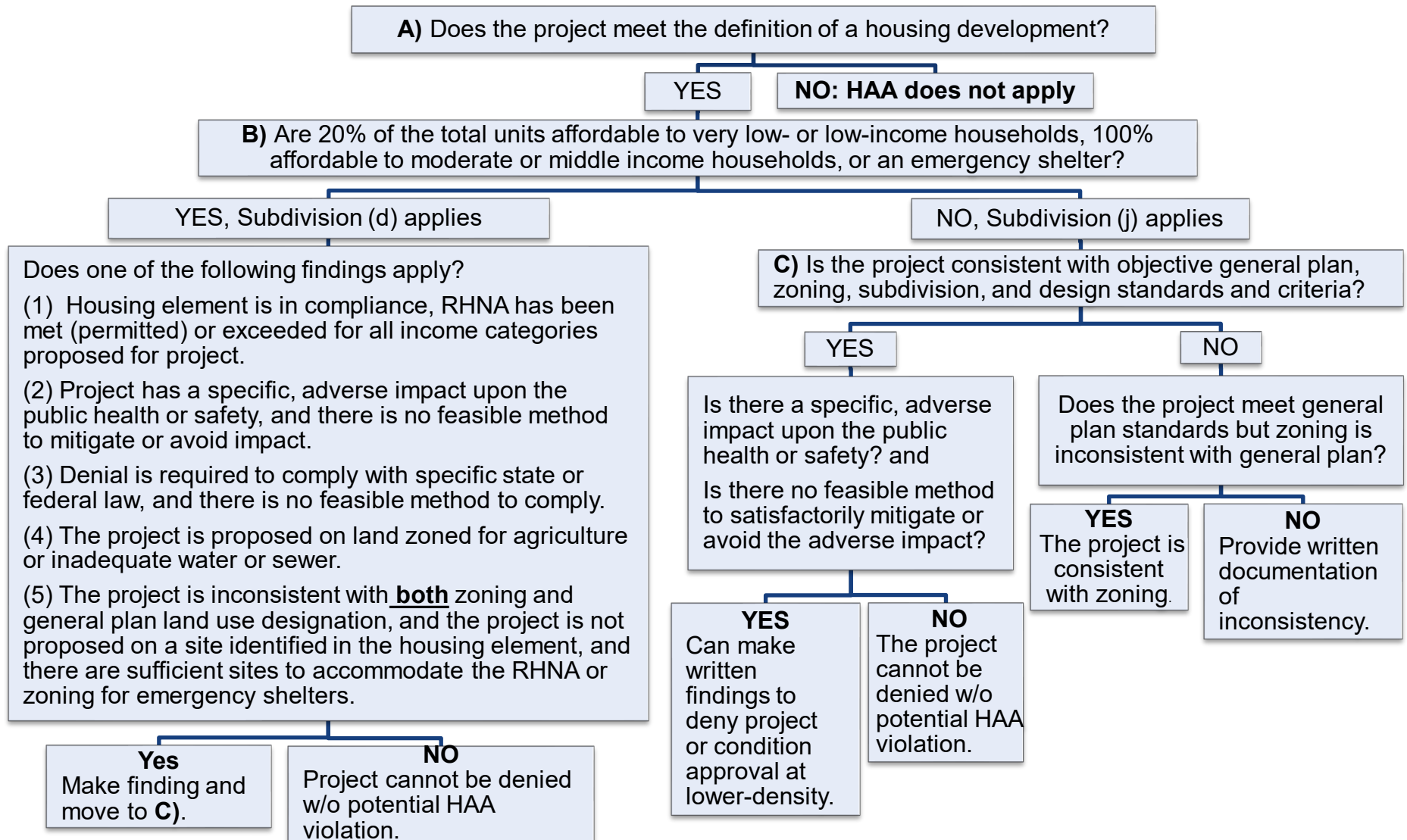
Exhibit 5 - Elevations

Figure 6: Elevations



Housing Accountability Act Decision Matrix

This decision tree generally describes the components of the HAA. Both affordable and market-rate developments are protected by components of the HAA. The statute contains detailed requirements that affect the applicability of the HAA to a specific housing project based on its characteristics.





May 15, 2025

CITY OF SHAFTER, CALIFORNIA

Mitigated Negative Declaration

**General Plan Amendment No. 23-39 &
Zone Change No. 23-72
(Cesar Chavez Multi-Family)**

City of Shafter
336 Pacific Avenue
Shafter, CA 93263

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CITY OF SHAFTER

MITIGATED NEGATIVE DECLARATION

The City of Shafter (City) has completed an initial study (attached) of the possible environmental effects of the following-described project and has determined that a Mitigated Negative Declaration is appropriate. It has been found that the proposed project, as described and proposed to be mitigated (if required), would not have a significant effect on the environment. This determination has been made according to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

Project Title: General Plan Amendment 23-39 & Zone Change 23-72 (Cesar Chavez Multi-Family)

Comment Period Begins: May 15, 2025

Comment Period Ends: June 17, 2025

Mitigation Measures

Mitigation Measures (included in the proposed project to avoid potentially significant effects) are as follows:

Air Quality Impact Mitigation Measures

1. Prior to grading plan approval, the applicant/developer shall submit documentation to the Planning Department that they will/have met all air quality control measures, design features, and rules required by the San Joaquin Valley Air Pollution Control District, including but not limited to the following:

To minimize Fugitive Dust during construction, the applicant will comply with the following:

- Apply water to unpaved surfaces and areas.
- Use non-toxic chemical or organic dust suppressants on unpaved roads and traffic areas.
- Limit or reduce vehicle speed on unpaved roads and traffic areas.
- Maintain areas in a stabilized condition by restricting vehicle access.
- Install wind barriers.
- During high winds, cease outdoor activities that disturb the soil.
- Keep bulk materials sufficiently wet when handling.
- Store and handle materials in a three-sided structure.

- When storing bulk materials, apply water to the surface or cover the storage pile with a tarp.
- Don't overload haul trucks. Overloaded trucks are likely to spill bulk materials.
- Cover haul trucks with a tarp or other suitable cover. Or, wet the top of the load enough to limit visible dust emissions.
- Clean the interior of cargo compartments on emptied haul trucks prior to leaving a site.
- Prevent trackout by installing trackout control devices at all project access points.
- Clean up trackout at least once a day. If along a busy road or highway, clean up trackout immediately.
- Monitor dust-generating activities and implement appropriate measures for maximum dust control.

Diesel Particulate Matter: during construction, the applicant will comply with the following design features:

- Construction equipment should be maintained in proper tune.
 - All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
 - Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.
 - Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
 - Establish staging areas for the construction equipment that are as far from adjacent residential homes, as feasible.
 - Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
2. Prior to grading plan approval, the applicant/developer shall submit proof to the Planning Department that the project has complied with the San Joaquin Valley Air Pollution Control District's Indirect Source Rule (Rule 9510).

Biological Resources Impact Mitigation Measures

3. San Joaquin Kit Fox (*Vulpes macrotis mutica*)
- Prior to ground disturbance, a pre-construction survey must be conducted 14 - 30 days within the Project Area and a 500-foot buffer to identify active or potential San Joaquin kit fox dens.
 - If potential kit fox dens are observed within the Project Area, a 50-foot avoidance buffer should be implemented. If construction activities require the destruction of a potential den, then den monitoring shall be conducted by a qualified biologist for a minimum of 4 consecutive nights following the protocols set forth in the U.S.

Fish and Wildlife Service Standardized Recommendations for the Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011). Known dens shall require an avoidance buffer of at least 100 feet. If a known den cannot be avoided, it shall be left undisturbed, and the monitoring biologist shall be contacted immediately. Natal dens found within the Project Area or within a 500-foot buffer surrounding the Project Area should be avoided and the USFWS and CDFW shall be contacted.

- To prevent the entrapment of a San Joaquin kit fox or other wildlife, all steep walled, open trenches greater than 2 feet in depth should be covered at the end of each day. If covering an open excavation is not feasible, escape ramps made of earthen material or wooden planks at a 1:1- slope (45-degree angle) should be implemented. Trenches should be inspected in the morning prior to commencing work activities and prior to backfilling. If a San Joaquin kit fox or any other special-status species is found within the excavation, the monitoring biologist shall be contacted immediately. At no time should any personnel attempt to handle, corral, remove, or otherwise interact with the animal.

4. Swainson's Hawk (*Buteo swainsoni*)

- If construction activities are to take place during the nesting season (February - August), a preconstruction survey will be conducted 14 - 30 days prior to ground disturbing activities within the Project Area and a 500-foot buffer to identify individual Swainson's hawk's and active nests. This survey can be conducted concurrently with the San Joaquin kit fox pre-construction survey described above, depending on the timing of the pre-construction survey.
 - If any active Swainson's hawk nest is found during the pre-construction survey, a qualified biologist will prescribe an appropriate buffer zone surrounding the nest and a plan to be implemented to prevent disruption of nesting activities. If nest disruption is not possible, CDFW should be contacted for guidance.

5. Tricolored blackbird (*Agelaius tricolor*)

- If construction activities are to take place during the nesting season for tricolored blackbird (February - May), a pre-construction survey will be conducted 14 - 30 days prior to ground disturbing activities within the Project Area and a 500-foot buffer to identify individual tricolored blackbirds and active nests. This survey can be conducted concurrently with the San Joaquin kit fox pre-construction survey described above, depending on the timing of the preconstruction survey.
 - If any active tricolored blackbird nest sites are found during the pre-construction survey, a qualified biologist will prescribe an appropriate buffer zone surrounding

the nest site and a plan to be implemented to prevent disruption of nesting activities.

6. Other Migratory Birds

- Other migratory birds may use the proposed Project Site or surrounding lands for feeding, nesting, and roosting. In compliance with Sections 3503 and 3503.5 of the California Fish and Game Code and the Migratory Bird Treaty Act, if construction activities are to occur during the nesting and breeding season (February 1 through August 31), a qualified biologist shall determine the presence of any native bird and raptor nests prior to construction activities. If any nests are identified, appropriate buffer zones will be established around any identified nests to prevent disruption of nesting. If an adequate buffer zone cannot be established around any active nest, CDFW and USFWS will be contacted for guidance.

7. General Wildlife Avoidance Measures

- To further ensure no special-status species are impacted by the project, the project will comply with the following general wildlife avoidance measures during the construction period.
 - All vehicles should implement a maximum 10mph speed limit within the Project Area or adhere to the posted speed limit.
 - To avoid the entrapment of any animal, all excavations greater than 2 feet should be backfilled by the end of day. If backfilling by the end of day is not possible, excavations should be covered in a way to prevent wildlife species from entering the excavation. If excavations cannot be covered, an earthen escape ramp or a ramp constructed of wooden planks should be implemented inside the excavation at a 1:1 slope (45 degrees). If any wildlife is found entrapped inside an open excavation, the biologist should be contacted immediately. All pipes, culverts, or similar structures staged onsite should be capped in a way to prevent the entry of wildlife. Such structures should be checked prior to moving to ensure no wildlife is entrapped inside.
 - All food-related trash items including wrappers, cans, bottles, and scraps should be disposed of in a securely closed container and removed from the site at the end of each day.
 - No firearms or pets should be allowed onsite.
 - Any protected wildlife species that may venture onsite should be allowed to leave the site of their own accord. No attempt to handle or otherwise engage with the animal should be made. If after a reasonable amount of time the animal does not leave the Project Site, the biologist should be contacted.

Cultural Resources Impact Mitigation Measures

8. If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.
9. If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.

Geology and Soils Impact Mitigation Measures

10. If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

Greenhouse Gas Emissions Impact Mitigation Measures

11. Prior to the issuance of building permits, the project will provide proof to the Planning Department that the project scores a minimum of 29 points using the San Joaquin Valley Air Pollution Control District (SJVAPCD) GHG Emission Reduction Best Performance Standard (BPS) Measures for Development Projects.

INITIAL STUDY CHECKLIST

(CEQA APPENDIX G: ENVIRONMENTAL CHECKLIST FORM)

1. Project title: General Plan Amendment 23-39 & Zone Change 23-72 (Cesar Chavez Multi-Family)
2. Lead agency name and address: City of Shafter
336 Pacific Avenue
Shafter, CA 93263
3. Contact person and phone number: Steve Esselman
Planning Director
661-746-5002
4. Project location: Northeast Corner of Birch Street and East Los Angeles Street (Attachment B, Figure 1: Project Location, Figure 2: Aerial Overview)
5. Project sponsor's name and address: Cesar Chavez Foundation
555 N. Broadway Avenue, Unit B103
Los Angeles, CA 90012
6. General plan designation: LDR (Low Density Residential) (Attachment B, Figure 3: General Plan Land Use)
7. Zoning: R-1 (Low Density Residential) (Attachment B, Figure 4: Zoning)
8. Description of project (describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

This project consists of a request for a General Plan Amendment (GPA) and a Zone Change (ZC) to allow the development of 174 multi-family units at 30%, 40%, 50%, and 60% Area Medium Income (AMI) distributed across three (3) three-story buildings on an approximately 7.85-acre site totaling 342,160 square-feet at the northeast corner of Birch Street and East Los Angeles Street (APN 028-180-57) (Attachment B, Figure 5: Site Plan, Figure 6: Elevations). The development would be constructed in three (3) phases, Phase I and Phase II will mirror each other, Phase I includes 62 units (130,299 square-feet) with 124 on-site parking spaces, Phase II includes 62 units (130,299 square-feet) with 124 on-site parking spaces, and Phase III includes 50 units (81,560 square-feet) with 100 on-site parking spaces, pertaining a total

of 174 units and 348 on-site parking spaces (Figure 5, Site Plan). The project will include two (2) full-access driveways along Birch Street, two (2) full-access driveways along South Mannel Avenue, and four (4) full-access driveways along East Los Angeles Avenue.

The project site is located within Section 15, Township 28 South, Range 25 East, Mount Diablo Base & Meridian. The project site lies within the Rio Bravo USGS 7.5-minute topographic quadrangle.

Breakdown of Phases I, II, and III

Phases I and II will consist of two (2) three-story residential buildings with 60 family units and two (2) manager units at 30%, 40%, 50%, and 60% AMI levels. The three-story residential building will consist of 48 one-bedroom units (575 square-feet), 32 two-bedroom units (778 square-feet), 32 three-bedroom units (1,079 square-feet), and four (4) three-bedroom manager units. Phases I and II will mirror each other totaling 124 units and include 248 on-site parking spaces.

Phase III will consist of one (1) three-story residential building with 22 one-bedroom units (575 square-feet), 13 two-bedroom units (778 square-feet), and 14 three-bedroom units (1,079 square-feet) at 30%, 40%, 50%, and 60% AMI and one (1) three-bedroom manager unit. Phase III includes a total of 50 units and 100 on-site parking spaces.

After completion of all three (3) phases, there will be a total of 174 units with 348 on-site parking spaces. Additionally, the project will be constructed and maintained in accordance with the 2010 ADA Standards for Accessible Design and will meet all the requirements of the California Building Code Title 24.

The City reviewed the Shafter Municipal Code Title 17 (Zoning Ordinance) and determined that the closest similar use to what is being proposed is “multi-family attached dwelling units with enhanced amenities (common open space and recreation areas).” This use is allowed within the Medium High Residential (R-3) zone and therefore, a GPA and ZC is required. The parcel is also currently zoned Low Density Residential (R-1) and the land use is designated as Low Density Residential. Proposed projects within the R-3 zone must also adhere to maximum allowable density of twenty (20) dwelling units per net acre to ensure compatibility with the Zoning Ordinance and General Plan.

The project site is going to be developed to City of Shafter development standards which include onsite and offsite improvements. Onsite improvements include, but not limited to, the following:

- Paved and Covered parking areas
- Landscaping
- Security fence
- Security lighting

The offsite improvements consist of the following:

- Sidewalk Improvements along Birch Street, South Mannel Avenue, and East Los Angeles Avenue
- Connection to existing water line in East Los Angeles Avenue
- Connection to the existing dry sewer line of East Los Angeles and ending the connection at the east of Birch Street and west of South Mannel Avenue to the northern property line

9. Surrounding land uses and setting:

The site is surrounded by residential and agricultural uses to the north, east, south and west as further described:

- North: Casa Amelia Cadena (a multi-family complex), zoned medium-density residential
- East: South Mannel Avenue, single-family residential, zoned low-density residential
- South: East Los Angeles Avenue, vacant land, zoned low-density residential
- West: Birch Street, scattered residential uses, zoned low-density residential

10. Other public agencies whose approval is anticipated to be required (e.g., permits, financing approval, or participation agreement):

- City of Shafter—Mitigated Negative Declaration consideration and adoption
- City of Shafter—Grading permit
- City of Shafter—Building permit
- City of Shafter—Site Plan Review
- City of Shafter—Potable water and sewer will-serve letters
- San Joaquin Valley Air Pollution Control District—Indirect Source Rule compliance
- State Water Resources Control Board—National Pollutant Discharge Elimination System General Permit

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No, California Native American tribes traditionally and culturally affiliated with the project area have not requested consultation.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in the following pages:

- | | | |
|--|--|---|
| ☐ Aesthetics | ☐ Agricultural/Forestry Resources | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Energy |
| ☐ Geology/Soils | ☐ Greenhouse Gas Emissions | ☐ Hazards/Haz. Mat. |
| ☐ Hydrology/Water Quality | ☐ Land Use/Planning | ☐ Mineral Resources |
| ☐ Noise | ☐ Population/Housing | ☐ Public Services |
| ☐ Recreation | ☐ Transportation | ☐ Tribal Cultural Res. |
| ☐ Utilities/Service Systems | ☐ Wildfire | ☐ Mandatory Findings |

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect has been 1) adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable legal standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Steve Esselman, Planning Director

May 7, 2025

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL ISSUE

Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of project views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with the applicable zoning or other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Evaluation of Environmental Effects

- a) Less than significant impact. The proposed project consists of a total of 174 multi-family units and 378 on-site parking spaces on an approximately 7.85-acre site. The site is located on undeveloped land with a low-density residential (LDR) land use designation and low-density residential (R-1) zoning classification. The project is requesting a GPA and ZC, which would allow for the proposed project. There are residential uses to the north, east, southwest, and west and agricultural uses to the southeast of the project site.

According to the City of Shafter General Plan, the site is not within or in the vicinity of an identified scenic vista, and no known aesthetic resources exist on or near the site. The project does not lie near or within a State Designated or Eligible State Scenic Highway (Caltrans 2025). Furthermore, development of the project would not block or preclude views to any area containing important or what would be considered visually appealing landforms. The project does not include the removal of trees determined to be scenic or of scenic value, the destruction of rock outcroppings or degradation of any historic building(s). Therefore, the project would not have a substantial adverse effect on a scenic vista.

- b) No impact. Please see response to a. above. Therefore, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcrops, and historic buildings within a state scenic highway.

- c) Less than significant impact. The project is surrounded by residential uses to the north, east, southwest, and west and agricultural uses to the southeast. The project would be visible from passing motorists and the surrounding residences. The proposed project includes a request for a GPA and ZC to develop three (3) three-story residential buildings consisting of 174 units which is consistent with the surrounding land use designations. The parcel located to the north of the project site is Medium High Residential, therefore, changes to the visual quality and character of the project site would be compatible with the existing residential uses and adhere to similar residential uses in the surrounding areas. Given that the project is requesting a GPA and ZC, the project would not substantially degrade the existing visual character or quality of the site and its surroundings in a non-urban area or conflict with the applicable zoning or other regulations governing scenic quality in an urban area.
- d) Less than significant impact. The project will be developed in three (3) phases. Phases I and II would begin construction in December 2026 and Phase III would begin construction in March 2029. Construction of the proposed project would generally occur during daytime hours, typically from 7:00 a.m. to 7:00 p.m. All lighting would be directed downward and shielded to focus illumination on the desired work areas only and prevent light spillage onto adjacent properties. Because lighting used to illuminate work areas would be shielded, focused downward, and turned off by 7:00 p.m., the potential for lighting to affect any residents adversely is minimal. Increased truck traffic and the transport of construction materials to the project site would temporarily increase glare conditions during construction. However, this increase in glare would be minimal. Construction activity would focus on specific areas on the sites, and any sources of glare would not be stationary for a prolonged period.

During operations, all lighting would be directed downward and shielded to focus illumination on the site only and prevent light spillage onto off-site properties. Furthermore, the project would be designed and improved with all applicable policies and regulations along with appropriate setbacks, landscaping, and screening to minimize light and glare impacts.

Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) No impact. The 7.85-acre vacant site currently has a low-density residential land use designation (LDR) and a low-density residential zoning classification (R-1). The project is requesting a GPA and ZC, which would allow for the proposed project. The project site is surrounded by residential uses to the north, east, southwest, and west and agricultural uses to the southeast.

CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland Mapping project (FMMP) categories of "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" to define "agricultural land" for the purposes of assessing environmental impacts (PRC Section 21060.1[a]). The project site is designated as "Grazing Land" (DOC 2022).

The project site is not designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. Additionally, much of the project and surrounding areas are currently zoned for nonagricultural uses except a parcel located southeast of the project site. Therefore, the project would not significantly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use.

- b) No impact. The project is surrounded by residential uses to the north, east, southwest, and west and agricultural uses to the southeast. The proposed project includes a request for a GPA and ZC to develop three (3) three-story residential buildings consisting of 174 units which is consistent with the surrounding land use designations.

Neither the project site nor the parcels adjacent to its boundary are subject to Williamson Act contracts. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

- c) No impact. The Public Resources Code Section 12220 (g) and Section 4526 defines "forest land" as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There are no forest lands identified on the project site or within its vicinity. Therefore, the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland, or timberland zoned Timberland Production.
- d) No impact. Please see response to c. above. Therefore, the project would not result in the loss of forestland or conversion of forest land to non-forest.
- e) No impact. Please see responses to a. through d. above. Therefore, the project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial amount of people?	☐	☐	☒	☐

Evaluation of Environmental Effects

Air Quality and Greenhouse Gas Impact Study was prepared for the NEC Birch Street and E. Los Angeles Street Residential Project, Cesar Chavez Foundation, prepared by RK Engineering Group, Inc., April 2025, included as Appendix A.

- a) Less than significant impact. The project is located within the San Joaquin Valley Air Pollution Control District jurisdiction, in the San Joaquin Valley Air Basin (SJVAB). Emission sources because of the project would include both on-site and off-site construction-related work. The project's annual construction emissions are compared with the SJVAPCD criteria pollutant thresholds of significance and the daily construction emissions are compared with the District's Ambient Air Quality Analysis Screening Levels. As shown in the tables below, the project did not exceed the SJVAPCD nor the ambient air quality analysis screening thresholds. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan.

As shown in the table below, the SJVAPCD has established specific criteria pollutants thresholds of significance which are the six air pollutants analyzed for this project.

SJVAPCD Air Quality Significance Thresholds for Criteria Pollutants	
Air Pollutant	Tons/Year
Carbon Monoxide (CO)	100
Oxides of Nitrogen (NO _x)	10
Volatile Organic Compounds (VOC)	10
Sulfur Oxides (SO _x)	27
Particulate Matter (PM ₁₀)	15
Particulate Matter (PM _{2.5})	15

RK Engineering Group, Inc 2023.

Construction of the project would result in air pollutant emissions. Emissions from construction would result from fuel combustion and exhaust from equipment as well as vehicle traffic, grading, and the use of toxic materials (e.g., lubricants). The following table provides the estimated annual construction emissions because of the project.

Annual Construction Air Quality Emissions						
Maximum Annual Emissions (tons/year)						
Year	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2026	0.22	1.60	2.60	0.00	0.33	0.14
2027	0.57	0.08	0.13	0.00	0.01	0.00
Maximum¹	0.57	1.60	2.60	0.00	0.33	0.14
SJVUAPCD Threshold	10	10	100	27	15	15
Exceeds Threshold (?)	No	No	No	No	No	No

RK Engineering Group, Inc 2023.

¹ Maximum annual emission includes both on-site and off-site emissions

As shown in the above table, the project's annual construction emissions will be below the applicable SJVUAPCD criteria air pollutant significance thresholds levels.

Construction Emissions Ambient Air Quality Screening						
Maximum Annual Emissions (lbs/day)						
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	3.21	29.24	29.64	0.05	9.12	5.13
Grading	1.75	18.20	18.81	0.04	4.34	2.21
Building Construction	1.63	11.14	21.87	0.03	2.08	0.76
Paving	1.23	7.19	10.65	0.01	0.50	0.34
Architectural Coating	55.94	0.94	2.22	0.00	0.33	0.09
Maximum¹	55.94	29.24	29.64	0.05	9.12	5.13
SJVUAPCD Screening Threshold	100	100	100	100	100	100
Exceeds Threshold (?)	No	No	No	No	No	No

RK Engineering Group, Inc 2023.

¹ Maximum annual emission includes both on-site and off-site emissions

The table above shows that the project's daily construction emissions will be below the applicable ambient air quality analysis screening thresholds.

The project would also result in long-term emissions including both on-site and off-site emissions. The proposed project's long-term operations emissions are generated from mobile, energy, and area sources as well as from water use and waste generation emissions. Most of these emissions impacts are from mobile sources traveling to and from the project area.

The following tables show the project's estimated annual and daily long-term operation emissions.

Annual Operational Air Quality Emissions (tons/year)						
Source	VOC	NOx	CO	SO₂	PM₁₀	PM_{2.5}
Mobile Sources	0.59	0.74	6.31	0.02	1.64	0.43
Energy Sources	0.01	0.21	0.09	0.00	0.02	0.02
Area Sources	0.99	0.09	2.52	0.01	0.24	0.23
Total	1.59	1.04	8.92	0.03	1.90	0.68
SJVAPCD Threshold	10	10	100	27	15	15
Exceeds Threshold (?)	No	No	No	No	No	No

RK Engineering Group, Inc 2023.

Operational Emissions Ambient Air Quality						
Source	VOC	NOx	CO	SO₂	PM₁₀	PM_{2.5}
Mobile Sources	3.52	4.33	43.13	0.10	9.10	2.5
Energy Sources	0.07	1.14	0.48	0.01	0.09	0.09
Area Sources	9.28	2.18	49.75	0.14	5.73	5.52
Total	12.87	7.65	93.36	0.25	14.92	7.96
SJVAPCD Threshold	100	100	100	100	100	100
Exceeds Threshold (?)	No	No	No	No	No	No

RK Engineering Group, Inc 2023.

As shown in the above tables, the annual and daily long-term operational emissions are also not predicted to exceed SJVAPCD significance thresholds levels. Given that the project's short-term construction impact on regional air resources will not exceed SJVAPCD significance thresholds levels, the project would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, the project's long-term operation impact on regional air resources will be less than significant.

- b) Less than significant impact with mitigation incorporated. Under Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), any project that would have individually significant air quality impacts would also be considered to have significant cumulative air quality impacts. Impacts of local pollutants are cumulatively significant when the combined emissions from the project and other planned projects exceed air quality standards. The following table shows the project's contribution to cumulative emissions calculated for both Kern County and the greater SJVAB.

Cumulative Emissions						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Kern County – 2015	22,484	20,842	33,872	511	13,688	3,833
SJVAB – 2015	112,931	96,105	199,509	2,738	95,667	21,681
Proposed project	1.59	1.04	8.92	0.03	1.90	0.68
Proposed project's % of Kern	0.007%	0.004%	0.02%	0.005%	0.013%	0.017%

Reference: RK Engineering Group, Inc. 2023. SJVAB 2015.

As shown in the above table, the project does not pose a significant increase to estimated cumulative emissions for criteria pollutants in nonattainment within Kern County and the greater SJVAB. The project's regional contribution to cumulative impacts would be negligible (well less than 1% for all pollutants under consideration) and therefore, the project's contribution is not cumulatively considerable.

Additionally, the GAMAQI, citing California Code of Regulations (CCR) Section 15064(h)(3), states on page 66 that “[a] Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program, including, but not limited to an air quality attainment or maintenance plan that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located” (SJVAPCD 2015).

SJVAPCD Rule 2010 requires any person constructing, altering, replacing or operating any source operation which emits, may emit, or may reduce emissions to obtain an Authority to Construct or a Permit to Operate from the SJVAPCD Air Pollution Control Officer (APCO). The project will comply with this rule by obtaining authorization from APCO prior to commencing construction on the project.

SJVAPCD Rule 2201 requires review and offset of stationary sources of air pollution and no net increase in emissions above specified thresholds from new and modified stationary sources of all nonattainment pollutants and their precursors. This is achieved through the use of mechanisms as approved by the SJVAPCD, such as emission trade-offs by which a permit to construct or operate any source pollution is granted. The project will comply with this rule by demonstrating compliance when obtaining authorization from APCO under Rule 2010. For example, compliance with Rule 2201 may include using Best Available Control Technology and providing emission offsets.

SJVAPCD Rule 4102 protects the health and safety of the public by prohibiting discharge from any source whatsoever of air contaminants that cause injury, detriment, nuisance, or other annoyance to any considerable number of people. The project will comply with this rule by not discharging air contaminants or other materials, which cause injury, detriment, nuisance, or other annoyance to any considerable number of people.

SJVAPCD Rule 4601 regulates VOC emissions from architectural coatings by regulating architectural coating storage, cleanup, and labeling requirements. This rule is applicable to any person who supplies, markets, sells, offers for sale, applies, or solicits the application of any architectural coating, or who manufactures, blends, or repackages any architectural coating for use within the SJVAPD. The project will comply with this rule by appropriately storing and disposing of paints and solvents used for architectural coating.

SJVAPCD Rule 9510 requires the reduction of emissions of nitrogen oxides (NO_x) and particulate matter smaller than ten microns in aerodynamic diameter (PM₁₀) associated with construction and operational activities of development projects occurring within the San Joaquin Valley. Rule 9510 applies to new development projects that would equal or exceed specific size limits called applicability thresholds (e.g., developing more than 2,000 square feet of commercial space, 25,000 square feet of light industrial space, 10,000 square feet of heavy industrial space, or 50 residential units). The project is subject to SJVAPCD Rule 9510 because it exceeds the applicability threshold of 50 residential or dwelling units. Accordingly, the project must reduce the portion of the emissions occurring during construction and operational phases through on-site measures or pay off-site mitigation fees. The objective of this rule is to reduce construction NO_x and PM₁₀ emissions by 20% and 45%, respectively, as well as to reduce operational NO_x and PM₁₀ emissions by 33.3% and 50%, respectively, when compared to unmitigated projects. The SJVAPCD uses CalEEMod (California Emission Estimator Model) to estimate emissions of NO_x and PM₁₀ for potential land uses. Examples of measures that may be implemented to reduce emissions pursuant to this rule include, but are not limited to, incorporating energy efficiency beyond Title 24 requirements, providing bicycle lanes throughout a project, using cleaner fleet construction vehicles, providing employee incentives for using alternative transportation, and building in proximity to existing or planned bus stops. When a development project cannot reduce its NO_x and PM₁₀ emissions to the level required by Rule 9510, then the difference must be mitigated through the payment of an offsite emissions reduction fee. One hundred percent (100%) of all off-site mitigation fees are used by the SJVAPCD to fund emission reduction projects through its Incentives Programs, achieving emission reductions on behalf of the project.

SJVAPCD Regulation VIII- Fugitive PM₁₀ Prohibition requires the project to comply with standard fugitive dust control measures during construction to regulate concentrations PM₁₀. Regulation VIII requires receipt of a District-approved Dust Control Plan or Construction Notification form before the issuance of the first grading permit. The project will comply with this regulation by implementing mitigation measures as listed above.

The Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines) adopted by the California Office of Environmental Health Hazard Assessment (OEHHA) provides procedures for the use in the Air Toxic Hot Spots Program or for permitting existing, new, or modified stationary sources (RK Engineering Group, Inc. 2023). The HRA Guidelines provide risk factors based on exposure to toxic substances over a 30-year life span. The project's construction is not expected to be a long-term source of toxic air contaminant emissions and short-term risks factors have not been developed. Due to the reduced risk from short-term

exposure, SJVAPCD does not require the evaluation of long-term cancer risk or chronic health impacts for construction activities due to the project. Therefore, the project will comply with SJVAPCD and HRA Guidelines as the project has implemented mitigated measures to reduce diesel particulate matter during construction activities without the need for a HRA evaluation (RK Engineering Group, Inc. 2023).

Due to the fact that 1) the air quality modeling indicates that the project's regional contribution to cumulative impacts would be negligible and 2) the project would comply with the requirements of the SJVAPCD attainment plans and rules and mitigation measures which require the applicant to provide proof of such compliance, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

- c) Less than significant impact with mitigation incorporated. Sensitive receptors are defined as locations where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside, such as schools, parks, playgrounds, hospitals, nursing homes, daycare centers, and residential dwelling units. The nearest sensitive receptors to the project site include existing residential dwelling units, single-family residential dwellings, Amelia Cadena Apartments, and medical offices. The closest school is Grow Academy School located approximately 0.9 miles to the west of the project site. The closest hospital is Omni Family Health Walk-in Clinic approximately 0.9 miles to the east, and the closest daycare facility is Shafter Child Development Center approximately 0.9 miles to the west. The project applicant will incorporate mitigation to establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses). By incorporating mitigation, the project's predicted operational emissions is not expected to affect any on-site sensitive receptors and are not expected to have any adverse impact on any known sensitive receptors.
- d) Less than significant impact. The SJVAPCD's GAMAQI states "An analysis of potential odor impacts should be conducted for both of the following two situations:
1. Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate and
 2. Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The proposed project is a residential project located near other residential uses. Expected uses are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD GAMAQI. Therefore, the project is anticipated to have a less-than-significant odor impact. Therefore, the project would not create objectionable odors affecting a substantial number of people.

Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Evaluation of Environmental Effects

Biological Resources Evaluation prepared for Shafter Family Apartments, Cesar Chavez Foundation prepared by South Valley Biology Consulting, LLC, March 2025, included as Appendix B.

- a) Less than significant with mitigation incorporated. A search of the California Natural Diversity Data Base (CNDDB) and biological field survey consisting of a reconnaissance-level site survey were conducted to identify reported historical occurrences of special-status plants, wildlife species, and sensitive habitats within the project and surrounding areas. The CNDDB identified a total of five special-status wildlife species to occur within a 5-mile radius of the project site. Of the five special-status wildlife species only three were labeled as “possible” to having potential to occur or have been observed in the project and surrounding area. The

three identified special-status wildlife species include the San Joaquin kit fox (*Vulpes macrotis mutica*), Swainson's Hawk (*Buteo swainsoni*), and tricolored blackbird (*Agelaius tricolor*).

Given the possible presence of the San Joaquin kit fox, Swainson's Hawk, tricolored blackbird, and migratory birds on the project site or surrounding areas, direct and/or indirect impacts could result in impacts to transient species and therefore, mitigation measures have been implemented for these species. Additionally, general wildlife avoidance mitigation measures have been implemented.

With implementation of mitigation, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS.

- b) No impact. The CNDDDB identified three special-status plant species to occur within 5-miles of the project site, which include the Kern mallow (*Eremalche kernensis*), San Joaquin woollythreads (*Monolopia congdonii*), and Hoover's eriastrum (*Eriastrum hooveri*). Due to the possible presence of the special-status plant species, a reconnaissance level survey within the entirety of the project site was performed on March 4, 2025, which focused on identifying any sensitive wildlife. The reconnaissance level survey confirmed that the project site consists entirely of non-native ruderal, weedy vegetation apart from a patch of California mustard (*Caulanthus lasiophyllus*) and Foxtail barley (*Hordeum murinum*). No special-status plant species listed as either Threatened or Endangered under the Federal Endangered Species Act (FESA) and/or California Endangered Species Act (CESA) were observed within the project site. Additionally, the project does not overlap with any federally designated critical habitats. The project does not support any riparian or other sensitive natural communities, nor does it overlap with any designated critical habitat. Therefore, the project would have no impact on any riparian habitat or other sensitive natural community.
- c) No impact. There are no jurisdictional waterways or wetlands present within the project area as identified in the National Hydrography Dataset (NHD) and confirmed during the field survey.

There are no wetlands or water features on or in the vicinity of the project. The project would have no impact on jurisdictional aquatic resources and no mitigation measures are warranted. Therefore, the project would have no impact on federally protected wetlands.

- d) Less than significant impact. Wildlife movement corridors, also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. Wildlife movement corridors can be large tracts of land that connect regionally important habitats that support wildlife in general, such as stop-over habitat that supports migrating birds or large contiguous natural habitats that support animals with very large home ranges [e.g., coyotes (*Canis latrans*), mule deer

(*Odocoileus hemionus californicus*)]. They can also be small scale movement corridors, such as riparian zones, that provide connectivity and cover to support movement at a local scale.

The project is not located within any identified wildlife linkages or corridors identified by the California Essential Habitat Connectivity project. No potential wildlife corridors occur within the project area.

The project is not located within a mapped wildlife movement corridor or linkage, and none were observed during the survey (CDFW 2025). The project would not have any impacts to wildlife movement corridors. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

- e) No impact. The project does not conflict with the adopted 2005 City of Shafter General Plan Update and is not subject to any local ordinances. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources.
- f) No impact. The project is within the range of the PG&E San Joaquin Valley Operations and Maintenance Habitat Conservation Plan, but this Plan applies only to PG&E operations and maintenance projects and does not apply to this project. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Evaluation of Environmental Effects

- a) No impact. The site is vacant and therefore, it has been verified in the field that no structures, including potentially historic structures, are located at the project site. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource.
- b) Less than significant with mitigation incorporated. There are no known archaeological resources at the site. However, there is still the potential to unearth previously unknown archeological resources at the site as grading and other ground-disturbing activities have the potential to damage or destroy such resources. Mitigation requires if prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required, and these additional studies may include avoidance, testing, and evaluation or data recovery excavation.
- c) Less than significant with mitigation incorporated. No human remains have been discovered at the project site, and no burials or cemeteries are known to occur within the area of the site. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites. Implementation of mitigation that included immediately ceasing work and contacting the County coroner and Native American tribal representatives, if needed, would ensure that the proposed project would not directly or indirectly destroy previously unknown human remains. With mitigation, the project would not disturb any human remains, including those interred outside of dedicated cemeteries.

Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Evaluation of Environmental Effects

- a) Less than significant impact. Project construction would require temporary energy demands typical of other residential construction projects that occur throughout the state and this development's construction would not result in inefficient or unnecessary consumption of energy resources beyond typical residential construction. All new construction within the City of Shafter must adhere to modern building standards, including California Code of Regulations Title 24, which outlines energy efficiency standards for new residential and nonresidential buildings to ensure that new buildings do not wastefully, inefficiently, or unnecessarily consume energy. Therefore, the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation and the impacts are less than significant.
- b) Less than significant impact. There is no adopted plan by the City of Shafter for renewable energy or energy efficiency. As discussed in response to a. above, all new development projects within the City are required to adhere to modern building standards related to energy efficiency. Additionally, the City encourages applicants and developers to go beyond the required standards and make their developments even more efficient through programs such as LEED, or Leadership in Energy and Environmental Design, which is a green building rating system that provides a framework to create healthy, highly efficient, and cost-saving green buildings. Other encouraged programs available to applicants and developers are Title 20 appliance energy efficiency standards and 2005 building energy efficiency standards. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts are less than significant.

Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication No. 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Evaluation of Environmental Effects

- a) The following discusses the potential for the project to expose people or structures to substantial adverse effects because of various geologic hazards. Potential seismic hazards in the planning area involve strong ground shaking, fault rupture, liquefaction, and landslides.
- i. No impact. The City of Shafter is subject to moderate to severe ground shaking because of the alluvial soils that underlie the area and its proximity to active faults. Additionally, the thick sedimentary deposits in the City create the likelihood that a strong earthquake or other disturbance in the area could cause ground subsidence (typically a gradual settling or sinking of the ground surface with little or no horizontal movement). The General Plan policy 7.1.1. requires that all new developments comply with the most recent Uniform Building Code's seismic design standards.

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. Per the Department of Conservation, California Geologic Survey Regulatory Maps (DOC 2022), the nearest fault line is the North of Oildale fault, which lies approximately 7 miles east of the project site. The greatest potential for substantial geologic adverse effects in the City is posed by the San Andres Fault, which is located approximately 4 miles west of the Kings County boundary line within Monterey County. The distance from the nearest active faults precludes the possibility of fault rupture on the project site. Although the project area could potentially experience ground shaking, the magnitude of the hazard would not be severe as indicated by the General Plan and project construction will comply with the applicable local and State requirements. Therefore, the project would not directly or indirectly cause potential substantial effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.

- ii. Less than significant impact. See response to a. above. The City is surrounded on three sides by active fault systems, several of which are less than 10 miles from the City boundaries. In addition, there are faults outside the San Joaquin Valley, but close enough that a major earthquake could affect Shafter. The General Plan policy 7.1.1. requires that all new developments comply with the most recent Uniform Building Code's seismic design standards.

The project site lies within the vicinity of five earthquake fault lines – North of Oildale, Oildale, Pond, Oil Center, and Rio Bravo Ranch (DOC 2025). Given the high seismicity of the southern San Joaquin Valley region, moderate to severe ground shaking associated with earthquakes on the nearby faults can be expected within the project area and throughout Kern County. In the event of an earthquake on one of the nearby faults, it is likely that the project would experience ground shaking.

While such seismic shaking would be less severe from an earthquake that originates at a greater distance from the project site, the side effects could potentially be damaging to people or structures. The project is required to design structures and infrastructure to withstand substantial ground shaking in accordance with all applicable State law and applicable codes included in the California Building Code Title 24 for earthquake construction standards and building standards code including those relating to soil characteristics. The project shall adhere to all applicable local and State regulations to reduce any potentially significant impacts to structures resulting from strong seismic ground shaking at the project site. Therefore, the project would not directly or indirectly cause potential substantial effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

- iii. Less than significant impact. Liquefaction is defined as a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. The

possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, and intensity and duration of ground shaking. For liquefaction to occur, three criteria must be met: “low density,” coarse-grained (sandy) soils, a groundwater depth of less than about 50 feet, and a potential for seismic shaking from nearby large magnitude earthquake.

The USDA-NRCS Web Soil Survey shows that the project site contains Wasco sandy loam at a 0 to 2 percent slope (South Valley Biology Consulting, LLC 2025). The project is relatively flat and level with no major changes in grade. Additionally, the possibility of flooding is rare as the site is in an area of minimal rainfall. Because the project site contains well drained sandy soils, there is a negligible risk of liquefaction occurring at the project site during a seismic event.

Structures constructed as part of the project would be required by State law to be constructed in accordance with all applicable California Building Code and Title 24 construction standards. Therefore, the project would not expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction.

- iv. No impact. The project site is located on the floor of the San Joaquin Valley, west of the Sierra Nevada foothills. The topography is flat, with an elevation of approximately 250 to 3,700 feet above mean sea level, and no significant topological features. As such, there is no potential for rock fall and landslides to impact the project in the event of a major earthquake, as the area has no significant elevation changes. Based on the predicted maximum horizontal accelerations at the project site and the soil types, minor subsurface settlement may occur onsite during a major earthquake, and this is considered less than significant. The site is flat and there is a low potential for landslides. Therefore, the project would not expose people or structures to potential substantial adverse effects involving landslides.
- b) Less than significant impact. The project site contains Wasco sandy loams. Due to the characteristics of the on-site soil types, the relatively flat terrain, and low precipitation (about 4 to 7 inches/annually), implementation of the project would not result in significant erosion, displacement of soils or soil expansion problems. The project would be subject to City ordinances and standards relative to soils and geology. Standard compliance requirements include detailed site-specific soil analysis prior to issuance of building permits and adherence to applicable building codes in accordance with the Uniform Building Code.

Construction of the site would temporarily disturb soils, which could loosen soil, and the removal of vegetation could contribute to future soil loss and erosion by wind and storm water runoff. The project would have to request coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities (No. 2012-0006-DWQ) (General Permit) because the project would result in one or more acres of ground disturbance. To conform to the requirements of

the General Permit, a Storm Water Pollution Prevention Plan (SWPPP) would need to be prepared that specifies best management practices (BMPs) to prevent construction pollutants, including eroded soils (such as topsoil), from moving offsite. Implementation of the General Permit and BMPs requirements would mitigate erosion of soil during construction activities.

During operation, the soils would be sufficiently compacted to required engineered specifications, revegetated in compliance with City requirements, or paved over with impervious surfaces such that the soils at the site would not be particularly susceptible to soil erosion. Therefore, the project would not result in substantial soil erosion or the loss of topsoil.

- c) Less than significant impact. See Geology and Soils responses above. As indicated in previous responses, the site is flat and does not have slopes. Additionally, the site is not located near any area with sufficient slope that could result in off-site landslides. Moreover, the project will be designed by an engineer to resist potential side-effects of spreading, subsidence, liquefaction, or collapse. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable because of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- d) Less than significant impact. See Geology and Soils responses above. Expansive clay soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure of foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in settlement of structures. According to Physical and Chemical Properties of the Soils in the USDA Kern County Soil Survey, the upper five feet of the onsite soil (Wasco sandy loam) is considered to have low shrink-swell or expansion potential. In addition, the site is not located in an area of expansive soil. Compliance with applicable City of Shafter General Plan policies, Municipal Code, and the California Building Code, would reduce potential site-specific impacts to less-than-significant levels. Therefore, the project would not be located on expansive soil creating substantial risks to life or property.
- e) No impact. The project would not require the use of a septic system because the project would connect to the existing City sewer services. Therefore, the project would not result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- f) Less than significant with mitigation incorporated. The General Plan confirms that the City of Shafter has received sediments from the Coast Ranges to the west, the Sierra Nevada to the east, and to a lesser degree from activity on the San Andreas Fault system. These sediments contain different species of fossils, reflecting the different periods of deposition. General Plan policy 6.6.3. includes a standard condition of approval for new development projects. The policy requires that if cultural or paleontological resources are encountered during grading,

alteration of earth materials in the vicinity of the find be halted until a qualified expert has evaluated the find and recorded identified cultural resources. With implementation of mitigation, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Evaluation of Environmental Effects

Air Quality and Greenhouse Gas Impact Study was prepared for the NEC Birch Street and E. Los Angeles Street Residential Project, Cesar Chavez Foundation, prepared by RK Engineering Group, Inc., April 2025, included as Appendix A.

- a) Less than significant impact with mitigation incorporated. The project would generate an incremental contribution and, when combined with the cumulative increase of all other sources of greenhouse gases (GHG), could contribute to global climate change impacts. Although the project is expected to emit GHG, the emission of GHG by a single project into the atmosphere is not necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of climate change can cause adverse environmental effects. A project's GHG emissions typically would be relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Therefore, a project's GHG emissions and the resulting significance of potential impacts are more properly assessed on a cumulative basis.

According to SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, a proposed project may utilize Best Performance Standards (BPS) to achieve a less than significant impact from GHG emissions. The BPS have been developed to enforce specific reduction strategies as part of the CEQA process for development projects. Projects that garner at least 29 points are presumed to be consistent with SJVAPCD guidelines. Consistent with CEQA and SJVUAPCD guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

The project will implement mitigation measures that include quantified measures and nine (9) unquantified BPS measures, for which the SJVUAPCD has not assigned specific point values. These measures include actions like installing electric stoves in residences and

increasing land use density beyond nine units per acre. Based on the CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, December 2021, installing only electric stoves could result in up to a 15% reduction in GHG emissions associated with electricity, while increasing land use density above nine units per acre could result in up to a 30% reduction in GHG emissions associated with Vehicle Miles Traveled (VMT) (RK Engineering Group, Inc 2025).

For those reasons, the project's annual construction and operational GHG emissions shown in the tables below are primarily for disclosure purposes.

Annual Construction Greenhouse Gas Emissions (MT/year)¹				
Year	CO₂	CH₄	N₂O	CO₂e
2026	546.81	0.02	0.02	553.91
2027	18.66	0.00	0.00	18.76
Total	565.47	0.02	0.02	572.67
Amortized over 30 years	18.85	0.00	0.00	19.09

RK Engineering Group, Inc 2023.

¹ MT/year = metric tons per year

As shown in the table above, the estimated total GHG emissions during construction will be approximately 572.67 MTCO₂e per year, or 19.09 MTCO₂e per year when amortized over 30 years. The construction of the project would be temporary; therefore, the project would not consist of a lasting, ongoing source of GHG emissions.

Additionally, GHG emissions are estimated for on-site and off-site operational activity using CalEEMod. The table below shows the project's estimated generation and usage of GHG emissions from mobile, energy, area, water, waste, and refrigerant sources.

Annual Operational Greenhouse Gas Emissions (MT/year)¹				
Emission Source	CO₂	CH₄	N₂O	CO₂e
Mobile	1,641.13	0.05	0.06	1,663.77
Energy	329.10	0.04	0.00	330.66
Area	105.46	0.17	0.00	109.65
Water	5.19	0.23	0.01	12.58
Waste	11.47	1.15	0.00	40.15
Refrigerant	--	--	--	0.20
30-year Construction Amortization	18.85	0.00	0.00	19.09
Total	2,111.21	1.63	0.07	2,176.10

RK Engineering Group, Inc 2023.

¹ MT/year = metric tons per year

As shown in the table above, the estimated annual operational GHG emissions will be 2,176.02 MTCO₂e per year, including operational emissions and amortized construction.

By complying with the implemented mitigation measures, mandatory requirements of the latest 2022 California Building Code, including Title 24, Part 11, CALGreen, and Title 24, Part 6, Energy Code, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

- b) Less than significant impact with mitigation incorporated. See response to a. above. The project will be required to comply with the mandatory requirements of the latest 2022 California Building Code, including Title 24, Part 11, CALGreen, and Title 24, Part 6, Energy Code. The purpose of the building standards is to reduce negative environmental impacts through planning and design, energy, efficiency, water efficiency and conservation, and material and resource conservation. As the California Building Standards were developed to help meet the requirements of the Global Warming Solutions Act (AB 32), which was adopted to reduce California's GHG emissions by achieving the maximum technologically feasible and cost-effective GHG emission reductions. Therefore, by complying with the California Building Standards Code and implemented mitigations, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG.

Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Evaluation of Environmental Effects

- a) Less than significant impact. The project proposes to develop 174 multi-family units and would not involve the routine transport, use, or disposal of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. However, construction activities would require transport, storage, use, and/or disposal of hazardous materials such as fuels and grease for the fueling/servicing of construction equipment, and there is the potential for upset and accident conditions that could release such material into the environment. Such substances would be stored in temporary storage tanks/sheds that would be located at the site. Although these types of materials are not acutely hazardous, they are classified as hazardous materials and create the potential for accidental spillage, which could expose construction workers. All transport, storage, use, and disposal of hazardous materials used in the construction of the project would be in strict accordance with federal and state laws and regulations. During construction of the project, Material Safety Data Sheets (MSDS)

for all applicable materials present at the site would be made readily available to onsite personnel. During construction, non-hazardous construction debris would be generated and disposed of at approved facilities for handling such waste. Also, during construction, waste disposal would be managed using portable toilets located at reasonably accessible onsite locations.

Although the project operation will require day-to-day maintenance activities, it would not involve the routine transport, use, or disposal of hazardous materials as defined by the Hazardous Materials Transportation Uniform Safety Act. Maintenance of the residential buildings would require the transport, storage, use, and/or disposal of household hazardous materials such as paints, cleaners, oils, batteries, and pesticides. Building tenants are required to follow any instructions for use and storage provided on product labels carefully to prevent any accidents in the living space. Users should also read product labels for disposal directions to reduce the risk of products exploding, igniting, leaking, mixing with other chemicals, or posing other hazards on the way to a disposal facility. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

- b) Less than significant impact. Please refer to response a. above. Therefore, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment.
- c) No impact. The closest schools to the project site are Golden Oak Elementary and Grow Academy located approximately 1.5 miles west of the site. Given the distance and the intervening uses, there is very limited potential for the project to affect the schools in the vicinity. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school.
- d) No impact. According to the EnviroStor and Cortese lists pursuant to Government Code (GC) Section 65962.5, no portion of the project site is identified on either list, which provides the location of known hazardous waste concerns (EnviroStor 2025). Therefore, the project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to GC Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
- e) No impact. The project is not located within the adopted Airport Land Use Plan for Minter Airport (Shafter 2005). The closest airport is Minter Airport located approximately 6 miles east of the project site. Therefore, the project would not result in a safety hazard for people residing or working in the project area because of a public airport or public use airport.
- f) Less than significant impact. The City maintains an emergency plan for response to disasters, including but not limited to earthquakes, floods, fires, hazardous spills or leaks, major

industrial accidents, major transportation accidents, major storms, airplane crashes, civil unrest, and national security emergencies. In a disaster, the City could experience significant casualties, property damage, and utility service interruptions, potentially exceeding the response capabilities of both the City and the County. The plan outlines the general authority, organization, and response actions for City staff to undertake, in compliance with existing law, when disasters happen. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to accommodate emergency response and evacuation activities. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

- g) Less than significant impact. According to the Fire Hazard Severity Zone Viewer, the project is located outside the State Responsibility Area severity zones (Cal Fire 2024). Additionally, the City maintains an emergency plan for response to disasters, including fires. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to accommodate emergency response and evacuation activities. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff;				
or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk of release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Evaluation of Environmental Effects

- a) Less than significant impact. As discussed in Geology and Soils above, the project site's soil type has a low-to-medium susceptibility to sheet and rill erosion by rainfall and a low susceptibility to wind erosion at the ground surface. Disturbance of onsite soils during construction could result in soil erosion and siltation, and subsequent water quality degradation through increased turbidity and sediment deposition during storm events to offsite locations. Additionally, disturbed soils have an increased potential for fugitive dust to be released into the air and carried offsite. As described in Geology and Soils, the project would be required to comply with the General Permit. To conform to the requirements of the General Permit, a SWPPP would need to be prepared that specifies BMPs to prevent construction pollutants from moving offsite. The project is required to comply with the General Permit because project-related construction activities would disturb at least 1 acre

of soil. The City owns and maintains a municipal separate storm sewer system (MS4). The project's operational urban storm water discharges are covered under the Central Valley Water Resources Quality Control Board (CVRWQCB) National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems (Order No. R5-2016-0040-018; NPDES No. CAS0085324) (MS4 Permit) (CVRWQCB 2024). The MS4 Permit mandates the implementation of a storm water management framework to ensure that water quality is maintained within the City because of operational storm water discharges throughout the City, including the project site. By complying with the General Permit and MS4 Permit, the project would not violate any water quality standards or waste discharge requirements. Therefore, the project would violate any water quality standards or waste discharge requirements.

- b) Less than significant impact. A large groundwater basin covering over 1.7 million acres underlies most of the southern San Joaquin Valley, including the City, and has been providing water for the area since the early 1900s. This basin is replenished by the natural runoff from the Sierra Nevada, as well as through percolation from the many irrigation canals that import water into the area from other regions of the State. The City's drinking water is derived from the aquifers within the basin and is pumped to the surface by a system of groundwater wells operated by the City. The City owns and operates its own public water system, including groundwater wells, above-ground water storage tanks with booster stations, an above-ground tank and booster plant, and water distribution lines (City of Shafter 2005).

Under the Urban Water Management Planning Act, every urban water supplier that provides water for municipal purposes to more than 3,000 customers or supplies more than 3,000 acre-feet of water annually is required to prepare and adopt an Urban Water Management Plan (UWMP) every five years (Shafter 2021). The UWMP serves as a foundational document and source of information for Water Supply Assessments (Senate Bill 610) and Written Verifications of Water Supply (Senate Bill 221), as it includes a 25-year projection of water demand and supply under both wet and dry year scenarios.

Given that the project is a residential development and may result in population growth, the City's 2020 UWMP has incorporated the project's anticipated population increase into its demand projections. Based on these projections, it was concluded that the City has sufficient existing water supply capacity to serve the proposed development. By State law, current UWMP do not need to address the Sustainable Groundwater Management Act (SGMA) or sustainable groundwater management currently. Prior to obtaining a building permit, the applicant will have to obtain a water will-serve letter. As a result, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

- c) The following discusses whether the project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

- i. Less than significant impact. The project site does not contain any blue-line streams or other surface water features and therefore, the project would not alter the course of a river or stream. The project site would be graded and, as a result, the internal drainage pattern at the site would be altered from the baseline condition. Additionally, the project would result in increased impervious surfaces (i.e., building pads, sidewalks, asphalt parking area, etc.) at the site, which would reduce percolation to ground and result in greater amounts of storm water runoff concentrations at the site. If uncontrolled, differences in drainage patterns and increased impervious surfaces could result in substantial erosion or siltation on- or off-site. However, the project would be required to comply with the General Permit during construction and MS4 permit during operation. To comply with the MS4 Permit, the City requires compliance with adopted building codes, including complying with an approved drainage plan, which avoids on- and offsite flooding, erosion, and siltation problems. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite.
- ii. Less than significant impact. Refer to response c.i above. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- iii. Less than significant impact. Refer to response c.i. above. Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- iv. Less than significant impact. Construction activities could potentially degrade water quality through the occurrence of erosion or siltation at the project site.

Construction of the project would include soil-disturbing activities that could result in erosion and siltation, as well as the use of harmful and potentially hazardous materials required to operate vehicles and equipment. The transport of disturbed soil or the accidental release of potentially hazardous materials could result in water quality degradation. The project would be required to comply with the NPDES Construction General Permit. Additionally, a SWPPP would be prepared to specify BMPs to prevent construction pollutants. The project would not otherwise substantially degrade water quality.

The project site is located outside the 500-year floodplain and is not located within a 100-year flood hazard area (FEMA 2024). Therefore, the project would not impede or redirect flood flows.

- d) No impact. As noted above, the project site is not within a FEMA flood hazard zone, nor is it located near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Tsunamis are waves generated in oceans from seismic activity. Due to the inland location of the site, tsunamis are not considered a hazard for the site. Therefore, there is no potential for the site to be inundated by tsunami or mudflow.

A seiche is a wave generated by the periodic oscillation of a body of water whose period is a function of the resonant characteristics of the containing basin as controlled by its physical dimensions. There is no body of water within the vicinity of the project site. There is no potential for inundation of the project site by seiche.

There are no nearby levees that would be susceptible to failure or flooding of the site. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding because of the failure of a levee.

- e) Less than significant impact. Refer to a. through d. responses above. The Project would not conflict with or obstruct the implementation of any water quality control plan. The Project would be subject to the requirements of the NPDES Stormwater Program and would be required to comply with a SWPPP. The SWPPP would identify all potential sources of pollution that could affect stormwater discharges from the project site and specify BMPs to prevent significant impacts related to stormwater runoff. Moreover, the project is within the jurisdiction of the Kern County Subbasin Groundwater Sustainability Agency (GSA). The Groundwater Sustainability Plan (GSP) was adopted by the Kern County Subbasin GSA in December 2024 (Kern County GSP 2024). The project would not conflict with or obstruct the implementation of this GSP. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating and environmental effect?	☐	☐	☒	☐

Evaluation of Environmental Effects

- a) No impact. The project does not include the construction of roads or any other physical barrier. The project includes the development of 174 multi-family units and is adjacent to existing multi-family development. The project is a continuation of the existing urban development pattern of the City, therefore, the project would not physically divide an established community.
- b) Less than significant impact. The proposed project requires a GPA and ZC to be consistent with the General Plan land use designation and the zoning classification. The GPA would change the land use designation and zoning classification from low-density residential to medium high-density residential to allow the development of 174 multi-family units. If a GPA and ZC are approved by the City, the project would be consistent with the General Plan land use designation and the zoning classification. Therefore, the project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site that is delineated in a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) No impact. The California Department of Conservation, Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans. The principal mineral resources within the City are oil and natural gas. The southern portion of Kern County is a major oil producing region, with oil fields extending into the southern portion of Shafter's Planning Area (Shafter 2005).

No oil or gas resources have been identified in or extracted from the project site. According to the California Geologic Energy Management Division (CalGEM) [formerly called Division of Oil, Gas and Geothermal Resources (DOGGR)], the project site is not located in an identified oilfield and there are no known wells located on the site (CalGEM 2025). The proposed project would not result in the loss of availability of mineral resources as the project does not propose the extraction of mineral resources. Additionally, the proposed project would not restrict the ability of mineral rights' holders in the area to exercise their legal rights to access surrounding sites for the exploration and/or extraction of underlying oil research or other natural resources. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- b) No impact. As noted above, the project is not designated as a mineral recovery area. The project would not alter any existing plans that protect mineral resources. As a result, the proposed project would not interfere with known mining operations and would not result in the loss of land designated for mineral and petroleum. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site that is delineated in a local general plan, specific plan or other land use plan.

Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Evaluation of Environmental Effects

Noise Impact Study prepared for the NEC Birch Street and E. Los Angeles Street Residential Project, Cesar Chavez Foundation, prepared by RK Engineering Group, Inc., October 2023, included as Appendix C.

- a) Less than significant impact. The project's construction would generate temporary increases in noise levels. The General Plan Section 7.7 requires exterior noise levels in residential zones to be maintained at 60 to 65 decibels utilizing site and architectural design features to mitigate noise impacts when feasible (Shafter 2005). Therefore, a roadway noise impact analysis was performed to determine if a significant impact would occur if noise levels exceed the applicable noise standards and the project results in an increase of 3.0 dBA or more above "Without Project" conditions. It is assumed that all homes in the vicinity of the project site are equipped with fresh air supply or air conditioning systems and thus a windows closed condition is applicable. Additionally, a change of 3 dBA is considered barely perceptible by the average health human ear (RK Engineering Group, Inc 2023). As a result, the project will not cause a significant permanent increase in roadway noise levels along adjacent roadways. The project would not generate substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- b) Less than significant impact. The project is expected to create temporary ground-borne noise and vibration because of the construction activities (during site preparation and grading). Ground-borne noise is due to construction equipment used during the phases of construction, including site preparation, grading, building, construction, paving, and architectural coating. Noise levels are calculated based on the average distance of equipment

over a 1-hour period to the nearest adjacent property (RK Engineering Group, Inc. 2023). The project's estimated construction noise levels have been calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. The table below shows the noise level impacts from the center of the nearest plot to the nearest sensitive receptor property line.

Project Construction Noise Levels at 360 Feet				
Phase	Equipment	Quantity	Equipment Noise Level at 360 feet (Dba Leq)	Combined Noise Level Dba Leq)
Site Preparation	Tractors/Loaders/Backhoes	2	66.9	69.9
Grading	Graders	1	67.9	70.4
	Tractors/Loaders/Backhoes	1	66.9	
Building Construction	Tractors/Loaders/Backhoes	2	66.9	69.9
Paving	Rollers	2	67.9	70.9
Architectural Coating	Air Compressors	1	60.6	60.7
Worst Case Construction Phase Noise Level Criteria (Dba Leq)				70.9
FTA Daytime General Assessment Construction Noise Criteria (dBA Leq)				90.0
Noise level exceed FTA criteria?				No

As shown in the table above, the project is expected to generate a maximum noise level of 70.9 dBA. Therefore, the project's construction noise levels will not exceed the Federal Transit Administration General Assessment Construction Noise Criteria threshold (RK Engineering Group, Inc. 2023).

Additionally, the project also performed a construction vibration assessment, which utilized the vibration levels and methodology determined by the 2018 Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration (FTA 2018). The table below shows the Federal Transit Administration referenced vibration levels (RK Engineering Group, Inc 2023).

Typical Construction Vibration Levels		
Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level at 25 feet
Piledriver (impact), upper range	1.518	112
Piledriver (impact), typical	0.644	104
Piledriver (sonic), upper range	0.734	105
Piledriver (sonic), typical	0.170	93
Clam shovel drop (slurry wall)	0.202	94
Hydro mill	0.008	66
(slurry wall)	0.017	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

The following table shows the project's construction related vibration at the nearest structures to the project area. The distance between the construction area to the nearest structure is 58 feet.

Construction Vibration Impact Analysis		
Construction Activity	Calculated Vibration Level – PPV (in/sec)	Annoyance Criteria Level
Large Bulldozer	0.035	Barely Perceptible
Vibratory Roller	0.083	Barely Perceptible
Loaded Trucks	0.030	Barely Perceptible
*Distance to Nearest Structure 58 feet		

Based on the tables above, the project related construction activity is not expected to cause any potential damage to the nearest structures (RK Engineering Group, Inc 2023). Therefore, the project would not expose persons to or generation of excessive ground-borne vibration or ground-borne noise levels.

- c) No impact. As noted in the Hazards and Hazardous Materials section, the project is not located within the adopted Airport Land Use Plan for Minter Airport (Shafter 2005). The nearest airport to the project site is the Minter Field Airport Districted located approximately 4 miles east from the project site. Therefore, the project would not expose people residing or working in the project area to excessive noise levels for a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project;				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) Less than significant impact. The project includes the development of new housing to accommodate the housing demand and provide housing to farmworker families, as stated the project does not include any new roads. According to the California Department of Finance the City's reported population on January 2023 was 21,309 and on January 2024 was 22,226, which showed a population increase of 4.3 percent (DOF 2024). If this positive trend continues, the population in the City will continue to increase and will require more housing. As stated, the project would assist with the need for housing in the City and would not induce substantial unplanned population growth in the area, either directly or indirectly.
- b) No impact. The project site is undeveloped and will not involve demolition of existing housing and will not require the construction of replacement housing elsewhere. Therefore, the project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

Evaluation of Environmental Effects

a) The following discusses whether the project would result in substantial adverse physical impacts to public services. The need for additional public service is generally directly correlated to population growth and the resultant additional population's need for services beyond what is currently available.

- i. Less than significant impact. The construction and operation of the project would result in an increase in demand for fire protection services leading to the construction of new or physically altered facilities. Under contract with the City of Shafter, fire suppression support is provided by the Kern County Fire Department located at 325 Sunset Avenue.

The City of Shafter will ensure that construction activities are conducted in accordance with local and State fire codes. Services are adequately planned for within the City's General Plan through policies to ensure the City maintains the fire department's performance and response standards by allocating the appropriate resources. As stated, the project applicant is responsible for the development impact fees and constructing any infrastructure needed to serve the project. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection.

- ii. Less than significant impact. Law enforcement and public protection are provided by the City of Shafter Police Department. The City's police station is located at 201 Central Valley Hwy. The project would increase demand for public safety protection as the project is a residential development. However, the project applicant is responsible for the development impact fees and constructing any infrastructure needed to serve the project. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police protection.
- iii. Less than significant impact. The project would impact on school facilities as the project is a residential development. However, the project would accommodate population growth and provide affordable housing to local families. Additionally, the project applicant is responsible for the school impact fees and constructing any infrastructure needed to serve the project. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools.
- iv. Less than significant impact. The project would impact on parks and recreation facilities. However, the project applicant is required to pay recreation impact fees. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for parks.
- v. Less than significant impact. The project would impact on other public facilities such as libraries, hospitals, or emergency medical facilities. However, the project applicant is responsible for development impact fees and constructing any infrastructure needed to serve the project. The proposed project would comply with the objectives and policies of the General Plan. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) Less than significant impact. The project could potentially increase the use of existing neighborhood and regional parks; however, the project applicant is required to pay development impact fees, which allows the City to upgrade, expand, or upkeep existing neighborhood and regional parks. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would not occur or be accelerated.
- b) No impact. As discussed in this MND, with mitigation, the development of 174 multi-family units would not have an adverse physical effect on the environment. Therefore, the project would not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

Transportation/Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Evaluation of Environmental Effects

A Traffic Impact Study was prepared for the NEC Birch Street and E. Los Angeles Street Multi-Family Residential Project, Cesar Chavez Foundation, prepared by RK Engineering Group, Inc., October 2023, included as Appendix D.

- a) Less than significant impact. The City has not finalized or adopted any policies or methodologies for VMT analysis. As such, the California Governor's Office Land Use and Climate Innovation (LCI) formally known as the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA will be used as a basis for this project's VMT analysis and provides screening criteria that lead agencies can apply to effectively screen projects from project-level assessment.

As stated, the project proposes the construction of 174 affordable housing units. The OPR Advisory recognizes that affordable housing projects typically generate lower VMT than market-rate housing, and a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less significant impact on VMT. Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT. Evidence supports a presumption of a less than significant impact for a 100% affordable residential development in infill locations. Because the project consists of 100% affordable housing, the project may be presumed to have a less-than-significant impact on VMT and no further VMT analysis would be required (RK Engineering Group, Inc., 2023). Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- b) Less than significant impact. See response to a. above. The project consists of 100% affordable housing, therefore, the project may be presumed to have a less than significant

impact on VMT and not further VMT analysis would be required (RK Engineering Group, Inc., 2023). As stated, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c) Less than significant impact. The project will be designed to current standards and safety regulations. All site access/egresses will be constructed to comply with design and safety standards of Chapter 33 of the California Building Codes and the guidelines of Title 24 to create safe and accessible roadways. Vehicles exiting the site will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could impede such views, if improperly installed. Specific circulation patterns and driveway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the project area will not occur. Therefore, the project would not substantially increase hazards due to a design feature or incompatible uses.
- d) Less than significant impact. See response to c. above. The project would be required to comply with all emergency access requirements adopted and set forth in the City of Shafter Municipal Code. These requirements and all others required to be included in the project design will be verified by the City prior to project approval. Therefore, the project would not result in inadequate emergency access.

Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in the terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5021.1. In applying the criteria set forth in subdivision (c) of Public Resources Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) No impact. There are no sites, features, places, cultural landscapes that are geographically defined in the terms of the size and scope of the landscape, sacred places, or objects with cultural value to a California Native American tribe located on the site. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed in the California Register of Historical Resources or in a local register of historical resources.
- b) No impact. See response to a. above and in the Cultural Resources section. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency to be significant.

Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in the determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulation related to solid waste?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) Less than significant impact. Refer to Geology and Soils and Hydrology and Water Quality responses above regarding potable and irrigation water, wastewater, and stormwater. The above analysis concluded that the project would not require the relocation or construction of new or expanded facilities for potable and irrigation water, wastewater, and stormwater facilities.

The Pacific Gas and Electric Company (PG&E) provides electricity to the City. The existing trunk and transmission facilities are adequate to meet present and projected demand for the project site. The project will connect to the existing PG&E transmission lines for electrical power, but lighting would be minimal.

The City is served by multiple telecommunication providers such as AT&T, Spectrum, T-Mobile, ATel Communications, and Municipal Fiber Network.

No natural gas is proposed for the project.

Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas,

or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

- b) Less than significant impact. Refer to the Hydrology and Water Quality responses above. Therefore, the project has sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- c) Less than significant impact. The project will connect to the City's sewer mains and wastewater will be treated at the wastewater treatment plant owned and operated by the North of the River (NOR) Sanitary District which is in a Joint Powers Agreement with the City. The wastewater treatment plant is currently designing an upgrade and expansion for additional treatment capacity. The wastewater treatment capacity will increase from 7.5 million gallons per day to 10 million gallons per day (NORS D 2025). Therefore, it has been determined by the wastewater treatment provider which serves or may serve the project has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- d) Less than significant impact. Two franchise haulers, American Refuse and Varner Brothers, serve properties in the City. American Refuse is the franchise hauler within the city core area and will provide service to the proposed project. Solid waste that is collected is disposed of at the Shafter/Wasco Landfill and the Bakersfield Metropolitan (Bena) Landfill. These landfills are owned and operated by the Kern County Waste Management Department. The Shafter/Wasco Landfill is the City's primary landfill, while the Bena Landfill accepts some refuse from industrial uses within the City. Both facilities are designated as Class III landfills and have the capacity to serve projected solid waste disposal needs through December 2053 and April 2046, respectively. Implementation of the project would result in the generation of solid waste on the project site, which would increase the demand for solid waste disposal. During construction these materials, which are not anticipated to contain hazardous materials, would be collected and transported away from the site. The project, in compliance with federal, State, and local statutes and regulations related to solid waste, would dispose of all waste generated onsite at an approved solid waste facility. Additionally, prior to obtaining a building permit, the applicant will have to obtain a landfill will-serve letter. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- e) No impact. See response to d. above. The 1989 California Integrated Waste Management Act (AB 939) requires Kern County to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development projects to incorporate storage areas for recycling bins into the project design. The reuse and recycling of construction debris would reduce operating expenses and save valuable landfill space. As stated above, the Shafter/Wasco Landfill is the City's primary landfill, while Bena Landfill accepts some refuse from industrial uses within the City. Both facilities have the capacity to serve projected solid waste disposal needs through

2056 and 2046, respectively. Therefore, the project would comply with federal, state, and local management and reduction statutes and regulation related to solid waste.

Wildfires

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or areas classified as very high hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, or other factors, exacerbate wildfire risk, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Evaluation of Environmental Effects

- a) Less than significant impact. See Hazards and Hazardous Materials section regarding emergency response. According to data from the Cal Fire, there are no fire hazard severity zones on the project site or within the City boundaries (CalFire 2024). As noted previously, the City of Shafter maintains an emergency plan for response to disasters, including fires. The objectives of the plan are to reduce loss of life, injury, and property losses through effective management of emergency forces (Shafter 2005). The emergency plan includes objectives and policies that would prevent new development from interfering with emergency response of evacuation plans. The project will comply with all local regulations related to the construction of new development that is consistent with the emergency plan. The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to accommodate emergency response and evacuation activities. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- b) Less than significant impact. The project site is in a region dominated by residential and agricultural uses. The topography of the area is flat. The project would install the required infrastructure to meet water supply demands for fire protection services. Development of the project will not increase the need for fire protection services or expand the service area of the local Fire Department, and the project will comply with all applicable fire codes and

regulations. Therefore, the project would not exacerbate wildfires and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors.

- c) No impact. The Pacific Gas and Electric Company (PG&E) provides electricity to the City. The existing trunk and transmission facilities are adequate to meet present and projected demand to the project site. The project will connect to the existing PG&E transmission lines for electrical power. Therefore, the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- d) No impact. The site is topographically flat land, as is the surrounding area. There are no slopes on or near the property and the project would not expose the people or structures to significant risks from downslope or downstream flooding or landslides due to a result of runoff, post fire instability or drainage changes. According to FEMA Flood Insurance Rate Maps the project is within an area of minimal flood hazards (FEMA 2024). Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Evaluation of Environmental Effects

- a) Less than significant with mitigation incorporated. As evaluated in this document, the project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. With implementation of the mitigation measures recommended in this document, the project would not have the potential to degrade the quality of the environment, significantly impact biological resources, or eliminate important examples of the major periods of California history or prehistory. Therefore, with the following mitigation measures the project would have a less than significant impact. Therefore, the project, with the implementation of the identified conditions of approval, best management practices, and mitigation measures, would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

- b) Less than significant impact with mitigation incorporated. As described in the impact analyses in this document, any potentially significant impacts of the project would be reduced to a less-than-significant level through implementation of the project as described and by mitigation measures. The project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region. With mitigation, the proposed project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the project would have a less than cumulatively considerable impact with mitigation incorporated. There is no substantial evidence that with the implementation of the identified conditions of approval, best management practices, and mitigation measures, there are any cumulative effects associated with this project.
- c) Less than significant with mitigation incorporated. All the project's impacts, both direct and indirect, that are attributable to the project were identified and mitigated. The project mitigation measures will substantially reduce or eliminate impacts of the project. Therefore, the project, with mitigation, would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

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ATTACHMENT A
MMRP

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#1	Prior to grading plan approval, the applicant/developer shall submit documentation to the Planning Department that they will/have met all air quality control measures, design features, and rules required by the San Joaquin Valley Air Pollution Control District, including but not limited to the following: To minimize Fugitive Dust during construction, the applicant will comply with the following: • Apply water to unpaved surfaces and areas. • Use non-toxic chemical or organic dust suppressants on unpaved roads and traffic areas. • Limit or reduce vehicle speed on unpaved roads and traffic areas. • Maintain areas in a stabilized condition by restricting vehicle access. • Install wind barriers. • During high winds, cease outdoor activities that disturb the soil. • Keep bulk materials sufficiently wet when handling. • Store and handle materials in a three-sided structure. • When storing bulk materials, apply water to the surface or cover the storage pile with a tarp. • Don't overload haul trucks. Overloaded trucks are likely to spill bulk materials. • Cover haul trucks with a tarp or other suitable cover. Or, wet the top of the load enough to limit visible dust emissions. • Clean the interior of cargo compartments on emptied haul trucks prior to leaving a site. • Prevent trackout by installing trackout control devices at all project access points. • Clean up trackout at least once a day. If along a busy road or highway, clean up trackout immediately. • Monitor dust-generating activities and implement appropriate measures for maximum dust control.	Prior to grading plan approval	San Joaquin Valley Air Pollution Control District; City of Shafter Planning Department		
		Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. The applicant/developer shall obtain written proof from the SJVAPCD that the project will/have met all air quality control measures and rules. 3. Provide documentation to the Planning Department for the record.			

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
	Diesel Particulate Matter: during construction, the applicant will comply with the following design features: • Construction equipment should be maintained in proper tune. • All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer. • Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible. • Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible. • Establish staging areas for the construction equipment that are as far from adjacent residential homes, as feasible. • Use haul trucks with on-road engines instead of off-road engines for on-site hauling.				
#2	Prior to grading plan approval, the applicant/developer shall submit proof to the Planning Department that the project has complied with the San Joaquin Valley Air Pollution Control District's Indirect Source Rule (Rule 9510).	Prior to grading plan approval	San Joaquin Valley Air Pollution Control District; City of Shafter Planning Department		
		Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. The applicant/developer shall obtain written proof from the SJVAPCD that the project will/have met all air quality control measures and rules. 3. Provide documentation to the Planning Department for the record.			

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No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#3	San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>) Prior to ground disturbance, a pre-construction survey must be conducted 14 - 30 days within the Project Area and a 500-foot buffer to identify active or potential San Joaquin kit fox dens. - If potential kit fox dens are observed within the Project Area, a 50-foot avoidance buffer should be implemented. If construction activities require the destruction of a potential den, then den monitoring shall be conducted by a qualified biologist for a minimum of 4 consecutive nights following the protocols set forth in the U.S. Fish and Wildlife Service Standardized Recommendations for the Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011). Known dens shall require an avoidance buffer of at least 100 feet. If a known den cannot be avoided, it shall be left undisturbed, and the monitoring biologist shall be contacted immediately. Natal dens found within the Project Area or within a 500-buffer surrounding the Project Area should be avoided and the USFWS and CDFW shall be contacted. - To prevent the entrapment of a San Joaquin kit fox or other wildlife, all steep walled, open trenches greater than 2 feet in depth should be covered at the end of each day. If covering an open excavation is not feasible, escape ramps made of earthen material or wooden planks at a 1:1- slope (45-degree angle) should be implemented. Trenches should be inspected in the morning prior to commencing work activities and prior to backfilling. If a San Joaquin kit fox or any other special-status species is found within the excavation, the monitoring biologist shall be contacted immediately. At no time should any personnel attempt to handle, corral, remove, or otherwise interact with the animal.	Prior to ground disturbance	Qualified Biologist; City of Shafter Planning Department; California Department of Fish and Wildlife		
Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. Contract a qualified biologist to perform a pre-construction survey within 14 days prior to ground disturbance activities. 3. Provide results of survey to the Planning Department for the record. 4. If special-status species found, then contact CDFW to determine avoidance and minimization measures.					

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#4	Swainson's Hawk (<i>Buteo swainsoni</i>) - If construction activities are to take place during the nesting season (February - August), a preconstruction survey will be conducted 14 - 30 days prior to ground disturbing activities within the Project Area and a 500-foot buffer to identify individual Swainson's hawk's and active nests. This survey can be conducted concurrently with the San Joaquin kit fox pre-construction survey described above, depending on the timing of the pre-construction survey. - If any active Swainson's hawk nest is found during the pre-construction survey, a qualified biologist will prescribe an appropriate buffer zone surrounding the nest and a plan to be implemented to prevent disruption of nesting activities. If nest disruption is not possible, CDFW should be contacted for guidance.	Prior to ground disturbance	Qualified Biologist; City of Shafter Planning Department; California Department of Fish and Wildlife		
Steps to Compliance: - This mitigation measure shall be incorporated as a condition of approval for any site plan review. - Contract a qualified biologist to perform a pre-construction survey within 14 days prior to ground disturbance activities. - Provide results of survey to the Planning Department for the record. - If special-status species found, then contact CDFW to determine avoidance and minimization measures.					
#5	Tricolored blackbird (<i>Agelaius tricolor</i>) - If construction activities are to take place during the nesting season for tricolored blackbird (February - May), a pre-construction survey will be conducted 14 - 30 days prior to ground disturbing activities within the Project Area and a 500-foot buffer to identify individual tricolored blackbirds and active nests. This survey can be conducted concurrently with the San Joaquin kit fox pre-construction survey described above, depending on the timing of the preconstruction survey. - If any active tricolored blackbird nest sites are found during the pre-construction survey, a qualified biologist will prescribe an appropriate buffer zone surrounding the nest site and a plan to be implemented to prevent disruption of nesting activities.	Prior to ground disturbance	Qualified Biologist; City of Shafter Planning Department; California Department of Fish and Wildlife		
Steps to Compliance: - This mitigation measure shall be incorporated as a condition of approval for any site plan review. - Contract a qualified biologist to perform a pre-construction survey within 14 days prior to ground disturbance activities. - Provide results of survey to the Planning Department for the record. - If special-status species found, then contact CDFW to determine avoidance and minimization measures.					

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#6	Other Migratory Birds Other migratory birds may use the proposed project site or surrounding lands for feeding, nesting, and roosting. In compliance with Sections 3503 and 3503.5 of the California Fish and Game Code and the Migratory Bird Treaty Act, if construction activities are to occur during the nesting and breeding season (February 1 through August 31), a qualified biologist shall determine the presence of any native bird and raptor nests prior to construction activities. If any nests are identified, appropriate buffer zones will be established around any identified nests to prevent disruption of nesting. If an adequate buffer zone cannot be established around any active nest, CDFW and USFWS will be contacted for guidance.	Prior to ground disturbance	Qualified Biologist; City of Shafter Planning Department; California Department of Fish and Wildlife		
Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. Contract a qualified biologist to perform a pre-construction survey within 14 days prior to ground disturbance activities. 3. Provide results of survey to the Planning Department for the record. 4. If special-status species found, then contact CDFW to determine avoidance and minimization measures.					

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#7	General Wildlife Avoidance Measures To further ensure no special-status species are impacted by the project, the project will comply with the following general wildlife avoidance measures during the construction period. - All vehicles should implement a maximum 10mph speed limit within the Project Area or adhere to the posted speed limit. - To avoid the entrapment of any animal, all excavations greater than 2 feet should be backfilled by the end of day. If backfilling by the end of day is not possible, excavations should be covered in a way to prevent wildlife species from entering the excavation. If excavations cannot be covered, an earthen escape ramp or a ramp constructed of wooden planks should be implemented inside the excavation at a 1:1 slope (45 degrees). If any wildlife is found entrapped inside an open excavation, the biologist should be contacted immediately. All pipes, culverts, or similar structures staged onsite should be capped in a way to prevent the entry of wildlife. Such structures should be checked prior to moving to ensure no wildlife is entrapped inside. - All food-related trash items including wrappers, cans, bottles, and scraps should be disposed of in a securely closed container and removed from the site at the end of each day. - No firearms or pets should be allowed onsite. - Any protected wildlife species that may venture onsite should be allowed to leave the site of their own accord. No attempt to handle or otherwise engage with the animal should be made. If after a reasonable amount of time the animal does not leave the project site, the biologist should be contacted.	During construction	City of Shafter Planning Department; Qualified Biologist (if needed); California Department of Fish and Wildlife (if needed)		
		Steps to Compliance: - This mitigation measure shall be incorporated as a condition of approval for any site plan review. - Provide results of survey to the Planning Department for the record. - If special-status species found, then contact CDFW to determine avoidance and minimization measures.			
#8	If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools	During construction	Qualified Archeologist; City of Shafter Planning Department		
		Steps to Compliance:			

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
	and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation.	1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. If prehistoric or historic-era cultural materials are discovered, halt all work, and contact a qualified archaeologist to assess finds and recommend procedures. 3. If necessary, implement recommended procedures. 4. Provide summary of all relevant activities to the Planning Department for the record.			
#9	If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.	During construction	City of Shafter Planning Department; Kern County Coroner (if needed); Native American Heritage Commission (if needed)		
		Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. If human remains are uncovered, halt all work and contact the Kern County Coroner to evaluate the remains and follow the appropriate procedures and protocols. 3. If the County Coroner determines that the remains are Native American, the applicant/developer shall contact the Native American Heritage Commission. 4. If Native American human remains are located, the applicant/developer shall implement and comply with the requirements listed in this mitigation measure. 5. Provide summary of all relevant activities to the Planning Department for the record.			

EXHIBIT "A" - Mitigation Monitoring and Reporting Program – GPA 23-39 & ZC 23-72 (Cesar Chavez Multi-Family)

No.	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Date	Initials
#10	If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.	During construction	Qualified Paleontologist; City of Shafter Planning Department		
		Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. Contract a qualified paleontologist, if needed. 3. Perform additional investigations and fossil recovery, if needed. 4. Perform significance evaluation and effectuate recommendations, if needed. 5. Provide summary of all relevant activities to the Planning Department for the record.			
#11	Prior to the issuance of building permits, the project will provide proof to the Planning Department that the project scores a minimum of 29 points using the San Joaquin Valley Air Pollution Control District (SJVAPCD) GHG Emission Reduction Best Performance Standard (BPS) Measures for Development Projects.	Prior to building permit issuance	City of Shafter Building Department; City of Shafter Planning Department		
		Steps to Compliance: 1. This mitigation measure shall be incorporated as a condition of approval for any site plan review. 2. The applicant/developer shall submit percolation testing results to the Shafter Building Department. 3. Provide summary of all relevant activities to the Planning Department for the record.			

ATTACHMENT B
Figures

Figure 1: Regional Location

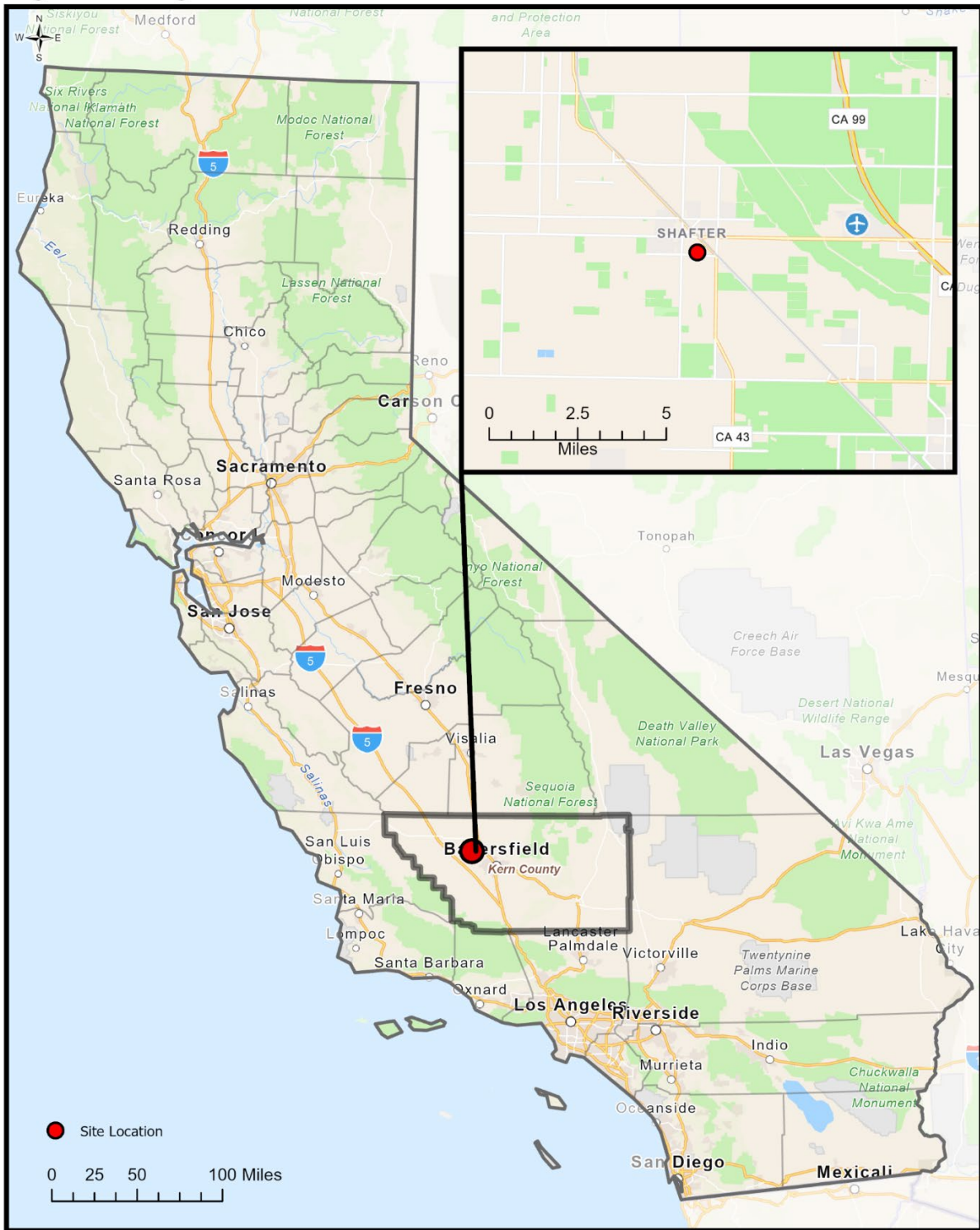


Figure 2: Aerial Overview



Figure 3: General Plan Land Use



Figure 4: Zoning



Figure 5: Site Plan

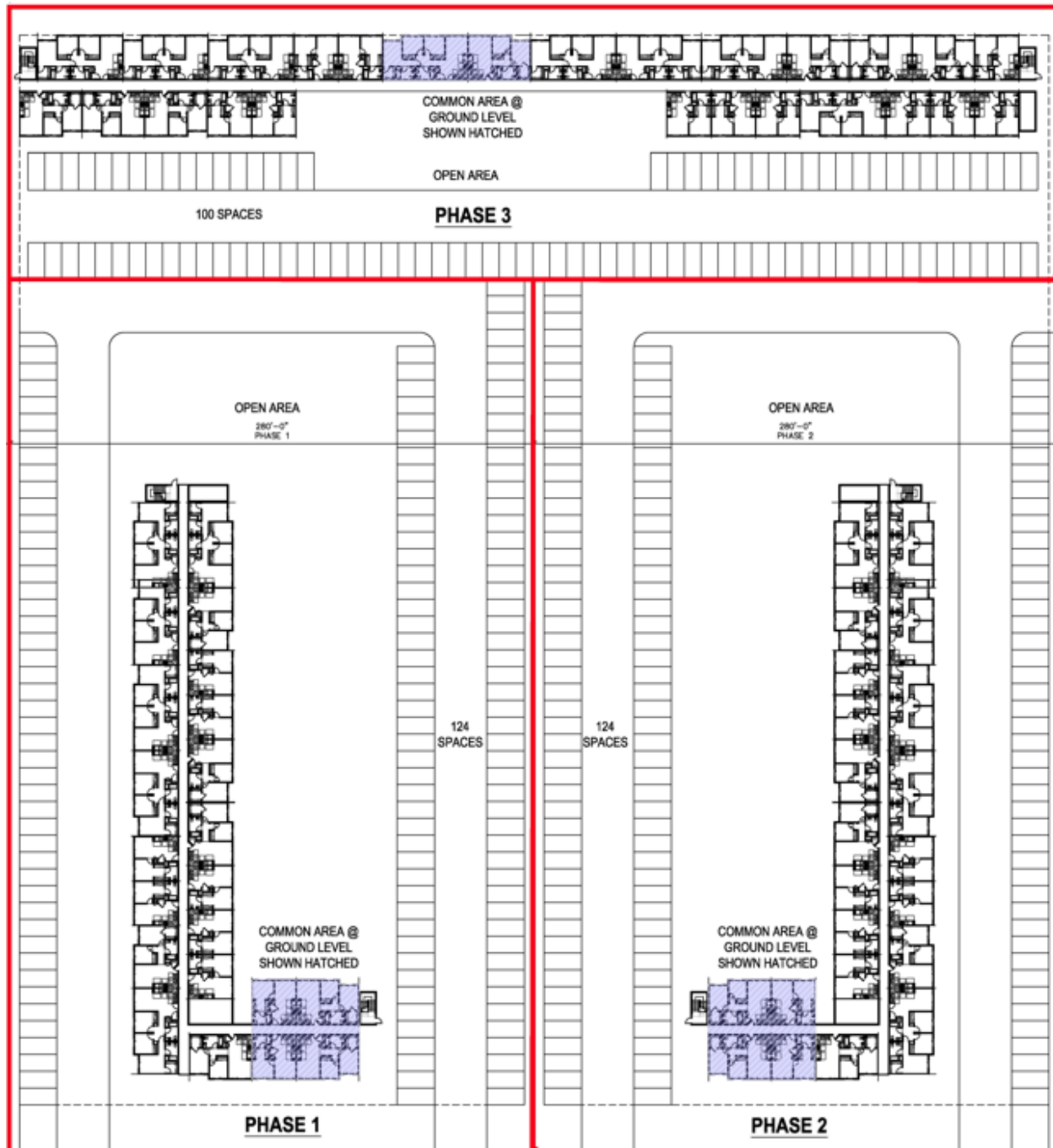


Figure 6: Elevations



ORDINANCE NO. 772

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SHAFTER APPROVING ZONE CHANGE NO. 23-72.

WHEREAS, the City Council has, at its regularly scheduled meeting on October 7, 2025, and continued to a date certain of October 21, 2025, studied and considered Zone Change No. 23-72, a request to change the zone classification from R-1 (Low Density Residential) to R-3 (Medium High Density Residential) on 8.7 acres (Accessor's Parcel Number 028-180-57) located at the northeast corner of Birch Street and East Los Angeles Avenue as depicted in Exhibit "A", attached hereto and made a part of this ordinance as set forth herein (the "Project"); and

WHEREAS, it was determined that the Project, with mitigation, would not have a significant effect on the environment and therefore, a Mitigated Negative Declaration was prepared in accordance with the California Environmental Quality Act ("CEQA"); and

WHEREAS, the Mitigated Negative Declaration for the Project includes enforceable mitigation described in the Mitigation, Monitoring, and Reporting Program ("MMRP"); and

WHEREAS, the City Council has determined that the provisions of CEQA and the State CEQA Guidelines have been followed; and

WHEREAS, the City of Shafter Planning Department (336 Pacific Avenue, Shafter, California) is the custodian of all documents and other materials upon which the environmental determination is based; and

WHEREAS, adoption of a Mitigated Negative Declaration for the Project has been approved; and

WHEREAS, the City Council has determined that it is in the best interest of the City to amend the City of Shafter Zoning Map to enhance the quality of life and to protect the health, safety, and welfare of its citizens by applying orderly development in the City; and

WHEREAS, a timely and properly noticed public hearing for proposed Zone Change No. 23-72 was held by the City Council of the City of Shafter at a regular meeting on October 7, 2025, and continued to a date certain of October 21, 2025, at which hearing evidence, oral and documentary, was admitted on behalf of said zone change.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Shafter, in a regular session assembled on the 4th day of November, 2025, resolved to approve Zone Change No. 23-72 as illustrated in Exhibit "A".

PASSED AND ADOPTED THIS 4th DAY OF NOVEMBER, 2025.

Chad Givens, Mayor

ATTEST

Yazmina Pallares, City Clerk

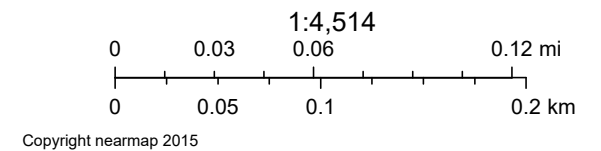
APPROVED AS TO FORM:

Marco A. Martinez, City Attorney

Exhibit A



3/14/2024, 1:30:20 PM





336 Pacific Avenue • Shafter, California 93263

MEMORANDUM

Date: October 21, 2025

To: City Council

From: Steve Esselman, Planning Director

A handwritten signature in blue ink, appearing to be "SE", is placed over the name "Steve Esselman" in the "From:" line.

Subject: GPA No. 23-39 & ZC No. 23-72 (Cesar Chavez Multi-Family) – Opposition Emails

On October 20, 2025, staff received two emails voicing opposition to the above-referenced project. These emails were received after the agenda for the October 21, 2025, City Council meeting was finalized and published. The letters are attached to this memorandum and are being provided to the Council for their consideration when deliberating on the project.

Attachment(s): Two opposition emails

Steve Esselman

From: City Clerk
Sent: Monday, October 20, 2025 10:29 AM
Cc: Lance Lippincott; Steve Esselman; Marco Martinez
Subject: FW: Public Comment Opposing GPA No. 23-39 and ZC No. 23-72 (Birch St. & E. Los Angeles Ave.)

Follow Up Flag: Follow up
Flag Status: Completed

Council,

Please see the Public Comment in the email below, received in the City Clerk inbox, **OPPOSING Public Hearing No. 1 General Plan Amendment No. 23-39 and Zone Change No. 23-72**, for tomorrow evening's City Council meeting.

Please let me know if you have any questions.

Thank you!



YAZMINA PALLARES, CMC
City Clerk

cityclerk@shafterca.gov
(661)746-5000
336 Pacific Avenue, Shafter, CA 93263
www.shafter.com

rom: David Cruz <dacruzac1992@gmail.com>
Sent: Sunday, October 19, 2025 9:42 PM
To: City Clerk <CityClerk@shafterca.gov>
Subject: Public Comment Opposing GPA No. 23-39 and ZC No. 23-72 (Birch St. & E. Los Angeles Ave.)

Dear Mayor and City Council Members,

I am writing to share my concerns and opposition regarding **General Plan Amendment No. 23-39 and Zone Change No. 23-72**, which propose changing the zoning for the property at the northeast corner of **Birch Street and East Los Angeles Avenue** from Low Density Residential to Medium High Density Residential.

Beyond the infrastructure and traffic issues already mentioned by many residents, I want to emphasize the **impact this project would have on the privacy and quality of life of existing homeowners** in the surrounding area. A medium- or high-density complex would bring taller buildings and significantly more residents into a small area, creating an **invasion of privacy** for neighboring properties whose backyards and homes were never designed to face multi-story apartment units.

Additionally, developments like this often come with **parking challenges** that extend far beyond the property line. We've seen examples in nearby cities, such as **Wasco**, where apartment complexes did not provide enough parking for all residents. As a result, families were forced to park in surrounding

neighborhoods, leading to overcrowded streets, safety issues, and tension with long-time residents. It is very likely that a similar problem would occur here, given the limited space and existing traffic conditions in this part of Shafter.

I ask the Council to please consider how these impacts will affect not only traffic, but also the day-to-day peace, privacy, and safety of the surrounding community. High-density development may have its place, but this specific location is not an appropriate fit for such a project.

Thank you for your time and for listening to the concerns of residents who care deeply about the future of our community.

Sincerely,
David Cruz

Steve Esselman

From: City Clerk
Sent: Monday, October 20, 2025 10:28 AM
Cc: Steve Esselman; Lance Lippincott; Marco Martinez
Subject: FW: Public Comment Opposing GPA No. 23-39 and ZC No. 23-72 (Birch St. & E. Los Angeles Ave.)

Follow Up Flag: Follow up
Flag Status: Completed

Council,

Please see the Public Comment in the email below, received in the City Clerk inbox, **OPPOSING Public Hearing No. 1 General Plan Amendment No. 23-39 and Zone Change No. 23-72**, for tomorrow evening's City Council meeting.

Please let me know if you have any questions.

Thank you!



YAZMINA PALLARES, CMC
City Clerk

cityclerk@shafterca.gov
(661)746-5000
336 Pacific Avenue, Shafter, CA 93263
www.shafter.com

From: Andreina Cruz <andreinacervantes23@gmail.com>
Sent: Sunday, October 19, 2025 9:38 PM
To: City Clerk <CityClerk@shafterca.gov>
Subject: Public Comment Opposing GPA No. 23-39 and ZC No. 23-72 (Birch St. & E. Los Angeles Ave.)

Dear Mayor and City Council Members,

I am writing to express my opposition to **General Plan Amendment No. 23-39 and Zone Change No. 23-72**, which would change the land use designation for the approximately 8.72-acre parcel at the northeast corner of **Birch Street and East Los Angeles Avenue** from **Low Density Residential (R-1)** to **Medium High Density Residential (R-3)**.

While I understand that the City of Shafter may need additional housing, this particular location is not suitable for a high-density development of this scale. The area is already struggling with **traffic congestion**, especially during peak commute times and agricultural work hours. Adding hundreds of additional vehicles from a new multi-family complex will only make matters worse and increase the risk of accidents.

Furthermore, **local schools are already near or at capacity**, and there are no nearby facilities to accommodate the significant influx of new students this project would bring. The city's current infrastructure simply does not support this level of residential growth in this area.

Beyond infrastructure concerns, residents continue to face **limited access to affordable and quality groceries**. Many of us are forced to travel to Wasco or Bakersfield to purchase fresh, non-expired food—meaning local sales tax dollars that could support Shafter's economy are instead being spent elsewhere. Before increasing population density, the city should focus on improving essential amenities and services for existing residents.

I also question why this one parcel is being prioritized for such a drastic zoning change when there is **ample vacant land** in other parts of Shafter that could better accommodate medium- or high-density housing—such as areas along **East or West Lerdo Highway**, where traffic flow and access to services are more manageable.

For these reasons, I respectfully urge the Council to **decline this project** and reconsider more suitable sites for future housing developments that better align with the city's long-term infrastructure and quality-of-life goals.

Thank you for your time and consideration.

Sincerely,
Andreina Cruz



336 Pacific Avenue • Shafter, California 93263

MEMORANDUM

Date: October 24, 2025

To: City Council

From: Steve Esselman, Planning Director 

Subject: GPA No. 23-39 & ZC No. 23-72 (Cesar Chavez Multi-Family) – Opposition Letters

On October 24, 2025, staff received three letter voicing opposition to the above-referenced project. These emails were received after the agenda for the October 21, 2025, City Council meeting was finalized and published. The letters are attached to this memorandum and are being provided to the Council for their consideration when deliberating on the project.

Attachment(s): Three opposition letters

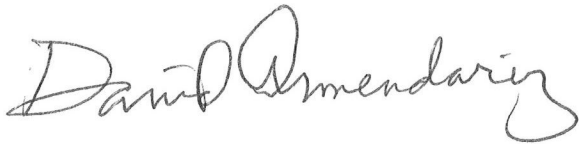
This letter is addressed to the City of Shafter and City council.

It has come to my attention,

In regards to the apartment complex being built on 8.plus acres
On Los Angeles. This development needs to stay a R1 instead of what the developer is requesting a R3. That being
said , 5 units per a/c will accommodate a area that will be prosperous, a safe and heathly way of living for families here
in Shafter. To stack 20 units in an acre in a small town does not meet our values and will jeopardize the saftey of
residence of this develoment. This is very unhealthy, unsafe,lack of a play area ,to many parking spaces, the reduction of
home values, plus our issues to metion. In having so many units in a one acre lot from 5 units to 20 is a big request. LET
the city decide on how they will meet the state regulations on housing. Developes do not need to come in and decide on
how the City and the citizens of Shafter will meet State of California requirements. Let our citizens and city official work
together to see what is best for the city and its citizens.

I SEND THIS LETTER TO CITY COUNCIL TO CONSIDER WHAT IS BEST FOR OUR COMMUNITY.
THANK YOU.


name.



This letter is addressed to the City of Shafter and City council.

It has come to my attention,

In regards to the apartment complex being built on 8.plus acres On Los Angeles. This development needs to stay a R1 instead of what the developer is requesting a R3. That being said , 5 units per a/c will accommodate a area that will be prosperous, a safe and heathly way of living for families here in Shafter. To stack 20 units in an acre in a small town does not meet our values and will jeopardize the saftey of residence of this develoment. This is very unhealthy, unsafe,lack of a play area ,to many parking spaces, the reduction of home values, plus our issues to metion. In having so many units in a one acre lot from 5 units to 20 is a big request. LET the city decide on how they will meet the state regulations on housing. Developes do not need to come in and decide on how the City and the citizens of Shafter will meet State of California requirements. Let our citizens and city official work together to see what is best for the city and its citizens.

I SEND THIS LETTER TO CITY COUNCIL TO CONSIDER WHAT IS BEST FOR OUR COMMUNITY.
THANK YOU.


name.

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together to see what is best for the city and its citizens.

I SEND THIS LETTER TO CITY COUNCIL TO CONSIDER WHAT IS BEST FOR OUR COMMUNITY.
THANK YOU.


name.



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Carol Chavolla, HR Director

SUBJECT: AMENDMENT TO CITY OF SHAFTER DEPARTMENT HEAD
EMPLOYMENT AGREEMENT TEMPLATE

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(2) of the CEQA Guidelines; and approve the amendment of the City of Shafter Department Head Employment Agreement Template to remove the clause under Section 3 (D) (d), Termination, stating “Refusal or failure to act in accordance with any directive or order of the City Manager.”

BACKGROUND

The City of Shafter uses a standardized employment agreement template for department head-level positions. The agreement outlines terms and conditions of employment, including duties, authority, and termination provisions consistent with the City’s at-will employment framework for department heads.

Within the current template, the causes for termination include language specifying that refusal or failure to act in accordance with any directive or order of the City Manager constitutes grounds for termination. This clause was originally intended to affirm the City Manager’s authority over department head operations and ensure accountability within the City’s organizational structure.

While the intent of the clause is to reinforce organizational hierarchy and ensure compliance with lawful directives, Staff have identified a potential ethical concern with its current wording. Specifically, the phrase “any directive or order” may be overly broad and could, in rare or unforeseen circumstances, be interpreted to require compliance with a directive that conflicts with ethical standards, laws, or professional obligations.

Although the likelihood of such a scenario is low, maintaining this language as written may inadvertently discourage department heads from exercising appropriate judgment or reporting potential ethical concerns. Removing this clause would mitigate the risk of misinterpretation and align the agreement more closely with ethical governance principles, while still preserving the City Manager’s general supervisory authority through other existing provisions.

If approved, the amendment would simply delete the above clause from the “Causes for

**AMENDMENT TO CITY OF SHAFTER DEPARTMENT HEAD EMPLOYMENT AGREEMENT
TEMPLATE**

Termination” section. All other terms and conditions of the Department Head Employment Agreement would remain unchanged.

FISCAL IMPACT

There is no fiscal impact associated with this amendment.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is an organizational and administrative activity that will not result in direct or indirect physical changes to the environment and is not subject to CEQA.

APPROVED BY THE CITY ATTORNEY

No

ATTACHMENTS

1. City of Shafter Department Head Employment Agreement Template - Amended
2025 11 04

EMPLOYMENT AGREEMENT
[DEPARTMENT HEAD TEMPLATE ONLY]

THIS EMPLOYMENT AGREEMENT, (hereinafter referred to as the “Agreement”) is made and entered into this _____ day of _____, 202__, by and between the City of Shafter, County of Kern, State of California, a municipal corporation (hereinafter referred to as the ”City”) and _____ (hereinafter referred to as “Employee”). City and Employee are sometimes hereinafter referred to as “Party” or “Parties.”

SECTION 1 EMPLOYMENT

A. The City agrees to and shall employ Employee as the [TITLE] of the City of Shafter, effective _____ (“Effective Date”). Employee agrees to perform the functions and duties of the position of [TITLE] of the City of Shafter as described by state law, the Municipal Code of the City of Shafter, the job description of the position of [TITLE] attached hereto as Exhibit “A”, and to perform all other duties and functions as the City Manager of the City shall from time-to-time direct or assign.

B. Employee agrees to perform all such functions and duties to the best of his abilities and in a competent and efficient manner. Employee agrees to focus his/her full professional time, ability, and attention to City business during the term of this Agreement and agrees not to engage in any other business pursuits whatsoever or, directly or indirectly, render any services of a business, commercial or professional nature to any other person or organization, whether for compensation or otherwise, without the prior written consent of the City Manager.

SECTION 2 TERM

A. Employee shall serve at the will and pleasure of the City Manager in accordance with all provisions of the Charter of the City of Shafter and the Shafter Municipal Code. The City Manager may, from time to time, assign Employee to various City Departments as he/she may determine in his/her sole discretion to be in the best interest of the City. Nothing in this Agreement shall prevent, limit, or otherwise interfere with the right of the City Manager to terminate the employment of Employee at any time and for any reason, subject only to the provisions specified in Section 3 of this Agreement.

B. The City hereby employs Employee for a period beginning on the effective date until [MAXIMUM FOUR YEAR TERM], or until the services are terminated as provided for in Section 3 herein.

SECTION 3 TERMINATION

A. The City Manager and Employee may agree mutually in writing to terminate Employee’s employment and this Agreement under mutually agreeable terms consistent with this Agreement.

B. The City Manager may terminate Employee’s employment at any time without cause. In the event Employee is terminated by the City without cause, the City shall pay Employee

severance compensation equal to [UP TO] six (6) months of salary, health insurance premium payments, and all benefits. Employee shall also receive all accrued unused vacation leave and other such benefits as may be due and payable under applicable City rules, regulations, or policies and/or under applicable local, state, or federal law. In consideration of this severance payment, Employee agrees that he/she shall not be entitled to any other payment or compensation of any kind from the City in connection with the termination of his/her employment.

1. In the event Employee accepts the severance payments pursuant to this Section 3.B, as a condition precedent, Employee must execute a waiver of any rights, claims, or any other actions arising out of this Agreement in a form acceptable to the City Attorney. The above severance provisions are intended to comply with the provisions of Government Code section 53260, *et seq.* Any severance payment under this Agreement is also subject to the forfeiture or repayment provisions of Government Code section 53243 *et seq.*

2. The severance payments provided in this Section 3 shall constitute the sole and only entitlement of Employee with respect to severance pay in the event of the termination, other than for cause or resignation. Employee expressly waives any and all other rights with respect to severance pay except as provided herein.

C. Employee may terminate his/her employment at any time for any reason by providing thirty (30) days prior written notice to the City Manager. In the event that Employee provides such written notice, he/she shall be entitled to receive at the termination of this employment only such accrued unused vacation leave and other such benefits as may be due and payable under applicable City rules, regulations, or policies, and/or under applicable local, state or federal law. Employee shall not, however, be entitled to any severance pay or other compensation at the termination of his/her employment due to resignation. During the period subsequent to Employee's submission of his/her notice terminating his/her employment, he/she shall continue to perform his/her duties as [TITLE] pursuant to this Agreement unless removed from those duties and/or terminated by the City Manager pursuant to the terms of this Agreement. However, in the event that Employee is then removed from those duties and/or terminated by the City Manager, Employee shall continue to receive compensation in the form of salary and benefits through the completion of the thirty (30) day notice period without payment of severance.

D. In the event Employee and this Agreement are terminated for cause, Employee shall not be entitled to any severance pay or health insurance premium payments. The term "cause" shall be defined to include any misconduct materially related to performance of official duties, including but not be limited to any of the following:

- (a) A willful breach of this Agreement.
- (b) Habitual neglect of duties required to be performed under this Agreement.
- (c) Any acts of dishonesty, fraud, misrepresentation, or other acts of moral turpitude.
- ~~(d) Refusal or failure to act in accordance with any directive or order of the City Manager.~~

~~(e)~~(d) Unauthorized absence or leave.

~~(f)~~(e) Engaging in conduct tending to bring embarrassment or disrepute to the City.

~~(g)~~(f) Gross misfeasance or gross malfeasance.

~~(h)~~(g) "abuse of office or position" as defined in Government Code Section 53243.4 (i.e., waste, fraud, and violation of the law under color of authority and crimes against public justice, including crimes involving bribery and corruption).

For any of the foregoing, the City may, in its discretion, place Employee on paid or unpaid administrative leave until resolution.

E. The City Manager and/or Employee may terminate this Agreement in the event that Employee has been unable to perform the essential functions of his/her position due to illness or other disability for a period of twelve (12) weeks and it is medically determined that Employee is permanently disabled from performing the essential functions of his/her position.

1. A determination that Employee is permanently disabled shall be made by the City Manager based upon competent medical evidence and evaluation and in accordance with the applicable state and federal laws pertaining to the protection of disabled persons and with the California Public Employees Retirement Law.

2. In the event it is determined by the City Manager that a question exists as to Employee's ability to perform the essential functions of his/her position, based upon objective facts, the City Manager may require Employee to undergo a fitness for duty examination.

F. Employee agrees that he/she shall not be entitled to any other payment or compensation of any kind from the City in connection with the termination of his/her employment without cause as defined in Section 3B of this Agreement.

SECTION 4 COMPENSATION

A. Effective upon the commencement of employment pursuant to this Agreement, the City shall pay to Employee a base salary within the City's Salary Range of _____, Step _____, which represents a bi-weekly salary of \$_____. This salary shall be paid on a pro-rata basis in regular installments pursuant to the City's normal payroll procedures. Employee agrees his/her employment and duties as the [TITLE] are exempt from overtime compensation as required by the Fair Labor Standard Act.

B. The City Manager and Employee agree to cooperate in the conduct of an annual salary review concurrently with the annual performance evaluation as set forth in Section 6 of this Agreement. Upon conclusion of such review, the City Manager may, within his/her discretion, increase Employee's Salary as he deems appropriate not to exceed the maximum of the _____ salary range in accordance with the City's Salary Schedule. Notwithstanding the City Manager's discretion to grant an annual increase in salary, Employee shall also be eligible

for any salary increases granted by the City Council, provided such increases apply to all employees of the City.

C. The City Manager may set forth annually in writing certain goals consisting of duties and responsibilities above and beyond Employee's ordinary duties and responsibilities. In the event that Employee achieves such goals, he may be entitled to receive other compensation in addition to his regular salary and benefits. The City Manager shall set forth the amount of additional compensation to which Employee would be entitled in the same writing setting forth the annual goals. Any such additional compensation will be at the discretion of the City Manager with the approval of the City Council as required.

SECTION 5 BENEFITS

A. The City shall deduct or withhold from Employee's salary any and all sums as Employee may from time to time direct, or as required by law, including, but not limited to, sums for the payment of federal, state and/or local income taxes, social security and retirement plans.

B. [INSERT APPLICABLE PERS RETIREMENT BENEFIT RE LANGUAGE AS PEPRA EMPLOYEE OR CLASSIC EMPLOYEE]

C. The Employee shall receive all fringe benefits equal to those provided for non-represented, full-time City employees pursuant to the Resolution of the City Council of the City of Shafter Authorizing Wages and Related Benefits to Non-Represented Full-Time Employees. Additionally, the City agrees to provide holidays, sick leave, sick leave incentives, education incentives, retirement benefits, and other benefits consistent with those benefits generally enjoyed by non-represented City employees.

D. In recognition of Employee's need to use an automobile in the performance of his/her duties, the City shall provide Employee with an automobile allowance of up to four hundred dollars (\$400.00) each month. In addition, Employee shall receive a mileage reimbursement at the City's current reimbursement rate for each trip over 200 miles. Employee shall maintain in full force and effect during the term of his employment, insurance coverage for any automobile used in the performance of his official duties. Such insurance must be maintained at levels deemed adequate by the City, and Employee is required to provide adequate proof of such insurance to the City.

E. City will provide a cell phone for Employee and issue a monthly stipend of one hundred dollars (\$100.00).

F. The City shall permit Employee to attend, at City expense, a reasonable number of local, state, and national conferences relevant to his/her duties and responsibilities as [TITLE] with the approval of the City Manager and budget authorization from the City Council.

G. Any provisions of the City code, rules, regulations, resolutions, and ordinances relating to non-represented, full-time employee benefits as they now exist or may later be amended, shall also apply to Employee. In addition to any benefits set forth in this Agreement, and except as those provisions of the City code, rules, regulations and ordinances relating to management

employee benefits may conflict or be inconsistent with the terms of this Agreement, the terms of this Agreement shall control.

SECTION 6 PERFORMANCE EVALUATION

A. Annually, the City Manager, with the assistance of Employee, may define such goals and performance objectives which the City Manager determines necessary for the proper operation of City's services and shall further establish a relative priority among those various goals and objectives. These goals and objectives shall be reduced in writing and should be reasonably attainable within the time limitations specified by the City Manager and in light of the appropriations provided through the annual operating and capital budgets

B. The City Manager shall review and evaluate Employee's performance annually. This review and evaluation shall take into account any goals that may have been developed by the City Manager, as well as Employee's performance of other functions and duties. The City Manager shall provide to Employee a summary written statement of the evaluation and shall provide Employee with the opportunity to discuss the evaluation with the City Manager.

C. The City Manager may fix any other terms and conditions of employment relating to Employee's performance, as the City Manager may from time to time determine, provided that such other terms and conditions of employment are not contrary to or inconsistent with the terms set forth in this Agreement, the City's rules, regulations and ordinances, local, state and/or federal law.

SECTION 7 GENERAL PROVISIONS

A. This Agreement constitutes the sole understanding and agreement of the City and Employee with respect to the matters set forth herein and supersedes any and all prior negotiations, statements, instructions, representations, or agreements, whether written or oral.

B. The parties agree and acknowledge that no representations, inducements, promises, or agreements, oral or otherwise, have been made by any party, or by anyone acting on behalf of any party, which are not contained herein and that any agreement, statement or promise not contained in this Agreement shall not be valid or binding on either party.

C. Any amendment to this Agreement shall be valid only if in writing approved and signed by both parties, unless otherwise specified in this Agreement.

D. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force and effect.

E. If any action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to recover reasonable attorney fees and costs in addition to any other relief to which that party may be entitled.

F. This Agreement shall be governed by and construed in accordance with the laws of the State of California, which are in full force and effect as of the date of execution and delivery by each party hereto.

G. Assembly Bill 1344, which was subsequently enacted as Government Code §§ 53243 - 53243.4, sought to provide greater transparency in local government and institute certain limitations on compensation paid to local government executives. These statutes also require that contracts between local agencies and its employees include provisions requiring an employee who is convicted of a crime involving an abuse of his/her office or position to provide reimbursement to the local agency for the following forms of payment: (i) paid leave salary; (ii) criminal defense costs; (iii) cash settlement payments; and (iv) any non-contractual settlement payments. Accordingly, the Parties agree that it is their mutual intent to fully comply with these Government Code sections and all other applicable law as it exists as of the date of execution of this Agreement and as such laws may be amended from time to time thereafter. Specifically, the following Government Code sections are applicable and hereby incorporated in this Agreement:

§53243. Reimbursement of paid leave salary required upon conviction of crime involving office or position.

§53243.1. Reimbursement of legal criminal defense upon conviction of crime involving office or position.

§53243.2. Reimbursement of cash settlement upon conviction of crime involving office or position.

§53243.3. Reimbursement of noncontractual payments upon conviction or crime involving office or position.

§53243.4. "Abuse of office or position" defined.

Employee represents that Employee has reviewed, is familiar with, and agrees to comply fully with each of these provisions if any of these provisions are applicable to Employee, including that Employee agrees that any cash settlement or severance related to the termination that Employee may receive from the City shall be fully reimbursed to the local agency if Employee is convicted of a crime involving an abuse of his/her office or position. The Government Code provisions referenced in this section are attached hereto in Exhibit "B."

H. The City and Employee represent and warrant to each other that each has received legal advice from independent and separate legal counsel with respect to the legal effect of this Agreement, or had the opportunity to do so, and the City and Employee further represent and warrant that each has carefully reviewed this entire Agreement and that each and every term thereof is understood and that the terms of this Agreement are contractual and not a mere recital. This Agreement shall not be construed against the party or its representatives who drafted it or who drafted any portion thereof.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the date and year first written above.

By: _____
[Employee NAME]
[Title]

By: _____
[CM NAME]
City Manager

APPROVED AS TO FORM:

By: _____
[NAME]
City Attorney

EXHIBIT A

[Job Description on following page]

EXHIBIT B

GOVERNMENT CODE SECTION 53243-53243.4 and 53260(a)

53243. On or after January 1, 2012, any contract executed or renewed between a local agency and an officer or employee of a local agency that provides paid leave salary offered by the local agency to the officer or employee pending an investigation shall require that any salary provided for that purpose be fully reimbursed if the officer or employee is convicted of a crime involving an abuse of his/her office or position.

53243.1. On or after January 1, 2012, any contract executed or renewed between a local agency and an officer or employee of a local agency that provides funds for the legal criminal defense of an officer or employee shall require that any funds provided for that purpose be fully reimbursed to the local agency if the officer or employee is convicted of a crime involving an abuse of his/her office or position.

53243.2. On or after January 1, 2012, any contract of employment between an employee and a local agency employer shall include a provision which provides that, regardless of the term of the contract, if the contract is terminated, any cash settlement related to the termination that an employee may receive from the local agency shall be fully reimbursed to the local agency if the employee is convicted of a crime involving an abuse of his/her office or position.

53243.3. On or after January 1, 2012, if a local agency provides, in the absence of a contractual obligation, for any of the payments described in this article, then the employee or officer receiving any payments provided for those purposes shall fully reimburse the local agency that provided those payments in the event that the employee or officer is convicted of a crime involving the abuse of his/her office or position.

53243.4. For purposes of this article, "abuse of office or position" means either of the following:

(a) An abuse of public authority, including, but not limited to, waste, fraud, and violation of the law under color of authority.

(b) A crime against public justice, including, but not limited to, a crime described in Title 5 (commencing with Section 67) or Title 7 (commencing with Section 92) of Part 1 of the Penal Code.

53260. (a) All contracts of employment between an employee and a local agency employer shall include a provision which provides that regardless of the term of the contract, if the contract is terminated, the maximum cash settlement that an employee may receive shall be an amount equal to the monthly salary of the employee multiplied by the number of months left on the unexpired term of the contract. However, if the unexpired term of the contract is greater than 18 months, the maximum cash settlement shall be an amount equal to the monthly salary of the employee multiplied by 18.



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Carol Chavolla, HR Director

SUBJECT: RATIFICATION OF THE MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF SHAFTER (CITY) AND THE SHAFTER POLICE OFFICERS ASSOCIATION (SPOA) AND AUTHORIZATION FOR A BUDGET AMENDMENT

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(2) of the CEQA Guidelines; ratify the MOU between the City and SPOA for the period of January 3, 2026, to December 31, 2026; and authorize a budget amendment in the amount of \$245,346 for Fiscal Year 25/26.

BACKGROUND

The City’s negotiating team met in good faith with SPOA representatives in accordance with the Meyers-Milias-Brown Act regarding salaries, benefits, and other terms and conditions of employment. The negotiating team reached a tentative agreement with SPOA in conformity with the Council’s direction.

On October 28, 2025, the SPOA membership ratified the tentative agreement for a one-year term of the SPOA MOU from January 3, 2026, to December 31, 2026, with the following updates:

- Cost-of-Living Adjustment: Three percent (3%)
- POST Supervisor Certificate Incentive: Five percent (5%) (max 15% cumulative for POST Intermediate, Advanced, and Supervisor Certifications)
- Field Training: Two and one-half percent (2.5%) FTO/CTO Certification Incentive for Police Officers and Dispatchers; Two and one-half percent (2.5%) Active Training Incentive for Senior Police Officers, Police Officers, and Dispatchers
- Take-Home Vehicle Program: Expand the mile radius to 50 miles
- Shift Differential: Five percent (5%)
- Specialty Pay: Add gang detail assignment and drone operator assignment; three and one-half percent (3.5%) of base pay, limited to one specialty assignment at a given time, and shall not be combined with other specialty assignment pays.
- Health Benefits: City to pay one hundred percent (100%) of medical, dental, and vision premiums on the base plans for employees and eligible dependents

CONSENT CALENDAR

RATIFICATION OF THE MEMORANDUM OF UNDERSTANDING (MOU) WITH THE CITY OF SHAFTER (CITY) AND THE SHAFTER POLICE OFFICERS ASSOCIATION (SPOA) AND AUTHORIZATION FOR A BUDGET AMENDMENT

- Retiree Medical: 12 months of City-subsidized COBRA continuation coverage; must have 10 years of continuous City service; excludes terminations
- Shift Change Notification: 5 calendar days
- Overtime Eligibility Requirements: Not include sick leave as hours worked
- Education Incentive Pay, Bilingual Spanish Pay, Sick Leave Stay Well Bonus, and Floating Holidays: Language clarification
- Vacation Cash-Out: Revise language in compliance with IRS regulations
- Bereavement leave: Expand eligibility requirements for out-of-state bereavement leave

FISCAL IMPACT

Total Ongoing Costs		\$417,419
Fiscal Year 25/26	Budgeted 2%	(\$113,268)
OT Eligibility Requirements	Estimated Cost Savings	(\$58,805)
Net Fiscal Impact		\$245,346

The total ongoing cost associated with the negotiated terms of the 2026 SPOA MOU is \$417,419. Taking into account the 2% labor negotiation contingency already included in the adopted budget and the estimated annual cost savings of \$58,805 resulting from the removal of sick leave as “hours worked” for overtime eligibility, the net fiscal impact is projected to be \$245,346. This amount exceeds current budget allocations and, therefore, requires a budget amendment to the Fiscal Year 2025/2026 budget.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is an organizational and administrative activity that will not result in direct or indirect physical changes to the environment and is not subject to CEQA.

APPROVED BY THE CITY ATTORNEY

No

ATTACHMENTS

1. SPOA MOU 26 - Final

MEMORANDUM OF UNDERSTANDING

BETWEEN THE

SHAFTER POLICE OFFICERS ASSOCIATION

AND

CITY OF SHAFTER

JANUARY 3, 2026, THROUGH DECEMBER 31, 2026

**MEMORANDUM OF UNDERSTANDING
SHAFTER POLICE OFFICERS ASSOCIATION
AND
CITY OF SHAFTER
JANUARY 3, 2026 THROUGH DECEMBER 31, 2026**

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ARTICLE I - GENERAL PROVISIONS

SECTION 1.1 PREAMBLE

This Memorandum of Understanding (MOU) is made and entered into between the City of Shafter, hereinafter referred to as the "City" and the Shafter Police Officers Association (SPOA), hereinafter referred to as the "Association," pursuant to California Government Code Section 3500, et seq., and the City's Employer - Employee Relations Policy. The purpose of this MOU is the establishment of wages, hours, and other terms and conditions of employment.

The City and Association agree that the provisions of this MOU shall be applied equally to all employees covered herein without favor or discrimination because of race, creed, color, sex, age, national origin, political or religious affiliations, or association memberships. Whenever the masculine gender is used in this MOU, it shall be understood to include the feminine gender.

SECTION 1.2 RECOGNITION

- a. The City recognizes the Association as the recognized and exclusive representative for Animal Control Officers, Police Dispatchers, Police Officers, Police Sergeants, and Senior Police Officers.
- b. This recognition is exclusive of management employees, temporary employees, part-time employees, independent contractors, and individuals placed by employment agencies.
- c. The City agrees to meet and confer and otherwise deal exclusively with the Association on all matters relating to the scope of representation under the Meyers-Milias-Brown Act (GC 3500, et seq.), and as provided under the City's Employer-Employee Relations Policy.

SECTION 1.3 SEVERANCE

- a. If any provision of the Agreement should be found invalid, unconstitutional, unlawful, or unenforceable by reason of any existing or subsequently enacted constitutional or legislative provision shall be severed, and all other provisions of the Agreement shall remain in full force and effect for the duration of the Agreement.
- b. If any provision of the MOU should be found invalid, unconstitutional, unlawful, or unenforceable, the City and the Association agree to meet and confer in a timely manner in an attempt to negotiate a substitute provision. Such negotiations shall apply only to the severed provision of the Agreement and shall not in any way modify or impact the remaining provisions of the existing MOU.

SECTION 1.4 SOLE AGREEMENT

- a. The City and the Association agree that to the extent that any provision addressing wages, hours, and terms and conditions of employment negotiable under the Meyers-Milias-Brown Act found outside this MOU and are in conflict thereof, this MOU shall prevail.
- b. If during the term of the MOU, the parties should mutually agree to modify, amend, or alter the provisions of this MOU in any respect, any such change shall be effective only if and when reduced to writing and executed by the authorized representatives of the City and the Association. Any such changes validly made shall become part of this MOU and subject to its terms.

SECTION 1.5 FULL FORCE AND EFFECT

- a. All wages, hours, and terms and conditions of employment that are negotiable subjects of bargaining under the Meyers-Milias-Brown Act, including those set in this MOU, shall remain in full force and effect during the term of this MOU unless changed by mutual agreement.
- b. The City will abide by the Meyers-Milias-Brown Act where and when it applies to the Association.

ARTICLE II - RESPECTIVE RIGHTS

SECTION 2.1 ASSOCIATION RIGHTS

The Association shall have the following rights and responsibilities:

- a. Reasonable advance notice of any City ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the City Council.
- b. Reasonable use of one bulletin board at the Shafter Police Department.
- c. The right to payroll deductions made for payments or organization dues and for City approved programs.
- d. The use of City facilities for regular, normal and lawful Association activities, providing that approval of the City Manager or his/her designee has been obtained.
- e. Reasonable access to employee work locations for officers of the Association and their officially designated representatives for the purpose of processing grievances or contacting members of the organization concerning business within the scope of representation. Access shall be restricted so as not to interfere with the normal operations of any department or with established safety or security requirements.
- f. Time off allowance to employee representatives shall be as afforded in section 3505.3 of the Meyers-Milias-Brown Act.
- g. Reasonable notification of officer involved shootings and any incident during which a member requests representation by the Shafter Police Officers Association or Legal Counsel provided by the Shafter Police Officers Association.

SECTION 2.2 CITY RIGHTS

- a. The rights of the City include, but are not limited to, the exclusive right to determine the mission of its constituent departments set standards and levels of service, determine employment standards, direct its employees, take disciplinary action, relieve its employees from duty because of lack of work or funds or for other legitimate reasons, maintain the efficiency of governmental operations, maintain fiscal integrity, determine the methods, means and personnel by which government operations are to be conducted, establish a classification plan, take all necessary actions to carry out its mission in emergencies, and exercise complete control and discretion over its organization and the technology of performing its work.
- b. In addition, the City retains the exclusive right, subject to the provisions of this MOU, the Personnel Rules, and the Meyers-Milias-Brown Act, to take other actions, make decisions, or set procedures or policies it deems appropriate.

ARTICLE III - GRIEVANCE PROCEDURE

SECTION 3.1 GRIEVANCE PROCEDURE

a. Purpose

In the belief that the resolution of grievances is a constructive management action, a grievance procedure is hereby established. Such a procedure will give permanent employees assurance that the City recognizes their right to be heard and assist them in achieving job satisfaction. The purpose of this procedure is to provide a just and equitable method for the resolution of grievances or complaints without prejudice.

b. Representation

1. The employee has the right to the assistance of a representative of his/her choice in the investigation, preparation and presentation of a complaint or grievance.

2. Representation may occur at any stage of the grievance procedure, provided, however, that prior to calling for representation at step one of the procedures the employee shall discuss his/her complaint or grievance with his/her supervisor. Upon conclusion of the discussion, the employee may request a continuation of the grievance process (step one), to a mutually agreeable time within five (5) working days, to have the assistance of a representative.
3. If the employee selects another employee as his/her representative, such representative shall not be released during working hours without the approval of his/her supervisor.

c. Definition

1. A complaint is defined as an allegation or charge against a party that an error or wrong has been committed.
2. A grievance is defined as the expressed claim by an employee that the City, or one of its representatives has violated, misinterpreted, or misapplied the MOU provisions and/or City personnel ordinances, rules and regulations, or administrative directives.

d. Grievance Conferences

Grievance conferences between management and the employee will normally be conducted during management working hours at a mutually convenient time.

e. Grievance Investigation

The investigation of a complaint or grievance during working hours by an employee and his/her representative, if any, shall be in accordance with the following:

1. Prior to entering any job site, the representative shall obtain the approval of the job site supervisor.
2. There shall be no solicitation of grievances or employee organization membership.
3. The investigation shall be conducted in a reasonable amount of time and expeditiously with due regard for the work requirements of the City.
4. Where the investigation commences prior to the end of the regular workday, time spent after the close of the regular workday shall be the employee's own time.
5. Entry will not be permitted if it would unreasonably interfere with or delay City work.
6. All safety regulations relating to the presence and conduct of persons at the job site shall be complied with.

f. Steps

1. Step One

A. The employee shall inform his/her supervisor of the complaint or grievance within five (5) working days after the employee knows, or in the exercise of reasonable diligence should have known of the events giving rise to the complaint or grievance. Failure to complete this procedure will bar further consideration of the complaint or grievance.

B. The supervisor shall within five (5) working days of the discussion render a verbal decision to the employee.

2. Step Two

A. Within five (5) working days from receipt of the verbal decision from the supervisor, the employee, if he/she wishes to appeal the decision, shall notify the Department Head of his/her intent to appeal the decision. Failure to complete this procedure will bar further consideration of the complaint or grievance.

- B. The Department Head or his/her designated representative shall, within five (5) working days of the notification as required above, have a discussion with the employee concerning the complaint or grievance.
- C. The Department Head or his/her designated representative shall, within five (5) working days of the discussion, render a written decision to the employee.

3. Step Three

- A. Within five (5) working days from receipt of the written decision from the Department Head, the employee, if he/she wishes to appeal the decision, shall notify the City Manager in writing of his/her intent to appeal the decision. Failure to complete this procedure will bar further consideration of the complaint or grievance.
- B. The City Manager or his/her designated representative shall, within five (5) working days of the written notice, render a written decision to the employee. Nothing in this Section shall prohibit more expeditious handling of the complaint or grievance. The decision of the City Manager shall be final and binding with regards to all complaints that reach this level.

4. Step Four

- A. Within ten (10) working days from receipt of the written decision from the City Manager, the grievant, if he/she wishes to appeal the decision, shall file with the City Manager a written demand requesting a hearing before the City Council to review the decision reached regarding his/her grievance.
- B. Upon the receipt of written demand for City Council review, the City Manager shall compile the entire record of the grievance along with whatever other data he/she deems pertinent for a fair and objective appraisal of the employee's appeal. The City Council shall investigate the case and, if the preliminary findings so warrant, may schedule a hearing. The City Council shall have at its discretion the power to adjudicate an appeal without a hearing.
- C. When the City Council establishes a hearing date, the City Manager shall notify the affected parties of the date, time and place set by the City Council; and shall publicly post, at such places as the City Council may prescribe, a notice of the date, time and place of the hearing together with the names of the affected parties. Unless incapacitated, the employee shall appear personally before the City Council at the hearing and may be represented by any person or Attorney he/she selects.

The City Council shall administer oaths to witnesses testifying in said hearings. The hearing may be open or closed to the public at the option of either the employee or City Council unless the employee specifically requests a public hearing. Each member of the City Council shall have the power to cause subpoenas to be issued to compel the attendance of witnesses and the production of evidence relating to the hearing subject matter. Any Council member present at the hearing shall have the power to administer oaths to witnesses. The refusal of a City employee to testify under oath shall be grounds for disciplinary action. Service of subpoenas shall be made by the Police Chief or his/her subordinates.

- D. The City Council through the Mayor shall conduct the grievance appeal hearing in the following manner:
 - 1. The hearing shall be called to order by the Mayor at the scheduled time.
 - 2. The aggrieved employee shall first present his/her grievance, together with whatever witnesses and evidence he/she may deem pertinent. The employee and his/her witnesses shall be subject to cross-examination by the representative of the City government administration.
 - 3. Representative of the City government administration may present witnesses and evidence pertinent to and supportive of the City's position. The City's witnesses shall be subject to cross-examination by the aggrieved employee.
 - 4. Closing arguments shall then be presented, with the employee or his/her representative preceding the representative of the City government administration in presentation.

5. The City Council shall then formally adjourn the hearing. At any time during the hearing, the City Council may suspend the procedure to allow one or more Council members to interrogate a witness, one of the parties or one of the representatives of the parties.
- E. Written findings and recommendations of the City Council shall be rendered within ten (10) calendar days from the date of the closing of the hearing, and shall thereupon be directed to the City Manager, the Department Head, the immediate Supervisor and the aggrieved employee. The decision of the City Council shall be final. A copy of the City Council's findings and recommendations shall be entered into the minutes of the Council, and a copy placed in the employee's personnel file.

ARTICLE IV - HOURS OF WORK AND OVERTIME

SECTION 4.1 HOURS OF WORK

a. Work Period

1. The normal work period shall be seven (7) days with a maximum non-overtime of forty (40) hours. The work period shall commence at 0000 hours Saturday and end at 2400 hours Friday.
2. When mutually agreed upon by both the City and the Association, employees may be placed on alternative work schedules. Use of an alternative work schedule shall be on a trial basis not to exceed three (3) months. Extension may be granted at the sole discretion of the Department Head. The City reserves the right to terminate this alternative work schedule anytime if it is found unsatisfactory at the sole discretion of the Department Head. Employees may terminate this alternative work schedule if it is found unsatisfactory by at least two-thirds of the recognized employees. Matters concerning alternative work schedules are not subject to the grievance procedure. The alternative work period shall be fourteen (14) consecutive days with a maximum non-overtime of eighty (80) hours. The work period shall commence at 0000 hours Saturday and end at 2400 hours Friday. Benefits such as vacation, holiday and sick leave accrue on an eight (8) hour day. Absences from a work day exceeding eight (8) hours require use of additional accrued leave. Only sworn employees are eligible for the 14-day work period in accordance with the 207(k) partial overtime exemption.
3. Non-sworn employees working a 3/12 work schedule will have an alternating regular day off every other week as determined by the City. For such employees working a 3/12 work schedule, each employee's designated workweek shall begin exactly four hours after the start of his/her eight-hour shift.

b. Shift Change Notification

Shift work employees shall be granted five (5) calendar days of advance notice of changes in scheduled shifts unless such change is due to illness or emergency.

c. Shift Employee Mealtime

1. Mealtime for shift employees is thirty (30) minutes of paid time, therefore shift employees shall be subject to call out during mealtime. Nothing in this section provides for or implies any additional compensation or benefit if a mealtime is not received.
2. Mealtime for non-shift employees is sixty (60) minutes of non-paid time.

d. Rest Periods

Rest periods will normally be provided to employees at the rate of fifteen (15) minutes for each four (4) hours worked. Rest periods are not to be construed as mealtime. Nothing in this section provides for or implies any additional compensation or benefits if a rest period is not received.

e. Definition of Shift Employee

Shift employees include Animal Control Officers, Police Dispatchers, Police Officers, Police Sergeants, and Senior Police Officers regularly assigned to positions that require duties to be regularly performed on a twenty-four (24) hour day, seven (7) days a week basis.

f. Shift Trades

Employees of equal rank will be allowed to trade shifts from time to time if the following criteria are met:

1. The trade does not adversely impact the Department's operating needs.
2. The trade does not result in the payment of overtime to the trading employees.
3. The trade is by mutual consent of the employees involved.
4. The trade request must be submitted in writing to the employee's supervisor, signed by both employees and approved by the Department Head or his/her designee.
5. The trade days occur within the same pay period.

SECTION 4.2 OVERTIME

a. Rate

Employees shall be paid overtime at the rate of time and one-half his/her regular rate of pay. All overtime shall be recorded and paid based on fifteen (15) minute increments. For each full fifteen (15) minute period worked, the employee shall be compensated for one quarter (1/4) hour of overtime.

b. Hours Paid

- c. Overtime shall be paid for hours worked in excess of forty (40) hours in a normal 7-day work period. Sick leave shall not constitute hours worked. Vacation leave, and compensatory time off constitute hours worked.
- d. Overtime shall be paid for hours worked in excess of eighty (80) hours in an alternative 14-day work period. Sick leave shall not constitute hours worked. Vacation leave and compensatory time off constitute hours worked.

c. Compensatory Time Off (CTO)

Notwithstanding the provisions of this section, employees may be granted CTO for overtime credit computed at time and one-half at the discretion of the Department Head and with due regard for the wishes of the employee. Requests to use CTO shall be granted with due regard for operational necessity such as staffing levels. Employees may accrue a maximum of two-hundred (200) hours in their CTO account. All CTO hours over one-hundred sixty (160) earned and accrued through June 30th, shall be paid at the employee's current rate of pay on a one-time annual lump sum basis on or before July 31st.

d. Schools/Training/Qualifications/Department Meetings

All schools, training, qualifications, and department meetings required by the City or Department and attended by employees on off duty time shall be compensated by time and one-half rate of pay with a minimum compensation of two (2) hours.

SECTION 4.3 CALLBACK PAY

Employees who are called to duty at a time they are not working shall be compensated at one and one-half times the regular rate of pay with a minimum compensation of two (2) hours. This section does not apply to standby/court time, see section 4.4 for standby/court time pay.

SECTION 4.4 STANDBY TIME/COURT TIME

a. Standby Pay

Employees placed on standby at a time they are not working shall receive two (2) hours pay at time and one-half.

b. Court Subpoena Appearance Pay

Employees appearing in court pursuant to a subpoena from court standby shall receive three (3) hours pay or actual court time including travel, whichever is greater, at time and one-half. Court pay is in addition to standby pay, if any.

ARTICLE V - PAY PROVISIONS

SECTION 5.1 SALARY

- a. Effective January 3, 2026, which represents the commencement of the first pay period of 2026, sworn and non-sworn recognized employees shall receive a three percent (3%) cost-of-living adjustment (COLA). The City and Association agree that the actual percentage may vary slightly due to rounding.
- b. Salary step increases to Steps B, C, D, and E shall be considered merit increases. Employees shall be eligible for salary advancement to the next step upon completion of twelve (12) months of satisfactory job performance and normally increasing job productivity at the present step, and upon recommendation of the Department Head and approval of the City Manager.

SECTION 5.2 EDUCATION INCENTIVE PAY

- a. Employees shall be reimbursed up to three thousand dollars (\$3000) in a calendar year for expenses incurred for taking college courses and other courses under the following conditions:
 1. Prior Department Head and City Manager approval is obtained.
 2. The course furthers a job related major as approved by the Department Head or his/her designee.
 3. College courses require a minimum three (3) units completed with a grade of "C" or better.
 4. Proof of course completion, including grades and appropriate receipts for eligible expenses, must be submitted to Human Resources no later than thirty (30) calendar days after the close of the calendar year in which the courses were completed.
- b. POST Incentive Pay
 1. Purpose
 - A. Employees with average or standard performance are a valued part of the City organization. The POST Incentive Pay is an incentive intended to reward sworn police officers and police dispatchers for extraordinary contributions to the safety and security of the community of Shafter.
 2. The POST Incentive Pay is as follows:
 - A. Intermediate Certificate is five percent (5%) of base pay.
 - B. Advanced Certificate is an additional five percent (5%) of base pay, for a total of ten percent 10%.
 - C. Supervisor Certificate is an additional five percent (5%) of base pay, for a total of fifteen percent (15%).
 3. Eligible employees must submit the certificate to Chief of Police for approval. Upon approval by the City Manager,

the POST Incentive Pay shall become effective the first day of the pay period following the City Manager's approval.

4. Eligibility

- A. The employee must be employed as a full-time sworn Police Officer or a full-time Police Dispatcher authorized by Penal Code 830.1.
- B. The employee must have been issued and possess a POST Intermediate or Advanced Certificate, prior to applying for the incentive pay.

c. College Degree Incentive Pay

- 1. The City shall provide an incentive to obtain a level of education beyond that of high school graduation provided the course of study is in a job-related subject. Job related subjects include Administration of Justice, Police Science, Police Administration, Criminology, or Criminal Justice. Other subject fields may be considered as qualifying on a case-by-case basis as approved by the Chief of Police and the City Manager. Compensation is as follows:
 - A. An employee with 60 or more semester units and currently enrolled and participating in courses normally required for, or included in the curriculum leading towards a degree, shall be compensated 2.5% of base salary.
 - B. An employee with an associate degree from an accredited college or university, shall be compensated 2.5% of base salary. An employee receiving the incentive for an associate degree shall not receive the incentive for having 60 or more semester units.
 - C. An employee with a qualified job-related bachelor's degree from an accredited college or university, shall be compensated 5% of base salary. An employee receiving the incentive for a bachelor's degree shall not receive the incentive for having an associate degree or for having 60 or more semester units. The maximum education incentive pay is 5% of base salary.
 - D. Eligible employees must complete and submit the Education Incentive Pay Form along with official transcripts or proof of degree to the Chief of Police for review and approval. Upon approval by the Chief of Police and authorization by the City Manager, the College Degree Incentive Pay shall become effective on the first day of the pay period following the City Manager's approval.

SECTION 5.3 BILINGUAL SPANISH INCENTIVE PAY

Employees designated by the Department Head or his/her designee to utilize Spanish bilingual skills, and who pass the City's bilingual examination, shall receive incentive pay at five percent (5%) of base salary. The Bilingual Spanish Incentive Pay shall become effective on the first day of the pay period following the date the employee passes the bilingual examination.

SECTION 5.4 RETIREMENT

- a. The City agrees to contract with California Public Employees Retirement System and recognized employees are responsible for paying the 9%-member contribution for Police Officers, Senior Police Officers, and Police Sergeants, for employees hired on or before December 31, 2012. The plan benefits consist of the 3% at 55 Full Formula; Limit Prior Service to Members Employed as of Contract Date (GC 20938); Credit for Unused Sick Leave (GC 20965); Local System Service Credit included in the basic death benefit (GC 21536); and One Year Final Compensation GC 20042.
- b. The City agrees to contract with California Public Employees Retirement System and recognized employees are responsible for paying the 7%-member contribution for the Animal Control Officers and Police Dispatchers, for employees hired on or before December 31, 2012. The plan benefits consist of the 2% at 55 Full Formula; Limit Prior Service to Members Employed as of Contract Date (GC 20938); Credit for Unused Sick Leave (GC 20965); Local System Service Credit included in the basic death benefit (GC 21536); and One Year Final Compensation GC 20042.
- c. Employees hired on or after January 1, 2013, who qualify as a "new member" in the California Public Employees Retirement System as defined in GC Section 7522.04(e,f), shall be subject to California Public Employees Retirement

plans as follows:

1. Police Officers, Senior Police Officers, and Police Sergeants shall be subject to California Public Employees Retirement System 2.7%^{@57} Safety formula (GC Section 7522.25 (a,b,c,d)); three year final compensation (GG 7522.32(a)). Members shall contribute 50% of the annual normal cost rate to the retirement formula (GC Section 7522.30(c)). The contribution rate is subject to increase, decrease, or stay the same in any given year.
2. Animal Control Officers and Police Dispatchers shall be subject to California Public Employees Retirement System 2%^{@62} Miscellaneous formula (GC Section 7522.20 (a)); three-year final compensation (GG 7522.32(a)). Members shall contribute 50% of the annual normal cost rate to the retirement formula (GC Section 7522.30(c)). The contribution rate is subject to increase, decrease, or stay the same in any given year.
- d. Employees hired on or after January 1, 2013, who qualify as a “classic member” of the California Public Employees Retirement System as defined in GC Section 7522.04(e,f), shall be subject to the retirement formula available on December 31, 2012, as follows: Police Officers, Senior Police Officers and Police Sergeants, Local Safety 3%^{@55} full formula; Animal Control Officers and Police Dispatchers, Local Miscellaneous 2%^{@55} full formula. Employees are responsible for paying the employee's 9%-member contribution for Safety, and 7%-member contribution for Miscellaneous.

SECTION 5.5 SICK LEAVE

- a. Sick leave accrues at a rate of 3.6923 hours bi-weekly. There is no limit to the accumulation, however, the maximum shall revert back to one hundred twenty (120) days in the event of legislation requiring cities to provide conversion rights.
- b. Employees with at least 480 hours of sick leave shall be eligible for the Stay Well Bonus. For purposes of sick leave accounting, the annual period shall be from the first payroll in December through the final payroll in November. All unused sick leave above 480 hours will be used for calculating the employee's stay well bonus paid on or around December 15.

Net sick leave earned and not used during the annual period will be divided in half. One-half will be paid to the employee at the employee's current base hourly rate and the remaining one-half shall remain as regular sick leave.

Except in the case of retirement, employees leaving City service who have at least 480 hours of accrued sick leave shall be paid a Stay Well Bonus, at the same time as their final payroll check, using the formula described above and based upon their accrued and used sick leave from the end of the last annual period through their date of separation. Employees may elect to be paid by direct deposit. Employees may also increase their contribution to the ICMA 457 Deferred Compensation Plan contemporaneously with the payment for sick leave by turning in an election form.

- c. Upon service retirement, disability retirement, or death, active employees will be paid for all sick leave hours accrued in excess of 720 hours at the rate for which it was earned.
- d. Employees may use sick leave as defined in the City of Shafter Administrative Policy Sick Leave.
- e. Employees employed as of July 1 who do not use any sick leave during the period July 1 through June 30 shall be credited by the second pay period of the following fiscal year, with one eight (8) hour floating holiday. Sick leave paid according to Section 5.5.b. shall not be considered as sick leave used for the purposes of determining eligibility for Section 5.5.e. The floating holiday cannot be carried over to the next fiscal year. Use of a floating holiday must have prior department approval and shall be consistent with the efficient operation of the department.

SECTION 5.6 VACATION LEAVE

- a. Employees having less than one (1) year continuous employment shall not be entitled to vacation with pay.
- b. Vacation days are based on an 8-hour day and shall be credited on a pro-rated basis as follows:
 1. Ten days (80 hours) of vacation after one (1) year of service. Accruals begin on date of hire.

2. Fifteen days (120 hours) of vacation after five (5) years of service. New accrual rate begins at the completion of the 5th year of service.
3. Seventeen days (136 hours) of vacation after ten (10) years of service. New accrual rate begins at the completion of the 10th year of service.
4. Twenty days (160 hours) of vacation after fifteen (15) years of service. New accrual rate begins at the completion of the 15th year of service.
5. Twenty-five days (200 hours) of vacation after twenty (20) years of service. New accrual rate begins at the completion of the 20th year of service.

- c. Employees hired prior to July 1, 2000, may accrue no more than three times the annual accrual at their current accrual rate. Employees hired on or after July 1, 2000, may accrue no more than two times their annual accrual at their current accrual rate. Employees reaching their maximum accrual limit will stop accruing until the balance is below the maximum accrual limit. The table below is provided as an example of accrual rates and maximum accrual limits and may not be all inclusive. Additional accrual rates will be subject to the two- and three-year maximum accrual limits based on date of hire indicated above unless otherwise noted.

Date of Hire Prior to July 1, 2000		Date of Hire on or after July 1, 2000	
Bi-weekly Accrual Rate	Maximum Accrual	Bi-weekly Accrual Rate	Maximum Accrual
3.077	240 Hours	3.077	160
4.615	360 Hours	4.615	240
5.231	408 Hours	5.231	272
6.154	480 Hours	6.154	320
7.692	600 Hours	7.692	400

- d. The time during the year at which employees may take vacation shall be determined by the Department Head with regard for the wishes of the employee and particular regard for the needs of the City.
- e. Employees who terminate employment, shall be paid in a lump sum for all accrued vacation earned up to the effective date of termination.
- f. Employees may cash out vacation leave annually under the conditions set forth below:

The amount of leave that can be cashed out will be based on one-half of the employee's annual accrual rate in the year the election is made. For example, if an employee has worked for the City for 12 years, the employee will be eligible to cash out 68 hours of leave in the following calendar year. The amount will be based on the highest accrual rate that was in effect during the calendar year in which the election is made.

An employee wishing to cash out accrued vacation leave must submit an irrevocable written election by December 15th of the calendar year prior to the year in which the employee wishes to redeem accrued vacation leave. Irrevocable election forms are available in Human Resources. An employee who does not make an affirmative election by the end of the year shall be deemed to have irrevocably elected not to cash out vacation leave accrued in the following year. Late irrevocable election forms will not be accepted.

An employee's written election must specify the number of accrued vacation hours which the employee wishes to redeem for cash in the following fiscal year, up to the limits and under the conditions specified above. Employees who do not meet the accrual thresholds at the time of cash out will be unable to cash out vacation leave.

Payment for redeemed vacation leave may be made twice per year, in July and November, at the employee's election, as either:

1. A single full payment in July or November; or
2. Two equal installments, half in July and half in November

The election on how the payment will be made must be made at the time of the irrevocable election. The City will issue

payment by separate direct deposit. The City retains the discretion to determine the exact date of payment within the selected month(s).

Employees may also increase their contributions to the ICMA 457 Deferred Compensation Plan contemporaneously with the payment for vacation leave by turning in an election form.

SECTION 5.7 HOLIDAYS

- a. The following are paid city holidays:

Holiday	Date	Hours
New Year's Day	January 1	8
Washington's Birthday	3 rd Monday in February	8
Memorial Day	Last Monday in May	8
Independence Day	July 4	8
Labor Day	1 st Monday in September	8
Thanksgiving Day	4 th Thursday in November	8
Day after Thanksgiving	4 th Friday in November	8
Christmas Eve	December 24	8
Christmas Day	December 25	8
New Year's Eve	December 31	8
Martin Luther King Jr.	Floating Holiday	8
Veterans Day	Floating Holiday	8

- b. The two floating holidays listed above are earned on a fiscal year, July 1 to June 30, and do not carry over to the next fiscal year. Employees hired on or before November 11 shall receive two (2) floating holidays. Employees hired after November 11 shall receive one (1) floating holiday. Floating holidays must be used by June 30 with the approval of the department head and shall be consistent with the efficient operation of the department. Floating holidays are not reportable to CalPERS as special compensation. However, holidays taken may be reported as earnings under Government Code Section 20630. Unused floating holidays shall not be paid out upon separation from employment and are forfeited.
- c. In addition, any day proclaimed by the City Council as a holiday.
- d. The holiday is recognized beginning at 12 a.m. at the start of the day on the holiday it falls on until 12 a.m. at the end of the day on the holiday. The maximum holiday compensation is eight (8) hours at straight time when an employee does not work on the holiday. Holiday compensation when an employee works on the holiday shall be time and one-half (1/2) of his/her regular rate of pay for all hours worked during the holiday, in addition to the eight (8) hours straight time of holiday pay. The regular rate of pay, for the purpose of holiday compensation includes base pay plus the hourly equivalent of certain special pays (i.e., Longevity Pay, Education Incentive, POST Certificate Pay, Bilingual Incentive, Canine Officer Pay, Gang Detail Assignment Premium, Shift Differential, Training Officer Pay, Traffic Detail, and Detective Division Premium).

SECTION 5.8 BEREAVEMENT LEAVE

- a. As required by law, employees shall be granted up to five (5) days of job protected leave for bereavement in the case of the death of his/her spouse, child, stepchild, parent, stepparent, grandparent, spouse's grandparent, grandchild, son-in-law, brother-in-law, sister-in-law, daughter-in-law, mother-in-law, father-in-law, brother, stepbrother, sister, stepsister, and registered domestic partner. The days do not need to be consecutive but must be completed within three (3) months of the date of death. Up to three (3) working days of bereavement leave shall be with pay. Employees may use their accrual leave balances, such as sick, vacation, or CTO to cover the leave for the additional two (2) days. If the employee does not have the accrual hours to utilize, the employee must request a Leave of Absence Without Pay in accordance with Personnel System Rule 15.5.
- b. Employees may be granted five (5) paid days of bereavement leave as approved by the City Manager in case of the death of an above-covered individual when the funeral takes place out of State or more than two hundred (200) miles from Shafter.
- c. Employees shall provide documentation of the death within 30 days of the first day of leave. Examples of such

documentation include a death certificate, published obituary, or written verification of death, burial, or memorial services from a mortuary, funeral home, burial society, crematorium, religious institution, or government agency.

SECTION 5.9 MILITARY LEAVE

Military leave shall be granted according to the provisions of State law. Employees shall give the Department Head an opportunity within the limits of military regulations to determine when such leave shall be taken.

SECTION 5.10 OUT-OF-CLASS PAY

To assure the orderly performance and continuity of public services, the City may be required to temporarily upgrade employees on an acting basis to positions of higher rank. For the purpose of this Section, it is understood that temporary upgrading may be required in order to fill or compensate for temporary vacancies.

In the case of a temporary upgrading for more than fifteen (15) consecutive workdays, said employee acting in the position of higher rank shall be compensated with Out-of-Class Pay at a rate of 5% of base salary or the A step of the temporary upgraded position, whichever is greater, commencing on the 15th consecutive workday.

Said employee shall be fulfilling all requirements of the position as approved by the City Manager to receive Out-of-Class Pay.

Should an assignment to a temporary upgraded position continue beyond 12 months, said employee shall be compensated at the next step in the salary schedule for the upgraded position, at the completion of 12 months in the temporary position, and annually thereafter while assigned in the upgraded position, until said employee attains the top step of the out-of-class salary range.

SECTION 5.11 CANINE HANDLER INCENTIVE PAY

The canine handler shall receive incentive pay at two and one-half percent (2 ½%) of base salary.

SECTION 5.12 TRAINING OFFICER PAY

Police Sergeants are not eligible for Training Officer Pay when assigned as training officers.

Should an employee holding the rank of Police Officer or Dispatcher be certified as a Field Training Officer (FTO) or Communications Training Officer (CTO), and approved by the Chief of Police for such assignment, said employee shall be compensated as follows:

1. Certification Incentive: Upon successful completion of the department's Field Training Officer/Communications Training Officer certification process, approval by the Chief of Police, and maintenance of such certification in good standing, the employee shall receive additional compensation equal to two and one-half percent (2.5%) of base salary on a continuous basis.
2. Active Training Incentive: During periods in which a certified FTO/CTO is actively assigned a trainee, and such assignment is approved by the Chief of Police, the employee shall receive an additional two and one-half percent (2.5%) of base salary for the duration of the training assignment.
3. Incidental Assignments: Designation as a training officer on an incidental basis is excluded. "Incidental" is defined as three (3) consecutive shift assignments or less.

An employee holding the rank of Senior Police Officer shall be compensated as follows:

1. Active Training Incentive: During periods in which a Senior Police Officer is actively assigned a trainee, and such assignment is approved by the Chief of Police, the employee shall receive compensation equal to two and one-half percent (2.5%) of base salary for the duration of the training assignment.

SECTION 5.13 CELLULAR TELEPHONE PROVISION

The cellular telephone provisions shall be defined in the City of Shafter Administrative Policy Employee Use of City Owned and Privately-Owned Cellular Telephones and the Shafter Police Department Policy 702.

SECTION 5.14 PAY SCHEDULE

- a. Employee pay shall operate on a bi-weekly pay schedule, including 80-hour work periods with 26 work periods per year.
- b. The payroll cut-off for both, overtime and regular time, shall be one week prior to payday.
- c. Employees shall be paid for actual hours worked (or paid time off used) during the pay period.
- d. Payday shall be on the Friday following the payroll cut-off date. If payday falls on a holiday, employees shall be paid on the business day before the holiday.
- e. Employees shall be subject to mandatory participation in the direct deposit of their City payroll checks to a bank account of their choice.
- f. The Association agrees to meet in good faith and cooperate with the City during the implementation of the new timekeeping system.

SECTION 5.15 TAKE-HOME VEHICLE PROGRAM

- a. Recognized Police Officers, Senior Police Officers, Police Sergeants, and Animal Control employees are eligible to participate in the take-home vehicle program that includes the following terms:
 1. Employees must reside within a 50-mile radius from the Shafter Police Department.
 2. Employees must have completed the Field Training Program (FTP). Absences in excess of fourteen (14) consecutive calendar days, for any reason, will extend this period on a day-by-day basis for each calendar day beyond the initial 14 days of absence.
 3. Employees must not have any "at fault" accidents during the FTP and have completed the FTP. Absences in excess of fourteen (14) consecutive calendar days, for any reason, will extend this period on a day-by-day basis for each calendar day beyond the initial 14 days of absence.
 4. The City Manager or Department Head may suspend or revoke any employees take home vehicle privilege as part of disciplinary action for that employee or in circumstances specific to that employee that, in the City's determination, present a significant additional risk to the City's property or liability exposure. In the case of suspension of this privilege due to disciplinary action, this privilege will be restored after twelve (12) months of continuous service free from additional disciplinary action. Absences in excess of fourteen (14) consecutive calendar days, for any reason, will extend this period on a day-by-day basis for each calendar day beyond the initial 14 days of absence. In the case of suspension of this privilege due to other circumstances, this privilege will be restored upon the City's determination that those circumstances are no longer present or have been satisfactorily mitigated.

SECTION 5.16 SHIFT DIFFERENTIAL

Sworn and Dispatch recognized employees shall receive shift differential pay at five percent (5%) of base pay for any hours worked during the following shifts:

- Sworn: 7 p.m. to 7 a.m.
- Dispatch: 6 p.m. to 6 a.m.

SECTION 5.17 LONGEVITY PAY

All recognized employees shall receive longevity pay (10% over 20 years) as set forth below based on their years of continuous full-time service with the City of Shafter as follows:

- 3 years of service: 2.5% of base pay
- 7 years of service: 2.5% of base pay
- 12 years of service: 2% of base pay
- 16 years of service: 2% of base pay
- 20 years of service: 1% of base pay

SECTION 5.18 SPECIALTY PAY

Employees assigned to any of the specialty units below shall receive specialty assignment pay of up to three and a half percent (3.5%) of base pay. Employees may only receive one (1) specialty assignment pay at any given time, and it shall not be combined with other specialty assignment pays.

Traffic Detail

Employees who are routinely and consistently assigned to traffic detail will receive additional compensation in the sum of three and a half percent (3.5%). The Chief of Police shall determine the number of employees assigned to traffic detail. Employees serving in this assignment will be subject to on-call or standby duty.

Detective Division Premium

Employees who are routinely and consistently assigned to detective detail will receive additional compensation in the sum of three and a half percent (3.5%). The Chief of Police shall determine the number of employees assigned to detective detail. Employees serving in this assignment will be subject to on-call or standby duty.

Gang Detail Assignment Premium

Employees who are routinely and consistently assigned to Gang unit detail will receive additional compensation in the sum of three and a half percent (3.5%). The Chief of Police shall determine the number of employees assigned to the Gang unit detail. Employees serving in this assignment will be subject to on-call or standby duty.

Drone Operator Unit Assignment Premium

Employees who are routinely and consistently assigned as a Drone Operator will receive additional compensation in the sum of three and a half percent (3.5%). The Chief of Police shall determine the number of employees assigned to the Drone Operator unit detail. Employees serving in this assignment will be subject to on-call or standby duty.

ARTICLE VI - HEALTH AND WELFARE

SECTION 6.1 MEDICAL, DENTAL, VISION, AND LIFE INSURANCE COVERAGE

- a. The City agrees to pay one hundred percent (100%) of the medical, dental, and vision premiums on the base plans for employees and eligible dependents from January 1, 2026, through December 31, 2026. Employees electing to buy-up to the PPO plans shall pay a monthly contribution to the buy-up plans.
- b. The City shall provide employees a life insurance plan equal to the employee's annual base salary plus \$17,000.
- c. Subject to IRS Code 125 and insurance plan eligibility, the City shall pay \$353.00 monthly to employees who decline participation in the City's medical insurance plan. Proof of other insurance coverage is required. Retired employees are excluded.

SECTION 6.2 UNIFORM/SAFETY EQUIPMENT ALLOWANCE

- a. Employees who are required to furnish and maintain City uniforms shall be compensated annually as follows:
 1. Animal Control Officers - \$950.
 2. Police Dispatchers - \$575.
 3. Police Officers, Senior Police Officers, and Police Sergeants - \$1,100.
- b. Sworn officers shall be paid four hundred dollars (\$400) annually for standard uniform equipment.
- c. The City shall provide level IIIa or better, bulletproof vests to employees requiring such protection. The City shall also

provide personal protective equipment in compliance with the Occupational Safety and Health Administration (OSHA) requirements.

- d. Employees shall seek restitution through the courts, with all practical diligence, to replace uniforms and standard uniform equipment damaged while on duty. If restitution is denied by the courts, the employee may submit a Damaged Equipment Claim Form to the Department Head or designee, for review and consideration of replacement by the City. Upon approval, the Department Head or designee shall determine the appropriate rate of reimbursement to replace the damaged uniform or standard uniform equipment.
- e. Upon Assignment and at the approval of the Chief of Police, the following shall apply to sworn officers under PC 830.1, effective January 1, 2017:
 - 1. Annual reimbursement up to \$150 per collateral assignment, for collateral assignment uniform.
- f. Uniform and safety equipment allowance shall be paid in an annual lump sum on or near July 1 of each year. When employees leave city service, the annual uniform and safety equipment allowance is prorated, and any unearned portion shall be deducted from the final paycheck.

SECTION 6.3 PROBATION

The probationary period for new employees and promotions is twelve (12) months. However, based upon an unsatisfactory evaluation in an area that may be improved to satisfactory performance, probation may be extended a maximum of six (6) months. Employees who have their probation extended shall not have a salary step increase until successful completion of the probationary period. There is no appeal process to termination by probationary employees.

SECTION 6.4 RETIREE MEDICAL BENEFITS

For all employees who retire under CalPERS, the City will pay one hundred percent (100%) of the cost of COBRA continuation coverage for the City's group medical, dental, and vision insurance plans, including the two percent (2%) administrative fee, for eligible retired employees plus one eligible dependent for a period of up to twelve (12) months immediately following the effective date of retirement.

For the purposes of this subsection, "eligible retired employees" are those who retire from active employment status under a normal service retirement or disability retirement (excluding deferred retirement) with at least ten (10) years of continuous full-time City service. "Continuous full-time City service" means uninterrupted employment as a full-time employee; authorized leaves of absence shall not be considered a break in service.

This benefit shall not apply to employees who are terminated from City employment for cause or who separate from employment for reasons other than retirement under CalPERS.

ARTICLE VII - CLOSING PROVISIONS

SECTION 7.1 TERM

The term of this MOU shall commence on January 3, 2026, and expire on December 31, 2026.

SECTION 7.2 SIGNATURES

This MOU has been ratified and adopted on November 4, 2025, pursuant to the recommendation of the following representatives:

SPOA

CITY

SPOA President Date

Lance Lippincott, City Manager Date

SPOA Vice President Date

Chad Givens, Mayor Date

SPOA Board Member Date

SPOA Board Member Date



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Michael James, Public Works Director, Ravi Pudipeddi, City Engineer

SUBJECT: STOP SIGN INSTALLATION – POSO AVENUE AT KERN STREET

RECOMMENDATION

Council find the requested action is exempt from the California Environmental Quality Act; and authorize the installation of a stop sign for eastbound vehicular traffic at Poso Avenue before the intersection of Kern Street.

BACKGROUND

The Public Works Department conducted a stop sign warrant analysis for the intersection of Poso Avenue and Kern Street in response to a concern raised by a local business owner and based on engineering field observations. The intersection is part of a complex, triangular configuration involving three streets: Poso Avenue, Kern Street, and East Tulare Avenue.

While East Tulare Avenue functions as a collector street and should remain free-flowing, visibility limitations and nonstandard alignments between Poso Avenue and Kern Street have created confusion about right-of-way, particularly for drivers entering the intersection simultaneously.

Although the intersection does not meet standard multi-way stop warrants based on crash data or traffic volume thresholds, Section 2B.07 of the California MUTCD allows for stop sign installation where safety and visibility concerns exist. The findings of the Stop Sign Warrant Report support installing a stop sign on eastbound Poso Avenue to clarify right-of-way and enhance traffic safety without impeding collector traffic on East Tulare Avenue.

FISCAL IMPACT

The stop sign will be installed by the City's Public Works Department using existing staff and materials. Costs are expected to be minimal and covered within the current fiscal year's traffic control and maintenance budget. No additional appropriations are required.

CEQA ANALYSIS

This project is categorically exempt from the California Environmental Quality Act (CEQA) under Section 15301 (Class 1 – Existing Facilities) of the CEQA Guidelines.

CONSENT CALENDAR

STOP SIGN INSTALLATION – POSO AVENUE AT KERN STREET

The installation involves minor traffic control improvements at an existing intersection to improve safety and does not include expansion of the roadway.

APPROVED BY THE CITY ATTORNEY

Yes

ATTACHMENTS

1. Attachment 1 - Stop Sign Warrant Analysis for Poso Avenue at Kern Street

PUBLIC WORKS DEPARTMENT
720 Commerce Way
Shafter, CA 93263
(661) 746-5004

ENGINEER'S REPORT
ASSESSMENT OF A POSSIBLE STOP SIGNS AT THE INTERSECTION OF
POSO AVENUE AT KERN STREET



Background

The City of Shafter Public Works Department conducted this stop sign warrant assessment in response to visibility concerns and right-of-way uncertainty at the intersection of Poso Avenue, Kern Street, and East Tulare Avenue. While three streets meet at this location, the assessment and recommendations focus on Poso Avenue and Kern Street.

East Tulare Avenue is designated as a collector roadway that facilitates east-west vehicle movement across the City and should remain free-flowing with minimal stop control. Installing stop signs on this route could impede traffic operations and contradict functional classification standards. Its intersection with Kern Street and Poso Avenue forms a triangular configuration due to the differing alignments of the three streets. Specifically, Kern Street and Poso Avenue are parallel with and perpendicular, respectively, with the Burlington Northern Santa Fe Railway, while East Tulare Avenue follows a traditional street

grid. This geometric layout contributes to unusual angles of approach and non-standard turning movements, further justifying enhanced traffic control measures.

Considerations

The intersection recently had its pavement reconstructed with striping and signage improvements that left a stop sign on Kern Street immediately south of Poso Avenue. Another stop sign was installed immediately south of East Tulare Avenue, for northbound traffic merging from Kern Street and Poso Avenue. Poso Avenue immediately south of Kern Street is currently uncontrolled, which can cause hesitation and confusion for drivers due to skewed geometry and unclear yielding behavior. Public Works staff conducted field observations in response to a concern raised by a resident and local business owner. The concern identified the potential for collisions where northbound traffic on Poso Avenue proceeds toward Kern Street at the same time that eastbound vehicles on East Tulare Avenue are turning right onto southbound Kern Street.

In addition, the geometry of the intersection presents unique alignment challenges. Kern Street and Poso Avenue are oriented parallel and perpendicular, respectively, with the Burlington Northern Santa Fe Railway, while East Tulare Avenue follows a traditional street grid. This offset alignment contributes to driver confusion, inconsistent yielding behavior, and limited sight lines.

Although no accident or citation data is available for this location, Section 2B.07 of the CA MUTCD permits consideration of stop signs where visibility is limited or driver confusion exists, even in the absence of formal crash history. Maintaining Tulare Avenue as the through street aligns with its collector designation.

Legal Authority

Under California Vehicle Code (CVC) Section 21354, a local authority may designate any intersection under its exclusive jurisdiction as a stop intersection and may install stop signs at one or more approaches where necessary to enhance safety and traffic flow.

Summary

Although this intersection does not satisfy the minimum thresholds for multi-way stop control based on documented crash history or traffic volumes, engineering judgment supports proactive control measures due to the irregular geometry, observed driver hesitation, and sight line limitations. Additionally, a reported concern involving potential conflict between eastbound Poso Avenue traffic and right-turning Tulare Avenue vehicles further substantiates the need for clearer right-of-way controls.

To proactively improve intersection safety, Public Works recommends installing a stop sign for northbound Poso Avenue immediately before Kern Street.

These signs will clarify right-of-way responsibilities at each point of entry to the intersection, especially where unusual alignments and conflicting turning movements have

created potential collision risks. The recommended stop sign placements are based on engineering judgment, reported concerns, and field observations that highlight the need for improved control without impeding traffic flow along the collector-designated East Tulare Avenue.

The absence of traffic control on Poso Avenue and Kern Street creates ambiguity about which vehicle has the right-of-way, particularly where drivers approach simultaneously or during peak school and business activity. In such cases, the legal obligation under California Vehicle Code Section 21800 is for the driver on the left to yield to the vehicle on the right; however, this rule is frequently misunderstood or inconsistently applied by the public. This confusion is exacerbated by the irregular intersection geometry and proximity of East Tulare Avenue, which is not controlled by a stop sign and remains the primary east-west collector.

In the absence of clear signage, drivers on Poso Avenue and Kern Street may hesitate, misinterpret who should yield, or proceed simultaneously—particularly problematic when northbound Poso Avenue traffic and right-turning Tulare Avenue traffic attempt to navigate southbound Kern Street. These conditions represent a textbook example of right-of-way concerns warranting proactive intervention per MUTCD Section 2B.07.

Prepared By:

Ravi Pudipeddi

Date: _____

City Engineer

Approved By:

Michael James

Date: _____

Public Works Director



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Ravi Pudipeddi, City Engineer

SUBJECT: ACCEPTANCE OF DEDICATION OF EASEMENT FOR STREET & PUBLIC UTILITY PURPOSES FROM STEVE PORTENGA AND WINDI PORTENGA, HUSBAND AND WIFE AS JOINT TENANTS

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; accept the dedication of easement, APN 091-280-06, for street and public utility purposes from Lerdo Land Company of California; and authorize the City Engineer to record said documents.

BACKGROUND

Lennar Homes of California will be the developer for Tract 7244, currently located on the north side of Seventh Standard Road between the Calloway and Friant Kern Canals. The City's conditions of approval require the oil lease at the northwest corner of Seventh Standard and Jewetta to have a masonry wall constructed along its perimeter.

City staff requested the portion of this wall along Seventh Standard Road be moved north to not interfere with an existing sewer main pipeline. Staff further requested an additional 15 feet of land be dedicated to the City to provide adequate space between the existing sewer main and the new wall.

The oil lease property in question belongs to Lerdo Land Company. At no cost to the City, they have consented to provide an easement for street and public utility purposes. The dedications are profiled in Exhibit B of an easement agreement, included with this staff report.

FISCAL IMPACT

The dedication has been prepared at no cost to the City, and any recording costs will be nominal. No budget action is required.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is acceptance of dedication of an easement for street and public utilities purposes and therefore, it is an organizational and administrative activity that will not result in direct or indirect physical changes to the environment and not subject to CEQA.

CONSENT CALENDAR

**ACCEPTANCE OF DEDICATION OF EASEMENT FOR STREET & PUBLIC UTILITY PURPOSES
FROM STEVE PORTENGA AND WINDI PORTENGA, HUSBAND AND WIFE AS JOINT TENANTS**

APPROVED BY THE CITY ATTORNEY

Yes

ATTACHMENTS

1. Signed Legal & Plat for Proposed Dedication

Recording requested by, for the
benefit of, and when recorded mail
to:

City of Shafter
City Clerk
336 Pacific Avenue
Shafter, California 93263

APN: 091-280-06

ABOVE SPACE FOR RECORDER'S USE
NO RECORDING FEE PURSUANT TO GOVT CODE 27383
NO DOCUMENTARY TRANSFER TAX PURSUANT TO
CALIFORNIA REVENUE & TAXATION CODE 11922
"EXEMPT FROM THE FEE PER GC 27388.1 (A)(1)
PAYMENT OF RECORDING FEES EXPRESSLY EXEMPTED BY LAW."

**EASEMENT FOR
STREET AND PUBLIC UTILITY PURPOSES**

FOR A VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged,

Owner: **STEVE PORTENGA AND WINDI PORTENGA, husband and wife as join tenants,**

hereinafter called "**GRANTOR**", hereby grants to the **CITY OF SHAFTER**, a California municipal corporation, hereinafter called "**GRANTEE**", a nonexclusive perpetual easement and right-of-way, consent, and approval for public street and public utility purposes, including, but not limited to, the right to construct, operate, maintain, repair, reconstruct, alter, and remove public street improvements, public utilities, public landscaping including wall improvements, and any appurtenant and necessary surface and subsurface structures and other materials upon, over, and across those certain strips of land in the County of Kern, State of California, more particularly described in Exhibit "A" and as shown in Exhibit "B", attached hereto and incorporated herein.

Said easement to be kept open, clear, and free from buildings and structures of any kind.

This grant is subject to all existing conditions, restrictions, reservations, easements, servitudes and rights of way, whether of record or not.

IN WITNESS WHEREOF, the parties have executed this instrument as of this 28th day of October, 2025.

GRANTOR:

STEVE PORTENGA AND WINDI PORTENGA, husband and wife as joint tenants,


SIGNATURE

10/28/25
DATE

STEVE Portenga
PRINT


SIGNATURE

10-28-2025
DATE

Windi Portenga
PRINT

ALL SIGNATURES SHALL BE NOTARIZED, UNUSED SIGNATURE BLOCKS SHALL BE CROSSED OUT

See attached notarial certificate - SM

ALL CAPACITY ACKNOWLEDGMENT

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

STATE OF California

COUNTY OF Kern

On October 28, 2025 before me, Sonia Manuz, Notary Public
(Date) (Name and title of the officer)

personally appeared Steve Porteng and Windi Portenga
(Name of person signing)

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

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

WITNESS my hand and official seal.

Sonia Manuz
Signature of officer



(Seal)

CERTIFICATE OF ACCEPTANCE

(Government Code Section 27281)

This is to certify that the interest in real property conveyed by **EASEMENT FOR STREET AND PUBLIC UTILITY PURPOSES** dated _____, 20_____, from: **STEVE PORTENGA AND WINDI PORTENGA, husband and wife as joint tenants**, to the **CITY OF SHAFTER**, a California Municipal Corporation, is hereby accepted for public purposes by order of the City Council of the City of Shafter on _____, 20_____, and the grantee consents to recordation thereof by its duly authorized officer.

CITY OF SHAFTER

By: _____
Lance Lippincott, City Manager

Dated: _____

ATTEST:

By: _____
Yazmina Pallares, City Clerk

EXHIBIT "A"

STREET AND PUBLIC UTILITY EASEMENT

LEGAL DESCRIPTION

BEING A PORTION OF PARCEL 2 OF PARCEL MAP 141, IN THE UNINCORPORATED AREA OF THE COUNTY OF KERN, STATE OF CALIFORNIA, AS PER MAP RECORDED OCTOBER 19, 1971 IN BOOK 2 PAGE 2 OF PARCEL MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND AS PER CERTIFICATE OF COMPLIANCE NO. 941 RECORDED SEPTEMBER 26, 1985 IN BOOK 5801 PAGE 263 OF OFFICIAL RECORDS. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID PARCEL 2, FROM WHICH THE SOUTHWEST CORNER OF PARCEL 3 OF SAID PARCEL MAP BEARS SOUTH 02°12'50" WEST, 384.98 FEET; THENCE FROM SAID POINT OF COMMENCEMENT AND ALONG THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL 2, SOUTH 87°47'10" EAST 668.70 FEET TO THE **POINT OF BEGINNING**.

THENCE DEPARTING SAID SOUTHERLY LINE NORTH 44°12'50" WEST, PARALLEL WITH AND 50.00 FEET SOUTHWESTERLY OF THE NORTHEASTERLY LINE OF SAID PARCEL 2, 299.66 FEET TO A POINT ON THE NORTHERLY LINE OF SAID PARCEL; THENCE SOUTH 87°47'10" EAST ALONG SAID NORTH LINE, 72.54 FEET TO THE NORTHEAST CORNER OF SAID PARCEL; THENCE SOUTH 44°12'50" EAST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL, 299.66 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL; THENCE NORTH 87°47'10" WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL, 72.54 FEET TO THE **POINT OF BEGINNING**.

CONTAINING AN AREA OF 14,983 SQUARE FEET, MORE OR LESS.

SUBJECT TO COVENANTS, CONDITIONS, RESERVATIONS, RESTRICTIONS, RIGHT-OF-WAY AND EASEMENTS OF RECORD, IF ANY.

ALL AS SHOWN ON EXHIBIT "B", ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

PREPARED BY ME OR UNDER THE SUPERVISION OF:



10/6/25

PATRICK B. DONOHOE

P.L.S. NO. 9332

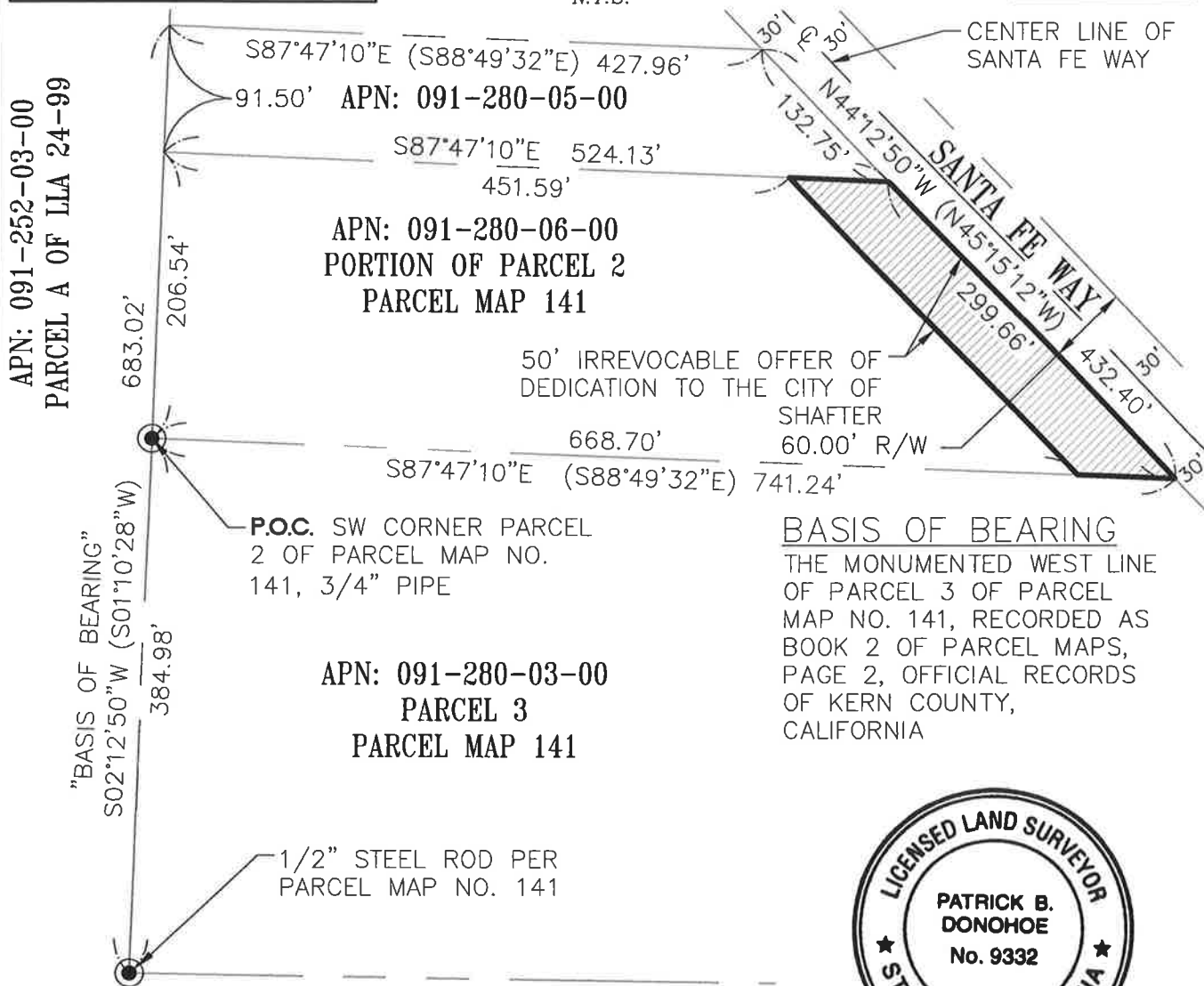
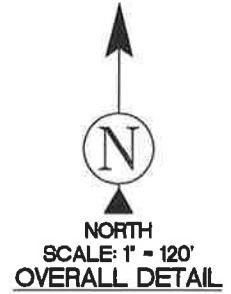
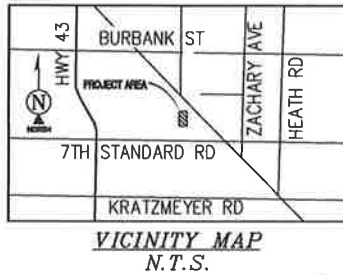


SHEET 1 OF 1

BY:  ambit consulting	428 MAIN STREET SUITE 206 HUNTINGTON BEACH, CA 92648 PH. (480) 659-4072 www.ambitconsulting.us	FOR:	<table><tr><th>REV:</th><th>BY:</th><th>CHKD:</th><th>DATE:</th></tr><tr><td>0</td><td>CK</td><td>MF</td><td>08/22/25</td></tr><tr><td>1</td><td>PD</td><td>PD</td><td>09/26/25</td></tr><tr><td>2</td><td>PD</td><td>PD</td><td>10/02/25</td></tr><tr><td></td><td></td><td></td><td></td></tr></table>				REV:	BY:	CHKD:	DATE:	0	CK	MF	08/22/25	1	PD	PD	09/26/25	2	PD	PD	10/02/25				
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APC TOWERS																										
PORTENGA																										
3751 SANTA FE WAY																										
SHAFTER, CA 93263																										
KERN COUNTY																										

EXHIBIT "B" STREET AND PUBLIC UTILITY EASEMENT

LEGEND	
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
S.F.	SQUARE FEET
⊙	MONUMENT AS DESCRIBED
—	STREET CENTERLINE
()	RECORDS PER PARCEL MAP 141, P.M. BK. 2, PG. 2 OF PARCEL MAPS ON FILE IN THE OFFICE OF THE KERN COUNTY RECORDER
---	STREET CENTERLINES
---	EASEMENT
---	PROPERTY LINES

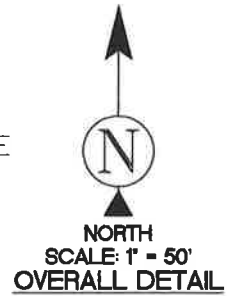


SHEET 1 OF 3

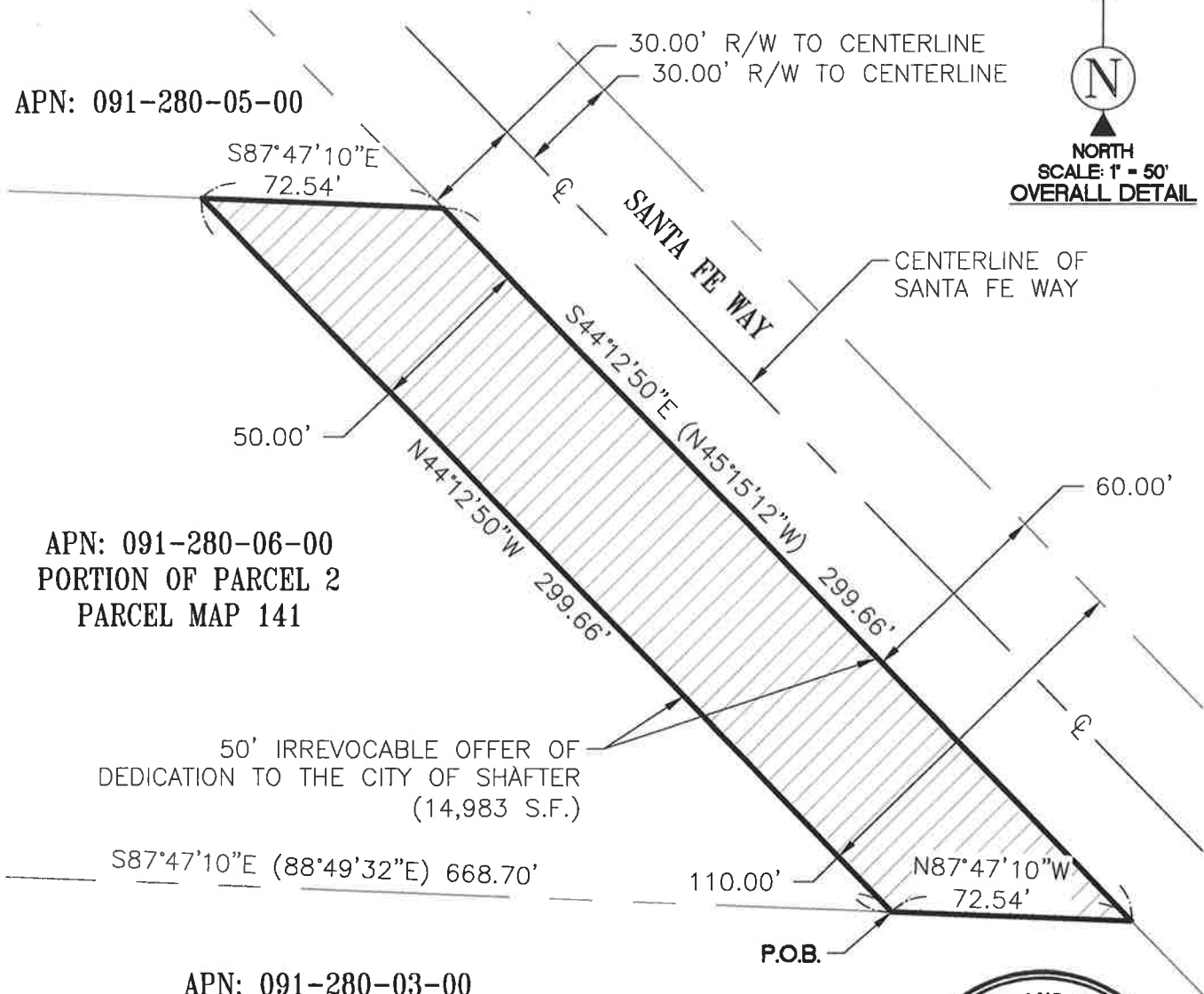
BY:  428 MAIN STREET SUITE 206 HUNTINGTON BEACH, CA 92648 PH. (480) 659-4072 www.ambitconsulting.us ambit consulting	FOR: APC TOWERS PORTENGA 3751 SANTA FE WAY SHAFTER, CA 93263 KERN COUNTY	REV:	BY:	CHKD:	DATE:
		0	CK	MF	08/22/25
		1	PD	PD	09/26/25
		2	PD	PD	10/02/25

EXHIBIT "B"

STREET AND PUBLIC UTILITY EASEMENT



APN: 091-280-05-00



APN: 091-280-06-00
PORTION OF PARCEL 2
PARCEL MAP 141

APN: 091-280-03-00
PARCEL 3
PARCEL MAP 141

LEGEND	
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
S.F.	SQUARE FEET
⊙	MONUMENT AS DESCRIBED
℄	STREET CENTERLINE
()	RECORDS PER PARCEL MAP 141, P.M. BK. 2, PG. 2 OF PARCEL MAPS ON FILE IN THE OFFICE OF THE KERN COUNTY RECORDER
---	STREET CENTERLINES
---	EASEMENT
---	PROPERTY LINES



10/6/25

SHEET 2 OF 3

BY:



428 MAIN STREET
SUITE 206
HUNTINGTON BEACH, CA 92648
PH. (480) 659-4072
www.ambitconsulting.us

ambit consulting

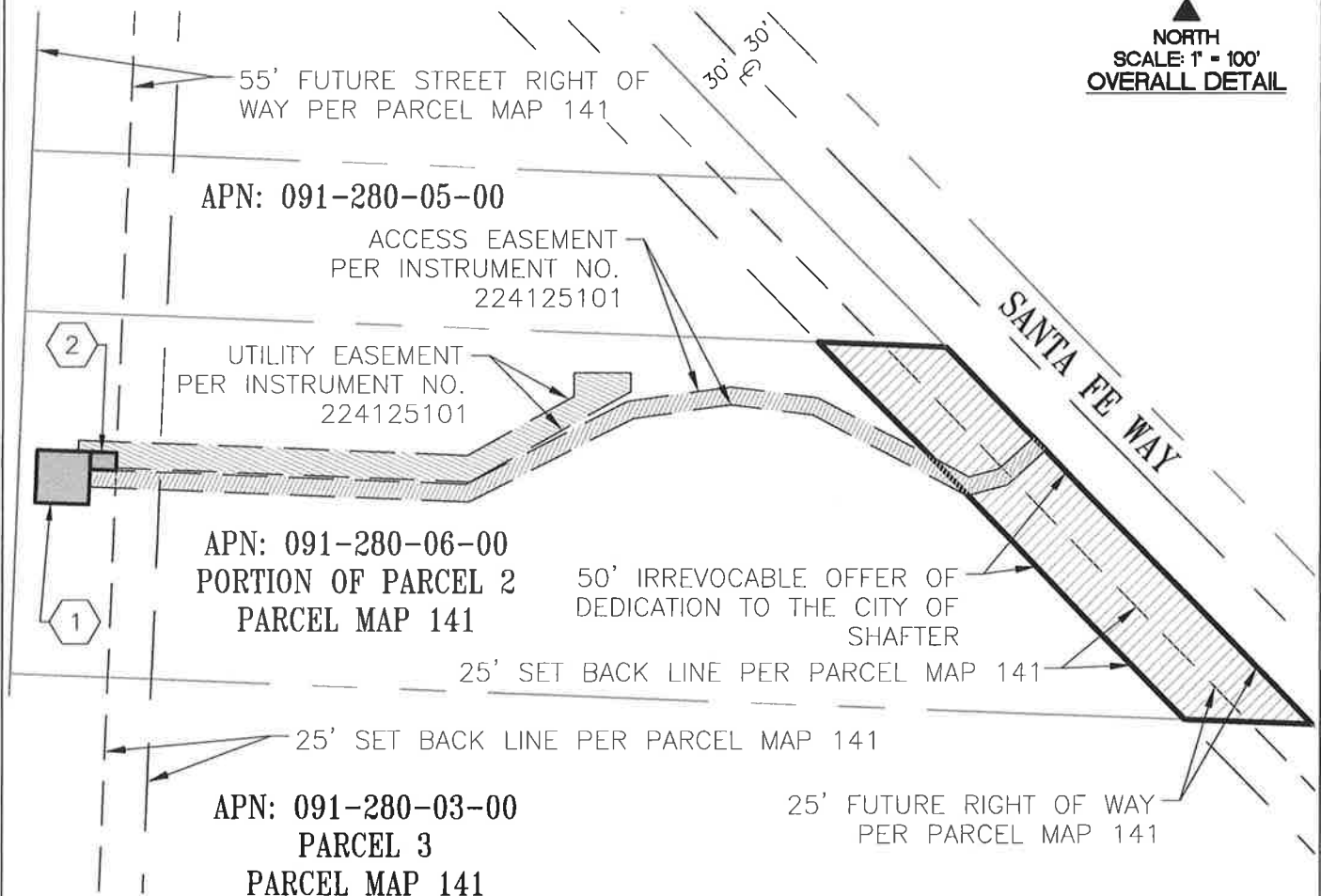
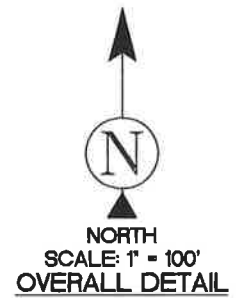
FOR:

APC TOWERS
PORTENGA
3751 SANTA FE WAY
SHAFTER, CA 93263
KERN COUNTY

REV:	BY:	CHKD:	DATE:
0	CK	MF	08/22/25
1	PD	PD	09/26/25
2	PD	PD	10/02/25

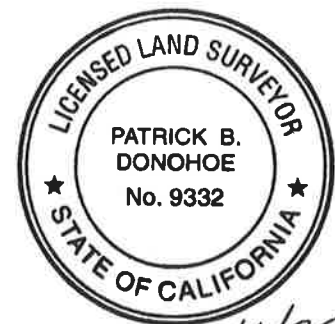
EXHIBIT "B"

STREET AND PUBLIC UTILITY EASEMENT



LEGEND	
P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
S.F.	SQUARE FEET
⊙	MONUMENT AS DESCRIBED
⊕	STREET CENTERLINE
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---	STREET CENTERLINES
---	EASEMENT
---	PROPERTY LINES

- ① LEASE AREA PER INSTRUMENT NO. 224125101
- ② PG&E EASEMENT PER INSTRUMENT NO. 224125101



SHEET 3 OF 3

BY:  **ambit consulting**

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SUITE 206
HUNTINGTON BEACH, CA 92648
PH. (480) 659-4072
www.ambitconsulting.us

FOR:

APC TOWERS
PORTENGA
3751 SANTA FE WAY
SHAFTER, CA 93263
KERN COUNTY

REV:	BY:	CHKD:	DATE:
0	CK	MF	08/22/25
1	PD	PD	09/26/25
2	PD	PD	10/02/25



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Ravi Pudipeddi, City Engineer

SUBJECT: APPROVE THE FOLLOWING TWO AGREEMENTS WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR THE SANTA FE WAY ROUNDABOUT PROJECT:
A. UTILITY AGREEMENT FOR RELOCATION OF THE CITY'S WATER IMPROVEMENTS
B. COVER AGREEMENT FOR ADJUSTING THE CITY-OWNED UTILITY MANHOLES AND VALVES TO GRADE

RECOMMENDATION

Council find the action has already be environmentally cleared per the California Environmental Quality Act; approve 1) Utility Agreement (No. 06-1500.52) and 2) Cover Agreement (Project ID 0620000038) with the California Department of Transportation (Caltrans); and authorize the City Manager and City Attorney to execute said agreements on behalf of the City.

BACKGROUND

Since 2020, Caltrans has been designing a roundabout at the multi-leg intersection of Highway 43, Los Angeles Avenue, and Santa Fe Way. The roundabout aims to alleviate congestion and improve safety for the increasing amount of traffic. Although Caltrans is leading the project development, the funding strategy consists of the City covering design and right-of-way costs, with construction covered by Caltrans.

Caltrans has completed the design and is approaching the California Transportation Commission to request authorization to fund construction. Before meeting with CTC, the project must have the right-of-way certification completed. The right-of-way certification includes completing the property acquisitions required for the project and executing utility agreements that list the liability proportions between Caltrans and the utility owners/ companies for the relocation of utilities impacted by the project.

Now, the project is in the right-of-way acquisition phase, which includes acquiring the right-of-way and determining the liability of utilities that need relocation and are impacted by the project. There are City-owned sewer and water facilities that are within the project's footprint. At this time, the project requires relocation of the City-owned water improvements, for which the City will be fully reimbursed (100%) by Caltrans, which requires the execution of a utility agreement by both parties. Additionally, the

**APPROVE THE FOLLOWING TWO AGREEMENTS WITH THE STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR THE SANTA FE WAY ROUNDABOUT
PROJECT:**

A. UTILITY AGREEMENT FOR RELOCATION OF THE CITY'S WATER IMPROVEMENTS

**B. COVER AGREEMENT FOR ADJUSTING THE CITY-OWNED UTILITY MANHOLES AND VALVES
TO GRADE**

City to enter into a separate cover agreement that allows Caltrans to make such adjustments within the project contract.

FISCAL IMPACT

For the utility agreement, both City and Caltrans staff have determined and agreed that the costs associated with relocating City-owned water improvements will be fully reimbursed to the City by Caltrans. For the cover agreement, Caltrans is paying for adjusting utilities to grade with the construction contract, and therefore, there is no fiscal impact on the City. Reimbursements will be processed in accordance with the terms of the Caltrans Utility Agreement and subject to Caltrans audit requirements.

No budget action is required at this time.

CEQA ANALYSIS

The California Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA) for the roundabout project at Santa Fe Way and Highway 43, including utility relocation required. The project has already been environmentally cleared by Caltrans. Caltrans circulated a Mitigated Negative Declaration (SCH No. 2023110535) for 30-day public review from November 22, 2023 to December 22, 2023, and filed a Notice of Determination on June 17, 2024, for the project. The City of Shafter, acting as a responsible agency under CEQA, has reviewed the lead agency's determination and finds that no further environmental review is required.

APPROVED BY THE CITY ATTORNEY

Yes

ATTACHMENTS

1. Attachment 1 – Utility Agreement No. 06-1500.52 (Water Improvements)
2. Attachment 2 – Cover Agreement (Project ID 0620000038)

UTILITY AGREEMENT

DOT RW 13-05 (REV 03/2024)

DISTRICT 06	COUNTY KER	ROUTE 043	POST MILE 15.83/15.83	PROJECT ID 0620000038
FEDERAL AID NUMBER			OWNER'S FILE NUMBER 06-1500.52	

FEDERAL PARTICIPATION/FEDERALLY ELIGIBLE/NEPA DOCUMENT

On the Project ☒ Yes ☐ No On the Utilities ☐ Yes ☒ No

Owner Payee Data No. VC0000023428 or Form STD 204 is attached. ☐

UTILITY AGREEMENT NO. 06-1500.52 DATE _____

The State of California, acting by and through the Department of Transportation, hereinafter called "STATE," proposes to Construct a single lane roundabout upgradeable to a double lane. The single lane would have 4 legs with a bypass, constructed at the intersection of Santa Fe Way, Los Angeles Avenue, Beech Avenue, and State Route 43, in the City of Shafter. This Project is intended to improve safety and reduce the number of collisions.

and
NAME City of Shafter

ADDRESS 339 Pacific Ave Shafter, CA 93263

hereinafter called "OWNER," owns and maintains
the water line

within the limits of STATE's project which requires
relocation or modification

to accommodate STATE's project.
It is hereby mutually agreed that:

I. WORK TO BE DONE

In accordance with Notice to Owner No. 06-1500.52 dated October 22, 2025, OWNER shall relocate existing waterline. All work shall be performed substantially in accordance with OWNER's Plan No. Highway 43 Pipeline Relocation Project dated October 22, 2025 consisting of 8 sheets, a copy of which is on file in the District office of the Department of Transportation at 2015 E Shields Ave Fresno Ca 93726. Deviations from the OWNER's plan described above initiated by either the STATE or the OWNER, shall be agreed upon by both parties hereto under a Revised Notice to Owner. Such Revised Notices to Owner, approved by the STATE and agreed to/acknowledged by the OWNER, will constitute an approved revision of the OWNER's plan described above and are hereby made a part hereof. No work under said deviation shall commence prior to written execution by the OWNER of the Revised Notice to Owner. Changes in the scope of the work will require an amendment to this Agreement in addition to the revised Notice to Owner.

II. LIABILITY FOR WORK

Existing facilities are located in their present position pursuant to rights superior to those of the STATE and will be relocated at STATE expense.

III. PERFORMANCE OF WORK

OWNER agrees to cause the herein described work to be performed by a contract with the lowest qualified bidder, selected pursuant to a valid competitive bidding procedure, and to furnish or cause to be furnished all necessary labor, materials, tools, and equipment required therefore, and to prosecute said work diligently to completion.

UTILITY AGREEMENT

DOT RW 13-05 (REV 03/2024)

UTILITY AGREEMENT NO.

06-1500.52

Work performed by OWNER's contractor is a public work under the definition of Labor Code Section 1720(a) and is therefore subject to prevailing wage requirements.

Use of personnel requiring lodging and meal 'per diem' expenses shall not exceed the per diem expense amounts allowed under the California Department of Human Resources travel expense guidelines. Accounting Form FA-1301 is to be completed and submitted for all non-State personnel travel per diem. Owner shall also include an explanation why local employee or contract labor is not considered adequate for the relocation work proposed.

IV. PAYMENT FOR WORK

The STATE shall pay its share of the actual and necessary cost of the herein described work within 45 days after receipt of OWNER's itemized bill, signed by a responsible official of OWNER's organization and prepared on OWNER's letterhead, compiled on the basis of the actual and necessary cost and expense. The OWNER shall maintain records of the actual costs incurred and charged or allocated to the project in accordance with recognized accounting principles.

It is understood and agreed that the STATE will not pay for any betterment or increase in capacity of OWNER's facilities in the new location and that OWNER shall give credit to the STATE for the accrued depreciation of the replaced facilities and for the salvage value of any material or parts salvaged and retained or sold by OWNER.

Not more frequently than once a month, but at least quarterly, OWNER will prepare and submit detailed itemized progress bills for costs incurred not to exceed OWNER's recorded costs as of the billing date less estimated credits applicable to completed work. Payment of progress bills not to exceed the amount of this Agreement may be made under the terms of this Agreement. Payment of progress bills which exceed the amount of this Agreement may be made after receipt and approval by STATE of documentation supporting the cost increase and after an Amendment to this Agreement has been executed by the parties to this Agreement.

The OWNER shall submit a final bill to the STATE within 360 days after the completion of the work described in Section I above. If the STATE has not received a final bill within 360 days after notification of completion of OWNER's work described in Section I of this Agreement, and STATE has delivered to OWNER fully executed Director's Deeds, Consents to Common Use or Joint Use Agreements for OWNER's facilities (if required), STATE will provide written notification to OWNER of its intent to close its file within 30 days. OWNER hereby acknowledges, to the extent allowed by law, that all remaining costs will be deemed to have been abandoned. If the STATE processes a final bill for payment more than 360 days after notification of completion of OWNER's work, payment of the late bill may be subject to allocation and/or approval by the California Transportation Commission.

The final billing shall be in the form of a detailed itemized statement of the total costs charged to the project, less the credits provided for in this Agreement, and less any amounts covered by progress billings. However, the STATE shall not pay final bills which exceed the estimated cost of this Agreement without documentation of the reason for the increase of said cost from the OWNER and approval of documentation by STATE. Except, if the final bill exceeds the OWNER's estimated costs solely as the result of a revised Notice to Owner as provided for in Section I, a copy of said revised Notice to Owner shall suffice as documentation. In either case, payment of the amount over the estimated cost of this Agreement may be subject to allocation and/or approval by the California Transportation Commission.

In any event if the final bill exceeds 125% of the estimated cost of this Agreement, an Amended Agreement shall be executed by the parties to this Agreement prior to the payment of the OWNER'S final bill. Any and all increases in costs that are the direct result of deviations from the work described in Section I of this Agreement shall have the prior concurrence of STATE.

Detailed records from which the billing is compiled shall be retained by the OWNER for a period of three years from the date of the final payment and will be available for audit by State and/or Federal auditors. In performing work under this Agreement, OWNER agrees to comply with the Uniform System of Accounts for Public Utilities found at 18 CFR, Parts 101, 201, et al., to the extent they are applicable to OWNER doing work on the project that is the subject of this agreement, the contract cost principles and procedures as set forth in 48 CFR, Chapter 1, Subpart E, Part 31, et seq., 23 CFR, Chapter 1, Part 645 and 2 CFR, Part 200, et al. If a subsequent State and/or Federal audit determines payments to be unallowable, OWNER agrees to reimburse AGENCY upon receipt of AGENCY billing. If OWNER is subject to repayment due to failure by State/Local Public Agency (LPA) to comply with applicable laws, regulations, and ordinances, then State/LPA will ensure that OWNER is compensated for actual cost in performing work under this agreement.

V. GENERAL CONDITIONS

All costs accrued by OWNER as a result of STATE's request of October 2, 2023 to review, study and/or prepare relocation plans and estimates for the project associated with this Agreement may be billed pursuant to the terms and conditions of this Agreement.

If STATE's project which precipitated this Agreement is canceled or modified so as to eliminate the necessity of work by OWNER, STATE will notify OWNER in writing and STATE reserves the right to terminate this Agreement by Amendment. The Amendment shall provide mutually acceptable terms and conditions for terminating the Agreement.

All obligations of STATE and/or LPA under the terms of this Agreement are subject to the acceptance of the Agreement by LPA Board of Directors or the Delegated Authority (as applicable), the passage of the annual Budget Act by the State Legislature, and the allocation of those

UTILITY AGREEMENT

DOT RW 13-05 (REV 03/2024)

UTILITY AGREEMENT NO.
06-1500.52

funds by the California Transportation Commission.

OWNER shall submit a Notice of Completion to the STATE within 30 days of the completion of the work described herein

STATE further acknowledges that OWNER, in complying with the Buy America Rule, is expressly relying upon the instructions and guidance (collectively, "Guidance") issued by Caltrans and its representatives concerning the Buy America Rule requirements for utility relocations within the State of California. Notwithstanding any provision herein to the contrary, OWNER shall not be deemed in breach of this Agreement for any violations of the Buy America Rule if OWNER's actions are in compliance with the Guidance.

It is understood that said highway is a Federal aid highway and accordingly, 23 CFR, Chapter 1, Part 645 is hereby incorporated into this Agreement.

In addition, the provisions of 23 CFR 635.410, Buy America, are also incorporated into this agreement. The Buy America requirements are further specified in Moving Ahead for Progress in the 21st Century (MAP-21), section 1518; 23 CFR 635.410 requires that all manufacturing processes have occurred in the United States for steel and iron products (including the application of coatings) installed on a project receiving funding from the FHWA.

OWNER understands and acknowledges that this project is subject to the requirements of the Buy America law (23 U.S.C., Section 313) and applicable regulations, including 23 CFR 635.410 and FHWA guidance. OWNER hereby certifies that in the performance of this Agreement, for products where Buy America requirements apply, it shall use only such products for which it has received a certification from its supplier, or provider of construction services that procures the product certifying Buy America compliance. This does not include products for which waivers have been granted under 23 CFR 635.410, 2 CFR 184, or other applicable provisions."

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

STATE:

OWNER:

By _____
Name _____ Date _____
Title _____

By _____
Name _____ Date _____
Title _____

APPROVAL RECOMMENDED:

By _____
Name Marichel Hilliard Date _____
Title Utility Coordination _____

By _____
Name _____ Date _____
Title _____

THIS AGREEMENT SHALL NOT BE EXECUTED BY THE STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION UNTIL FUNDS ARE CERTIFIED.

UTILITY AGREEMENT

DOT RW 13-05 (REV 03/2024)

UTILITY AGREEMENT NO.
06-1500.52

CT DOCUMENT	EVENT TYPE	DEPT	UNIT	PROJECT ID	PHASE	REPORTING	OBJ CODE (N)		BFY	AMOUNT	
	C401	2660				9					
	C401	2660				9					
	C401	2660				9					

PROJECT ID FUNDING VERIFIED:

Sign:

Print:

R/W Planning and Management

Date

REVIEW / REQUEST FUNDING:

Sign:

Print: Marichel Hilliard

Utility Coordinator

Date

THE ESTIMATED COST TO THE STATE FOR ITS SHARE OF THE ABOVE-DESCRIBED WORK IS \$352,660.00

CERTIFICATION OF FUNDS

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure shown here.

R/W Planning and Management

Date

ITEM	CHAP	STAT	FY	AMOUNT

FUND TYPE	PROJECT ID	AMOUNT
Design Funds		\$
Construction Funds		\$
R/W Funds	0620000038	\$ 352,660.00

Distribution: 2 originals to R/W Accounting
1 original to Utility Owner
1 original to Utility File

Date:

PARTIES:

1. State of California, acting by and through the Department of Transportation ("Department"). "Department" includes the Department, its officers, agents, employees and contractors.
2. City of Shafter ("Owner"). "Owner" includes the Owner, its officers, agents, employees and contractors.

RECITALS:

- A. Owner owns, operates or maintains underground utility facilities in the State of California.
- B. In order to facilitate the planning, design and construction of Department's projects, to ensure the safety of the traveling public, and to ensure the continuity of the roadway/highway, manhole and valve cover adjustments need to be made on a routine basis. Utility owners may or may not be responsible for the cost of performing such adjustments, depending upon the liability determination made by the Department, with the cost of such activities allocated as provided by California law, contracts and the Department's policies.
- C. The Department frequently needs to adjust said manhole and valve covers more expeditiously than Owner can readily or economically accomplish.
- D. Department is willing to assume control of the operation and cost of such adjustments to certain manhole and valve covers in order to facilitate the Department's project needs from time to time as provided herein.

THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. This Agreement for the Adjustment of Manhole and Valve Covers ("Agreement") is made and executed by the parties hereto in connection with the provisions of Sections 680.5 and 707.5 of the California Streets and Highways Code. This Agreement shall exclusively govern the determination of the obligations and costs to be borne by each party hereto in regard to work described herein in lieu of determination in connection with and under the provisions of Sections 673, 680 and 700 to 707, inclusive, of said Streets and Highways Code, as now or hereafter existing, or under any other laws applicable to said subject matter.
-

2. This Agreement shall apply throughout the State of California to all of the Department's projects and related activities and to all of the Owner's manhole and valve covers. With regard to any other agreements or parties, this Agreement is not intended to, and shall not, establish any precedent, principle, rule or guide to interpretation.
 3. For purposes of this Agreement, manhole and valve cover adjustment is limited to the following: adjusting manhole frames and covers, replacing existing manhole frames, and adjusting manhole rings, valve covers and meter boxes. This Agreement does NOT include the adjustment to grade of gas, electric or telephone vaults, or any other utility facility not mentioned in this agreement.
 4. In the event that the Department initiates a project and the Department determines that some of the Owner's manhole and valve covers are in physical conflict with Department's highway project, the Department shall issue a conflict letter ("Conflict Letter") to the Owner that (a) identifies the manhole and valve covers that are in physical conflict with Department's highway project and (b) includes a document (the "Reply") in which the Owner will designate the manhole and valve covers that the Owner agrees to be responsible to adjust. The Owner shall adjust the manhole and valve covers for which it agreed to be responsible within the Department's project scheduling and other requirements. Owner shall return the Reply to the Department within 30 days of receipt of the Conflict Letter. The Department is authorized to adjust only the manhole and valve covers that are not designated by Owner as those for which the Owner is responsible. The work to be performed under this Agreement is expressly limited to the work required to adjust the manhole and valve covers that are listed in the Conflict Letter, and the Reply shall not and cannot expand the list of manhole and valve covers.
 5. Notwithstanding the other terms of this Agreement, the Department may, at its sole option, elect to NOT adjust-to-grade manhole and valve covers that do not satisfy Caltrans standard specifications, as amended from time to time (including without limitation manhole and valve covers that do not use standard rings or covers).
 6. This Agreement does not apply to the relocation, rearrangement, removal or protection of utility facilities.
-

7. All existing manhole and valve covers will be reused unless the manhole or valve cover requires replacement. Replacement of manhole and valve covers with ancillary parts must meet Buy America compliance by the Department's contractor. The Department's contractor is to provide Buy America replacement manhole and valve covers per Owner's specifications in response to the Cover Adjustment to Grade letter 13-EX-08. If no specifications are provided to the Department by Owner in the reply, the Department's contractor is authorized to use a general specification attached to the Cover Adjustment to Grade letter 13-EX-08.
 8. All work under this Agreement shall be preceded by the delivery of a written Notification to Owner ("NTO") by the Department to the Owner. The Department shall list the manhole and valve covers that the Department is authorized to adjust pursuant to the Reply, and the Department will identify the manhole and valve covers that it elects to adjust. If the Department elects to not adjust manhole and/or valve covers which the Owner authorized the Department to adjust pursuant to the Reply, then the Owner shall be responsible for the adjustment of those manhole and valve covers in accordance with the provisions of the NTO, and the Owner shall allocate sufficient staff and resources to meet all of the schedules established for the project design and construction work.
 9. Following receipt of the Cover Adjustment to Grade letter 13-EX-08, the Owner shall provide confirmation regarding the identity and typical characteristics (including size, material, contents, pressure or capacity) of Owner's utility facility and related activities, including, but not limited to, inspection services at no expense to the Department, in accordance with the Department's time schedule. Owner to provide its written confirmation to the Department within 30 days of the date that they receive the Cover Adjustment to Grade letter 13-EX-08.
 10. When manhole and valve cover adjustment work is performed by the Department under this Agreement, the cost of the work shall be borne by the Department. When manhole and valve cover adjustment work is performed by the Owner under this Agreement, the cost of the work shall be allocated according to the liability determination made by the Department.
 11. The Department may perform its work under this Agreement or it may perform the work through the services of a third-party contractor.
-

12. It is intended that all work under this Agreement performed by the Department shall be performed using the contractors that are acceptable to the Department. Owner grants to Department, immediately upon receipt of the NTO and in accordance with the Department's time schedule, permission to perform manhole and valve cover adjustments within Owner's private rights of way and facilities, wherever located. Owner retains the right to require reasonable controls and restrictions provided such items are set forth in writing and delivered to the Department (in response to Cover Adjustment to Grade 13-EX-08 letter) at least 30 days from the receipt of the 13-EX-08 letter.
- a) As part of this Agreement, Owner shall submit, in writing, its preliminary specifications for the adjustment of manhole and valve covers to grade to the Department.
 - b) Owner will approve, **in writing**, the Department's final specifications for the adjustment of manhole and valve covers to grade.
13. Owner shall have access to all phases of the work to be performed by the Department for the purpose of inspection in order to ensure that the work being performed for the Owner is in accordance with the specifications contained in the highway contract, provided such access is made at no cost to the Department. Owner will be notified by the Department's Resident Engineer to schedule a final field inspection per the Department's Notice to Owner.
14. Upon completion of the work performed by Department, Owner agrees to accept ownership and the responsibility for the maintenance of the manhole and valve covers.
15. This Agreement supersedes and replaces any previous agreement between the parties relating to the work required to adjust identified manhole and valve covers in physical conflict with Department's highway projects.
16. This Agreement may only be amended, changed or altered by mutual written agreement of the parties.
17. This Agreement may be terminated by either party upon ninety (90) days written notice from the terminating party to the other party.
18. Time shall be of the essence of this Agreement.
-

For The Utility Owner: City of Shafter

Date

Name: Ravi Pudipeddi

Title: City Engineer

For The State of California:

Tiaira T. Moering, Chief
Office of Railroad and Utility Relocations
Division of Right of Way and Land Surveys
California Department of Transportation

Date

DISTRIBUTION:
1 – HQ Right of Way, Office of Railroads and Utility Relocations
1 – District
1 – Utility Owner



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Ravi Pudipeddi, City Engineer

SUBJECT: ACCEPTANCE OF DEDICATION OF ACCESS RIGHTS FROM
LERDO, LLC

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; accept a dedication of access rights from Lerdo, LLC, a California limited liability company as depicted in Exhibit B of Parcel Merger 25-14; authorize the City Manager to execute said document; and authorize the City Engineer record said document.

BACKGROUND

The proposed parcels are located at the northwest corner of Central Avenue and Central Valley Highway (CVH), also referred to as State Route 43, which have been assigned County Assessor's Parcel Numbers 027-170-02 and 027-170-03. The owner of both parcels submitted site plan and parcel merger applications to the Planning Department, proposing a merger of the two parcels into a single parcel. The site plan review led to a Conditional Use Permit (CUP) process that ultimately conditioned the owner to dedicate the northerly frontage of the resulting merged parcel, waiving the right to access CVH directly from the parcel frontage. Essentially, the owner is giving up the right to construct a driveway or curb cut onto CVH. Instead of dedicating land, the owner is dedicating a right, the right of access to the City and, effectively, Caltrans, through City coordination.

At no cost to the City, the owners have consented to dedicate the Access Rights. The dedications are shown on Exhibit B of the agreement, included with this staff report.

FISCAL IMPACT

The dedication will be provided at no cost to the City. No budget action is required.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is acceptance of dedication of access rights and therefore, it is an organizational and administrative activity that will not result in direct or indirect physical changes to the environment and not subject to CEQA.

APPROVED BY THE CITY ATTORNEY

CONSENT CALENDAR

Yes

ATTACHMENTS

1. Waiver of Direct Access-Easement and City Acceptance

RECORDING REQUESTED BY AND

WHEN RECORDED MAIL TO:

City of Shafter
Attn: City Clerk
336 Pacific Avenue
Shafter, California 93263

SPACE ABOVE THIS LINE FOR RECORDER'S
USE

No recording fee, pursuant to Government Code Section 27383
No Documentary Transfer Tax, pursuant to Revenue & Taxation Code Section 11922

DEDICATION OF ACCESS RIGHTS

For valuable consideration, receipt of which is hereby acknowledged, Lerdo, LLC, a California Limited Liability Company, ("Grantor"), does hereby make an offer of dedication of access rights ("OD") to the City of Shafter, a California municipal corporation, and its successors and assigns ("Grantee"), for the purpose of waiving and relinquishing all rights of vehicular access between the Grantor's property and Central Valley Highway, as more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference.

It is understood and agreed that unless and until accepted by the Grantee, the Grantee and its successors or assigns shall incur no liability with respect to such offer of dedication, and shall not assume any responsibility for the access area or any improvements thereon or therein.

Unless and until Grantee has accepted this OD, Grantor shall be responsible for any liability, cost, expense, or claim resulting from injuries to or death of any person or damage to property caused by any act or failure to act on the part of Grantor under this OD or entry upon the access area.

Unless and until Grantee has accepted this OD, Grantor agrees to indemnify, defend and hold harmless Grantee and its officers, agents, and employees ("Indemnitees") from any and all actions, claims, and liability for any loss or damage to include reasonable attorneys' fees, including, but not limited to, bodily injury, sickness, disease or death of any person or damage to any property, tangible or intangible, arising from activities under this OD or entry upon the access area, except for any claim arising from the sole negligence or willful misconduct of Grantee.

This OD may be accepted by appropriate action of the City Council of the City of Shafter, or by recordation of a certificate of acceptance by the City Clerk, including in conjunction with a lot line adjustment, lot merger, or other land use approval affecting the property. The provisions of this OD shall inure to the benefit of and be binding upon the heirs, successors, assigns, and personal representatives of the respective parties hereto.

By accepting the offer of dedication set forth in this OD and recording the Certificate of Acceptance, the City agrees to be bound by the terms set forth in this OD.

GRANTOR:

Dated: 10/9/25

GRANTOR:

By: 

Name: Michael F. Hair, Jr.

Title: Managing Member

CERTIFICATE OF ACCEPTANCE

(Gov. Code § 27281)

This is to certify that the interest in real property conveyed by the Dedication of Access Rights, dated _____, 2025, from Lerdo, LLC, a California Limited Liability Company, ("Grantor"), to the City of Shafter, a California municipal corporation ("City"), is hereby accepted by the undersigned officer on behalf of the City of Shafter, pursuant to authority conferred by resolution of the City Council of the City of Shafter, and the City consents to recordation thereof by its duly authorized officer.

Dated: _____, 2025

CITY OF SHAFTER

a California municipal corporation

By: _____

Lance Lippincot, City Manager

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

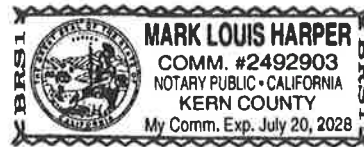
STATE OF CALIFORNIA }
COUNTY OF KERN }

On Oct 9, 2025, 2025, before me, Mark Louis Harper, Notary Public, personally appeared Michael F. Hair, Jr., who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

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

WITNESS my hand and official seal.

Mark Louis Harper
Signature of Notary



(Seal)

EXHIBIT "A"

LEGAL DESCRIPTION FOR DEDICATION OF ACCESS RIGHTS

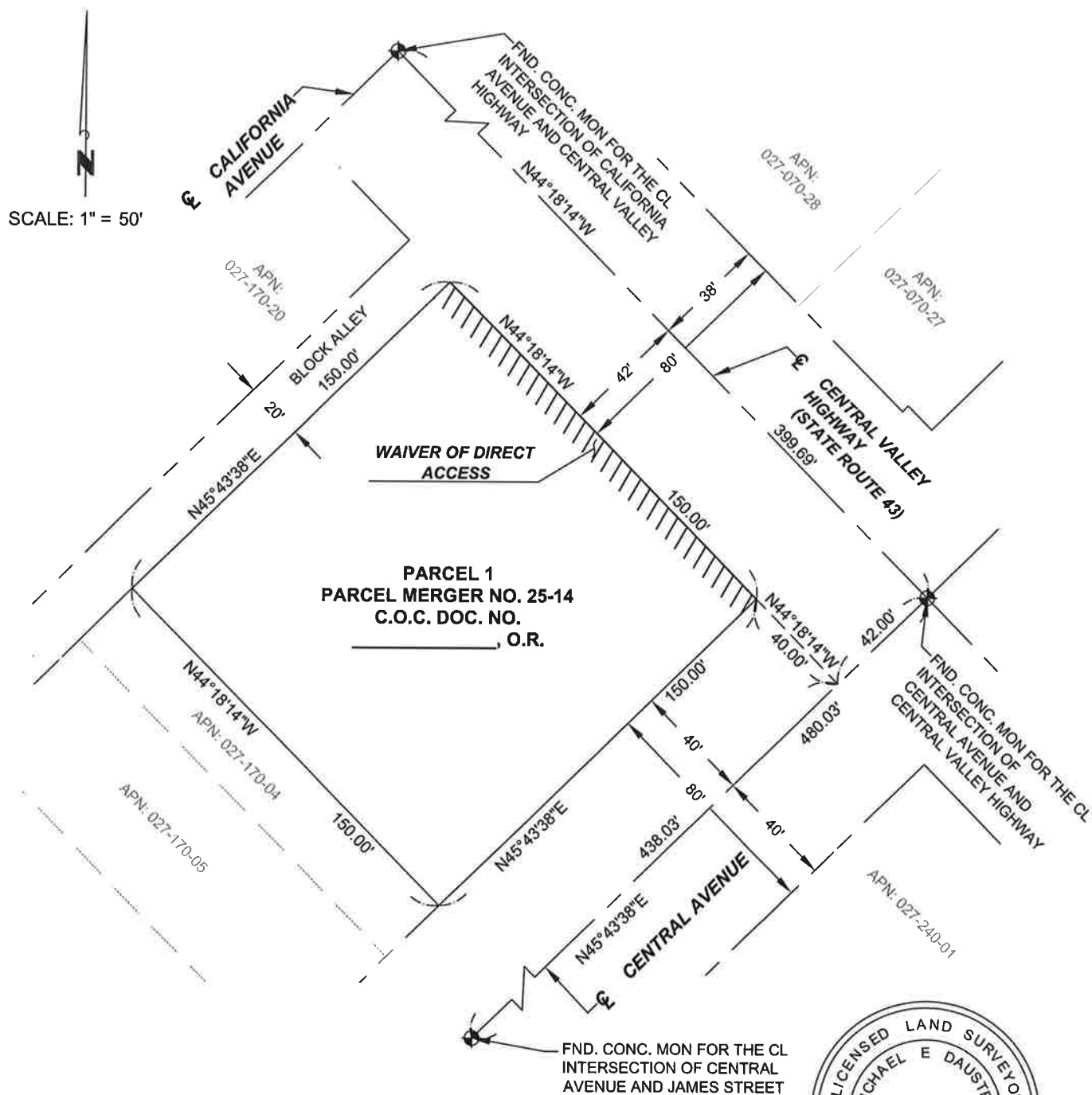
(See Attached)

"THIS MAP IS FOR ILLUSTRATION
PURPOSES ONLY"

EXHIBIT "B"

PARCEL MERGER NO. 25-14

BEING A MERGER OF THOSE CERTAIN PARCELS OF LAND AS DESCRIBED IN GRANT DEED DOCUMENT NO. 0212181568, RECORDED DECEMBER 14, 2012, AND GRANT DEED DOCUMENT NO. 224033877, RECORDED MARCH 27, 2024, BOTH OF OFFICIAL RECORDS, IN THE OFFICE OF THE KERN COUNTY RECORDER. ALSO BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 28 SOUTH, RANGE 25 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF SHAFER, COUNTY OF KERN, STATE OF CALIFORNIA.



LEGEND:

WAIVER OF DIRECT ACCESS





CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Michael James, Public Works Director, Ravi Pudipeddi, City Engineer

SUBJECT: SAFE STREETS AND ROADS FOR ALL ACTION PLAN
PROFESSIONAL SERVICES AGREEMENT

RECOMMENDATION

Council find that the action is statutorily exempt from CEQA pursuant to Section 15262 of the CEQA Guidelines; accept proposals received for the Safe Streets and Roads for All (SS4A) Program Action Plan; authorize the Public Works Director to award a professional services agreement to TJKM Transportation Consultants based on City staff's ranking of proposals received; authorize execution of the agreement in an amount not to exceed \$190,200.60; and approve a budget amendment to appropriate \$160,000 in federal SS4A grant funds and \$40,000 in local match funding from Traffic Impact Fee proceeds into the Capital Improvement Program, to cover the consultant contract and related contingencies.

BACKGROUND

In 2024, the City of Shafter was awarded up to \$160,000 in federal funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) grant program (Federal Award No. 693JJ32440592). The purpose of the SS4A program is to support planning and implementation projects that aim to significantly reduce and ultimately eliminate roadway fatalities and serious injuries. Shafter's award focuses on the preparation of a comprehensive Action Plan to improve roadway safety for all users—including pedestrians, bicyclists, public transportation riders, motorists, micromobility users, and commercial operators.

The City's Action Plan will build upon its previously adopted Local Road Safety Plan (LRSP), which identified high-risk intersections and roadway segments based on five years of collision data and community feedback. The Action Plan will evaluate these areas in greater detail, incorporating additional analysis of rights-of-way, safety risk factors, equity indicators, and environmental constraints. It will also include robust community engagement, a Safe Routes to School component, and development of an interactive safety dashboard to support implementation readiness and future grant competitiveness.

On March 4, 2025, the City Council authorized release of a Request for Proposals (RFP) to solicit a qualified consultant to lead the development of the SS4A Action Plan.

Five proposals were received and evaluated by City staff using a weighted scoring rubric based on federal guidance. TJKM Transportation Consultants was ranked highest, demonstrating extensive SS4A experience, familiarity with Shafter's prior safety efforts, and strong qualifications in safety analytics, public engagement, and grant acquisition. The proposed agreement with TJKM will not exceed their submitted cost estimate of \$190,200.60.

FISCAL IMPACT

The total cost of the professional services agreement with TJKM Transportation Consultants is not to exceed \$190,200.60. This includes \$160,000 in federal funding awarded through the SS4A grant program (Federal Award No. 693JJ32440592) and a required local match of \$30,200.60. Staff recommends that the local match be funded from Traffic Impact Fee proceeds. To ensure full project funding and allow for contingencies if necessary, staff further recommends establishing budget authority in the amount of \$200,000—comprising \$160,000 in federal funds and \$40,000 in local funds. This amount will fully cover the consultant contract and any minor additional costs required to complete the Action Plan.

CEQA ANALYSIS

The action is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15262 of the CEQA Guidelines, which exempts feasibility and planning studies for possible future actions not yet approved, adopted, or funded. The proposed engineering services are limited to planning and design activities and do not constitute approval of a physical project.

APPROVED BY THE CITY ATTORNEY

Not Applicable

ATTACHMENTS

1. Professional Services Proposal Submitted by TJKM
2. Cost Proposal Submitted by TJKM



Proposal for
**SAFE STREETS AND ROADS FOR ALL (SS4A)
PROGRAM ACTION PLAN**

August 6, 2025





August 6, 2025

Alex Gonzalez
Public Works Director
City of Shafter
Public Works Department
720 Commerce Way
Shafter, CA 93263

Subject: Proposal for the Safe Streets and Roads for All (SS4A) Program Action Plan

Dear Alex Gonzalez:

TJKM Transportation Consultants (TJKM) is pleased to submit our Proposal for the Safe Streets and Roads for All (SS4A) Program Action Plan to the City of Shafter.

Understanding

Our response to your Request for Proposals takes a comprehensive approach with TJKM leading the development of Action Plan.

The TJKM Team is committed to developing the Safe Streets and Roads for All (SS4A) Program Action Plan (Action Plan) for the City of Shafter by taking a holistic approach. We will create an Action Plan that identifies roadway safety problems and identifies potential projects and strategies to remedy them. The Action Plan developed by the TJKM Team will focus on improving the infrastructure, with emphasis on neighborhood revitalization; maintaining long-term financial stability; improving the City's technology; enhancing public safety; and enhancing community involvement and engagement. We will apply our extensive experience creating an Action Plan that fosters strategic partnerships, coordinate and equitably engages the community and key stakeholders, and identifies actions that are effective and implementable. This will serve as the foundation for achieving zero traffic deaths and severe injuries in the City of Shafter.

Project Team

TJKM provides a team that brings national expertise, deep capacity, specialized skills, and strong local knowledge to deliver this Action Plan to the City of Shafter. Our team includes planners, engineers, designers, engagement specialists, data analysts, graphic designers, consensus builders, grant writers, and a deep bench of technical and motivational staff who will bring life and passion into this project and enable the City to continue momentous safety and mobility efforts and compete for future federal, state, and local capital grants. We are ready to work seamlessly with you as an extension of your staff.

SS4A ACTION PLAN COMPONENTS

The SS4A grant program defines nine action plan components that are integral to any safety action plan and must be satisfied to meet its requirements. The table below describes sections of the CSAP that satisfy these components.

Action Plan Components	Section
Leadership Commitment and Goal Setting	Chapter 1
Planning Structure	Chapter 1, 4 and 8
Safety Analysis	Chapter 2, 6.1 to 6.8
Engagement and Collaboration	Chapter 4
Equity Considerations	Chapter 7
Policy and Process Changes	Chapter 6, 6.1 to 6.8
Strategy and Project Selections	Chapter 6, 6.1 to 6.8
Progress and Transparency	Project Website: WacoMPOSafeStreets.com
Action Plan Adoption Date	April 29th 2024

Example: SS4A Action Plan Components for
Waco MPO CSAP Project

To meet the specific needs of the City we are pleased to propose myself, Mr. Nayan Amin, TE as the Project Manager. I bring to the team over 35 years of experience in the areas of traffic engineering, traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/Environmental Impact Reports and intelligent transportation systems planning, and construction oversight. I have extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists, and traffic safety studies. *I have successfully delivered more than 70 Safety Action Plan as a Principal-in-Charge or as a Project Manager, including the Local Road Safety Plan for Kern Council of Governments and City of Shafter. As a project manager delivered Vision Zero Action Plan for City of Dinuba, CA, Comprehensive Safety Action Plan for City of Colusa, CA, Vision Rio Grande Valley MPO Comprehensive Safety Action Plan, Rio Grande Valley, TX.*

The TJKM Team is the best team to support City for several particular, distinct reasons. The following is a summary of the key elements of our Proposal:

- **Safety Expertise:** TJKM has completed hundreds of safety-focused projects across the country and as a result have thorough understanding and knowledge of vulnerable users. We bring an acute awareness of the needs and current environment of vulnerable users in planning and infrastructure design and have deep, proven, and multifaceted expertise in building consensus, understanding behavioral change, identifying appropriate countermeasures, and defining ambitious yet realistic goals. The TJKM Team includes experienced and passionate planners and engineers. Our team's breadth and depth in all elements of multimodal safety and mobility and applying innovative technology is unparalleled.
- **Robust Analytics:** Leveraging our extensive experience with safety plans, we have created an Interactive Safety Dashboard capable of generating rapid, safety-related analyses, including equity-based data assessments. In addition to assessing existing data, our team can use predictive modeling for proactive decision-making. We continue to stay current on the rapidly changing field of transportation analytics, and we can translate complex data into an engaging story. We have leveraged this expertise to propose several analytics tasks that enables us to better identify latent safety issues, increase competitiveness for implementation grant funding, and enable our clients to track and share progress with stakeholders and community.
- **Implementation-Focused:** We understand how to get projects funded. Over the last three years, we have assisted our clients to secure more than \$150 million in safety funds to implement safety projects to enhance safety and mobility for all modes of transportation. Beyond the technical components, our Action Plans emphasize robust community engagement and consensus building, prioritizing equity by actively connecting with underserved or overlooked communities. This approach ensures that the plans blend proactive strategies with reactive measures, addressing the unique needs of all community members.
- **Value Added Tasks:**
 - Collision Dashboard - The Collision Dashboard that we propose to develop will support the City of Shafter to achieve its goal of safety providing foundational visibility into collision and infrastructure data. The Dashboard will consolidate historical collision database, existing GIS layers (roadway infrastructure data), and other relevant data providing the City to determine response strategies on proactive basis through Engineering, Enforcement and Education framework. The Dashboard will be a web-based, interactive data dashboard to assist the City in conducting collision analysis using GIS maps, implementable actions, and performance measures.

- Toolkit - TJKM will utilize an automated countermeasure selection Toolkit developed in-house for selecting feasible and proven countermeasures and strategies based on numerous data attributes, e.g., roadway characteristics: number of lanes, pavement conditions, and traffic control types; and collision information: collision types, collision locations, and primary collision factors. Feasible and proven countermeasures will be based on Safe Systems Pyramid, FHWA Safe System Design Hierarchy, FHWA Proven Safety Countermeasures, Caltrans Local Roadway Safety Manual and CMF Clearinghouse Toolkit has successfully assisted the project team to narrow down feasible countermeasures proposed for numerous jurisdictions. The toolkit will be integrated into the Dashboard developed for the project. We envision to integrate this toolkit into the Collision Dashboard for the project.
- Safe Routes to School - A total of 64 collisions occurred within a 0.25-mile buffer around schools, parks, and libraries in the City of Shafter. Of these, 7 collisions resulted in fatalities or severe injuries. Additionally, there were 5 bicycle-related collisions and 5 pedestrian-related collisions, with 10 collisions involving either a bicyclist or pedestrian. To enhance safety around schools, parks and libraries within the City limits as a part of the Action Plan we will develop Safe Routes to School Plan for all public schools within City of Shafter.
- Grant Applications – We will develop one SS4A Implementation Grant Application and one HSIP Grant Application based on the projects identified within the Action Plan.

Our approach to the Action Plan will help you secure SS4A Demonstration and Implementation funding, HSIP, ATP funding, as well as other federal and local grant opportunities.

Commitment

As President of the firm, I am authorized to bind TJKM to a contract and you have my personal assurance that all the resources necessary to address your needs will be made available and ready to perform when the opportunity arises. This Proposal is valid for 180 days. During the proposal process, please feel free to contact me via phone at (408) 410-2977 or by email at namin@tjkm.com. Mailed correspondence can be sent to our corporate headquarters located at 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588.

We look forward to hearing from you regarding further steps in the consultant selection process.

Thank you for considering TJKM for this project.

Sincerely,

TJKM Transportation Consultants

A handwritten signature in blue ink, appearing to read "Nayan Amin".

Nayan Amin, TE, President



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1. Scope of Work & Associated Work Plan



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

TJKM Transportation Consultants (TJKM) is pleased to submit our Proposal for the Safe Streets and Roads for All (SS4A) Program Action Plan to the City of Shafter.

SCOPE OF WORK AND ASSOCIATED WORK PLAN

Project Understanding

The City has been awarded an SS4A Planning Grant to develop a Safe Streets for All Plan. The Plan will identify safety enhancements for improvements at high volume pedestrian and bicyclist's locations within the city, as well as location where pedestrian and bicycle collisions have occurred.

The SS4A Plan will enhance transportation safety for all road users by identifying high-risk locations and implementing effective countermeasures. This Plan will take a data-driven approach, leveraging crash analysis, community engagement, and equity considerations to develop strategies that address local safety concerns. A key focus will be on improving conditions for vulnerable road users, such as pedestrians, cyclists, and schoolchildren, while also ensuring safe mobility for residents, commuters, and visitors. By integrating engineering, education, enforcement, and emergency response strategies, the SS4A Plan will provide a clear roadmap for the City of Shafter to reduce fatalities and serious injuries, securing a safer and more accessible transportation network for all.

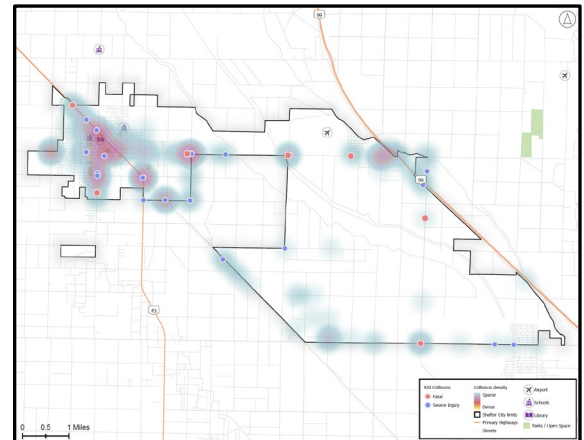
CRASHES IN SHAFTER

Based on our preliminary analysis between January 1, 2020, and December 31, 2024, a total of 223 injury collisions were reported in the City of Shafter. Of these:

- Nine collisions (4 percent) resulted in fatalities
- 35 collisions (16 percent) resulted in severe injuries
- 123 collisions (55 percent) resulted in visible injuries
- 56 collisions (25 percent) resulted in complaints of pain

A preliminary crash analysis within City of Shafter revealed the following:

- The top three types of collisions include: broadside (34 percent), rear-end (22 percent), and hitting an object (13 percent)
- Out of the total collisions, eight collisions involved bicyclists and 10 involved pedestrians, totaling to 8 percent of all collisions
- Automobile right-of-way accounted for the largest share on all collisions (27 percent), followed by unsafe speed (21 percent) and Improper Turning (16 percent) of all collisions



TJKM had the privilege of working on the Local Road Safety Plan for the City of Shafter. As part of the study, we conducted collision analysis, identified high injury network, identified countermeasures to enhance safety for all modes of transportation, and developed grant ready materials to allow the City to pursue grants to implement safety measures to enhance safety. In addition, under the On-Call contract we conducted peer review of the Traffic Study for West Tulare Avenue between SR 43 and Poplar Avenue, and 2020 West Shafter Traffic Assessment – Loop of West Los Angeles Avenue, Poplar Avenue, West Lerdo Highway, and South Schnaidt Street. As a result, we have a deep understanding of the Shafter community and know that advancing safety requires buy in from political leaders and community. Our Stakeholder and Community Engagement plan proposed is developed to ensure that political leaders and the community are supportive of the Action Plan.



Project Approach

Based on our background in roadway safety, TJKM understands that developing an Action Plan will require substantial planning, data collection efforts, a monitoring program, the development of a countermeasure toolbox, and revisions to policy and guidelines. The Action Plan will establish core principles, strategies, and goals. It will help align policies and develop a series of implementation actions based on proven data-driven methods and community input. Also, the Action Plan will create a road map for action and the tools to measure and assess progress toward the goal of reducing fatal and serious injury crashes for all roadway users.

Holistically speaking, the intent of an Action Plan is clear – “to reduce and eliminate serious injury and fatal crashes” (Source: USDOT). A successful plan looks to protect the health and safety of those involved by anticipating, assessing, and mitigating potential threats and hazards and then providing a methodical approach to addressing them.

A successful Plan for the City of Shafter must be sensitive to the unique needs, concerns, and goals of the stakeholders’ diverse neighborhoods and prioritize equity in outreach and outcomes. These considerations will be formed into the Plan so that it is an authentic reflection of the people it represents. A collaborative approach will lay the groundwork for an enduring legacy of a Safety Plan in the City.

We understand that the safety and mobility enhancements will require that infrastructure improvements include all modes of transportation (automobile, pedestrian, bicyclist, and transit), the non-engineering E’s of traffic safety (Engagement, Education, Enforcement, Equity, Evaluation, Encouragement, and Emergency Medical Services) to account for human factors (aggressive driving, driving under the influence, distracted driving or walking, etc.), and the use of the “Safe Systems Approach” principles for the Action Plan. The Action Plan will develop metrics for measuring progress towards collision reduction, a detailed HIN that focuses on both roadway segments and intersections, and tools with implementable actions easily adapted for the City to reach the goal of zero fatal and serious injuries in the future.

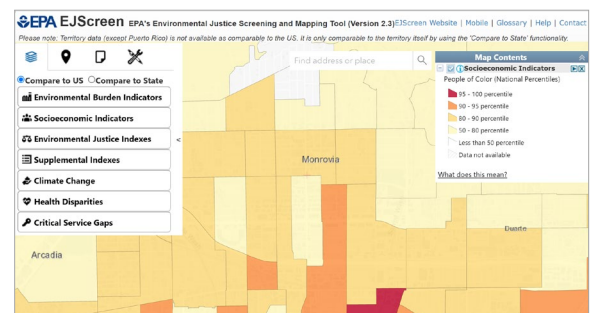
The TJKM Team has led numerous successful Comprehensive Safety Action Plans (CSAP) and Vision Zero efforts in California, Texas, and Florida, and will bring an unparalleled team of experts to help the City of Shafter achieve zero traffic deaths and serious injuries. Our team has developed the most progressive Safety Action Plans and VZAPs in the US, and we propose marrying this national best practice analysis with local knowledge, values, and priorities through a collaborative process.

TJKM’s approach is not just “crunching numbers” but also involves community interaction and engagement to allow for the true area experts - the residents, to provide their unique perspective of what are the issues along the roadways. We listen to the community’s aspirations and concerns. We empathetically strive to understand, acknowledge, and validate the related concerns. During the community engagement process, TJKM merges technical information and community information to form the basis of our conclusions and recommendations.

Along with the Public Outreach and Comprehensive Analysis, the TJKM Team will be incorporating two distinct analyses: Equity and Land Use. The equity analysis will explore historic barriers to Transportation Accessibility and determining any correlation between transportation funding allocations and marginalized neighborhoods. The information will be based on the Environmental Protection Agency’s (EPA) environmental justice mapping and screening tool that provides the EPA with a nationally consistent dataset and approach for combining environmental and demographic socioeconomic indicators.

Ultimately a CSAP seeks to answer three questions:

-  What are the potential risks and hazards?
-  How can these risks be mitigated and prevented?
-  What should be done in the event of an incident?





Lastly, the Land Use analysis will study its relationship with Land and the transportation network to determine if there is any cohesion between the two and if there are any barriers. The intent is that the results of the Land Use analysis can be used to help guide future Land Use efforts that are embarked in the future within the City of Shafter.

Upon completion of the project, the City will have a Final Action Plan developed by the TJKM Team, vetted by community, stakeholders, the project steering committee, and City's policy board. The document will represent a shared understanding and consented direction for City to follow. In addition, City will have a safety toolkit that lists different countermeasures for future projects, an interactive Dashboard that integrates different types of data to help guide future projects, and a grant application for the SS4A implementation grant and other safety related grants.

Realistically, almost all projects may run into issues that may cause a project to either slow down or come to a complete halt. The one major concern for a CSAP is a slow down due to lack of community and/or political consensus. To avoid this issue from happening, the TJKM Team, on proactive basis provides complete transparency throughout the project including how the project selections were chosen, explanation of the methodology used, and overall consistent communication with all users and stakeholders. Although not a guarantee, it does help mitigate this type of miscommunication and build consensus at the onset of the project.

Given this significant overlap between high-injury crash locations and community destinations particularly schools we propose to develop a **Comprehensive Safe Routes to School (SRTS) Plan** for **all public schools** within the City limits as a core component of the Action Plan. This SRTS Plan will identify safety concerns, assess current travel patterns, conduct community engagement, and provide infrastructure and non-infrastructure recommendations to improve walking and biking conditions for students and families.

Together, the CSAP, and SRTS Plan will equip the City of Shafter with a robust, equity-driven framework to prioritize investments, strengthen grant competitiveness, and improve safety and mobility for all road users - particularly youth, seniors, and other vulnerable populations.

Key highlights of our proposed approach include:

- Development of the Action Plan will include projects and strategies by mode allowing the city to apply for different funding sources
- The Action Plan developed by TJKM will include roadways and intersections throughout the city
- Develop an integrated collision and GIS dashboard for the city
- Develop an SRTS Plan for all public schools within the city

Scope of Work/Plan

TASK 1 – PROJECT MANAGEMENT

Subtask 1.1 Project Kick-Off Meeting

Within three weeks of Notice-To-Proceed, TJKM will facilitate a kick-off meeting with the City's Project Manager and staff to discuss:

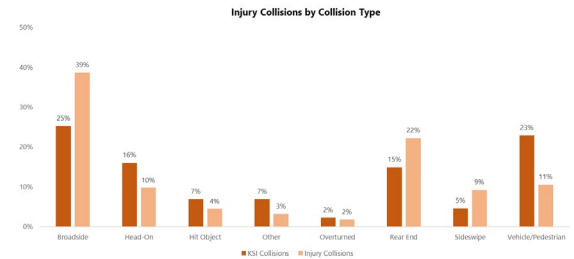
- | | |
|--|--|
| • Project goals and objectives | • Critical data needs and data sharing protocol |
| • Scope of Work and Schedule | • Internal meeting schedule/invoicing/progress updates |
| • Timeline and identify key milestones/critical path items | • Any other relevant information |

TJKM will prepare kick-off meeting materials including an agenda, sign-in sheets, and related handouts. After the meeting, we will summarize the meeting notes and action items in a Google doc that can viewed and edited by TJKM and City staff. The TJKM Team will also initiate development of the project website detailed in Task 5.2 of the scope.



The Collision Dashboard that we propose to develop will support the City of Shafter to achieve its goal of safety providing foundational visibility into collision and infrastructure data. The Dashboard will consolidate historical collision database, existing GIS layers (roadway infrastructure data), and other relevant data providing the City to determine response strategies on proactive basis through Engineering, Enforcement, and Education framework. Some of the key features of the Dashboard that we will have include:

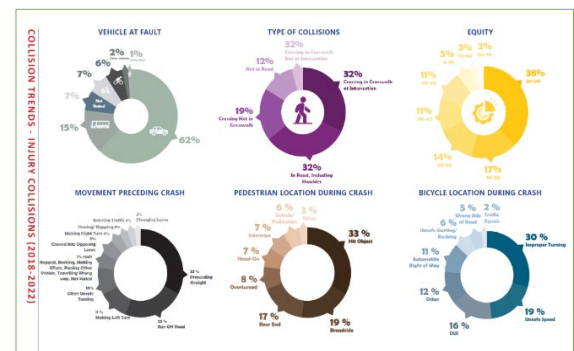
- Collision Analysis
- Injury Network and Countermeasure Integration
- Real-Time Analytics and Forecasting for Law Enforcement
- Project Identification
- Integration with Infrastructure and Asset Inventory
- Countermeasure Mapping



Subtask 2.3 Existing Five or 10-Year Crash Analysis (Systemic Analysis)

The TJKM Team will conduct a Citywide safety analysis for all collisions, with an emphasis on fatal and serious injury crashes for at least the past five or 10 years. At the onset of the project, we will discuss the time period for collision analysis and based on City's direction the collision analysis will be conducted. This will be a data-driven process including the following steps:

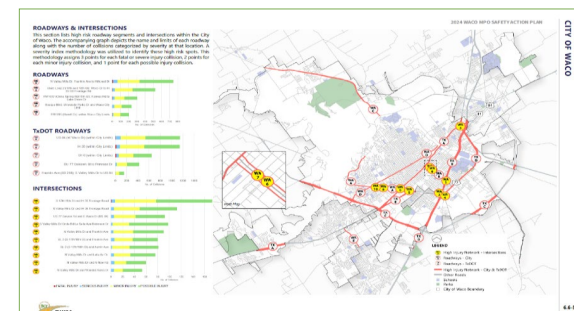
- **Collision Trend:** Analyzing and summarizing collision distribution including severity, travel mode, trend over time, lighting conditions, weather conditions, time of day, collision type, and violation category.
- **Collision Profile:** Combining collision factors to identify prominent collision types.



We will produce GIS-based mappings, charts, and other visualizations to help inform decision-making. We will summarize the collision analysis and maps in a Technical Memorandum.

Subtask 2.4 Identify High Injury Network

TJKM will identify High Injury Networks (HINs) by ranking collision rates over the roadway network for the entire city. These are the corridors responsible for the greater numbers of people killed or seriously injured. This is a critical step to identify locations throughout the city that are collision-prone, so that future collisions can be prevented. Primarily, TJKM will identify the City's HINs by ranking collision rates over roadway network. These are the corridors, intersections, and crash cluster areas responsible for Killed and Seriously Injured (KSI) on roadways.



In addition, we will use the roadway context to generate a High-Risk Network (HRN) based on leading indicators for safety risk. Using the HIN and HRN we will identify priority locations for safety enhancements to reduce risk and enhance safety for all modes.



Subtask 2.5 Community Data

TJKM will collect information regarding traffic safety from the community at large. While much of the information may be anecdotal, it provides important insight into the history and trends, as people perceive them. Community feedback helps us to mitigate locations that need attention and have characteristics like other high injury locations but have not had any collisions. This approach helps us in proactive implementation of countermeasures systemically rather than traditional reactive approach.

Deliverables: *Citywide collision data analysis summary for the most recent five years of available data; Technical Memorandum summarizing the findings and analysis; Citywide HIN GIS Map; corridors and intersections on the HIN; Crash cluster areas; Summary of community data*

TASK 3 – EQUITY ANALYSIS

Our team is committed to equity as both a process and an outcome of the CSAP. Equity is integrated throughout the project, playing a role in the Safety Analysis, Engagement and Collaboration, Policy and Process Changes, and Strategy and Project Selections tasks. The TJKM Team will work closely with the local partners to consider how every project decision supports more equitable safety outcomes.

The equity analysis will be designed to help Shafter stakeholders better understand who benefits and burdens from transportation and land use planning decisions and where and what to prioritize to meet safety and equity goals; it will consider who is over-represented in fatal and serious injury crashes, where there are populations living or congregating who are most susceptible to serious injury in traffic crashes (the very old and the very young, for example). The analysis will also describe whether there are neighborhoods who are over-exposed to frequent crashes, long distances between safe crossings, or other sub-optimal conditions for walking along and across streets. Furthermore, acknowledging exclusionary planning and past injustices is important for establishing trust and developing a comprehensive understanding of inequities in the transportation system.

Incorporating equity indicators into the safety analysis is key to addressing the root causes of crashes and their disproportionate impacts. We anticipate analyzing the following data sources:

- Socio-economic characteristics from U.S. Census such as race, income, language spoken at home, household vehicle access, and individuals with a disability
- Health and environmental indicators such as asthma rates or flood risk
- Transit, walking, and bike access; and access to jobs or other key destinations
- Trip characteristics, including purpose, mode, and length
- Transportation burden comparing commuting/trip costs to household income
- Past 20 years of infrastructure investments to identify gaps and mobility barriers

Deliverables: *Technical Memorandum summarizing Equity Analysis, Equity Metrics for Engagement, and Equity Metrics for Project Prioritization*

TASK 4 – STAKEHOLDER AND COMMUNITY ENGAGEMENT

Engagement and outreach must be at the forefront in order for the Shafter Safe Streets for All planning effort to be fully successful. Each of our team members believes in meaningful community engagement, translating complex data into practical, safety-focused solutions, and building healthy, positive, and purposeful partnerships in the process. Our approach includes creative public workshops, walk audits, and pop-up events in familiar spaces – schools, community centers, neighborhood meetings, among others.

Subtask 4.1 Establish Safety Action Plan Task Force

This task includes establishing Safety Action Plan Task Force (SAPTF). It is envisioned that the SAPTF will be comprised of City staff from various departments, law enforcement, and public health. We envision the SAPTF to serve as the Technical Advisory Committee (TAC) for the project. The composition of the SAPTF will be determined collaboratively with the city staff. The SAPTF will guide the study throughout the development of the Plan.



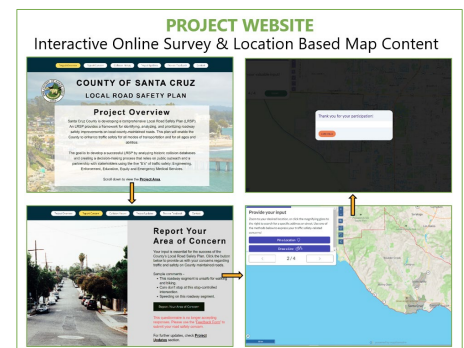
Subtask 4.2 Stakeholder and Public Outreach Plan

The TJKM Team will prepare a detailed outreach plan and assist with implementation in close coordination with the City and in consultation with the stakeholder advisory group to inform and engage the public. It will include an outreach schedule, stakeholder and target audience contact list, and methods, channels, venues, and activities to engage diverse segments of the community for input and feedback. Forums will include an online public engagement platform, surveys, community workshops, focus group meetings, and a project website. Opportunities for tabling at community events will also be included. Means will be identified for direct engagement with disadvantaged community members. Printed outreach and input options will be provided as appropriate for people without access to technology.



Subtask 4.3 Project Website

To complement the community planning activities and to generally inform the public and stakeholders about the project, our team will work with the city to create a project webpage. *The webpage will include the online surveys that complement the in-person activities – including an interactive online map of each community with a questionnaire that residents and stakeholders can use to provide detailed comments and concerns – along with a second survey to provide feedback on safety improvements and policy recommendations.* The webpage will include detailed information about the project including fliers for pop-up events, and a sign-up form to receive updates about the project. The project webpage will be used to post updates on the planning effort and copies of the draft and final versions of the Plan.



Subtask 4.4 Online Surveys

The TJKM Team will coordinate with the project team's technical experts to develop and distribute multilingual surveys with Safety Action Plan subject matter and topics. Surveys will be hosted online through SurveyMonkey but also be created for physical distribution at outreach meetings. Drawing upon the City's Instagram, Facebook, and Twitter/X accounts, a simple post that can be shared across all these platforms with a link to the survey, and project webpage would be easy to develop. All physical surveys will also have QR Codes assigned to make it easier for individuals to participate if they are on the go at Outreach meetings.

Subtask 4.5 Stakeholder and Public Outreach Meetings

The TJKM Team will work closely with the city to conduct an iterative series of listening sessions and forums to engage the residents and stakeholders, particularly vulnerable road users such as people with disabilities, youth, seniors, and those without access to a car or are unable to drive, and those located in the most underserved areas of the community. Activities will be conducted in English and Spanish as needed, and focus on conversations and answers to questions such as:

- Where do people need or prefer to walk, bike, take the bus, or drive?
- What location, routes, and types of travel do they feel unsafe or avoid?
- What areas and locations have they seen, experienced or believe are the most dangerous, have the most crashes, or highest potential for crashes?
- How are existing transportation infrastructure and systems structured and what options are currently available? Who has access to the current options?
- What populations and areas in the community have been traditionally underrecognized, underheard or underserved?
- What are community perspectives on transportation needs, preferences, and input on potential mobility solutions?



Some of the specific activities we will conduct are Stakeholder Focus Groups, Mobility Needs, and Opportunities Workshops.

Stakeholder Focus Groups

The TJKM Team will arrange and conduct two stakeholder meetings to learn about transportation safety and mobility needs across sectors and representative population segments.

Mobility Needs and Opportunities Workshops

The TJKM Team will work closely with the team and the City to conduct forums that engage community members in activities and conversations to learn about transportation needs, safety concerns, and priorities for improvements. Two rounds of meetings are planned to be held. The conceptual scope of events includes:

- **First Round – Needs and Possibilities.** This workshop will be focused on education and collection and integration of community-reported safety issues and concerns. The TJKM Team, with other members of our team, will present principles of a Safe Systems Approach to roadway safety for active and motor vehicle transportation, facilitate walking audits of key locations, and facilitate small group breakout around table maps where participants identify safety issues, location hotspots, and ideas for improvements to inform solutions that reflect local needs and aspirations.
- **Second Round – Recommendations and Prioritization.** TJKM will review the community input to date, present traffic safety and crash analysis findings and recommendations, and obtain feedback and gauge preferences to ensure that countermeasures reflect community needs and lived experiences, and that community engagement and equity considerations help shape the selection of priority implementation- ready projects.

Council Meetings

TJKM will also attend three Council Meetings. We will prepare all materials for the Council Meetings for the project. We envision the first meeting with the Council to present the project, second meeting to present the Draft Action Plan, and third meeting for adoption of the Action Plan.

Deliverables: *Stakeholder and Public Outreach Plan; Project Website; Online Survey; Stakeholder Focus Meetings (two); and Mobility Needs; Opportunity Workshops (two); and Council Meetings (three)*

TASK 5 – POLICY AND PROCESS RECOMMENDATIONS

Subtask 5.1 Review Current Policies and Processes to Address Safety

The purpose is to ensure the Safety Action Plan visions and goals are aligned with prior planning efforts. The TJKM Team will collect and review existing programs, policies, and activities, and provide a summary of current efforts to address transportation safety in the City. The team will also review strategies that other cities and counties are using to address safety, identify programs that have evidence of measurable success, and provide an assessment of the most effective and efficient methods used to achieve outcomes. We will review at a minimum the following documents:

- City's General Plan
- Specific Plans (if any)
- Design Guidelines
- Engineering Standard Plans
- Capital Improvement Programs

The review will assess the alignment of existing plans and practices with best practices and state and federal safety imperatives, racial equity, and positive health outcomes. We will highlight the safety-related elements of adopted documents and related initiatives and identify how they can better tie to predominant collision types and risks and proven or promising safety countermeasures.

We will summarize the contents and key transportation and safety elements of the aforementioned documents in a Technical Memorandum. TJKM will research other jurisdictions and programs statewide and nationally to identify and share best practices and strategies.



Subtask 5.2 Develop Recommended Changes

After our team catalogs the existing policies and practices that contribute or distract from reaching zero KSI crashes, we will recommend the most effective approach for filling in missing elements, amplifying existing ones, and eliminating those that are undermining Safe Systems for all. This work will include a discussion on safety vision and current state, an examination of relevant factors involved in the gap, and specific action-oriented proposals to influence these factors.

The result will be a matrix illustrating policy, plan, legislative, design standard changes, and procedural language that should be included in the Action Plan with guidance as to whether they should be adopted at the time of completion, considered in future plans, or as amendments to current documents. We will use the Racial Equity Toolkit from the Government Alliance on Race and Equity as the framework for confirming that proposed policy changes will have positive health, economic, and mobility outcomes for those who need them most.

The review and recommendations for putting safety first will reflect not only best practices, but also the safety analysis and engagement tasks. Recommendations are anticipated to be multi-disciplinary, including (but not limited to) engineering, enforcement, education, outreach, and emergency response. These recommendations will conform to the guidelines of the Safe System approach adopted as part of the USDOT's National Roadway Safety Strategy.

Deliverables: Technical Memorandum summarizing Current Policies and Practices, Matrix of Policy and Practice Memorandum, and three work sessions

TASK 6 – FOCUS AREAS AND STRATEGIES

Based on the work completed in earlier tasks and in consultation with SAPTF and TAC, we will identify the Emphasis Area to enhance within the city. The emphasis area will be identified to represent the local context of the City of Shafter based on the collisions that have occurred.

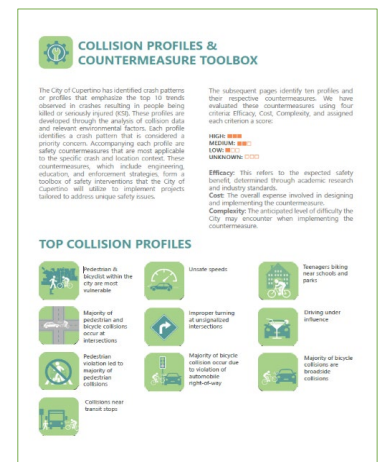
Based on the collision analysis and HIN identified, the TJKM Team will work with the City, to identify emphasis areas and develop the corresponding collision profiles. The collision profiles will include description and goals of the emphasis areas, indicating the primary risk factors, collision types, facility type, and related collision statistical summary. The emphasis areas will inform the identification of countermeasures, policy strategies, and safety projects in later stages of the project. Countermeasures and strategies will be identified based on "5 E's" of traffic safety.

Collision profiles will be developed consistent with the Safe Systems Approach, by pairing collision data with contextual factors and socio-demographic data to identify top Safety Profiles that capture the most common and most severe collision patterns and contexts in the City of Shafter.

Toolkit (Value Added Service)

TJKM will utilize an automated countermeasure selection Toolkit developed in-house for selecting feasible and proven countermeasures and strategies based on numerous data attributes, e.g., roadway characteristics: number of lanes, pavement conditions, and traffic control types; and collision information: collision types, collision locations, and primary collision factors. Feasible and proven countermeasures will be based on Safe Systems Pyramid, FHWA Safe System Design Hierarchy, FHWA Proven Safety Countermeasures, Caltrans Local Roadway Safety Manual, and CMF Clearinghouse Toolkit has successfully assisted the project team to narrow down feasible countermeasures proposed for numerous jurisdictions. The toolkit will be integrated into the Enhanced Dashboard developed for the project. We envision to integrate this toolkit into the Collision Dashboard for the project.

Deliverables: Emphasis Area; Toolkit for sharing information regarding traffic safety strategies and performing alternatives analysis for applicable safety enhancement strategies





TASK 7 – INFRASTRUCTURE AND ENGINEERING SOLUTIONS IMPLEMENTATION PLAN

Based on the work completed in earlier tasks, the TJKM Team will identify infrastructure and engineering solutions using Safe Systems Pyramid and Safe Systems Approach that change the built environment and provide latent safety benefits to manage speeds and where needed separate users in space and time. For each solution, we will document relevant information such as ease of implementation, effectiveness of solutions, relative costs, etc. We will also evaluate and provide the City of Shafter specific recommendations of any applicable smart traffic technologies to enhance safety and mobility for all modes.

Implementation Plan will be developed under this task to address safety issues throughout the city that allows for:

- Continuous activity to demonstrate that what can be done is being done.
- A phased approach to planning, design, and implementation of improvements.
- Budget forecasting to minimize adverse impacts on public funding of other needed project and programs.
- Readily implementable improvements that provide benefits immediately in response to documented concerns.
- A tiered approach to project planning and implementation that is flexible and responsive to changes in stated public needs and opportunistic to utilize whatever funding is available at a given time.

The TJKM Team will also create a staged improvement plan that outlines projects in short-term (less than two years) mid-term (two to three years), long-term (three to five years), and capital projects (five to 10 years and more) project delivery. The plan will be in line with the overall project's vision, goals, and community feedback.

The TJKM Team will also identify and recommend non-infrastructure solutions to address behaviors that lead to crashes such as risky speeding, lack of yielding, violating traffic controls, and contra-flow bicycling. All the recommendations will be related to the E's identified as part of this project: equity, education, enforcement, encouragement, evaluation, emergency response, and emerging technologies.

Safe Routes to School (Value Added Task)

A total of 64 collisions occurred within a 0.25-mile buffer around schools, parks, and libraries in the City of Shafter. Of these, seven collisions resulted in fatalities or severe injuries. Additionally, there were five bicycle-related collisions and five pedestrian-related collisions, with 10 collisions involving either a bicyclist or pedestrian. To enhance safety around schools, parks, and libraries within the city limits as a part of the Action Plan we will develop SRTS Plan for all public schools within the City of Shafter.

Deliverables: Implementation Strategy for proposed recommendations, safety improvements and project list; Programming Matrix; and Safe Routes to School Plan

TASK 8 – PERFORMANCE MONITORING

Subtask 8.1 Develop a Scorecard to Track Status

TJKM will develop a scorecard to track the status or performance of the Safety Action Plan, which highlights clear safety goals and objectives, identifies key performance indicators to measure progress, and allows for regularly updating with data to monitor and report on the project's progress. This approach provides rapid identification of possible concerns and data-driven decision-making, ensuring that the projects meet their safety objectives.

Subtask 8.2 Develop Website Content to Display Actual versus Targets

TJKM understands that after the project is complete, the city will take on the responsibility of updating the information and tracking progress over the years. Recreating content and analysis for projects can be a tedious and long endeavor for any staff member, regardless of their expertise. To streamline the process and make this task easier, we can provide tools within the Enhanced Dashboard to evaluate the performance in actual versus targets.

Deliverables: Scorecard to Track Status; Dashboard that allows for sharing of collision and injury data in forms that are easily accessible and understandable to the different stakeholders (e.g., summary data for community members, condensed details for staff and policy makers)



TASK 9 – DRAFT AND FINAL SAFETY ACTION PLAN

A detailed Draft Safety Action Plan, including an executive summary, will be developed that incorporates a summary of the crash data evaluated, summarizes stakeholder involvement and contribution, incorporates public outreach and involvement in shaping focus areas and strategies, describes the proposed focus areas and strategies to reduce fatal and serious injuries crashes and crash rates, describes how these strategies may assist the City in meeting safety performance targets, discusses the impacted people and areas that experience inequity in transportation safety, and identifies a list of projects, programs, and strategies that are potentially eligible for implementation through SS4A, and other Federal and State safety grants.

The Draft Safety Action Plan will be submitted for review and comment to the SAPTF and TAC. A revised draft will then be prepared for public review and posted to the project website.

Following a public comment period, the TJKM Team will prepare a Draft Final Safety Action Plan. We will develop appropriate presentation materials for final review and approval of the Action Plan by the City Council. We will make presentation of the Action Plan to the City Council. All final deliverables will be provided to City staff with reasonable time for review prior to acceptance. All project files associated with final deliverables shall be provided to City prior to contract closeout.

Under this task, we will also develop on behalf of the city, one SS4A Implementation Grant Application and one HSIP Grant Application (Value Added Deliverable).

Deliverables: Draft and Final Plan, City Council Presentations, and SS4A Implementation Grant Application

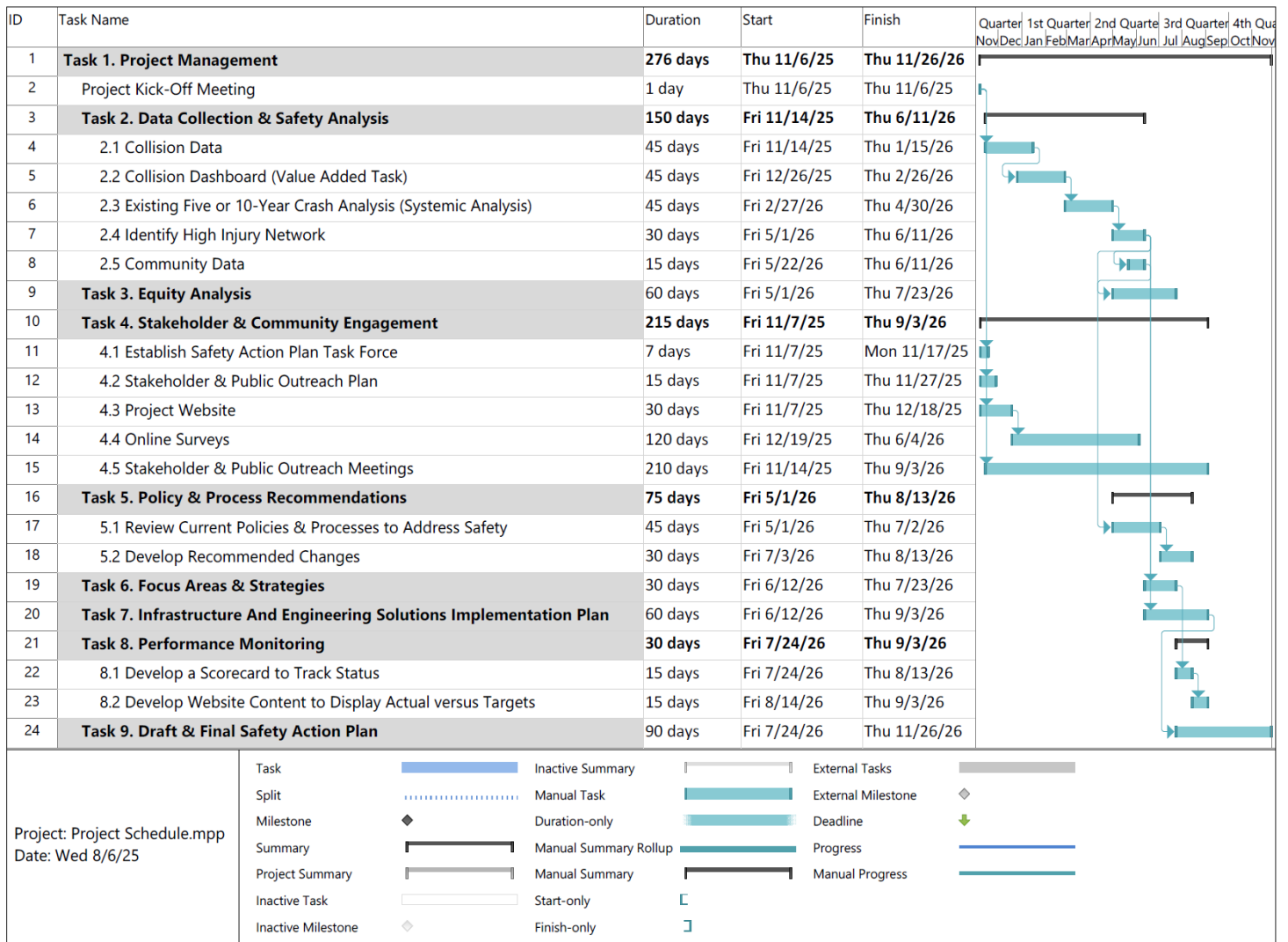
Schedule

Our proposed team is an experienced team with specific strengths in each of the areas required to deliver this project on schedule and within budget to the satisfaction of the City of Shafter. Our proposed team has a proven track record of successful similar projects and is dedicated to providing high-quality products. With our available resources and experience, TJKM is equipped to provide the level of responsiveness required by the city, all while providing professional and quality services. The personnel listed in our organization chart are available to work on the project for the entire duration of the project. Our proposed staff have the availability to accept and complete this key project on schedule and within budget. **It should be noted that the TJKM Team is available and have the resources to deliver the Action Plan by end of May 2026, if the city desires to do so in order to position itself to apply for SS4A Implementation Grant, anticipated to be due in June 2026.**



We have provided our anticipated schedule in the requested format below and we have provided a detail schedule following.

Task Name	Duration	Start	Finish
Task 1. Project Management	276 days	Thu 11/6/25	Thu 11/26/26
1.1 Project Kick-Off Meeting	1 day	Thu 11/6/25	Thu 11/6/25
Task 2. Data Collection & Safety Analysis	150 days	Fri 11/14/25	Thu 6/11/26
2.1 Collision Data	45 days	Fri 11/14/25	Thu 1/15/26
2.2 Collision Dashboard (Value Added Task)	45 days	Fri 12/26/25	Thu 2/26/26
2.3 Existing Five or 10-Year Crash Analysis (Systemic Analysis)	45 days	Fri 2/27/26	Thu 4/30/26
2.4 Identify High Injury Network	30 days	Fri 5/1/26	Thu 6/11/26
2.5 Community Data	15 days	Fri 5/22/26	Thu 6/11/26
Task 3. Equity Analysis	60 days	Fri 5/1/26	Thu 7/23/26
Task 4. Stakeholder & Community Engagement	215 days	Fri 11/7/25	Thu 9/3/26
4.1 Establish Safety Action Plan Task Force	7 days	Fri 11/7/25	Mon 11/17/25
4.2 Stakeholder & Public Outreach Plan	15 days	Fri 11/7/25	Thu 11/27/25
4.3 Project Website	30 days	Fri 11/7/25	Thu 12/18/25
4.4 Online Surveys	120 days	Fri 12/19/25	Thu 6/4/26
4.5 Stakeholder & Public Outreach Meetings	210 days	Fri 11/14/25	Thu 9/3/26
Task 5. Policy & Process Recommendations	75 days	Fri 5/1/26	Thu 8/13/26
5.1 Review Current Policies & Processes to Address Safety	45 days	Fri 5/1/26	Thu 7/2/26
5.2 Develop Recommended Changes	30 days	Fri 7/3/26	Thu 8/13/26
Task 6. Focus Areas & Strategies	30 days	Fri 6/12/26	Thu 7/23/26
Task 7. Infrastructure & Engineering Solutions Implementation Plan	60 days	Fri 6/12/26	Thu 9/3/26
Task 8. Performance Monitoring	30 days	Fri 7/24/26	Thu 9/3/26
8.1 Develop a Scorecard to Track Status	15 days	Fri 7/24/26	Thu 8/13/26
8.2 Develop Website Content to Display Actual versus Targets	15 days	Fri 8/14/26	Thu 9/3/26
Task 9. Draft & Final Safety Action Plan	90 days	Fri 7/24/26	Thu 11/26/26



2. Firm & Subconsultant Qualifications



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

FIRM AND SUBCONSULTANT QUALIFICATIONS

TJKM Overview

TJKM, founded in 1974, is a firm that provides professional services locally in California, Texas, and Florida. We serve a full range of clients, including municipalities, congestion management agencies, Metropolitan Planning Organizations (MPOs), transportation agencies, private developers, other consulting firms, and attorneys.

Our planners and engineers have worked on the public side of the desk for years as municipal engineers, developing superior skills in collaborating with the public and city councils and, more importantly, crafting excellent relationships with the right people.

We have hands-on experience and understand the latest requirements, technologies, trends, and standards. Our experience with local agency processes keeps projects moving faster, and our expertise from thousands of engagements helps us complete projects within budget.

Our motivation comes from satisfying clients' objectives and improving communities.

Our goal is to provide the most cost-effective implementable solutions that meet the unique needs of each client while keeping within budget and on schedule. We are professionals with a passion for safe and sustainable transportation - fully committed to the highest client satisfaction.

As a testament to these principles, in the last three years, TJKM has completed more than 70 safety-related planning and design projects. We have also helped our clients with grant applications, resulting in our clients being awarded approximately \$150 million in grants. *Our proposed team has successfully delivered Safe Streets and Roads for All (SS4A) Safety Action Plans and Vision Zero Action Plans (VZAPs) for Cities of Colusa, Cupertino, South Lake Tahoe; Waco MPO and Rio Grande Valley MPO in Texas; and Village of Wellington in Florida. In addition, we are currently working on SS4A Safety Action Plans and Vision Zero Plans for Cities of Livermore, Pleasanton, Pomona, and Monrovia; Counties of Fresno and Calaveras; and City of Port Richey, FL.*

TJKM is a Disadvantaged Business Enterprise (DBE) #40772 and Small Business Enterprise (SBE) #38780.

TJKM's Expertise on Safety Plans

Safety Analysis

TJKM has conducted safety analyses for a wide variety of projects spanning multiple jurisdictions and states. TJKM's approach to safety analysis is based on the following items:

- *Identify crash types* based on collision data
- *Identify risk factors* that can be used to prioritize high-risk locations
- *Determine safety trends* to see what features are contributing to crashes
- *Identify, map, and prioritize locations* for implementation with funding
- *Identify low-cost countermeasures* to maximize on safety investments



- • 3,500+ Satisfied Clients • •
- • 400+ Jurisdictions/Agencies • •
- • 10,000+ Projects • •
- • 250+ New Projects Yearly • •

SERVICES

- Traffic Safety/Operations
- Traffic Engineering
- Transportation Planning
- Multimodal Area Plans
- Complete Streets/Corridor Studies
- Traffic Engineering Design (Plans, Specifications, & Estimates)
- Intelligent Transportation Systems

You need an Implementable Safety Action Plan to improve safety for citizens traveling by any mode. We will be your partner in realizing your vision.



TJKM has extensive experience in developing safety programs and viable safety projects for small, medium, and large agencies across the US. Below shows the Safety Projects we have helped our clients with.



Safety Action Plans

Systemic Safety Analysis Report Local Road Safety Plan Comprehensive Safety Action Plan Vision Zero



Comprehensive Safety Action Plans

TJKM offers a multidisciplinary team with the expertise needed to develop a CSAP tailored to your community. Our data-driven approach identifies ways to reduce crash risk by analyzing interactions among roadway users, environmental and organizational factors, and infrastructure dependencies.

The CSAP we prepare highlights key safety issues and provide actionable recommendations for improving mobility for all users: motorized and non-motorized, across transportation network, taking into considerations land use, transit, freight, and community-specific needs.

CSAPs prepared by us outlines a strategic implementation plan aligned with community's goals. Leveraging our in-depth knowledge of state and federal funding programs, we ensure that CSAP is fully compliant with SS4A grant requirements and includes competitive project concepts for funding.

Please visit <https://www.tjkmsafetyactionplans.com/> to learn more about how we can help your agency.

Vision Zero Action Plans

TJKM has partnered with dozens of agencies across the U.S. to develop VZAPs, bringing extensive experience and proven strategies to every project. We apply this collective knowledge to each new plan, aiming to reduce roadway conflicts and build transportation networks that prioritize safety for all users while also enhancing sense of place within communities.

A critical component of any VZAP is robust coordination with agency staff, stakeholders, and the community by establishing a Vision Zero Task Force, to ensure that the plan reflects the unique needs, values, and challenges of the jurisdiction.

TJKM conducts a comprehensive literature review and detailed analysis of your existing transportation networks. We collect and evaluate demographic data, and conduct field observations to ensure that recommended strategies and countermeasures are equitably applied across all communities. Our team analyzes collision patterns and trends to develop targeted, evidence-based recommendations that maximize safety outcomes.

Local Road Safety Plans

A Local Roadway Safety Plan (LRSP) offers public agencies a structured framework to identify, analyze, and prioritize safety improvements on local roads. TJKM has successfully completed more than 50 LRSPs for agencies of all sizes, each tailored to meet the specific needs, challenges, and dynamics of the local community.

We develop LRSP that reflects community's priorities and safety goals, ensuring that the projects identified within the plan meet the eligibility requirements for funding through the SS4A and HSIP, increasing competitiveness for implementation grants.



TJKM develops LRSPs that will
accommodate all users

Grants

TJKM has consistently supported agencies in preparing grants for a wide range of transportation safety funding programs, including HSIP, ATP, SS4A, and others. We ensure that all safety plans and documents include the recommended strategies and fully comply with federal, state, and local requirements, positioning your agency for current and future grant opportunities.

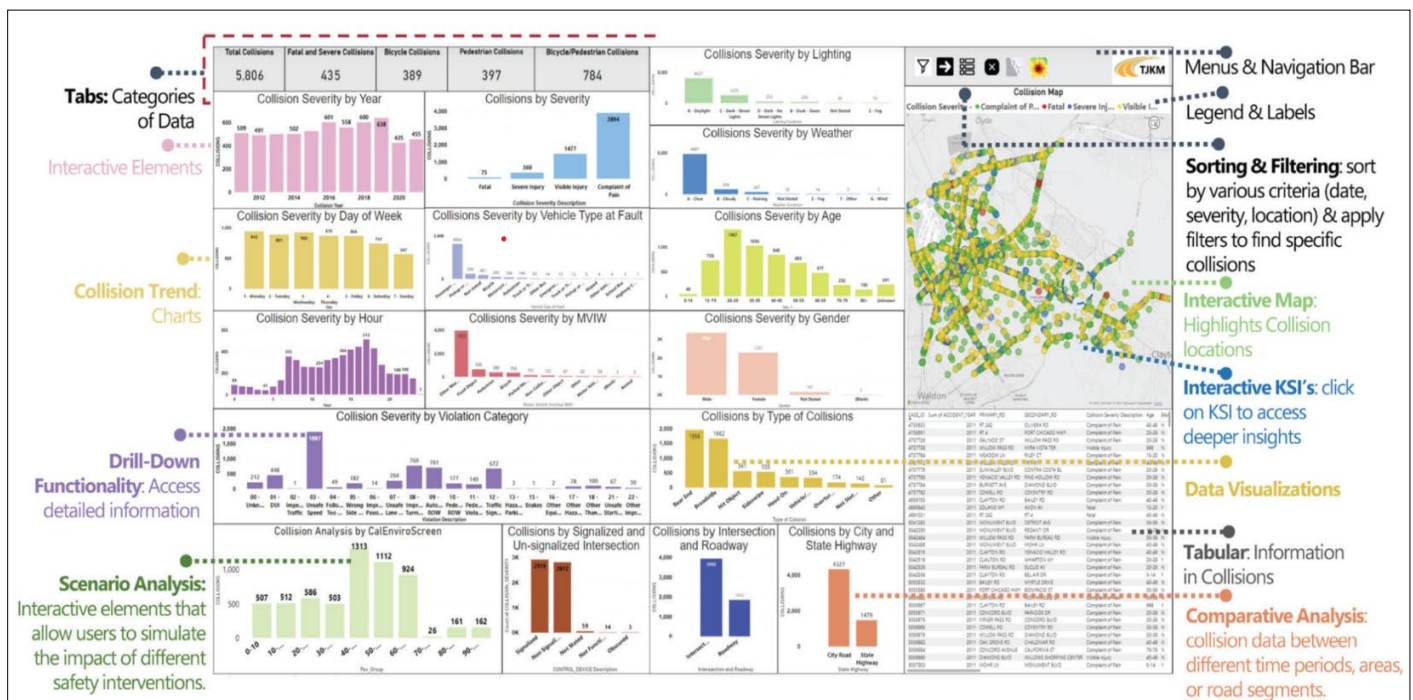
With our deep expertise in transportation funding, TJKM guides public agencies through every step of the application process to help secure funding for critical safety projects that protect all road users.

- **ATP Grants:** TJKM assisted the City of Dinuba in preparation and submittal of an application, and they successfully received \$18 million.
- **Safety Projects implementation Grants:** Based on Safety Plans completed by TJKM, we assisted our clients with submitting Grant Applications for the implementation of safety measures to enhance safety for all modes of transportation, resulting in more than \$150 million funds being awarded.
- **SS4A Implementation/Planning and Demonstration Grants:** In 2024, TJKM assisted clients with preparing applications and successfully securing approximately \$25 million (\$18 million on Implementation Grants) for various agencies.



TJKM specializes in developing interactive Collision Analysis Dashboards designed to support agencies in achieving their goal of enhancing traffic safety for all modes of transportation. Our Dashboards are Geographic Information System (GIS)-based mapping tools that integrate multiple attribute charts to provide a comprehensive view of traffic safety conditions. Using collision data, these Dashboards offer an interactive platform for: Collision analysis, Data visualization, Trend identification, and High-Injury Network (HIN) development and monitoring.

Collision Analysis Dashboards developed by TJKM, empower agencies to make informed, data-driven decisions that support long-term safety improvements across their transportation networks.



Public Engagement

TJKM project managers have a combined total experience of about 70 years in community engagement. We value the diversity of the community's views by promoting public engagement and feedback. TJKM actively works with agencies and stakeholders to make sure the entire community is involved in the process. This allows the community to express their concerns and feel heard when it comes to the improvements in their community. We are comfortable in this setting and skilled in presenting technical information clearly and concisely for a non-technical audience. We have successfully conducted virtual and in person meetings on hundreds of past safety projects and know the below events are essential for a positive project:



- Public workshops
- Focus groups
- Hosting walking/biking tours
- Websites for announcements/ feedback
- Pop-up events/tactical urbanism
- Printed and/or online surveys

Equity Considerations

TJKM understands that social equity is highly context-specific, and we are committed to integrating equity considerations into all aspects of our work. Through years of experience, we've learned that each community has its own unique definitions, concerns, and priorities when it comes to equity.

Equity is not just a guiding principle, it is essential to the success and sustainability of every project. TJKM actively engages populations that have historically been underserved or marginalized, including people with disabilities, low-income individuals, Native American communities, people of color, women, LGBTQ+ individuals, non-English speakers, and those experiencing homelessness.



We are intentional about including these voices throughout the planning process to ensure the outcomes reflect the needs and realities of all community members especially those most vulnerable.

TJKM explores the topic of equity and seeks to identify how a particular definition may best represent the needs of the community, while at the same time, aligning with definitions and expectations of grant funding sources.

Familiarity with local, State, and Federal Procedures and Processes

TJKM has successfully delivered numerous projects by adhering to all applicable state and federal procedures and requirements. Our team understands what it takes to ensure your project complies with federal, state, and local laws, permits, and regulations from start to finish.

We are well-versed in key guidance and regulatory frameworks, including the American Association of State Highway and Transportation Officials (AASHTO) standards, the Americans with Disabilities Act (ADA), National Environmental Policy Act (NEPA) clearance, and regulations set forth by the Federal Highway Administration (FHWA), state departments of transportation, and the U.S. Department of Transportation (USDOT). TJKM's deep familiarity with these requirements and the processes used to secure a variety of funding sources, enables us to efficiently navigate and satisfy all city, state, and federal procedural expectations, ensuring your project moves forward smoothly and remains fully compliant.

Below is a graphic highlighting our experience



- 1 Oakland
 - On-Call Traffic Engineering Services - Task Order 1, HSIP Cycle 8
- 2 Union City
 - Traffic Signals at the Intersections of 11th Street at Transit Loop Road
 - FTA Transit Loop Signals at 11th Street
- 3 Marin County
 - Redwood Highway/US 101 On/Off-Ramp Signal Modification
- 4 East Palo Alto
 - Bay Road Improvements, Planning, Environmental Assessment, & Design
- 5 Mountain View
 - Modification to Grant/Phyllis/Martens Intersections
- 6 Los Altos
 - First/Cuesta at San Antonio Bike Loop Detection & Traffic Signal Modification
- 7 Sunnyvale
 - Remington Drive/Bernardo Avenue Traffic Signal Design Installation
 - Engineering Design for Two Intersections
 - Sunnyvale-Saratoga Road Traffic Signal, Bicycle & Pedestrian Safety Project
 - Traffic Signal Reconstruction at Mathilda Avenue & Indio Way
 - Federal Safe Routes to Schools Citywide Project
 - Intersection Upgrade at E. Remington Drive/Michaelangelo Drive
- 8 Suisun City
 - Sunset Avenue at Railroad Avenue Traffic Signal Modification
- 9 Concord
 - CMAQ Downtown Pedestrian & Bicycle Lane Improvements
 - Citywide Signal Upgrade HSIPL-5135(056)
 - Citywide Traffic System Upgrade Phase 2 Project, Proj. No. 2574
- 10 Pittsburg
 - Systemic Signal Hardware Upgrade
 - Systemic Signing & Striping Upgrade
- 11 Stockton
 - Benjamin Holt Drive & Cumberland Place Traffic Signal Installation
 - Benjamin Holt Drive & Inglewood Avenue Traffic Signal Installation
- 12 Manteca
 - Woodward & Wellington Avenue Rapid Rectangular Flashing Beacons
 - Citywide Signal Upgrade HSIPL-5242(034)
 - Retroreflective Sign Project CIP No. 16027
- 13 Madera County
 - Traffic Signal Installation - Road 36 & Avenue 12 1/2
- 14 Fresno
 - Traffic Signal Installation - Chestnut/Shepherd Avenue
 - Manning & Alta Avenues Left Turn Phasing
- 15 Dinuba
 - Systemic Improvements for Pavement Markings, Raised Medians, & Sight Distance at 50 Intersections
 - Systemic Improvements for Centerline/Edgeline, Flush Median, & Bicycle Facilities at Major Corridors
- 16 Visalia
 - Five Signal Modifications Project
 - Santa Fe Street Signal Installation & Fiber Interconnect
- 17 Palm Desert
 - Traffic Signal Improvements at 97 Locations
- 18 Alhambra
 - Pedestrian Countdown Signal Head Installation

3. Firm Organizational Chart & Proposed Staffing Plan



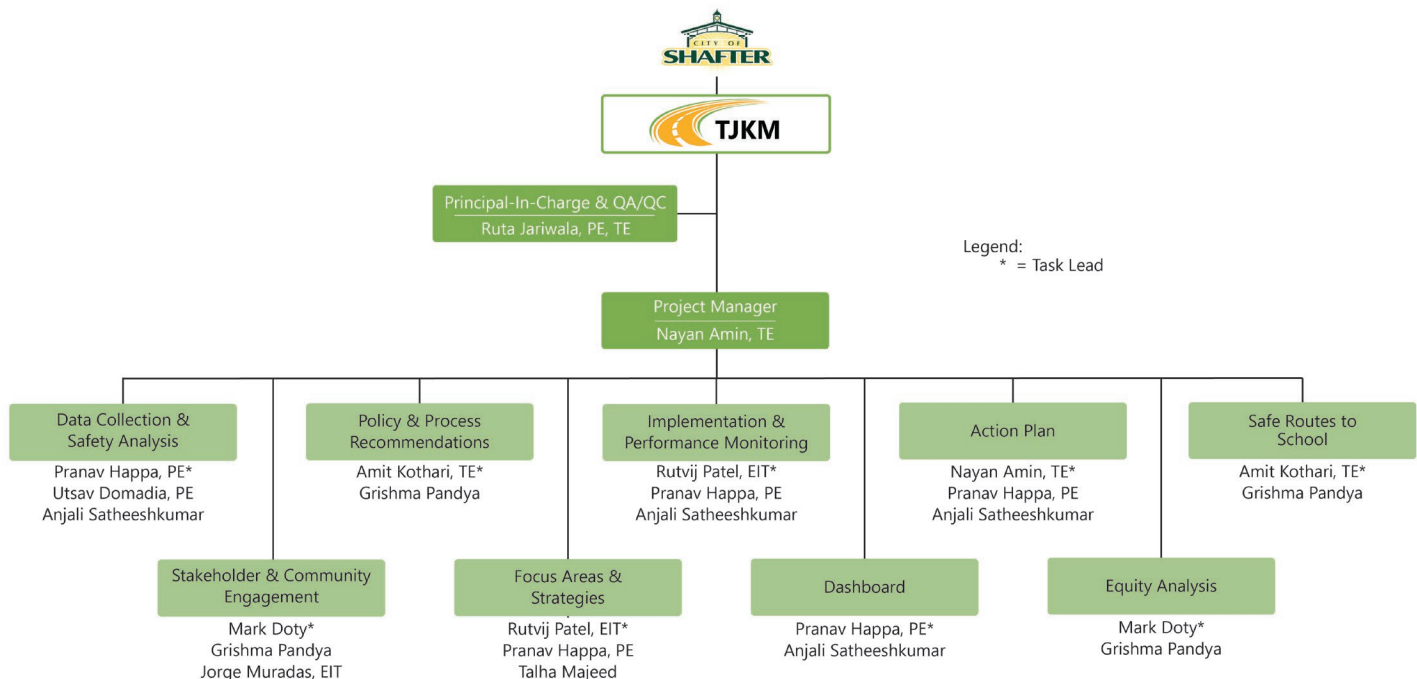
*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

FIRM ORGANIZATIONAL CHART AND PROPOSED STAFFING PLAN

Our Team Organization Chart illustrates our proven “chain of command” for performance on similar projects. Work will be conducted under the supervision/direction of our Project Manager, Mr. Amin, who will be responsible for day-to-day coordination and activities, maintaining the effectiveness and efficiency of the work, schedule, and will be the point of contact ensuring the work products are to the satisfaction of the city and stakeholders.

All the task leads identified will report to Mr. Amin. Our proposed key personnel will be made available to the City of Shafter as needed for the duration of Project. The key team members identified in this proposal shall not change without prior authorization.

Below is our Organization Chart showing the proposed staffing for the different tasks associated with your project.



4. Employee Project Resumes & Qualifications



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

EMPLOYEE PROJECT RESUMES AND QUALIFICATIONS

Team Qualifications

The proposed Key Personnel on this TJKM Team are the most qualified professionals in their respective areas of specialization. The TJKM Team has been carefully crafted to provide City of Shafter with the full range of expertise needed to and deliver your SS4A Program Action Plan project successfully. Below a table showing the key team members team qualifications.

Name, Role, & Years of Experience	Registration Number	Qualifications & Experience
Ruta Jariwala, PE, TE Principal-In-Charge QA/QC 25 Years of Experience	CA TE 2465 & CA CE 73840 TX CE 135281 FL CE 100796	- Waco MPO Comprehensive Safety Action Plan, Waco, TX - Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX - Vision Zero Policy & Action Plan, Cupertino - Safe Streets & Roads for All Vision Zero Action Plan, Dinuba - Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa - Collision Analysis Dashboard, Concord - Vision Zero Policy & Action Plan, South Lake Tahoe - Local Roadway Safety Plans, Kern County - Local Road Safety Plan, Santa Cruz - Update/Expand Local Road Safety/Action Plans, Mendocino County - Safety Action Plan & Bike Master Plan, Monrovia - Development of a Comprehensive Safety Action Plan, Port Richey, FL
Nayan Amin, TE Project Manager 35 Years of Experience	CA TE 2290	- Waco MPO Comprehensive Safety Action Plan, Waco, TX - Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX - Vision Zero Policy & Action Plan, Cupertino - Safe Streets & Roads for All Vision Zero Action Plan, Dinuba - Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa - Collision Analysis Dashboard, Concord - Vision Zero Policy & Action Plan, South Lake Tahoe - Local Roadway Safety Plans, Kern County - Local Road Safety Plan, Santa Cruz - Update/Expand Local Road Safety/Action Plans, Mendocino County - Safety Action Plan & Bike Master Plan, Monrovia - Development of a Comprehensive Safety Action Plan, Port Richey, FL



Name, Role, & Years of Experience	Registration Number	Qualifications & Experience
Mark Doty Task Lead 19 Years of Experience	N/A	▪ Waco MPO Comprehensive Safety Action Plan, Waco, TX ▪ Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX ▪ Vision Zero Policy & Action Plan, Cupertino ▪ Safe Streets & Roads for All Vision Zero Action Plan, Dinuba ▪ Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa ▪ Collision Analysis Dashboard, Concord ▪ Vision Zero Policy & Action Plan, South Lake Tahoe ▪ Local Roadway Safety Plans, Kern County ▪ Local Road Safety Plan, Santa Cruz ▪ Update/Expand Local Road Safety/Action Plans, Mendocino County ▪ Safety Action Plan & Bike Master Plan, Monrovia ▪ Development of a Comprehensive Safety Action Plan, Port Richey, FL
Pranav Happa, PE Task Lead 19 Years of Experience	TX CE 119973	▪ Waco MPO Comprehensive Safety Action Plan, Waco, TX ▪ Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX ▪ Vision Zero Policy & Action Plan, Cupertino ▪ Safe Streets & Roads for All Vision Zero Action Plan, Dinuba ▪ Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa ▪ Collision Analysis Dashboard, Concord ▪ Vision Zero Policy & Action Plan, South Lake Tahoe ▪ Local Roadway Safety Plans, Kern County ▪ Local Road Safety Plan, Santa Cruz ▪ Update/Expand Local Road Safety/Action Plans, Mendocino County ▪ Safety Action Plan & Bike Master Plan, Monrovia ▪ Development of a Comprehensive Safety Action Plan, Port Richey, FL
Rutvij Patel Task Lead 18 Years of Experience	CA EIT 154117	▪ Waco MPO Comprehensive Safety Action Plan, Waco, TX ▪ Vision Zero Policy & Action Plan, Cupertino ▪ Safe Streets & Roads for All Vision Zero Action Plan, Livermore ▪ Collision Analysis Dashboard, Concord ▪ Local Roadway Safety Plans, Kern County ▪ Local Road Safety Plan, Santa Cruz ▪ Update/Expand Local Road Safety/Action Plans, Mendocino County ▪ Safety Action Plan & Bike Master Plan, Monrovia ▪ Vision Zero Action Plan, Wellington, FL



Name, Role, & Years of Experience	Registration Number	Qualifications & Experience
Amit Kothari Task Lead 34 Years of Experience	CA TE 1873	- Citywide Neighborhood Traffic Management Programs, San Jose, Oakland, & Inglewood - Neighborhood Traffic Calming Program, Hayward - Hegenberger Gateway Streetscape Improvements, Oakland - Bicycle & Micromobility Plan, San Francisco - Bicycle Master Plan, Oakland, & Inglewood - Pedestrian Master Plan, Oakland - Bike/Ped Facilities Infrastructure Improvement, Berkeley

Resumes

Resumes for personnel assigned to this contract are provided on the following pages.



AREAS OF EXPERTISE

- Signal Coordination
- Project Management
- Traffic Impact Studies
- Freeway Operations
- Traffic Operations
- Traffic Planning

YEARS OF EXPERIENCE

24

REGISTRATIONS & CERTIFICATIONS

CA CE C73840
CA TE TR2465
TX CE 135281
FL CE 100796

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
Autodesk	1999-2001

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
B.S., Civil Engineering, Bombay University, Mumbai, Maharashtra, India

Ms. Jariwala has 24 years of professional experience in the areas of traffic operations, transportation planning, freeway and arterial management studies, signal coordination, traffic signal systems, traffic impact studies/EIRs and intelligent transportation systems planning, design and construction oversight. She has extensive experience in macro and microscopic model development and application for analysis of traffic operations for express lane studies as well as multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists, and traffic safety studies.

Ruta Jariwala, PE, TE

PRINCIPAL

Project Role: Principal-In-Charge & QA/QC

Project Experience

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-2023, \$562K: Project Manager for the Countywide analysis. The team prepared the LRSP for nine Cities in the County as one single contract, including Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope included two HSIP application preparations for each City.

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Project Manager Assisted Waco MPO to develop a CSAP, which mirrors a VZAP, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Duties included development of a CSAP; public outreach; development of policies and programs; equity analysis; and a draft and Final CSAP.

Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa, CA, City of Colusa, 2023-Ongoing, \$200K: Task Lead supporting Colusa in creating a CSAP that enhances safety for everyone on City roads. Components of the project include community engagement; data-driven solutions: crash data, land use, and equity analysis to create an effective plan; interactive dashboard: track

progress and monitor safety improvements; and grant opportunities: secure funding for crucial safety projects.

Vision Zero Policy & Action Plan, South Lake Tahoe, CA, City of South Lake Tahoe, 2023-2025, \$249K: Project Manager assisted the City with developing a Vision Zero Policy and Action Plan. Tasks included assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Communicated data and information to the public on social media and on the City's website; Attended public meetings; Collected collision data and analysis; Developed implementable actions and performance measures; Provided project recommendations after collecting information from community engagement and stakeholder workgroups; Coordinated with the City to identify most at-risk population and worked with local police and EMS departments; and created the VZAP.

Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX, Rio Grande Valley MPO, 2024-Ongoing, \$200K: Task Lead. Working with the Rio Grande Valley MPO to develop an CSAP for the region which focuses on improving safety and operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Safe Streets & Roads for All Vision Zero Action Plan, Dinuba, CA, City of Dinuba, 2023-Ongoing, \$317K: Task Lead. Assisting the City with assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Collecting collision data and analysis, Recommending implementable actions and performance measures; Communicating data and information to the public on social media and on the City's website; Conducting Bicycle Rodeos for students to practice and develop bicycle handling skills; Providing project recommendations after collecting information from community engagement and stakeholder workgroups; Developing educational material; Coordinating with the City to identify most at-risk population and work with local police and EMS departments; and creation of a VZAP to be adopted by City Council.

Vision Zero Action Plan, Wellington, FL, Village of Wellington, 2023-2024, \$247K: Task Lead. assisted the team to develop a VZAP that included a data-driven approach to decision-making, education, engineering, and enforcement and was based on a safe system approach incorporating pedestrians, cyclists, micro-mobility users (golf carts and scooters), equestrians, and motorists. TJKM conducted two community meetings, both in the formats of being in person and being virtual. In close collaboration with Wellington, we conducted an analysis of current and past trends and conditions, pinpointing areas of high risk, consulting with relevant parties, reviewing relevant policies and guidelines, compiling an exhaustive list of projects, and publishing the plan online to make it publicly available. Once completed, a strategy was created that satisfies the objectives laid out by the Village Council and is in line with the tenants of Vision Zero. A Multimodal Design Standards and Equestrian Trail Design Standards was already developed as part of the project.

Concord Collision Analysis Dashboard & Vision Zero Action Plan, Concord, CA, City of Concord, 2022-2023, \$70K: Project Manager oversaw the team to develop a Collision Analysis Dashboard using over 10 years of collision data for various agencies. The Dashboard features an interactive mapping tool that supports collision analysis, data visualization, trend analysis, and HIN monitoring. TJKM also developed their VZAP. The integration of the Collision Analysis Dashboard with Concord's ArcGIS asset management platform has enhanced the city's ability to monitor safety projects, identify future needs, and secure grant funding. This comprehensive approach supports Concord in implementing and evaluating safety measures, improving overall road safety, and advancing Vision Zero objectives.

Local Road Safety Plan, County of Yuba, CA, County of Yuba, 2021-2022, \$80K: Project Manager that assisted the County in developing a LRSP to identify, analyze, and address traffic safety issues on suburban and rural County roads. The LRSP was developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety: Education, Enforcement, Engineering, and Emergency Medical Services, along with a countermeasure toolbox, safety projects, and an implementation strategy. TJKM provided the County with an implementable LRSP that ensured the County could apply for two HSIP Cycle 11 applications in September 2022. The County was notified of receiving the funding in the amount of approximately \$5M+ in March 2023. TJKM developed the funding applications for the County.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022 \$309K: Project Manager for the project that prepared LRSPs for four local agencies in Mendocino County as one single contract, including Cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included HSIP application preparations for each local agency and

a joint online interactive safety platform for ongoing data sharing and public outreach.

Local Roadway Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-2024, \$151K: Project Manager for the Santa Cruz County LRSP, which analyzed traffic collisions on the County's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects.

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Project Manager. Assisted the City to develop VZP to enhance safety and operations for all modes of transportation of all ages. The overarching goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the City's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and EMS departments; and creating a Final VZP to be presented to the Council for Adoption.



AREAS OF EXPERTISE

- Transportation Planning
- Traffic Impact Studies
- Transportation Management Plans
- Traffic Operations
- Transit Priority
- Freeway & Arterial Management Studies
- Multimodal Studies

YEARS OF EXPERIENCE

35

REGISTRATIONS & CERTIFICATIONS

CA TE 2290

PROFESSIONAL HISTORY

TJKM	2012-Present
URS	2004-2012
Bucher, Willis & Ratliff	2001-2003
TJKM	1996-2000
VK Patel	1990-1996

EDUCATION

M.S., Civil Engineering, San Jose State University, San Jose, CA
B.S., Civil Engineering, Saurashtra University, Rajkot, Gujarat, India

Mr. Amin has 35 years of both public and private sector experience in the areas of transportation planning, traffic impact studies, transportation management plans, construction scheduling, construction area signs, signing and striping, traffic signal coordination, traffic operations, transit priority, traffic signal systems, freeway and arterial management studies, and intelligent transportation systems planning, design and construction oversight. He specializes in macro and microscopic model development and application for analysis of impacts across all modes of transportation. His projects include planning, design, and providing construction oversight on projects to enhance operations and safety for all modes of transportation. Studies also include multimodal operations, light-rail, bus rapid transit, pedestrian, bicyclists and traffic safety and operations.

Nayan Amin, TE

PRESIDENT

Project Role: Project Manager

Project Experience

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-2022, \$562K: Principal-In-Charge. The team prepared the Local Roadway Safety Plans for nine Cities in Kern County as one single contract, including Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope included two HISP application preparations for each City.

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Principal-In-Charge & QA/QC. Assisted Waco MPO to develop a CSAP, which mirrors a VZAP, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Duties included development of a CSAP; public outreach; development of policies and programs; equity analysis; and a draft and Final CSAP.

Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa, CA, City of Colusa, 2023-2025, \$200K: Project Manager supported Colusa in creating a CSAP that enhances safety for everyone on City roads. Components of the project included community engagement;

data-driven solutions: crash data, land use, and equity analysis to create an effective plan; interactive dashboard: track progress and monitor safety improvements; and grant opportunities: secure funding for crucial safety projects.

Vision Zero Policy & Action Plan, South Lake Tahoe, CA, City of South Lake Tahoe, 2023-2025, \$249K: Principal-In-Charge and QA/QC TJKM assisted the City with developing a Vision Zero Policy and Action Plan. Tasks included assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Communicated data and information to the public on social media and on the City's website; Attended public meetings; Collected collision data and analysis; Developed implementable actions and performance measures; Provided project recommendations after collecting information from community engagement and stakeholder workgroups; Coordinated with the City to identify most at-risk population and worked with local police and EMS departments; and created the Vision Zero Action Plan.

Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX, Rio Grande Valley MPO, 2024-Ongoing, \$200K: Project Manager. This project entails working with the Rio Grande Valley MPO to develop an CSAP for the region which

focuses on improving safety and operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Safe Streets & Roads for All Vision Zero Action Plan, Dinuba, CA, City of Dinuba, 2023-Ongoing, \$317K: Project Manager. As part of a team, TJKM is assisting to develop a SS4A VZAP to enhance safety and operations for all modes of transportation of all ages. The VZAP includes: Assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Collecting collision data and analysis; Recommending implementable actions and performance measures; Communicating data and information to the public on social media and on the City's website; Conducting Bicycle Rodeos for students to practice and develop bicycle handling skills; Providing project recommendations after collecting information from community engagement and stakeholder workgroups; Developing educational material; Coordinating with the City to identify most at-risk population and work with local police and EMS departments; and creation of a VZAP to be adopted by City Council.

Vision Zero Action Plan, Wellington, FL, Village of Wellington, 2023-2024, \$247K: Served as Principal-In-Charge and QA/QC. Oversaw the team to develop a VZAP that included a data-driven approach to decision-making, education, engineering, and enforcement and was based on a safe system approach incorporating pedestrians, cyclists, micro-mobility users (golf carts and scooters), equestrians, and motorists. Conducted two community meetings, both in the formats of being in person and being virtual. In close collaboration with Wellington, we conducted an analysis of current and past trends and conditions, pinpointing areas of high risk, consulting with relevant parties, reviewing relevant policies and guidelines, compiling an exhaustive list of projects, and publishing the plan online to make it publicly available.

Once completed, a strategy was created that satisfies the objectives laid out by the Village Council and is in line with the tenants of Vision Zero. A Multimodal Design Standards and Equestrian Trail Design Standards was already developed as part of the project.

Concord Collision Analysis Dashboard & Vision Zero Action Plan, Concord, CA, City of Concord, 2022-2023, \$70K: Principal-In-Charge and QA/QC. The team developed a Collision Analysis Dashboard using over 10 years of collision data for various agencies. The Dashboard features an interactive mapping tool that supports collision analysis, data visualization, trend analysis, and high-injury network monitoring. TJKM also developed their VZAP. The integration of the Collision Analysis Dashboard with Concord's ArcGIS asset management platform has enhanced the city's ability to monitor safety projects, identify future needs, and secure grant funding. This comprehensive approach supports Concord in implementing and evaluating safety measures, improving overall road safety, and advancing Vision Zero objectives.

Development of a Comprehensive Safety Action Plan, Port Richey, FL, City of Port Richey, 2024-Ongoing, \$200K: Project Manager. Overseeing the development of the CSAP as part of the U.S. Department of Transportation's SS4A Program. As part of the CSAP, we will create a comprehensive safety analysis data dashboard to identify, monitor, and evaluate key safety metrics. We will identify the City's HIN, highlighting areas with the most severe collisions, and develop a project prioritization matrix that emphasizes the top 20 high-risk collision locations to guide the City in making decisions about road safety improvements, with a focus on reducing traffic-related injuries and fatalities, while addressing the growing traffic and development in this rapidly expanding region of Florida.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022, \$200K: Principal-In-Charge. Oversaw LRSPs for four local agencies in the

County, including Cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included HSIP application preparations for each local agency, a joint online interactive safety platform for ongoing data sharing, and public outreach.

Local Road Safety Plan, Yuba County, CA, County of Yuba, 2021-2022, \$80K: Principal-In-Charge. Oversaw the team that developed the LRSP through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety, along with a countermeasure toolbox, safety projects, and an implementation strategy. Provided the County with an implementable LRSP. The County submitted two HSIP Cycle 11 applications and was awarded funding.

Local Roadway Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-2024, \$151K: Principal-In-Charge for the Santa Cruz County LRSP, which analyzed traffic collisions on the County's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-2023, \$79K: Principal-In-Charge. Assisted the City to develop a VZAP to enhance safety and operations for all modes of transportation for all ages. The project included: formation of Stakeholder Advisory Group; public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for a General Plan update; and Final VZAP.



AREAS OF EXPERTISE

- Stakeholder Engagement
- Government & Community Relations
- Urban & Community Design, & Long Range Planning
- Parking Management Studies
- Wayfinding Signage
- Historic Preservation
- Economic Development
- Code Drafting, Review & Interpretation
- Historic Research & Writing

YEARS OF EXPERIENCE

19

PROFESSIONAL HISTORY

TJKM 2021-Present
City of McKinney, Texas 2019-2021
City of Dallas, Texas 2006-2019

EDUCATION

B.A., Architecture, Texas Tech University, Lubbock, TX

Mr. Doty has over 19 years of experience in both the private and public sector with the majority of that time served as a planner or director for major cities in North Texas.

Mr. Doty is an accomplished senior-level planner and project manager with broad stakeholder, community and government relation expertise, team leadership, strategic development and media outreach experience in the public and private sectors. Among the many initiatives and projects, Mark has attended monthly commission and board meetings, stakeholder and other community outreach, parking management, wayfinding signage, impact fee studies, downtown place making, economic development fund review and administration, historic designation, code writing and review.

Mark Doty

PROJECT MANAGER

Project Role: Stakeholder & Community Engagement Task Lead | Equity Analysis Task Lead

Project Experience

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Task Lead. Assisted Waco MPO to develop a CSAP, which mirrors a VZAP, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Duties included development of a CSAP; public outreach; development of policies and programs; equity analysis; and a Final CSAP.

Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa, CA, City of Colusa, 2023-Ongoing, \$200K: Transportation Planner supporting Colusa in creating a CSAP that enhances safety for everyone on City roads. Components of the project include community engagement; data-driven solutions: crash data, land use, and equity analysis to create an effective plan; interactive dashboard: track progress and monitor safety improvements; and grant opportunities: secure funding for crucial safety projects.

Vision Zero Policy & Action Plan, South Lake Tahoe, CA, City of South Lake Tahoe, 2023-2025, \$249K: Deputy Project Manager. Assisted the City with developing a Vision Zero Policy and Action Plan. Tasks included assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Communicated data and information to the public on social media and on the City's website; Attended public meetings; Collected collision data and analysis; Developed implementable actions and performance measures; Provided project recommendations after collecting information from community engagement and stakeholder workgroups; Coordinated with the City to identify most at-risk population and worked with local police and EMS departments; and created the VZAP.

Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX, Rio Grande Valley MPO, 2024-Ongoing, \$200K: Task Lead. Working with the MPO to develop an CSAP for the region which focuses on improving safety and operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Safe Streets & Roads for All Vision Zero Action Plan, Dinuba, CA, City of Dinuba, 2023-Ongoing, \$317K: Task Lead assisting the City with assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Collecting collision data and analysis, Recommending implementable actions and performance measures; Communicating data and information to the public on social media and on the City's website; Conducting Bicycle Rodeos for students to practice and develop bicycle handling skills; Providing project recommendations after collecting information from community engagement and stakeholder workgroups; Developing educational material; Coordinating with the City to identify most at-risk population and work with local police and EMS departments; and creation of a VZAP to be adopted by City Council.

Development of a Comprehensive Safety Action Plan, Port Richey, FL, City of Port Richey, 2024-Ongoing, \$200K: Task Lead assisting with creating a comprehensive safety analysis data dashboard to help identify, monitor and evaluate key safety metrics. We will identify the City's HIN, highlighting areas with the most severe collisions, and develop a project prioritization matrix that emphasizes the top 20 high-risk collision location to guide Port Richey in making informed decisions about road safety improvements, with a focus on reducing traffic-related injuries and fatalities, while addressing the growing traffic and development in this rapidly expanding region of Florida.

Local Road Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-Ongoing, \$151K: Deputy Project Manager assisting the County in developing a Countywide LRSP. The Santa Cruz County LRSP will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Vision Zero Action Plan, Wellington, FL, Village of Wellington, 2023-2024, \$247K: Task Lead assisted the team to develop a VZAP that included a data-driven approach to decision-making, education, engineering, and enforcement and was based on a safe system approach incorporating pedestrians, cyclists, micro-mobility users (golf carts and scooters), equestrians, and motorists. TJKM conducted two community meetings, both in the formats of being in person and being virtual. In close collaboration with Wellington, we conducted an analysis of current and past trends and conditions, pinpointing areas of high risk, consulting with relevant parties, reviewing relevant policies and guidelines, compiling an exhaustive list of projects, and publishing the plan online to make it publicly available. Once completed, a strategy was created that satisfies the objectives laid out by the Village Council and is in line with the tenants of Vision Zero. A Multimodal Design Standards and Equestrian Trail Design Standards was already developed as part of the project.

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Task Lead. Assisted City to develop the VZP to enhance safety and operations for all modes of transportation of all ages. The goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the City. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the City's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the City to identify most at-risk population and working with local police and EMS departments; and

creating Final VZP to be presented to the Council for Adoption.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-2023, \$79K: Task Lead. Assisted the City to develop a VZAP to enhance safety and operations for all modes of transportation of all ages. The project included: formation of Stakeholder Advisory Group; public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for General Plan update; and Final VZAP.

Local Road Safety Plan, Gridley, CA, City of Gridley, 2023-Ongoing, \$35K: Deputy Project Manager. Assisting in developing an LRSP. The LRSP will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Local Road Safety Plan, Isleton, CA, City of Isleton, 2021-2022, \$75K: Task Lead. Assisted the City in preparing their first LRSP. Isleton is a small community located in the heart of the Delta region on the Sacramento River and experiences a high amount of recreational traffic on State Route 160, which serves as the main thoroughfare in Isleton. Tasks included: review of the transportation system; systemic collision analysis; identification of high-risk locations; emphasis areas development; countermeasure selection (including 4 E's strategies); and safety project development; stakeholder/community outreach; and a project website with an interactive mapping tool. In addition, two HSIP applications were submitted for Cycle 11 in September 2022. Both applications were approved in March 2023.



AREAS OF EXPERTISE

- Traffic Capacity Analysis
- Transportation Planning
- Urban Street
- Traffic Safety Design
- Accident & Crash Analysis
- Corridor Operation Studies
- Rail Grade Crossing
- Traffic Impact Studies
- Traffic Signal Optimization
- Travel Demand Modeling

YEARS OF EXPERIENCE

19

REGISTRATIONS & CERTIFICATIONS

TX 119973 (Civil)
TxDOT Pre-Certified, ESN 23644

PROFESSIONAL HISTORY

TJKM	2019-Present
Atkins	2013-2019
C&M Associates	2012-2013
CDM Smith	2006-2012
TxDOT	2006-2007

EDUCATION

M.S., Civil Engineering, University
of Texas at Arlington, Texas
B.E., Civil Engineering, Gujarat
University, Gujarat, India

Mr. Happa has more than 19 years of transportation planning/engineering experience, and specializes in subarea and corridor planning, feasibility study, major investment grade study, traffic engineering study and traffic signal timing study. His technical skills include travel demand forecast modeling, travel demand surveys, Geographic Information System (GIS), transportation planning and analysis, micro-simulation analysis and highway capacity analysis.

Mr. Happa specializes in Traffic and Revenue Study, travel demand modeling using TransCAD and Cube. He also specializes in traffic operations analysis using VISSIM, and Synchro/SimTraffic.

Pranav Happa, PE

PROJECT MANAGER

Project Role: Data Collection & Safety Analysis Task Lead | Dashboard Task Lead

Project Experience

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco Metropolitan Planning Organization (MPO), 2023-2024, \$650K: Task Lead. Assisted the City of Waco and Waco MPO to prepare the Comprehensive Safety Action Plan (CSAP). The CSAP will include planned projects that would provide a path to Vision Zero by proactively identifying and addressing potential safety hazards, enhancing the overall safety of the mobility space, and ultimately reducing fatalities, injuries, and crashes. By developing and prioritizing specific plans to enhance safety, CSAPs will contribute to the reduction and elimination of serious injury and fatal crashes while increasing overall public awareness and increasing access to valuable future funding opportunities.

Safety Action Plan, Rio Grande Valley, TX, Rio Grande Valley MPO, 2023-2025, \$200K: Task Lead. This project entails working with the Rio Grande Valley MPO to develop a SAP for the region which focuses on improving safety and operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Vision Zero Policy & Action Plan, South Lake Tahoe, CA, City of South Lake Tahoe, 2023-2025, \$249K: Project Manager assisting the City with developing a Vision Zero Policy and Action Plan which aims to eliminate traffic-related deaths and serious injury collisions through a clear vision, assigning responsibility, changing or enacting new policies that focus on safety first, identifying existing roadway deficiencies and hazards, and physically changing the streetscape to support equal access to the road network. Vision Zero prioritizes people and safety first, acknowledges traffic fatalities and serious injuries are preventable, and requires a multifaceted approach (accounting for individual effort through education, modifying the built environment, and considering socioeconomic factors) to be successful.

Safety Action Plan & Bike Master Plan, Monrovia, City of Monrovia, 2025-Ongoing, \$217K: Task Lead. Assisting the City of Monrovia to develop their Comprehensive Safety Action Plan (CSAP) and update the City's current Bicycle Master Plan. This planning effort will assist in identifying and prioritizing safety projects and programs in Monrovia to reduce fatal and severe injuries as well as identify recommendations and projects to enhance the transportation experience for all users in Monrovia.

Collision Analysis Dashboard, Concord, CA, City of Concord, 2022-2023, \$70K: Support Staff on the Collision Analysis Dashboard based on at least 10 years of collision data for numerous agencies. The Dashboard comprises an interactive mapping tool to conduct collision analysis, visualize data, analyze collision trends, and develop and monitor high-injury networks. The culmination of these features allows Concord to implement resources that prioritizes safety projects with the higher benefits. The GIS based mapping tool was designed to connect several attribute charts. The Dashboard assists with working towards achieving their Vision Zero goal. In addition, it has functionality that monitors and analyzes the network performance of implemented safety measures, which helps formulate and manage safety policies and procedures. The integration of Dashboard with their ArcGIS asset management platform helps the City to enhance safety by not only monitoring the implemented projects but also by prioritizing/identifying the future projects and pursue Grant Funding.

Update/Expand Local Road Safety/Action Plans, Mendocino County, CA, County of Mendocino, 2024-Ongoing, \$89K: Task Lead. Assisted MCOG to update and expand their existing Local Road Safety Plans (five separate reports/plans) to include all required Safe Streets and Roads for All Action Plan components thus enabling the County and Cities to apply for SS4A implementation grant funding. This update/expansion also included newly identified safety projects, including projects identified during the stakeholder outreach. In addition to the technical research and analysis required, equitable stakeholder and public outreach was conducted in all areas of the County, to inform the project.

VTA Countywide Local Roads Safety Plan, Santa Clara County, CA, VTA, 2021-2023, \$117K: Task Lead for VTA's Countywide Local Roads Safety Plan, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and unincorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding.

Vision Zero Action Plan, Wellington, FL, Village of Wellington, 2023-Ongoing, \$250K: Task Lead. Assisting the Village to develop a Vision Zero Action Plan which prioritizes the elimination of traffic-related fatalities and severe injuries, aiming for zero incidents. It emphasizes enhancing road safety through measures such as improved infrastructure, speed limit enforcement, and pedestrian-friendly designs. Additionally, community engagement and education initiatives are expected to be implemented to promote responsible road behavior and raise awareness about the importance of road safety for all residents. Equity analysis seeks to identify marginalized communities to determine the disproportionate level of burden among communities from different socio-economic backgrounds.

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera 2022-2023, \$115K: Task Lead assisted in the preparation of the City's Local Roadway Safety Plan. Tasks included: system review, stakeholder/public outreach, collision analysis, emphasis areas, countermeasure selection, safety projects, and final Local Roadway Safety Plan. TJKM prepared two Highway Safety improvement Program Cycle 11 applications on behalf of the City that were awarded in March 2023.

Local Road Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-Ongoing, \$151K: Task Lead assisting Santa Cruz County in developing a Countywide Local Road Safety Plan. The Santa Cruz County Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 5 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.

Vision Zero Action Plan, Dinuba, CA, City of Dinuba, 2023-Ongoing, \$317K: Task Lead assisting the City to develop a Vision Zero Plan to enhance safety and operations. The Vision Zero Plan includes: assessment of existing policies, programs, and practices; formation of a Vision Zero Task Force; communicating data and information to the public on social media and on the City's website; conducting Bicycle Rodeos for students to practice and develop bicycle handling skills; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable actions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and EMS departments; and creating a Draft Vision Zero Plan to be presented to the Council for Adoption.

Local Road Safety Plan, Pittsburg, CA, City of Pittsburg, 2021-2023, \$80K: Task Lead that assisted the City of Pittsburg in developing a Local Road Safety Plan. The Pittsburg Local Road Safety Plan will be a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4 E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short-term, near-term, and long-term implementation.



AREAS OF EXPERTISE

- Traffic Operations
- Traffic Handling
- Pavement Delineation
- Signage Plans
- Bicycle & Pedestrian Implementation
- Complete Streets
- Safe Routes to School
- Traffic Signal Design
- Intelligent Transportation Design
- ITS Planning

YEARS OF EXPERIENCE

18

REGISTRATIONS & CERTIFICATIONS

CA EIT 154117

PROFESSIONAL HISTORY

TJKM 2013-Present
URS 2007-2012

EDUCATION

B.S., Civil Engineering, San Jose State University, San Jose, CA

Mr. Patel has 18 years of professional experience in transportation/traffic engineering and design. He has provided support on traffic impact studies, highway operation analysis, signal coordination projects, and highway design plans, specifications and estimates (PS&E) packages. Mr. Patel has worked on various electrical design projects which include street lighting, traffic signal, and intelligent transportation system design plans, as well as the preparation of traffic handling, signage, and striping plans.

Mr. Patel has worked with various jurisdictions in the San Francisco Bay Area, Tri-Valley, Central Valley, and Northern California and is very familiar with their different standards and requirements. This knowledge often leads to minimal need for plan check comments during the design phase. For all projects, Mr. Patel has developed project estimates, specifications to accompany the full plan set. He has met with clients for comment review meetings, assisted cities on answering contractor Requests for Information (RFI's) on design work, and have met with them onsite to resolve any design questions.

Rutvij Patel, EIT

SENIOR PROJECT MANAGER

Project Role: Implementation & Performance Monitoring Task Lead | Focus Areas & Strategies Task Lead

Project Experience

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Project Engineer. Assisted the City and Waco MPO to develop a CSAP, which mirrors a VZAP, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Duties included development of a CSAP; public outreach; development of policies and programs; equity analysis; and a Final CSAP.

Local Roadway Safety Plan, Kern County, CA, Kern Council of Governments, 2021-2022, \$562K: Project Engineer for the Kern Council of Governments Countywide analysis. The team prepared the LRSP for nine Cities in Kern County as one single contract, including Cities of Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Scope included two HSIP application preparations for each City.

Vision Zero Action Plan, Wellington, FL, Village of Wellington, 2023-2024, \$247K: Project Engineer assisted the team to develop a VZAP that included a data-driven approach to decision-making, education, engineering, and enforcement and was based on a safe system approach incorporating pedestrians, cyclists, micro-mobility users (golf carts and scooters), equestrians, and motorists. TJKM conducted two community meetings, both in the formats of being in person and being virtual. In close collaboration with Wellington, we conducted an analysis of current and past trends and conditions, pinpointing areas of high risk, consulting with relevant parties, reviewing relevant policies and guidelines, compiling an exhaustive list of projects, and publishing the plan online to make it publicly available. Once completed, a strategy was created that satisfies the objectives laid out by the Village Council and is in line with the tenants of Vision Zero. A Multimodal Design Standards and Equestrian Trail Design Standards was already developed as part of the project.

Concord Collision Analysis Dashboard & Vision Zero Action Plan, Concord, CA, City of Concord, 2022-2023, \$70K: Project Manager oversaw the team to develop a Collision Analysis Dashboard using over 10 years of collision data for various agencies. The Dashboard features an interactive mapping tool that supports collision analysis, data visualization, trend analysis, and high-injury network monitoring. TJKM also developed their VZAP. The integration of the Collision Analysis Dashboard with Concord's ArcGIS asset management platform has enhanced the city's ability to monitor safety projects, identify future needs, and secure grant funding. This comprehensive approach supports Concord in implementing and evaluating safety measures, improving overall road safety, and advancing Vision Zero objectives.

Local Roadway Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2021-2022 \$309K: Project Engineer for the project that prepared LRSPs for four local agencies in Mendocino County as one single contract, including Cities of Ukiah, Willits, Fort Bragg, Point Arena, and the unincorporated County area. Scope included HSIP application preparations for each local agency and a joint online interactive safety platform for ongoing data sharing and public outreach.

VTa Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority, 2021-2023, \$119K: Task Lead for VTA's Countywide LRSP, which analyzed traffic collisions on local roads throughout Santa Clara County, in coordination with the 15 cities and incorporated county. The project included collision analysis and recommended solutions from a countywide level, and for each local jurisdiction. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's cities and towns to apply for HSIP Cycle 11 funding.

Local Roadway Safety Plan, Santa Cruz County, CA, County of Santa Cruz, 2023-Ongoing, \$151K: Task Lead for the Santa Cruz County LRSP, which analyzed traffic collisions on the County's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects.

Local Road Safety Plan, County of Yuba, CA, County of Yuba, 2021-2022, \$80K: Task Lead. Assisted the County in developing an LRSP to identify, analyze, and address traffic safety issues on suburban and rural County roads. The LRSP was developed through a data driven process, robust stakeholder and public outreach, and engineering judgement. It contains strategies from the 4 E's of traffic safety: Education, Enforcement, Engineering, and Emergency Medical Services, along with a countermeasure toolbox, safety projects, and an implementation strategy. TJKM provided the County with an implementable LRSP that ensured the County could apply for two HSIP Cycle 11 applications in September 2022. The County was notified of receiving the funding in the amount of approximately \$5M+ in March 2023. TJKM developed the funding applications for the County.

Vision Zero & Action Plan, Cupertino, CA, City of Cupertino, 2022-2023, \$79K: Task Lead. Assisted the City to develop a VZAP to enhance safety and operations for all modes of transportation of all ages. The project included: formation of Stakeholder Advisory Group; public outreach; collision data collection and analysis; identification of Vision Zero countermeasures; development of policies and programs; development of a Capital Improvement List for the Action Plan and Action Plan Strategy; development of educational and enforcement programs; proposed text for General Plan update; and Final VZAP.

Vision Zero Plan, Livermore, CA, City of Livermore, 2023, \$84K: Task Lead. Assisted the City to develop VZP to enhance safety and operations for all modes of transportation of all ages. The goal is to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure within the city. The VZP includes: assessment of existing policies, programs, and practices; formation of a Stakeholder Advisory Group; communicating data and information to the public on social media and on the City's website; providing project recommendations after collecting information from community engagement and stakeholder workgroups; collection of collision data and analysis, implementable and equitable solutions and performance measures; developing educational material for transportation system users of all ages; coordinating with the city to identify most at-risk population and working with local police and EMS departments; and creating a Final VZP to be presented to the Council for Adoption.

County Local Road Safety Plan, Solano County, CA County of Solano, 2021-Ongoing, \$95K: Task Lead assisting the County with preparing an LRSP, focusing on the County's unincorporated rural roadways. Tasks will include document review, stakeholder outreach, systemic safety analysis, selection of rural road countermeasures, and safety projects with cost estimates. The LRSP will also address areas of the county where rural roads are experiencing high volumes of cut-through traffic from nearby congested freeways. The project is in the beginning stages and is expected to be completed in summer 2022.

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021, \$43K: Task Lead for a Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects. The report will also include the preparation of HSIP Cycle 11 grant ready materials.



Mr. Kothari has more than 34 years of professional experience in the field of transportation planning, parking, transit, traffic operations, and intelligent transportation systems. He has managed major transportation and parking programs while working for the cities of Inglewood, Oakland, San Francisco, and San Jose, and University of California San Francisco. He served as the City Traffic Engineer for San Jose and Oakland and brings decades of experience in developing and implementing major local and regional transportation projects on time and within budget. He strives to develop strategies that improve accessibility and enhance safety for all users, including autos, bicyclists, pedestrians, school-age children, seniors, and persons with disabilities.

Amit Kothari, TE

AREAS OF EXPERTISE

- Transportation Planning
- Traffic Calming & Safety
- Traffic Impact Studies/EIRs
- Parking Operations, Policies & Enforcement
- Transit Planning & Operations
- Transportation Demand Management

YEARS OF EXPERIENCE

34

REGISTRATIONS & CERTIFICATIONS

CA TE 1873 (Traffic)

PROFESSIONAL HISTORY

TJKM	2025 – Present (previously 2015-2016)
UC San Francisco	2019-2025
Lawrence Berkeley Lab	2016 – 2018
San Francisco Municipal Transportation Agency	2008 – 2014
City of San Jose	2003 – 2007
City of Oakland	1999 – 2003

EDUCATION

M.S., Civil Engineering (Major: Transportation Engineering, University of Toledo, Toledo, OH)
B.S., Civil Engineering, Sardar Patel University, Anand, Gujarat, India
Certificate in Transportation Planning for Air Quality, University of California Riverside, Riverside, CA

DIRECTOR

Project Role: Policy & Process Recommendations Task Lead | Safe Routes to School Task Lead

Project Experience

Bicycle Master Plan, Oakland and Inglewood, CA, Cities of Oakland and Inglewood, 1997-2002, N/A: Assisted with the development of the first Bicycle Master Plan for the South Bay cities of Los Angeles County and for the City of Oakland. Inventoried current bicycle infrastructure, identified gaps, and developed long-term strategic plans for the expansion of the Class I, Class II, and Class III bike facilities.

Pedestrian Master Plan, Oakland, CA, City of Oakland, 2002, N/A: Assisted Planning Department with the development of the first Pedestrian Master Plan for the city. The plan included assessing existing conditions and the pedestrian route network, recommending policies, and scheduling design and implementation.

Hegenberger Gateway Streetscape Improvements, Oakland, CA, City of Oakland, 2000-2001, N/A: Hegenberger Road provides direct connection between I-880 and Oakland International Airport. This project involved major streetscape improvements including street resurfacing, concrete median and sidewalk improvements, installation of palm trees, median landscaping and street banners; way-finding signs, and streetlights. The project required extensive community outreach and

stakeholder coordination with neighboring cities, Metropolitan Transportation Commission (MTC), Caltrans, and other regional agencies. As the Interim Assistant Director of the City of Oakland's Public Works Agency, Mr. Kothari assisted the Project Manager in various project stages and provided QA/QC oversight.

Neighborhood Traffic Management Program, San Jose, CA, City of San Jose, 2003-2007, N/A: Project Manager responsible for emphasizing on development and implementation of engineering, education, enforcement, and empowerment strategies aimed at improving vehicular and pedestrian safety around schools and residential streets, thereby preserving livability of the neighborhoods. The program included the nationally recognized Street Smarts educational program that was first developed in San Jose and later deployed in many cities and counties across the nation. The program also included an innovative Radar Speed Enforcement initiative, called NASCOP, that deployed specially equipped vans on residential streets that issued citations to vehicles exceeding speed limits.

General Plan Amendments (Circulation Element), Oakland & Inglewood, CA, Cities of Oakland and Inglewood, 1995-2003, N/A: Assisted Planning Department with the revisions to the General Plan, specifically the Circulation Element addressing street classifications, roadway network, traffic volumes, speeds, and accessibility for non-auto modes of transportation. The efforts identified short-term and long-term goals and associated strategies to enhance facilities that encourage non-auto modes of transportation.

Bus Stop Improvement Plan, San Benito County, CA, San Benito County Local Transportation Authority (LTA), 2015-2016, \$64K: Project Manager responsible for study and recommending improvements to amenities and multi-modal access for 80 County Express bus stops within the Local Transportation Authority (LTA) service area. TJKM evaluated all bus stops within the system and prioritize improvements that will enhance pedestrian and bicycle access to these stops, as well as add shelters, benches, and other amenities for County Express riders. Access and amenities for stops with high ridership will be the primary focus. The project also addresses several access issues at existing LTA bus stops. Stops located in unincorporated areas often have no sidewalk and stops in older neighborhoods often have uneven or narrow sidewalks that prevent them from being used by people in wheelchairs. As a top priority, TJKM proposed improvements that increase the ability of disabled riders to access the system. Ultimately, the recommendations in this study will be used to develop future capital grant applications for designing and constructing the recommended improvements.

Fremont Residential TIA Connolly Center, Fremont, CA, Warmington Residential, 2015-Ongoing, \$20K: Project Manager responsible for study of level of service and parking for a proposed development of 67 townhomes on a mixed-use, commercial lot. TJKM also analyzed any potential impact on transit, pedestrian, or bicycle access and on-site circulation.

Fruitvale Bay Area Rapid Transit (BART) Station Transit-Oriented Development (TOD), Oakland, CA, Fruitvale Development Corporation, 1999-2000, N/A: This nationally recognized project involved feasibility studies, design and construction of a highly successful Transit-Oriented Development at the Fruitvale Bay Area Rapid Transit (BART) Station. The TOD consisted of housing, retail, commercial, and community space right across from the BART Station. The project was led by Fruitvale Development Corporation (a non-profit corporation) in collaboration with the City of Oakland, BART, Metropolitan Transportation Commission (MTC) and numerous regional agencies. As the Transportation Manager for the City of Oakland, Mr. Kothari's role was to identify traffic impacts of the new development and oversee design and construction of traffic-related improvements that enhanced traffic operations and parking in the project area and nearby streets. The project required extensive outreach with residents and businesses along Fruitvale Avenue, San Leandro Street, E. 12th Street, and International Boulevard.

On-Call Traffic Engineering Services, Redwood City, CA, City of Redwood City, 2015-Ongoing, \$78K: Assisted with various on-street and off-street parking-related projects including a nexus study for a Parking In-Lieu Fee Program, procurement of a new Revenue Control System, Parking Utilization Studies, and parking operational matters.

Silicon Valley Intelligent Transportation Systems Deployment, County of Santa Clara, CA, City of San Jose, 2005-2006, N/A: This multi-jurisdictional project involved corridor analysis and development of an ITS Deployment Program along East Santa Clara Street, The Alameda and El Camino Real. The partnering agencies included City of San Jose (lead), City of Santa Clara, County of Santa Clara, VTA, and Caltrans. The project resulted in installation of new CCTV cameras, video detection, signal controllers, transit and emergency preemption devices, and TMC related upgrades. As the Deputy Director for San Jose DOT, Mr. Kothari provided oversight in the budgeting, QA/QC and stakeholder coordination areas, and supported the Project Manager as necessary to assure timely completion of the project within the allocated budget.



AREAS OF EXPERTISE

- Corridor Studies / Complete Streets
- Traffic Operations
- Transportation Planning
- Traffic Impact Studies
- Access Analysis
- Vehicle Miles Traveled (VMT)
- Traffic Signal Systems & Signal Coordination
- Parking
- Transportation Demand Management (TDM)

YEARS OF EXPERIENCE



REGISTRATIONS & CERTIFICATIONS

CA EIT 164353

PROFESSIONAL HISTORY

TJKM	2024-Present
Urban Systems Associates, Inc.	2017-2014
City of Chula Vista	2016

EDUCATION

B.S., Civil Engineering, San Diego State University, San Diego, California

Mr. Muradas has over 9 years of professional experience in the analysis and preparation of transportation impact studies, access analysis, corridor studies, Adaptive Traffic Control System (ATCS) studies, vehicle-miles traveled (VMT) studies, transportation demand management (TDM) plans, parking studies, engineering and traffic surveys (E&TS), traffic signal systems and signal coordination evaluations, microsimulations, sight distance evaluations, among others. Further experience includes working with regional transportation demand models, preparation of conceptual striping plans, sight distance evaluations, data collection using the “floating car method,” signal timing, and freeway on-ramp metering analysis. Mr. Muradas has vast experience in the analysis of transportation infrastructure operations (intersections, roadway segments, corridors, and metered freeway on-ramps), signal timing, queueing, intersection modeling, parking demand and accumulation, among others.

Further experience includes the application of HCM principles and the extensive use of transportation engineering software packages, including Synchro, SimTraffic, Tru-Traffic, and Ten and Two Spot Speed.

Jorge Muradas, EIT

TRAFFIC ENGINEER

Project Role: Support Staff

Project Experience

Main Street (Phases I and II) ATCS, Hesperia, CA, City of Hesperia, 2019:

Task lead in the preparation of the ATCS analysis for the Main Street corridor (east of I-15 for Phase I and west of I-15 for Phase II) in the City of Hesperia. The analyzed corridor across both phases totaled over 10 intersections. Efforts consisted of internal coordination and allocation of resources for field data collection, field data collection (in AM, MD, and PM peak hours) utilizing the “floating car method” and data processing, and report preparation documenting findings related to the effects of the installation of the ATCS on the corridors. The analysis conducted evaluated average time travel, average speed, average delay, and average number of stops, among other metrics. Supplemental analysis involved the evaluation of the effects of side streets before and after the installation of the ATCS.

Mission Bay Drive ATCS, San Diego, CA, City of San Diego, 2018-2019:

Conducted the preparation of the ATCS analysis for the Mission Bay Drive corridor in the City of San Diego. Efforts

consisted of internal coordination and allocation of resources for field data collection, field data collection and data processing, and report preparation documenting findings related to the effects of the installation of the ATCS on the corridors. Supplemental analysis involved the evaluation of the effects of side streets before and after the installation of the ATCS.

State College Boulevard ATCS, Brea, CA, City of Brea, 2018-2019:

Task lead in the preparation of the ATCS analysis for the State College Boulevard corridor in the City of Brea. Efforts consisted of internal coordination and allocation of resources for field data collection, field data collection (in AM, MD, and PM peak hours) utilizing the “floating car method” and data processing, and report preparation documenting findings related to the effects of the installation of the ATCS on the corridors. The analysis conducted evaluated average time travel, average speed, average delay, and average number of stops, among other metrics. Supplemental analysis involved the evaluation of the effects of side streets before and after the installation of the ATCS.





AREAS OF EXPERTISE

- Traffic Impact Studies
- Parking Studies
- Traffic Operations
- Geographic Information Systems

YEARS OF EXPERIENCE

5

REGISTRATIONS & CERTIFICATIONS

TX CE 152040
FL CE 99871

PROFESSIONAL HISTORY

TJKM	2020-Present
UT Arlington	2019-2020
DeShazo Group Inc.	2019

EDUCATION

M.S., Civil Engineering, University of Texas at Arlington, Arlington, TX
Bachelor of Civil Engineering, Gujarat Technological University, Ahmedabad, Gujarat, India

Mr. Domadia has five years of experience in traffic engineering. He graduated from the University of Texas at Arlington with a Master's Degree in Transportation Engineering. Mr. Domadia has experience working in the field of transportation engineering and planning including four months of internship experience at DeShazo in Dallas, TX where he has provided support on traffic impact studies and parking studies and 10 months of experience as a graduate research and teaching assistant at the University of Texas at Arlington.

Utsav Domadia, PE

TRANSPORTATION ENGINEER

Project Role: Support Staff

Project Experience

Update/Expand Local Road Safety/Action Plans, Mendocino County, CA, County of Mendocino, 2024, \$89K: Transportation Engineer. Assisted MCOG to update and expand their existing Local Road Safety Plans (five separate reports/plans) to include all required Safe Streets and Roads for All Action Plan components thus enabling the County and Cities to apply for SS4A implementation grant funding. This update/expansion also included newly identified safety projects, including projects identified during the stakeholder outreach. In addition to the technical research and analysis required, equitable stakeholder and public outreach was conducted in all areas of the County, to inform the project.

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco Metropolitan Planning Organization (MPO), 2023-2024, \$650K: As an Assistant Transportation Engineer, assisted the City of Waco and Waco MPO to prepare the CSAP. The CSAP will include planned projects that would provide a path to Vision Zero by proactively identifying and addressing potential safety hazards, enhancing the overall safety of the mobility space, and ultimately reducing fatalities, injuries, and crashes. By developing and prioritizing specific plans to enhance safety, CSAPs will contribute to the reduction and elimination of serious injury and fatal crashes while increasing overall public

awareness and increasing access to valuable future funding opportunities.

Safe Streets & Roads for All Vision Zero Action Plan, Dinuba, CA, City of Dinuba, 2023-Ongoing, \$317K: Transportation Engineer assisting with assessment of existing policies, programs, and practices; collecting collision data and analysis, developing educational material; identify most at-risk population; and the creation of a Vision Zero Action Plan to be adopted by City Council.

Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa, CA, City of Colusa, 2023-Ongoing, \$200K: Transportation Engineer supporting planners in creating a CSAP that enhances safety for everyone on City roads. Components of the project include community engagement; data-driven solutions: crash data, land use, and equity analysis to create an effective plan; interactive dashboard: track progress and monitor safety improvements; and grant opportunities: secure funding for crucial safety projects.

Safety Action Plan & Bike Master Plan, Monrovia, City of Monrovia, 2025-Ongoing, \$217K: Transportation Engineer to develop the CSAP and update the current Bicycle Master Plan. Tasks include review of existing plans, policies and programs and perform data collection and analysis for both the CSAP and Bicycle Master Plan update. Other tasks include an equity analysis, recommendations and priority projects, implementation and programming, and a draft/final Comprehensive Safety

Action Plan and updated Bicycle Master Plan.

Local Roadway Safety Plan, Isleton, CA, City of Isleton, 2021-2022, \$74K:

Project Engineer for a Local Roadway Safety Plan that analyzed traffic collisions on City roadways and SR-160 through the City. Tasks included developing Emphasis Areas, recommending countermeasures, and developed safety projects. The report also included the preparation of HSIP Cycle 11 grant ready materials.

Local Roadway Safety Plan, Dinuba, CA, City of Dinuba, 2021-2022, \$43K:

Project Engineer for a Local Roadway Safety Plan, which analyzed traffic collisions on the City's roadways, developed Emphasis Areas, recommended countermeasures, and developed safety projects. The report included the preparation of HSIP Cycle 11 grant ready materials.

Local Roadway Safety Plan, Pinole, CA, City of Pinole, 2021-2023, \$40K:

Project Engineer for a Local Roadway Safety Plan, which analyzed traffic collisions on the City's roadways, developed emphasis areas, recommended countermeasures, and developed safety projects.

Local Roadway Safety Plan, Antioch, CA, City of Antioch, 2021-2022, \$72K:

Project Engineer assisted with the development of countermeasures at high risk locations. Assisted the City of Antioch in preparing their Local Road Safety Plan (LRSP) to identify and address traffic safety issues on Antioch streets. Tasks on this project included: a review of the transportation system, systemic collision analysis, identification of the top 14 high risk intersections and 13 roadway segments, Emphasis Areas with 4 E's strategies, a countermeasure toolbox, and safety projects. A stakeholder meeting was conducted to receive feedback and comments and a project website with an interactive map tool was developed and utilized to gather community input. The final report was submitted to the City in July 2022.

Local Roadway Safety Plan, Chowchilla, CA, City of Chowchilla, 2021-2022, \$44K:

Project Engineer assisted with virtual field review of high

risk locations. The project team currently assisting the City of Chowchilla in developing the City's first LRSP. State Route 233 runs through its downtown which is considered a major thoroughfare serving local traffic. As part of the scope we will prepare and submit HSIP applications for Cycle 11 on behalf of the City.

Local Road Safety Plan, Unincorporated Solano County, CA, Solano County, 2021-2022, \$94K:

Project Engineer, assisted in analyzing traffic collisions on the County's roadways, developed Emphasis Areas, recommended countermeasures, and developed safety projects. The report included the preparation of HSIP Cycle 11 grant ready materials.

Countywide Local Roads Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority (VTA), 2021-2023, \$120K:

Project Engineer. Assisted with analyzing high-level traffic collisions analysis on local roads throughout Santa Clara County, in coordination with the 15 Cities and unincorporated County. The purpose of the plan was to develop high-level solutions to address fatal and severe injury collisions, and to prepare Santa Clara County's Cities and Towns to apply for HSIP Cycle 11 funding.

Local Road Safety Plan, Glendale, CA, City of Glendale, 2020-2022, \$80K:

Project Engineer, assisted in the virtual field review of high-risk roadway segments and intersections, assisted with a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. assisting the City of Glendale in developing a LRSP. The Glendale LRSP is a living document including systemic safety analysis, identification of high-risk roadway segments and intersections, emphasis areas and 4E's strategies, a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. As part of the project, TJKM prepared and submitted four HSIP applications for Cycle 11 on behalf of the City in September 2022. Based on the submitted applications the TJKM Team

helped the City to secure \$6.5M in HSIP Grant funding.

Local Road Safety Plan, Danville, CA, City of Danville, 2022, \$60K:

Project Engineer, assisted in the virtual field review of high-risk roadway segments and intersections, assisted with a countermeasure toolbox, and priority safety projects viable to be phased in short, near, and long-term implementation. Assisted with the draft report of the LRSP and assisted in preparing HSIP grant applications for Cycle 11.

Local Road Safety Plan, Cupertino, CA, City of Cupertino, 2022, \$81K:

Project Engineer. Prepared a countermeasure toolbox, safety projects, and benefits cost analysis. Assisted in preparing HSIP grant applications for Cycle 11.

Local Roadway Safety Plan, Pico Rivera, CA, City of Pico Rivera, 2022-2023, \$115K:

Project Engineer who assisted the City of Pico Rivera in developing a LRSP. The City's LRSP aims to reduce KSI collisions through a prioritized list of improvements that can enhance safety on roadways. This Plan summarizes collisions that occurred in Pico Rivera, identifies high-injury locations, and recommends countermeasures at each high-risk locations. A set of six safety projects were created for the high-risk intersections and roadway segments. The federal grant funding (\$5 million) was awarded to two of these projects through the HSIP program in March 2023.

Local Roadway Safety Plan, San Bruno, CA, City of San Bruno, 2021-2023, \$80K:

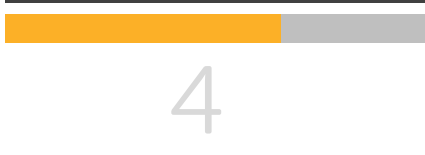
Project Engineer for the San Bruno LRSP, which analyzed traffic collisions on the City's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks included document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. A stakeholder meeting was conducted to receive feedback and comments and a project website with an interactive map tool was developed and utilized to gather community input. The final report was accepted by the City in February 2023.



AREAS OF EXPERTISE

- Sustainable Transportation
- Data & Spatial Analysis
- Complete Streets Planning
- Vision Zero Policy Analysis
- Traffic Impact Analysis
- Place Making Designs
- Grant Writing

YEARS OF EXPERIENCE



PROFESSIONAL HISTORY

TJKM	2024-Present
Talitha Consults.	2023-2024
Fehr & Peers	2024
Pidilite Industries Limited	2016-2019

EDUCATION

B. Arch, Mumbai University, Mumbai, Maharashtra, India
M.S. Urban & Regional Planning, San Jose State University, CA

Ms. Pandya joined TJKM in 2024 as an Assistant Transportation Planner. As an enthusiastic and dedicated Urban and Transportation Planner, she contributes to the development of sustainable and vibrant communities through thoughtful urban planning and efficient transportation systems. She has a strong educational foundation and four years of experience with a desire to make a positive impact. She assists to translate complex data and concepts into compelling visuals that enhance public understanding and support informed decision-making.

Grishma Pandya

ASSISTANT TRANSPORTATION PLANNER

Project Role: Support Staff

Project Experience

Waco MPO Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Assistant Transportation Planner. Assisted Waco MPO to develop a Comprehensive Safety Action Plan, which mirrors a Vision Zero Action Plan, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Equity Analyst duties included development of a Vision Zero policy; public outreach; development of policies and programs; equity analysis; and a draft and final Vision Zero Action Plan

Rio Grande Valley MPO Safety Action Plan, Rio Grande Valley, TX, Rio Grande Valley MPO, 2023-Ongoing, \$200K: Transportation Planner. This project entails working with the Rio Grande Valley MPO to develop a SAP for the region which focuses on improving safety and operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Mendocino County Update/Expand Local Road Safety Plans, Mendocino County, CA, Mendocino Council of Governments, 2024-Ongoing, \$90K: Assistant Transportation Planner. Assisting with preparing presentation and documents for the Mendocino Council of Governments to check the Safe Streets and Roads for All grant eligibility criteria. Providing the Mendocino Council of Governments with all the necessary recommendations for grant writing. Assisting in preparing the updates to the Local Road Safety Plan.

Safe Routes to School Reports, Cities of for Los Osos, Napa, and Santa Cruz, CA, Multiple Cities-Fehr & Peers, 2024, N/A: Intern. Performed the Safe Routes to School report writing activities for the Cities of Los Osos, Napa, and Santa Cruz safety projects.

School Site Traffic Circulation Analysis, Castro Valley, CA Castro Valley School District, 2024, \$39K: Assistant Transportation Planner. Performed Field Observations and report writing for eight schools within Castro Valley School District.

Traffic Calming Guidelines, Westcliff, CA, Fehr & Peers, 2024, N/A: Intern. Assisted in recommending traffic Calming guidelines to the City of Westcliff. Preparing presentations and comparing thresholds with various cities to provide appropriate recommendations.

Safe Streets and Roads for All Grant Writing, Los Gatos, CA, Town of Los Gatos, 2023, N/A: Intern. Assisted with grant writing and data collection and preparation of Geographic Information System Maps.

Safe Streets and Roads for All Grant Writing, Implementation Grant, Livermore, CA, City of Livermore, 2024, \$16K: Assistant Transportation Planner. Assisted with preparing a grant writing package on behalf of City of Livermore. Performed data collection, writing narrative, generating maps, figure, and filling out forms.

2024 SS4A Planning and Demonstration Federal Grant Funding Application, Campbell, CA, City of Campbell, 2024, \$8K: Assistant Transportation Planner. Assisted with preparing a grant writing package on behalf of City of Livermore. Performed data collection, writing narrative, generating maps, figure, and filling out forms.

Development of a Safe Streets for All University of Texas at San Antonio Grant Application, San Antonio, TX, University of Texas at San Antonio (UTSA), 2024, \$10K: Project Manager. Assisted UTSA in pursuing a Planning and Demonstration Grant aimed at advancing campus connectivity, safety, and compliance with transportation standards. The application proposed two demonstration activities to perform UTSA's Action Plan development for a Signage Assessment and Improvement Project and a Complete Streets Feasibility Studies for W Nueva Street and East Campus Drive.

Strengthening Mobility and Revolutionizing Transportation (SMART), Concord, CA, City of Concord, 2024, \$15K: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Concord. Data Collection, and Writing Narrative

Highway Safety Improvement Program (HSIP) Grant Writing, City of Glendale, CA, 2024, \$55K: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Glendale. Data Collection, Writing Narrative, Collision Diagrams and Filling out forms.

Highway Safety Improvement Program (HSIP) Grant Writing, City of Pico Rivera, CA, 2024, \$18K: Assistant Transportation Planner. Assisting with preparing a grant writing package on behalf of the City of Pico Rivera. Data Collection, Writing Narrative, Collision Diagrams and Filling out forms.

Congestion Mitigation and Air Quality Grant Writing, City of Modesto, CA, Modesto, 2024-Ongoing, \$18K: Assistant Transportation Planner. Assisting with preparing grant writing package on behalf of City of Modesto. Calculating the Air Quality and impacts of the selected projects and preparing Congestion Mitigation and Air Quality grant application.

Active Transportation Plan and Geographic Information System Mapping, Fresno, CA, City of Fresno, 2024-Ongoing, \$400K: Assistant Transportation Planner. Preparing the Geographic Information System base maps for the City's Active Transportation Plan.

Mixed-Used Development Transportation Demand Management Plan, Menlo Park, CA, Fehr & Peers-SRI, 2024, N/A: Intern. Assisted in Transportation Demand Management Plan report writing, Conducted City/County Association of Government analysis and collected necessary data for report submittals of Transportation Demand Management plan for a mixed-used development in City of Menlo Park. Calculated vehicle miles traveled reductions using in-house tools.

Hacienda Village Transportation Demand Management Plan, Sunnyvale, CA, Wood Rogers, 2024, \$6K: Assistant Transportation Planner. Assisted in the preparation of a Transportation Demand Management Plan for a mixed-used development. Prepared the report and analyzed the ongoing Transportation Demand Management guidelines of City of Sunnyvale and identified the best practicable Strategies for the Transportation Demand Management Plan for permit approval.



AREAS OF EXPERTISE

- Signal Design
- Striping Plans
- Signage Plans
- CAD Design & Drafting
- Safety Action Plans

YEARS OF EXPERIENCE

2

PROFESSIONAL HISTORY

TJKM 2023 – Present

EDUCATION

M.S., Transportation Engineering, San Jose State University, San Jose, CA

B.S., Civil Engineering, University of Sargodha, Sargodha, Pakistan

DAE., Civil Engineering, Construction Technology Training Institute, Islamabad, Pakistan

Mr. Talha has two years of experience in Transportation Engineering and Design. Mr. Talha excelled in diverse projects, from signal design to LRSP and Road Striping plans. Proficient in CAD design and drafting, his work reflects precision and innovation. Committed to quality and eager to learn, Mr. Talha is on a promising trajectory in the dynamic realm of transportation engineering.

Moreover, Mr. Talha's experience extends across various jurisdictions in California, providing a comprehensive understanding of their standards. This familiarity minimizes errors and reduces the need for follow-ups, ensuring a streamlined and efficient project workflow.

Talha Majeed

TRANSPORTATION ENGINEER

Project Role: Support Staff

Project Experience

Waco Metropolitan Planning Organization (MPO) Comprehensive Safety Action Plan, Waco, TX, Waco MPO, 2023-2024, \$650K: Transportation Engineer. Assisted to develop a Comprehensive Safety Action Plan (CSAP), which mirrors a Vision Zero Plan, to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the CSAP was to provide for a safe and secure transportation system for all users while eliminating traffic fatalities from the transportation infrastructure. Duties included development of a CSAP; public outreach; development of policies and programs; equity analysis; and a Final CSAP.

Safe Streets & Roads for All Comprehensive Safety Action Plan, Colusa, CA, 2023-Ongoing, \$200K: Supporting Colusa in creating a CSAP that enhances safety for everyone on City roads. Components of the project include community engagement; data-driven solutions: crash data, land use, and equity analysis to create an effective plan; interactive dashboard: track progress and monitor safety improvements; and grant opportunities: secure funding for crucial safety projects.

Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX, Rio Grande Valley MPO, 2024-Ongoing, \$200K: Transportation Engineer. Assisted to develop an CSAP for the region which focuses on improving safety and

operations for all forms of transportation, all age groups, and communities from different socio-economic backgrounds while eliminating traffic fatalities on the region's transportation network.

Victor & Cypress Avenue Active Transportation Project, Redding, CA, City of Redding, 2023-Ongoing, \$85K: Assistant Transportation Engineer assisting with preparation of Plans, Specifications, and Estimates (PS&E) for signal modification, signage and striping, and street lighting plans. Signal modification plans were prepared for two intersections along the corridor including one signal that will be completely removed for installation of a roundabout. Signing and Striping plans involve installing new bike lanes across the 1.5-mile corridor and an all new bike trail and pedestrian bridge.

Campbell Priority Development Area Enhancements, Campbell, CA, Belleci & Associates \$48K: Support Engineer. Provided a complete set of design PS&E on traffic signal modification plans, electrical design, signing and striping plans with Rectangular Rapid Flashing Beacons that included new shared lane bike markings and modifications to existing striping to accommodate the new intersection enhancements.

Citywide Active Transportation Plan, Fresno, CA, City of Fresno, 2023-Ongoing, \$400K: Transportation Engineer. Assisting in preparing an update to the City Active Transportation Plan. The team will develop strategies and identify

opportunities to improve safety and connectivity, develop a safety education program, conduct community outreach including two Pop-Up demonstration projects, and develop conceptual plans for potential projects.

Update/Expand Local Road Safety/Action Plans, Mendocino County, CA, County of Mendocino, 2024, \$89K: Transportation Engineer. Assisted MCOG to update and expand their existing Local Road Safety Plans (five separate reports/plans) to include all required Safe Streets and Roads for All Action Plan components thus enabling the County and Cities to apply for SS4A implementation grant funding. This update/expansion also included newly identified safety projects, including projects identified during the stakeholder outreach. In addition to the technical research and analysis required, equitable stakeholder and public outreach was conducted in all areas of the County, to inform the project.

Active Transportation Plan, Exeter, CA, City of Exeter, 2023-2024, \$40K: Support. The team developed an Active Transportation Plan for the City. Tasks included existing conditions review, identifying and updating pedestrian and bicycle projects and costs, Safe Routes to Schools projects, other non-motorized transportation modes, gathering and reviewing public input, and developing a draft and final report. Also prepared a Caltrans Active Transportation Program Cycle 7 project application.

Local Roadway Safety Plan, Gridley, CA, City of Gridley, 2023, \$35K: Assistant Transportation Engineer assisted with the cost estimate, preparing Analyzer, and preparing concepts for the Local Roadway Safety Plan, which analyzes traffic collisions on the City's roadways, develops Emphasis Areas, recommends countermeasures, and develops safety projects.

VTa Countywide Local Roadway Safety Plan, Santa Clara County, CA, Santa Clara Valley Transportation Authority (VTA), 2023 \$119K: Assistant Transportation Engineer that assisted with the cost estimate, preparing Analyzer, and preparing concepts for developing the

County Wide, Local Roadway Safety Plan aiming at enhancing traffic safety on Express ways and local roads for all modes of transportation.

Local Road Safety Plan, Livermore, City of Livermore, 2023-Ongoing, \$85K: Assistant Transportation Engineer that assisted with the cost estimate, preparing Analyzer, preparing concepts, and completing the Field investigation for the City of Livermore in developing a Local Road Safety Plan. The project had public and stakeholder outreach in order to gather public input with regard to traffic safety concerns the citizen encounters on a daily basis.

Local Roadway Safety Plan, Yuba County, CA, County of Yuba, 2021-Ongoing, \$80K: Transportation Engineer assisting with the analysis of traffic collisions on the County's roadways and recommend solutions with a particular emphasis on multimodal travel. Tasks include document review, stakeholder outreach, systemic safety analysis, emphasis areas, countermeasure selection, and safety projects. Project also includes grant application preparation for the Highway Safety Improvement Program Cycle 11 call for projects.

University Avenue Safety Enhancements, East Palo Alto, CA, City of East Palo Alto, 2023-Ongoing, \$206K: Assistant Transportation Engineer assisting in preparing Plans, Specifications, and Estimates for traffic signal modifications at four intersections along University Avenue to enhance pedestrian safety, upgrade signal hardware, and improve operations.

HSIP Cycle 12 Grant Applications, Glendale, CA, 2024, \$55K: Support. Preparation and submittal of four HSIP Cycle 12 Grant Applications, three being Competitive and one Set-Aside. The applications were for four projects: 1) 120 Signalized Intersections; 2) 242 Signalized Intersections Citywide; 3) Improvements at four Unsignalized Intersections; and 4) Improvements at various intersections and mid-block crossings. Three of the applications were successful in receiving \$10.3 million in HSIP grant funding.

HSIP Cycle 11 Grant Application, Antioch, CA, 2022, \$45K: Support.

Prepared the 2022 HSIP Cycle 11 Grant Applications for the City of Antioch, which included a Citywide Signal Hardware Upgrade application and another one for Hawk Signal Installation at three locations. Prepared all aspects of the application from start to finish and provided them for City review and approval before submitting to Caltrans for funding. The City was successful in receiving funding for \$3.3M for all applications that were submitted.

HSIP Cycle 11 Grant Applications, Glendale, CA, 2020-2022, \$80K: Support. Oversaw the City Local Road Safety Plan. Prepared and submitted four HSIP applications for Cycle 11 on behalf of the City in September 2022. Based on the submitted applications the TJKM Team helped the City to secure \$6.5 million in HSIP grant funding.

HSIP Cycle 11 Grant Application for Citywide Traffic Signal Hardware Upgrade (Phase 2), Concord, CA, 2021-Ongoing, \$20K: Support. Assisted the City with preparing the grant application for HSIP Cycle 11 funds. Tasks include upgrading the remaining 44 signalized intersections with new signal heads, yellow retroreflective border backplates, countdown pedestrian signal heads, upgraded controllers, and accessible pedestrian push buttons. A preparing the E-76 documentation for construction and coordinating with Caltrans Local Assistance Program staff and providing bid and construction support during construction.

SS4A Implementation Grant Funding Application Assistance, Bellmead, TX, 2024, \$15K: Support. The City requested federal funding to enhance safety within the City and requested \$10 million to improve safety along two High injury Network corridors by engaging residents with safety campaigns to educate, encourage, and enforcing existing traffic laws. Assisted the City in preparation of the Grant Application and the City was successful in securing the funds for implementation of the safety measures.



AREAS OF EXPERTISE

- Transportation Planning
- Traffic Analysis
- Traffic Signal Systems
- Traffic Operations
- ArcGIS Mapping
- Travel Demand Model Application

YEARS OF EXPERIENCE

2

PROFESSIONAL HISTORY

TJKM	2024-Present
LSA Associates	2023-2024
Lochmueller Group	2022-2023

EDUCATION

M.U.P., University of Illinois at Urbana-Champaign, Champaign, IL
B.Arch., University Visvesvaraya College of Engineering | Bangalore

Ms. Satheeshkumar has two years of experience in experience in the field of transportation/traffic engineering and planning. She has experience in planning and engineering projects including - traffic impact study, Environmental Impact Report, parking study, GIS and VMT Analyses. Ms. Satheeshkumar has worked with in various jurisdictions in the State of California, Illinois and Missouri.

Anjali Satheeshkumar

TRANSPORTATION PLANNER

Project Role: Support Staff

Project Experience

Bicycle Implementation Plan, Champaign, IL, City of Champaign, 2023, N/A: Intern. Performed analysis of 15 intersections and roadway segments within the city to determine need and impact of bicycle infrastructure.

Caliterra Ranch Development Traffic Impact Study, Wheatland, CA, Raney Planning and Management, 2024, N/A: Assistant Transportation Planner that assisted with conducting a transportation impact analysis for the proposed residential development project.

Jack London Boulevard Widening Transportation Analysis, Livermore, CA, Kier & Wright, 2024, N/A: Assistant Transportation Planner that assisted with conducting a transportation impact analysis for the proposed development residential development project. Assisting with extracting base and future year roadway volumes using the regional Travel Demand Model.

Bay Walk Mixed-Use Development Transportation Impact Analysis, Pittsburg, CA, Raney Planning and Management, 2024-2025, N/A: Assistant Transportation Planner that assisted with conducting future year travel pattern analysis using Contra Costa Transportation Authority Travel Demand Model.

Transportation Impact Analysis for Cedar Ridge Mixed Use Development, Nevada County, CA, Nevada County, 2024-2025, N/A: Assistant Transportation Planner that assisted with vehicle miles traveled thresholds and implement mitigation measures. The work includes evaluating vehicle miles traveled methodologies and performing vehicle miles traveled projections using NCTC travel demand model.

Glider Drive Residential Development Local Transportation Analysis, San Jose, CA, TTLC San Jose-Glider, 2024-Ongoing, N/A: Assistant Transportation Planner assisting with vehicle miles traveled thresholds and implement mitigation measures. The work includes evaluating vehicle miles traveled methodologies and tools available for the City, tailoring the San Jose vehicle miles traveled evaluation tool for local needs, and identifying mitigation measures.

Traffic Impact Study and Vehicle Miles Traveled Analysis for the Industrial development, Lathrop, CA, Overton Moore Properties, 2024-Ongoing, N/A: Assistant Transportation Planner assisting with vehicle miles traveled thresholds and implement mitigation measures. The work includes evaluating vehicle miles traveled methodologies and tools available for the City, extracting vehicle miles traveled metrics from the regional travel demand model for City of Lathrop, and identifying mitigation measures.

SP III Retail Development Transportation Impact Analysis, Mountain House, CA, Raney Planning and Management, 2024-2025, N/A: Assistant Transportation Planner that assisted with the setup of the vehicle miles traveled thresholds and implement mitigation measures. The work includes evaluating vehicle miles traveled methodologies and tools available for the City, extracting vehicle miles traveled metrics from the regional travel demand model, and identifying Mitigation Measures.

Vehicle Miles Traveled Analysis Honey Lane Residential Subdivision, Oakley, CA, Raney Planning and Management, 2024, N/A: Assistant Transportation Planner that assisted with vehicle miles traveled analysis using Contra Costa Transportation Commission travel demand model. The tasks involved calculating vehicle miles traveled impacts to analyze the increase in travel due to the proposed project and identifying mitigation measures.

Vehicle Mile Traveled Analysis for SEDASpecific Plan, Fresno, CA, 2025, N/A: Assistant Transportation Planner that assisted with vehicle miles traveled analysis using Fresno Activity Based Model. The tasks involve calculating VMT impacts to analyze the increase in travel due to the proposed Project.

Vehicle Miles Traveled Analysis Residential Development, Los Gatos, CA, Raney Planning and Management, 2025-Ongoing, N/A: Assistant Transportation Planner assisting with vehicle miles traveled analysis using Santa Clara Valley Transportation Authority travel demand model. The tasks involve calculating vehicle miles traveled impacts to analyze the increase in travel due to the proposed project and identifying mitigation measures.

Vehicle Mile Traveled Analysis for Rancho Murieta North Development, Sacramento County, CA, Baker-Williams Engineering Group, February 2025-Ongoing, N/A: Assistant Transportation Planner assisting with vehicle miles traveled analysis using SACSIM travel demand model. The tasks involve calculating vehicle miles traveled impacts to analyze the increase in travel due to the proposed project and identifying mitigation measures.

Abott Street Queuing Assessment for Proposed Starbucks Drive-Thru, Salinas, CA, Greenberg Farrow, 2024, N/A: Assistant Transportation Planner assisting with queueing analysis based on previous survey data, estimating maximum drive-thru queues and assessing the proposed drive-through configuration for adequacy with the collected data.

Queuing Assessment for Proposed Starbucks Drive-Thru, Fremont, CA, Greenberg Farrow, 2024, N/A: Assistant Transportation Planner that assisted with queueing analysis based on previous survey data, estimating maximum drive-through queues and assessing the proposed drive-through configuration for adequacy with the collected data.

Friendswood Parkway Corridor Study, TX, H-GAC, 2025-Ongoing, N/A: Transportation planner assisting with Geographic Information Systems inventory of existing pedestrian/bicycle facilities within the Study area and generating bike shed and walk shed maps. Assisting with using the Travel Demand model outputs to assess roadway volumes, Level of service and generating maps of the same.

5. Relevant Experience



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*



RELEVANT EXPERIENCE

Since 2017, we have successfully delivered safety projects for numerous cities and counties. Our work coordinating with agencies to prepare realistic deliverables is our specialty. TJKM explores the topic of equity and seeks to identify how a particular definition may best represent the needs of the community while at the same time aligning with definitions and expectations of grant funding sources. In the last three years, we have had a growing demand from local agencies requesting us to help prepare numerous transportation grant applications.

TJKM has extensive experience in developing safety programs for projects for small, medium, and large cities and counties. We are confident that the Safe Streets for All Plan and Grant Administration developed by us, will allow the city to achieve its goal to enhance safety, **as we have successfully delivered more than 75 Safety Action Plans, which have assisted our clients to receive grant funding for more than \$150 million in the last three years.**

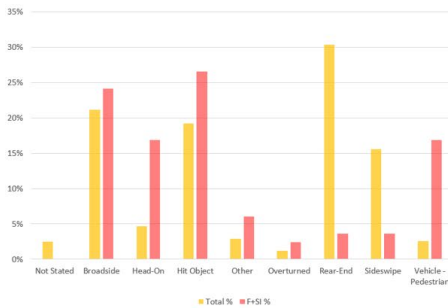
Nearly 85 percent of our clients are repeat clients. Prompt service, attention to detail, strict adherence to schedule requirements, and commitment to our clients' goals are among the reasons for this steady client base. Our objective on every assignment is to provide the most cost-effective product that meets the specific needs and criteria of each client within the planned schedule and budget. ***Our team strongly believes in delivering projects that are implementable, our philosophy is to get the projects from "paper to pavement".***

 **85%**
50 YEARS

Feel free to visit TJKM's website to explore examples of our completed safety action plans:
<https://www.tjkmsafetyactionplans.com/>.

Local Road Safety Plan, Kern County | 2021-2022

Reference: Robert "Rob" Ball | Kern Council of Governments | (661) 635-2902 | rball@kerncog.org



Violation Category	Total #	Total %	F+SI #	F+SI %
Auto R/W Violation	273	9%	12	14%
Brakes	1	0%	0	0%
Driving Under Influence	248	9%	12	14%
Following Too Closely	24	1%	0	0%
Hazardous Parking	6	0%	0	0%
Improper Passing	9	0%	1	1%
Improper Turning	274	9%	5	6%
Not Stated	258	9%	8	10%
Other Equipment	3	0%	0	0%
Other Hazardous Movement	22	1%	0	0%
Other Improper Driving	151	5%	2	2%
Other Than Driver	24	1%	0	0%
Ped R/W Violation	16	1%	3	4%
Pedestrian Violation	12	0%	5	6%
Traffic Signals and Signs	198	7%	6	7%
Unknown	353	12%	7	8%
Unsafe Lane Change	89	3%	2	2%
Unsafe Speed	829	28%	19	23%
Unsafe Starting or Backing	72	2%	0	0%
Wrong Side of Road	49	2%	1	1%
Total	2911	100%	83	100%

Figure 11: Crashes Involving Alcohol and Crash Type for All Crashes

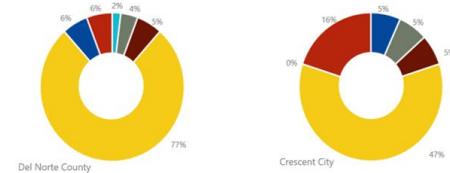


Figure 12: Crashes by Travel Mode Involved for All Crashes

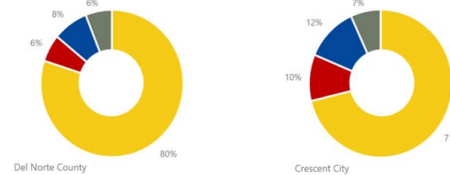
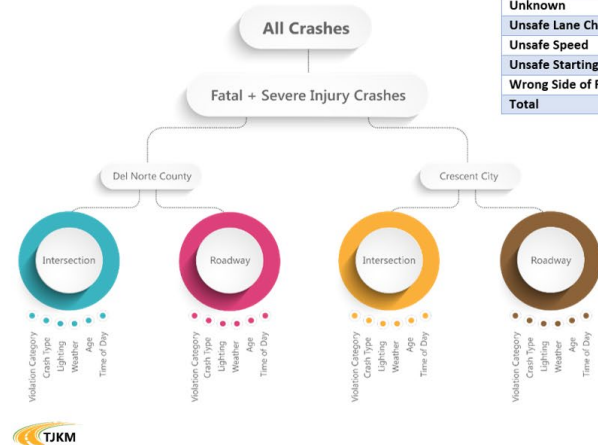
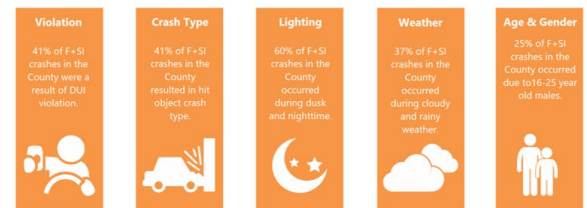


Figure 15: Top Collision Attributes Countywide



TJKM assisted Kern COG in developing a comprehensive LRSP to identify, prioritize, and recommend future safety projects across nine cities in Kern County: Arvin, Bakersfield, California City, Delano, Maricopa, Shafter, Taft, Tehachapi, and Wasco. Utilizing the most recent five-year collision data, TJKM analyzed current traffic configurations and safety devices, identified emphasis areas, and recommended strategies to enhance road safety.

The LRSP aimed to proactively address collision-prone roadways and intersections by focusing on high Benefit-Cost Ratio, HSIP eligible countermeasures, and non-engineering strategies. The plan included a literature review, safety analysis, and identification of high-risk locations, community and stakeholder outreach, and the development of emphasis areas using the 4 E's strategies. It also involved equity analysis, countermeasure recommendations, viable safety projects, and an implementation plan.

TJKM prepared the HSIP applications for each City, leading to the successful acquisition of \$3.2 million in Cycle 11 Grant funding for Kern County and the Cities of Bakersfield, Delano, and Wasco. <https://www.kerncog.org/>



Local Roadway Safety Plan, Shafter | 2021-2022

Reference: Robert "Rob" Ball | Kern Council of Governments | (661) 635-2902 | rball@kerncog.org

CITY OF SHAFTER LOCAL ROAD SAFETY PLAN

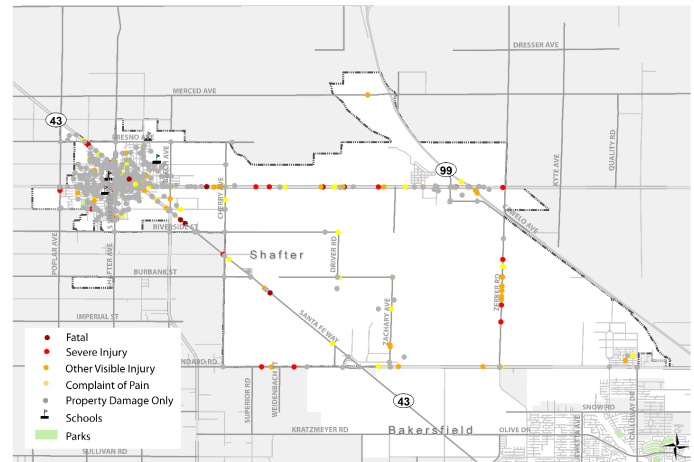
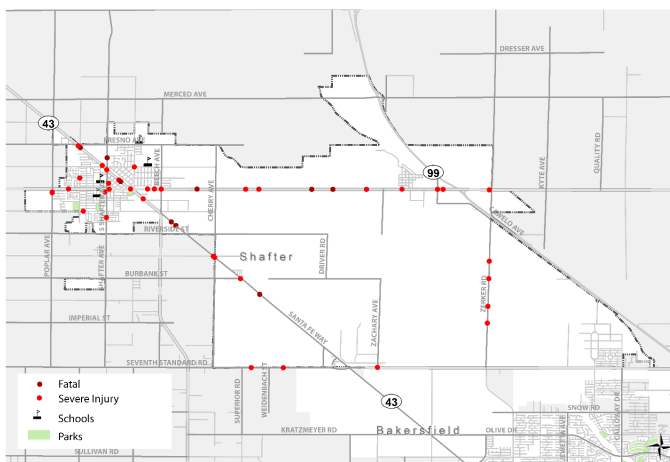
JUNE 22, 2021

STAKEHOLDER MEETING



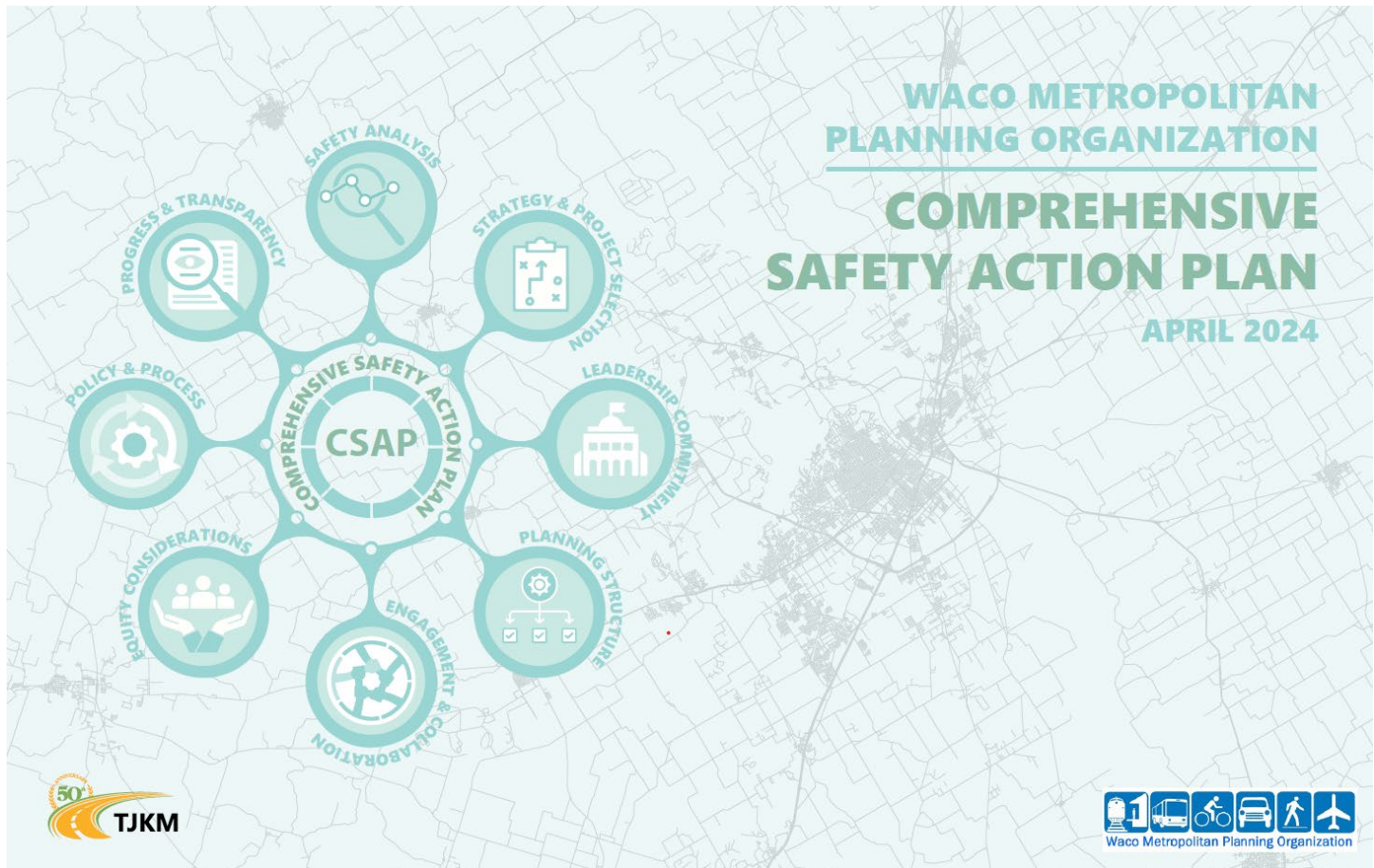
TJKM assisted the Kern Council of Governments in developing a comprehensive Local Road Safety Plan (LRSP) to identify, prioritize, and recommend future safety projects across nine cities in Kern County. As part of this initiative, TJKM prepared the Local Road Safety Plan for the City of Shafter, establishing a framework to systematically identify and analyze traffic safety issues.

The plan recommends targeted projects and countermeasures to improve safety for all modes of transportation. TJKM developed the full LRSP for Shafter, which includes a set of five safety projects focused on high-risk intersections and roadway segments, incorporating HSIP-approved safety countermeasures.



Waco MPO Comprehensive Safety Action Plan, Waco, TX | 2023–2024

Reference: Dr. Mukesh Kumar, Ph.D, MPO Director | City of Waco | (254) 750-5666 | MukeshK@wacotx.gov



TJKM successfully delivered the Waco Metropolitan Planning Organization's (MPO) Safety Action Plan, focused on improving transportation safety throughout McLennan County. Leveraging its deep expertise, TJKM developed a comprehensive crash database and conducted a detailed analysis of 10 years of collision data. This included identifying the HIN, performing equity analysis, and formulating effective, data-driven safety measures.

The team worked in close collaboration with 21 member agencies and 22 independent school districts, including the Cities of Bellmead, Hewitt, Lacy Lakeview, McGregor, Robinson, Waco, Woodway, and McLennan County to understand local safety concerns. Using this input, TJKM developed a prioritized list of short-term and long-term safety projects tailored to the specific needs of each community and designed to enhance safety for all road users.

Over the course of the project, TJKM conducted more than 50 outreach meetings with local agencies and stakeholders to gather meaningful public feedback. This inclusive approach ensured the Safety Action Plan reflected the diverse safety challenges faced across the region.

Aligned with Vision Zero principles, the Plan focuses on eliminating traffic fatalities and serious injuries. TJKM also developed a strategic roadmap to help the Waco MPO secure funding and implement the proposed safety improvements – positioning the region for success in obtaining SS4A grant funding.

As a direct result of the TJKM-led effort, Waco MPO and its partner jurisdictions secured \$20 million in SS4A Implementation Funds.





August 2, 2024

To Whom It May Concern:

The Waco Metropolitan Planning Organization (MPO) is pleased to provide this letter of recommendation for TJKM, in recognition of their outstanding work in the development of a Comprehensive Safety Action Plan (CSAP) for the MPO and its member governments. As the agency responsible for transportation planning across McLennan County, Texas, the Waco MPO values the exceptional expertise, dedication, and professionalism demonstrated by TJKM throughout our work with them.

The CSAP crafted by TJKM outlines data-driven strategies to reduce transportation-related fatalities and serious injuries throughout our planning area. Transportation safety is a top priority for the MPO, and TJKM's thorough and well-researched plan has provided us with a robust framework which will help us to achieve our safety goals. The plan includes a detailed analysis of recent crash trends and contributing factors based on crash data, identifies emphasis areas and priorities for safety improvements, and recommends system-wide safety countermeasures and location-specific projects.

TJKM's ability to coordinate across multiple jurisdictions within the MPO region was particularly impressive. Their team engaged with cities, independent school districts (ISDs), and the County to identify needs and goals for incorporation into the plan. This collaborative approach ensured that the plan addressed the unique needs of all stakeholders and provided a proactive strategy for addressing safety concerns on all area roadways. Although they are not local to our region, TJKM's team gained a deep understanding of the nuances of our transportation systems and geographies, greatly enhancing the quality of their recommendations. Their work resulted in a plan that directly supports the Vision Zero goal adopted by the MPO, offering a clear pathway for member governments to individually pursue funding for identified safety projects.

Despite already facing a short timeline for the creation and adoption of the plan, TJKM's team faced an unexpected abbreviation of this timeline after beginning work. The diligent efforts of their team allowed them to complete work within the shortened timeframe, delivering a superior product that exceeded our expectations. The team from TJKM was highly responsive to input and quick to make adjustments as necessary, ensuring that the final plan met all our needs and expectations. As an organization, the MPO is extremely pleased with both the experience of working with TJKM and the final product they produced. Their commitment, responsiveness, and ability to deliver high-quality work under challenging circumstances make them an invaluable partner.

Sincerely,



Mukesh Kumar, Ph.D.
Director, Waco Metropolitan Planning Organization

P.O. Box 2570, Waco, TX 76702-2570
(254) 750-5650
www.waco-texas.com/cms-mpo
mpo@ci.waco.tx.us

Rio Grande Valley MPO Comprehensive Safety Action Plan, Weslaco, TX | 2024–2025

Reference: Melany Rodriguez, Planner | Rio Grande Valley MPO | (956) 574-6692 | mrodriguez@rgvmopo.org



Safe streets save lives.

Together we can make a difference and contribute to creating safer streets for all modes of transportation — pedestrians, bicyclists, public transit users, car drivers, and truck operators. Join us in making our roads safer!

SCAN HERE

PLEASE SCAN THE
QR CODE TO
CONNECT TO THE
FEEDBACK WEBSITE



www.rgvmopo.org/our-work/public-participation/ss4a-safety-action-plan

Under the direction of the Rio Grande Valley Metropolitan Planning Organization (RGV MPO), TJKM supported the Rio Grande Valley MPO and the Lower Rio Grande Valley Development Council in developing a CSAP tailored to the region's specific needs and aligned with local protocols. The Plan ensures full compliance with federal and state guidelines, offering a structured and strategic approach to improving roadway safety across the Valley.

Through a combination of robust public engagement and in-depth data analysis, TJKM identified systemic gaps and opportunities for improvement, resulting in an equitable and inclusive safety plan that reflects the unique characteristics of the Rio Grande Valley and the needs of its diverse communities.

The CSAP developed by TJKM is fully implementable and includes detailed identification of collision locations, root cause analyses, and targeted recommendations for reducing crashes. These recommendations are organized in a user-friendly "toolkit" format that outlines various mitigation strategies, associated cost estimates, and an implementation timeline segmented into short-term, mid-term, and long-term phases.

This actionable plan equips the RGV MPO and its partners with the tools needed to make data-driven safety investments, pursue funding opportunities, and work toward a safer transportation network for all road users in the region.



Comprehensive Safety Action Plan

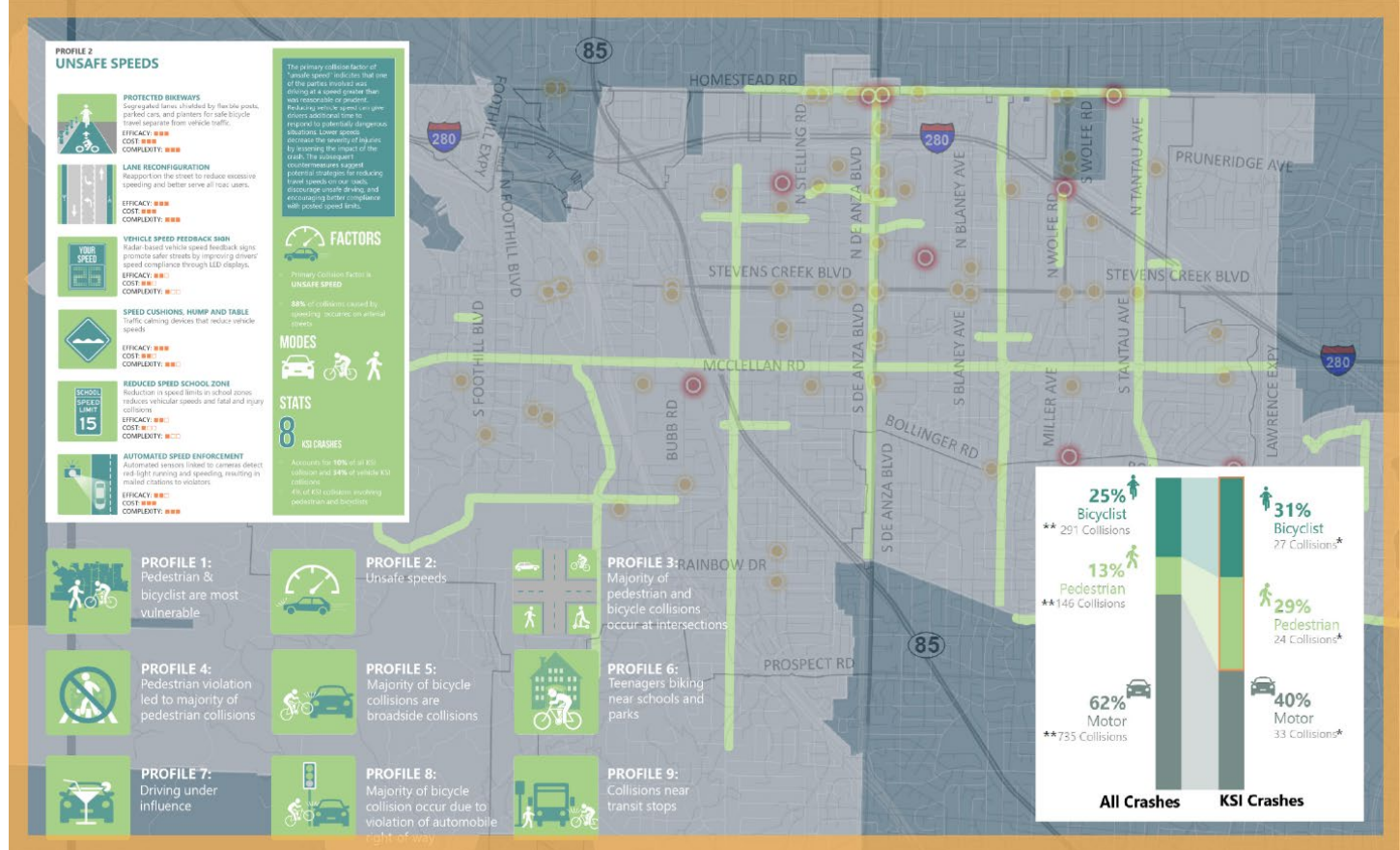
Undertaken by RGV MPO
In collaboration with Cameron County, Hidalgo County, Starr County,
City of Brownsville and City of Harlingen

April, 2025



Vision Zero and Action Plan, Cupertino | 2022-2024

Reference: David Stillman, Transportation Manager | City of Cupertino | (408) 777-3249 | DavidS@cupertino.org

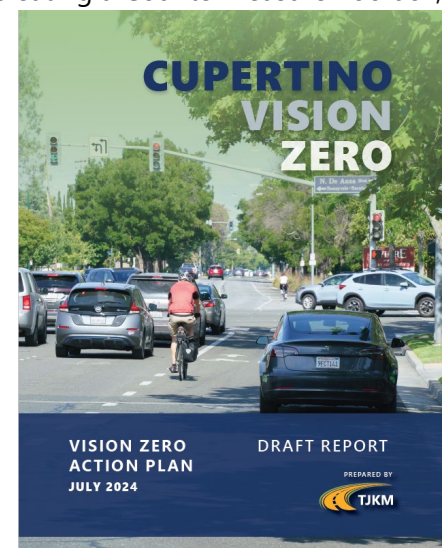


Building on the insights and data from the LRSP, the City selected TJKM to develop its VZAP, with the goal of improving safety and operations for all transportation modes and age groups. The VZAP's primary objective was to establish a safe and equitable transportation system and to eliminate traffic fatalities and serious injuries through the implementation of a Safe System Approach.

The scope of work included the development of a Vision Zero Policy, Vision Statement, and clearly defined Goals and Objectives. It also involved the formation of a Stakeholder Advisory Group, robust public outreach efforts, in-depth collision data analysis, and the identification of a HIN. Additional tasks included creating a Countermeasure Toolbox, identifying effective strategies and interventions, defining performance metrics, establishing a framework for evaluating implementation impacts, and ultimately preparing the full Vision Zero Action Plan.

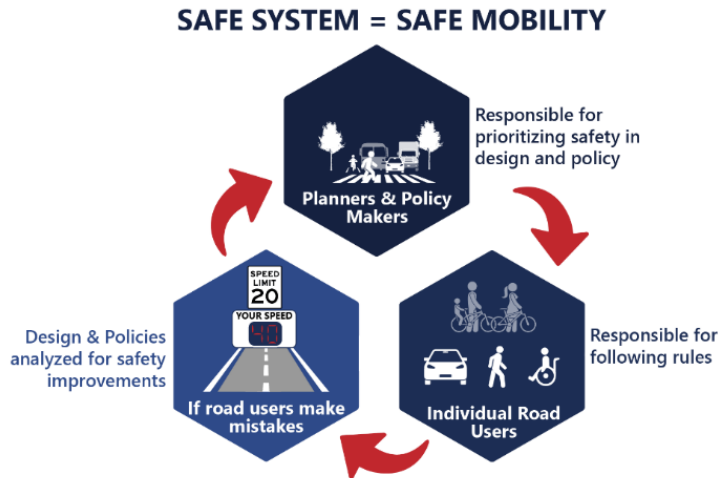
The VZAP served two primary purposes: First, it aligned the City's transportation safety goals with the U.S. Department of Transportation's SS4A program objective of achieving zero roadway deaths and serious injuries. Second, it provided a detailed, strategic roadmap for reaching these goals, enhancing the City's eligibility for SS4A grant funding. This ensured that resources are directed toward the community's most urgent safety needs, positioning the City for both immediate and long-term improvements in transportation safety.

<https://www.cupertino.org/our-city/departments/public-works/transportation-mobility/vision-zero-action-plan>



Safe Streets and Roads for All (SS4A) Vision Zero Action Plan, Dinuba | 2023-2025

Reference: S George Avila | City of Dinuba | (559) 591-5924 extension 303 | GAvila@dinuba.ca.gov



TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are INEVITABLE	Traffic deaths are PREVENTABLE
PERFECT human behavior	Integrate HUMAN FAILING in approach
Prevent COLLISIONS	Prevent FATAL AND SEVERE CRASHES
INDIVIDUAL responsibility	SYSTEMS approach
Saving lives is EXPENSIVE	Saving lives is NOT EXPENSIVE

TJKM assisted the City of Dinuba to develop a Safe Streets and Roads for All (SS4A) Vision Zero Action Plan to enhance safety and operations for all modes of transportation of all ages. The overarching goal of the Vision Zero Plan is to reduce traffic deaths and severe injury crashes in Dinuba by:

- Improving street design and infrastructure to reduce the risk of crashes and create safer environments for all road users.
- Suggesting the most feasible and reasonable practices to take into consideration for implementation
- Creating safe routes to school and public transit services.
- Evaluating and improving the safety of intersections by considering innovative design.
- Increasing compliance with traffic laws and reduce dangerous driving behaviors.
- Promoting public education on safe driving practices.
- Prioritizing funding to align with safety/multimodal projects.



Vision Zero prioritizes people and safety first, acknowledges traffic fatalities and serious injuries are preventable, and requires a multifaceted approach (accounting for individual effort through education, modifying the built environment, and considering socioeconomic factors) to be successful.

The Vision Zero Action Plan for the City included: Assessment of existing policies, programs, and practices; Formation of a Vision Zero Task Force; Collecting collision data and analysis, Recommending implementable actions and performance measures; Communicating data and information to the public on social media and on the City's website; Conducting Bicycle Rodeos for students to practice and develop bicycle handling skills; Providing project recommendations after collecting information from community engagement and stakeholder workgroups; Developing educational material; Coordinating with the City to identify most at-risk population and work with local police and Emergency Medical Services (EMS) departments; and creation of a Vision Zero Action Plan to be adopted by City Council.

<https://www.dinuba.org/departments/planningdevelopment>

Safe Streets and Roads for All Comprehensive Safety Action Plan, Colusa | 2023–2025

Reference: Sadie Ash, Grants | City of Colusa | (707) 217-6504 | sadiebash@gmail.com



TJKM assisted the City of Colusa in developing a CSAP aimed at making local roads, school access points, and intersections safer through a proactive and strategic approach. The CSAP will guide the City in identifying and addressing potential safety hazards, reducing crashes, injuries, and fatalities, and enhancing the overall safety of the mobility network. This plan will also support the City in prioritizing safety improvements and justifying investment decisions based on data-driven insights. By outlining specific strategies and prioritized projects, the CSAP will help Colusa reduce serious and fatal crashes, increase public awareness around traffic safety, and improve eligibility for future transportation safety funding opportunities.

CSAP developed by TJKM will support the City in enhancing safety for all road users. Key project components include:

- Community Engagement – Involving residents and stakeholders to ensure the plan reflects community needs and priorities
- Data-Driven Solutions – Using crash data, land use, and equity analyses to inform effective and targeted safety strategies
- Interactive Dashboard – Providing a tool to monitor progress and visualize improvements over time
- Grant Opportunities – Positioning the City to secure funding for critical safety projects

Through this effort, the City of Colusa is taking a significant step toward safer streets, increased public trust, and a more resilient and equitable transportation system.

Collision Analysis Dashboard, Concord | 2022-2023

Reference: Abhishek Parikh | City of Concord | (925) 671-3031 | abhishek.parikh@cityofconcord.org

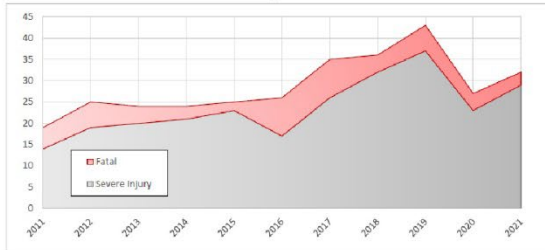
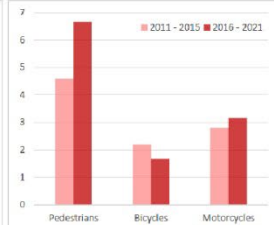
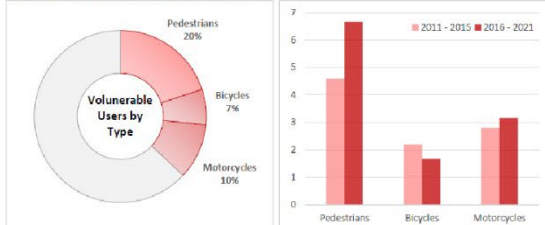
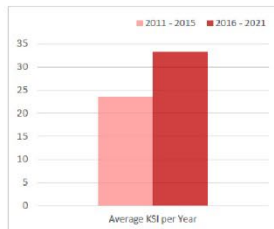
UNDERSTANDING TRENDS IN CONCORD

Between 2011 and 2021, the City suffered 55 fatalities and 261 life-changing injuries.

Though the population of Concord has stayed relatively stagnant, the number of collisions has been increasing. Fatal and Severe Injury Crashes (KSI crashes) have increased by an average nearly 10 per year.

Major crashes involving pedestrians, bicyclists, and motorcyclists represent 37 percent of all major crashes.

Major crashes are four times more likely to occur at intersections than along roadway segments.



CITY OF CONCORD VISION ZERO ACTION STRATEGY

METRIC	TARGET
Reduce deaths.	Reduce roadway deaths on Concord-operated streets by 50% of 2023 levels by 2030. Reach zero deaths on Concord-operated streets by 2035.
Create a quick-build program.	Established a program by 2025. Have the first quick build project installed by 2026.
Look for Vision Zero funding.	Pursued three funding sources annually
Raise Vision Zero community awareness.	25% population awareness by 2026, and 50% population awareness by 2030.
Host Vision Zero community events.	Host at least 24 events annually.

TJKM developed a Collision Analysis Dashboard using over ten years of collision data for multiple agencies. This interactive, GIS-based mapping tool allows users to conduct in-depth collision analysis, visualize data, identify trends, and develop and monitor HINs. For the City of Concord, these capabilities enabled the prioritization of safety projects with the highest potential impact, aligning with their Vision Zero goals.

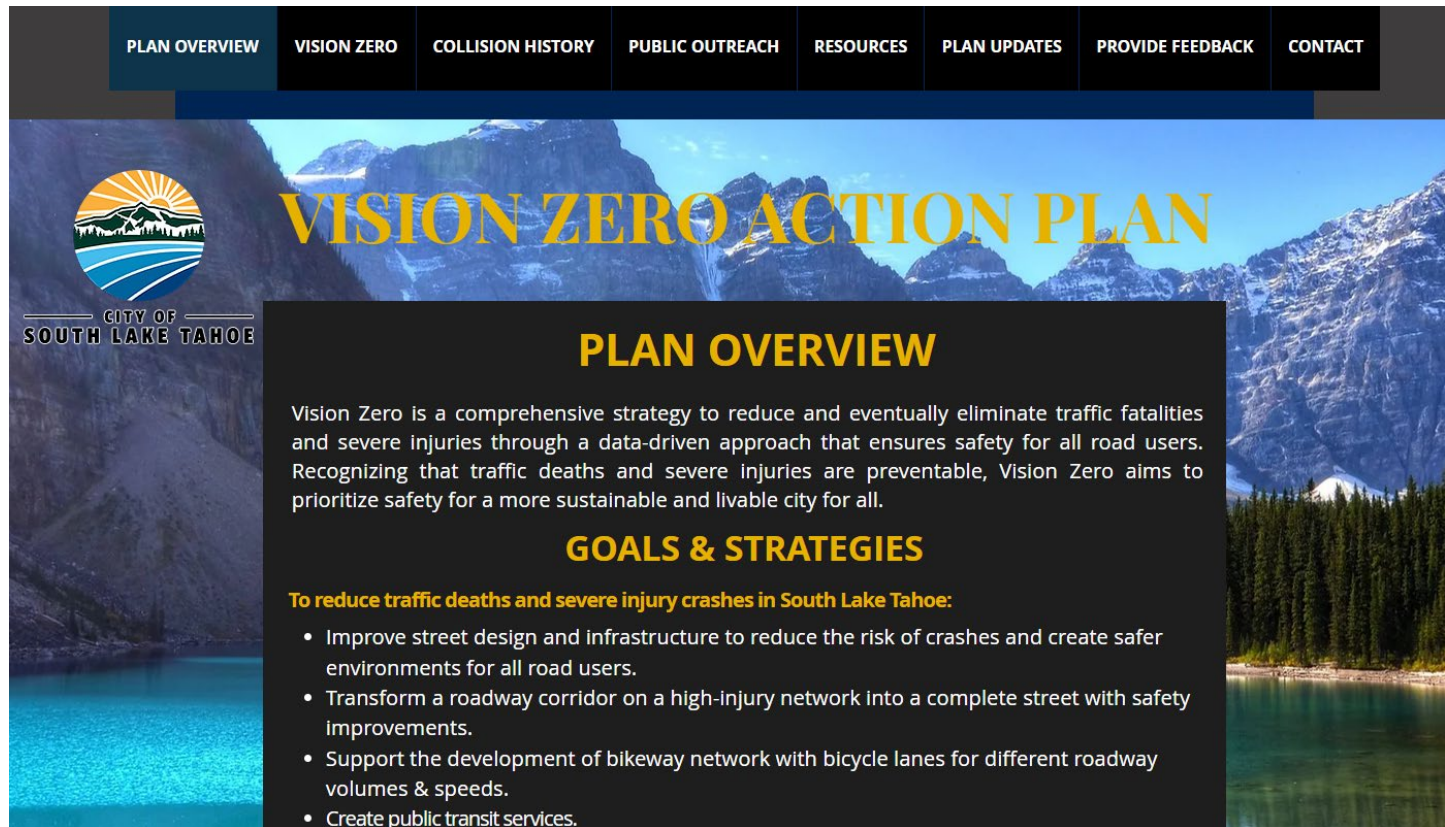
The Dashboard was designed to link various attribute charts and mapping layers, providing a comprehensive, user-friendly interface for data exploration and decision-making. It also includes built-in functionality to monitor and evaluate the performance of implemented safety measures, supporting Concord in the formulation and management of effective safety policies and procedures.

The integration of the Dashboard with the City's ArcGIS-based asset management platform further enhanced Concord's ability to monitor completed safety projects, prioritize future improvements, and pursue appropriate grant funding opportunities.

As a result of this foundational work, the City of Concord was recently awarded \$400,000 in SS4A funding. This grant will support enhancements to the Collision Analysis Dashboard and the update of their Vision Zero Policy Document into a full VZAP.

Vision Zero Policy And Action Plan, South Lake Tahoe | 2023-2025

Reference: Emily Dougherty | City of South Lake Tahoe | (530) 542-6070 | edougherty@cityofslt.us



TJKM assisted the City of South Lake Tahoe in developing a Vision Zero Policy and Action Plan, with the overarching goal of eliminating traffic-related fatalities and serious injuries on city streets. This effort focused on establishing a clear and unified vision, assigning accountability, enacting or updating safety-centered policies, identifying existing roadway deficiencies and hazards, and implementing physical changes to the streetscape that promote equitable access for all road users.

Grounded in the core principles of Vision Zero, the Plan prioritizes people and safety above all, recognizes that traffic deaths and serious injuries are preventable, and embraces a holistic, multi-disciplinary approach. This includes community education, thoughtful modifications to the built environment, and consideration of broader socioeconomic factors. Key components of the Vision Zero Action Plan included:

- A comprehensive assessment of existing city policies, programs, and practices
- Formation of a dedicated Vision Zero Task Force
- Strategic public communications via social media and the City's website
- Participation in public meetings to gather community feedback
- Detailed collision data collection and analysis
- Development of actionable recommendations and performance metrics
- Community and stakeholder engagement through targeted outreach and workgroups
- Coordination with City departments, including law enforcement and EMS, to identify and support the most at-risk populations
- Creation of a fully implementable Vision Zero Action Plan

Through this work, TJKM supported the City in creating a data-driven, equity-focused strategy to advance its Vision Zero goals and foster a safer transportation environment for all residents and visitors.

Local Road Safety Plan, Santa Cruz County | 2023–2024

Reference: Russell Chen | County of Santa Cruz | (831) 454-2149 | Russell.Chen@santacruzcountyca.gov



TJKM assisted Santa Cruz County in developing a comprehensive Countywide LRSP. The LRSP provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local county-maintained roads. This plan enables the County to enhance traffic safety for all modes of transportation and for all ages and abilities.

The goal was to develop a successful LRSP by analyzing historic collision databases and creating a decision-making process that relies on public outreach and a partnership with stakeholders using the five "E's" of traffic safety: Engineering, Enforcement, Education, Equity, and EMS.

Additional components of the LRSP included document review, collision history data collection, collision data analysis, countermeasures, safety projects, cost estimates and BCR, and draft and final reports.

In addition, a project specific website was created with an interactive map input tool that allowed citizens and other interested parties to point out specifically trouble areas and provide additional feedback and comment that the data analysis might not identify. The comments were utilized in the development of the safety projects.



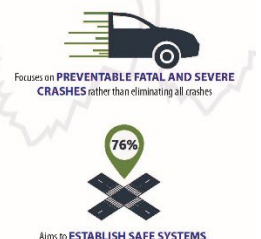
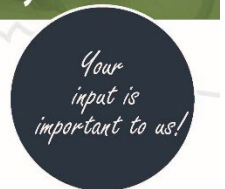
About the Project

Santa Cruz County is developing a comprehensive Local Road Safety Plan (LRSP). A Local Road Safety Plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs.

Ways to Share Your Concerns

A successful LRSP depends on community feedback and input so we are interested in what you have to say. Please share your areas of concern either by visiting the project website or using the QR code below.

<https://www.santacruzcountysafeststreets.com/>



For additional information, please contact:

Russell Chen - Senior Civil Engineer
County of Santa Cruz
831.454.2149

701 Ocean Street, Room 410
Santa Cruz, CA 95060

Russell.Chen@santacruzcounty.us

6. Financial Management & Accounting



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

FINANCIAL MANAGEMENT AND ACCOUNTING

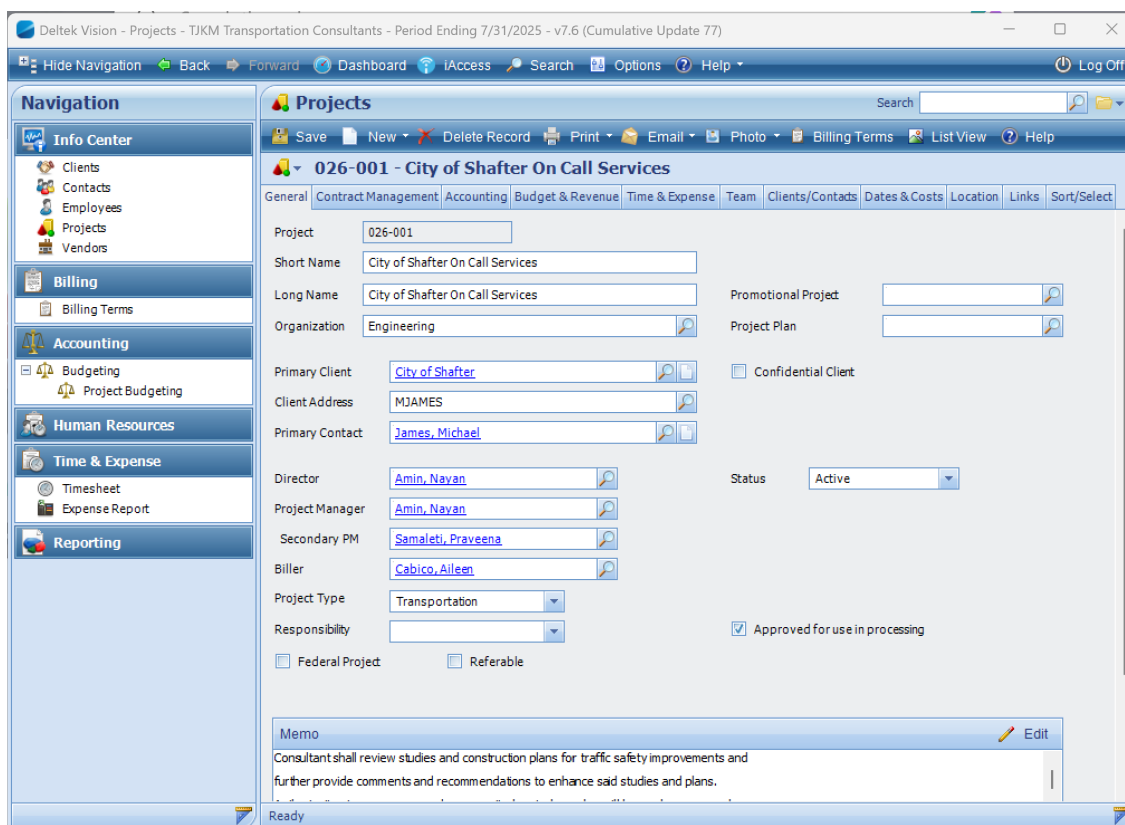
TJKM has a thorough billing and payment process in place. At TJKM, we use Deltek Vision for our accounting software. Deltek is an adequate financial management and accounting system as required by 48 CFR Part 16.301-3, 2 CFR Part 200, and 48 CFR Part 31. Each month our Accounts Manager provides draft invoices to the Project Manager for their ongoing projects. The Project Managers are required to review the hours charged to make sure the correct staff member charged to the correct projects. Once approved, the invoices are processed and sent to our clients. TJKM will submit monthly invoices in arrears indicating for:

- Each item of the work performed
- Hours of work expended (in quarter-hour increments)
- Hourly rate or rates of persons performing the task
- Copies of receipts for reimbursable materials or expenses

TJKM shall be paid on a (lump sum, percent complete, milestone, time-and-materials, etc.) basis, with a cost-not-to-exceed limit in accordance with the fee schedule and list of reimbursable expenses that were set at the start of the project and were incorporated into our Contract with the agency.

Clients should make their payment to TJKM within 30 days or as stated on the Executed Contract.

Our cost accounting system is a "live" database that the project manager can access to determine the financial status of the project at any time. Cost control reporting to TJKM's Project Manager will be implemented through the invoicing process. Progress reports will also be included to relay information on project progress and critical issues. TJKM will comply with 48 Code of Federal Regulations (CFR) Part 31: Contract Cost Principles and Procedures and with 2 CFR Part 200: Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.



The screenshot displays the Deltek Vision software interface for a project titled "026-001 - City of Shafter On Call Services". The interface includes a navigation pane on the left with sections for Info Center, Billing, Accounting, Human Resources, Time & Expense, and Reporting. The main area shows project details such as Project Name, Short Name, Long Name, Organization, Primary Client, Client Address, Primary Contact, Director, Project Manager, Secondary PM, Biller, Project Type, and Responsibility. A memo section at the bottom contains the text: "Consultant shall review studies and construction plans for traffic safety improvements and further provide comments and recommendations to enhance said studies and plans."

8. Required Forms



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*

EXHIBIT 10-U CONSULTANT IN MANAGEMENT SUPPORT ROLE
CONFLICT OF INTEREST AND CONFIDENTIALITY STATEMENT

RFP/RFQ PROCUREMENT NUMBERS (if applicable): ENG2025-1

PROJECT NAME (and FPN, if applicable)¹: Safe Streets and Roads For All (SS4A) Program Action Plan

APPLICABILITY: To be filled out by local agency consultants in management support role.

- ☒ I am an employee of a consultant under contract to the local agency that is responsible for the procuring and administering of one or more consultant contracts containing either Federal or State funds.
- ☒ I am in a management position with the local agency, my title is listed below and I have attached my duty statement and scope of work.
- ☒ I hereby certify as follows:
1. I recuse myself from all potential conflicts of interest.
 2. I will not directly or indirectly participate in, manage, or oversee any consultant selection procurement process in which the consulting firm of which I am employed is competing as a consultant or subconsultant.
 3. I will not directly or indirectly influence any employee, staff member, or other individual participating in any consultant selection procurement process in which the consulting firm of which I am employed is as a consultant or subconsultant.
 4. I will not directly or indirectly participate in, manage, or oversee any local agency contract that is with the consulting firm of which I am employed, regardless of whether the involvement of my employer in the contract is as a consultant or subconsultant. Among other things, this includes my not being involved in approving changes in the schedule, scope, deliverables or invoices.
 5. I understand that if I am involved in any local agency contract that is with the consulting firm of which I am employed, in violation of 1. or 2. above, that local agency contract will no longer be eligible for Federal or State reimbursement because of my involvement.
- ☒ I certify that I have read and understand my responsibilities per 23 CFR 172.7(b)(5)
- ☒ I fully understand that it is unlawful for a person to utilize any organization name (i.e. local agency) or auxiliary organization information, which is not a matter of public record, for personal gain.

¹ For on-call contracts or contracts for multiple projects, indicate accordingly.

☒ I have read and fully understand all of the above.

Date: 8/6/2025

Signed: 

Name: Nayan Amin

Title: President

Consultant Firm/Sole Proprietor: T J K M

REVIEWED BY PUBLIC WORKS DIRECTOR OR AUTHORIZED LOCAL AGENCY REPRESENTATIVE

I have reviewed the foregoing "Conflict of Interest and Confidentiality Statement" and will ensure:

- ☐ That the foregoing named local agency consultant who is under contract and in a management support role with our local agency, abides by the foregoing terms and conditions;
- ☐ That should the foregoing named local agency consultant, who is under contract and in a management support role with our local agency, violate any of the foregoing terms and conditions, the Caltrans DLAE will be notified and such violation will be considered a breach of ethics and could be a basis for ineligibility of State or Federal project funds.
- ☐ The procedures followed to procure and execute the contract, between the consulting firm and the local agency of which I am employed, comply with all federal and state requirements. Also this contract has a specific date from _____ to _____.

Date: _____ Signed: _____

Name: _____

Title: _____

Department/Local Agency: _____

EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action: ☐ a. contract ☐ b. grant ☐ c. cooperative agreement ☐ d. loan ☐ e. loan guarantee ☐ f. loan insurance	2. Status of Federal Action: ☐ a. bid/offer/application ☐ b. initial award ☐ c. post-award	3. Report Type: ☐ a. initial ☐ b. material change For Material Change Only: year _____ quarter _____ date of last report _____
4. Name and Address of Reporting Entity ☐ Prime ☐ Subawardee Tier _____, if known Congressional District, if known _____		
5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: Congressional District, if known _____		
6. Federal Department/Agency: _____		
7. Federal Program Name/Description: _____		
8. Federal Action Number, if known: _____		
9. Award Amount, if known: _____		
10. Name and Address of Lobby Entity (If individual, last name, first name, MI) _____		
11. Individuals Performing Services (including address if different from No. 10) (last name, first name, MI) _____		
(attach Continuation Sheet(s) if necessary)		
12. Amount of Payment (check all that apply) \$ _____ ☐ actual ☐ planned		
13. Form of Payment (check all that apply): ☐ a. cash ☐ b. in-kind; specify: nature _____ Value _____		
14. Type of Payment (check all that apply) ☐ a. retainer ☐ b. one-time fee ☐ c. commission ☐ d. contingent fee ☐ e. deferred ☐ f. other, specify _____		
15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 12: (attach Continuation Sheet(s) if necessary)		
16. Continuation Sheet(s) attached: ☐ Yes ☐ No		
17. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when his transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.		
Signature: <u>Nayan Amin</u>		
Print Name: <u>Nayan Amin</u>		
Title: <u>President</u>		
Telephone No.: <u>925-463-0611</u> Date: <u>8/4/25</u>		
Authorized for Local Reproduction Standard Form - LLL		

Federal Use Only:

Standard Form LLL Rev. 04-28-06

Distribution: Orig- Local Agency Project Files

INSTRUCTIONS FOR COMPLETING EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

DIR REGISTRATION CERTIFICATION

Pursuant to Labor Code sections 1725.5 and 1771.1, all contractors and subcontractors that wish to propose on, be listed in a proposal, or enter into a contract to perform public work must be registered with the Department of Industrial Relations. See <http://www.dir.ca.gov/Public-Works/PublicWorks.html> for additional information.

No proposal will be accepted, nor any contract entered into without proof of the contractor's and subcontractors' current registration with the Department of Industrial Relations to perform public work. This requirement will apply to all work under this RFP that is subject to the prevailing wage requirements set forth in Labor Code section 1720, et. seq., ("Prevailing Wage Work") and to proposer and any subcontractor proposed to perform such work.

Offeror hereby certifies that it is aware of the registration requirements set forth in Labor Code sections 1725.5 and 1771.1 and is currently registered as a contractor with the Department of Industrial Relations.

Name of Proposer: T J K M

DIR Registration Number: 1000030564

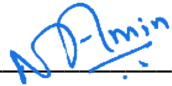
*Name of Proposed Subcontractor: N/A

DIR Registration Number: N/A

*Include additional sheets as necessary to list additional proposed subcontractors who will perform Prevailing Wage Work, and DIR registration numbers.

Offeror further acknowledges:

1. Offeror shall maintain a current DIR registration for the duration of the project.
2. Offeror shall include the requirements of Labor Code sections 1725.5 and 1771.1 in its contract(s) with subcontractors engaged to perform any Prevailing Wage Work, and shall ensure that all such subcontractors are registered at the time of proposal opening and maintain registration status for the duration of the project.
3. Failure to submit this form or comply with any of the above requirements may result in a finding that the proposal is non-responsive.

Signature: 

Name and Title: Nayan Amin, President

Dated: 7/31/2025

SAMPLE AGREEMENT ACCEPTANCE

SAMPLE AGREEMENT ACCEPTANCE

I have received and reviewed the sample CONSULTANT'S AGREEMENT including the INDEMNITY clause which was included in the City's RFQ/RFP. My signature above shall signify our firm's acceptance of said contract if our firm is selected for awarding a contract for the project as described in said RFQ/RFP. This acceptance is made with the understanding that the Compensation and Time for Completion clauses will be modified or created to contain the amounts and dates established for this contract.

BY: Nayan Amin

TITLE: President

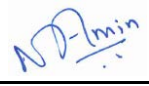
REVIEWED/CONCURRENCE BY FEDERAL HIGHWAYS

I have reviewed the foregoing "Conflict of Interest and Confidentiality Statement" and supervisor's statement.

☒ I concur that the consultant, who is under contract and in a management support role with the local agency, does not appear to present a conflict of interest. The local agency and the consultant should be considered eligible for federal reimbursement.

☐ I do not concur as I believe that the consultant, who is under contract and in a management support role with the local agency, does appear to present a conflict of interest.

Date: 8/4/2025

Signed: 

Name: Nayan Amin

Position: President

Distribution: 1) Copy to: DLAE for each Federal/State funded project
 2) Copy to be returned to Local Agency by DLAE with FHWA approval

9. References



*Proposal for Safe Streets and
Roads for all (SS4A) Program
Action Plan*



REFERENCES

We encourage the City of Shafter to contact our references to learn about our performance. We are confident that you will be pleased with what our clients have to say about us.

Waco MPO Comprehensive Safety Action Plan, Waco, TX

Reference: Mukesh Kumar, PhD, Waco MPO, 1415 North 4th Street, Waco, TX 76707, (254) 750-5666, MukeshK@wacotx.gov

Safe Streets and Roads for All Comprehensive Safety Action Plan, Colusa

Reference: Jesse Cain, City of Colusa, 425 Webster Street, Colusa CA 95932, (530) 458-4941 ext. 3105, citymanager@cityofcolusa.com

Comprehensive Safety Vision Zero Safety Action Plan, South Lake Tahoe

Reference: Emily Dougherty, City of South Lake Tahoe, 1740 D Streets, South Lake Tahoe, CA 96150, (530) 542-6070, edougherty@cityofslt.us

Rio Grande MPO Comprehensive Safety Action Plan, Rio Grande Valley, TX

Reference: Melany Rodriguez, Rio Grande Valley MPO, 301 W Railroad, Weslaco, TX 78596, (956) 574-6692, mrodriguez@rgvmop.org

Safe Streets and Roads for All Vision Zero Safety Action Plan, Dinuba

Reference: George Avila, City of Dinuba, 1088 E. Kamm Avenue, Dinuba, CA 93618, (559) 591-5924 extension 303, GAvila@dinuba.ca.gov

Comprehensive Safety Vision Zero Safety Action Plan, Wellington, FL

Reference: Jonathan Reinsvold, PE, Village of Wellington, 12300 Forest Hill Boulevard, Wellington, FL 33414, (561) 791-4052, jreinsvold@wellingtonfl.gov

Concord Collision Analysis Dashboard & Vision Zero Action Plan, Concord

Reference: Abhishek Parikh, City of Concord, 1950 Parkside Drive, 1B, Concord, CA 94519, (925) 671-3031, abhishek.parikh@cityofconcord.org

Local Road Safety Plan, Yuba County

Reference: Sam Bunton, County of Yuba, 915 8th Street, Marysville, CA 95901, (530) 749-5420, sbunton@co.yuba.ca.us

Local Road Safety Plan, Mendocino County

Reference: Loretta Ellard, Mendocino Council of Governments, 525 Main Street, Suite B, Ukiah, CA 95482, (707) 234-3434, lellard@dbcteam.net

Local Road Safety Plan, Kern County

Reference: Robert "Rob" Ball, Kern Council of Governments, 1401 19th Street, Bakersfield, CA 93301, (661) 635-2902, rball@kerncog.org

Local Road Safety Plan, Santa Cruz County

Reference: Russell Chen, County of Santa Cruz, 701 Ocean Street, Rm 410, Santa Cruz, CA 95060, (831) 454-2149, Russell.Chen@santacruzcountyca.gov



CALIFORNIA | FLORIDA | TEXAS

Corporate Office 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588
925.463.0611 | www.TJKM.com

COST PROPOSAL 1 PAGE 1 OF 3

COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS

(DESIGN, ENGINEERING AND ENVIRONMENTAL STUDIES)

Note: Mark-ups are Not Allowed

X Prime Consultant

☐ Subconsultant

☐ 2nd Tier Subconsultant

Consultant T J K M

Project No. _____

Contract No. _____

Date 9/25/2025

DIRECT LABOR

Classification/Title	Name	hours	Actual Hourly Rate	Total
Project Manager	Nayan Amin, TE*	140	\$104.70	\$14,658.00
PIC & QA/QC	Ruta Jariwala, PE, TE*	19	\$104.70	\$1,989.30
Task Lead	Amit Kothari, TE*	26	\$85.00	\$2,210.00
Task Lead	Rutvij Patel, EIT*	44	\$88.24	\$3,882.56
Task Lead	Pranav Happa, PE*	268	\$51.92	\$13,914.56
Task Lead	Mark Doty*	36	\$78.53	\$2,827.08
Transportation Engineer	Jorge Muradas	20	\$45.19	\$903.80
Transportation Engineer	Talha Majeed	60	\$39.85	\$2,391.00
Transportation Engineer	Utsav Domadia	40	\$52.88	\$2,115.20
Transportation Planner	Anjali Satheeshkumar	290	\$44.57	\$12,925.30
Assistant Transportation Planner	Grishama Pandya	228	\$36.01	\$8,210.28

LABOR COSTS

a) Subtotal Direct Labor Costs

\$66,027.08

b) Anticipated Salary Increases (see page 2 for sample)

\$0.00

c) **TOTAL DIRECT LABOR COSTS [(a) + (b)]**

\$66,027.08

INDIRECT COSTS

d) Fringe Benefits (Rate: 53.02%)

e) Total Fringe Benefits 35007.56

f) Overhead (Rate: 107.48%)

g) Overhead [(c)x(f)] 70965.91

h) General and Administrative (Rate: 0.00%)

i) Gen & Admin [(c) x (h)] 0

j) **TOTAL INDIRECT COSTS [(e) + (g) + (i)]**

\$105,973.46

FIXED FEE

k) **TOTAL FIXED PROFIT [(c) + (j)] x fixed fee 10%**

\$17,200.05

1) CONSULTANT'S OTHER DIRECT COSTS (ODC) - ITEMIZE (Add additional pages if necessary)

Description of Item	Quantity	Unit(s)	Unit Cost	Total
Mileage Costs	0		\$0.700	\$500.00
Printing & Miscellaneous				\$500.00
Permit Fees				\$0.00
Plan Sheets				\$0.00
Test				\$0.00

1) **TOTAL OTHER DIRECT COSTS**

\$1,000.00

m) SUBCONSULTANTS' COSTS (Add additional pages if necessary)

Subconsultant 1:

\$0.00

Subconsultant 2:

\$0.00

Subconsultant 3:

\$0.00

Subconsultant 4:

\$0.00

m) TOTAL SUBCONSULTANTS' COSTS:

\$0.00

n) TOTAL OTHER DIRECT COSTS INCLUDING SUBCONSULTANTS [(l)+(m)]

\$1,000.00

TOTAL COST [(c) + (j) + (k) + (n)]

\$190,200.60

NOTES:

- Key personnel must be marked with an asterisk (*) and employees that are subject to prevailing wage requirements must be marked with two asterisks (**).
All costs must comply with the Federal cost principals. Subconsultants will provide their own cost proposals.
- The cost proposal format shall not be amended. Indirect cost rates shall be updated on an annual basis in accordance with the consultant's annual accounting period and established by a cognizant agency or accepted by Caltrans.
- Anticipated salary increases calculation (page 2) must accompany.

COST PROPOSAL 1 PAGE 2 OF 2
COST-PLUS-FIXED FEE OR LUMP SUM OR FIRM FIXED PRICE CONTRACTS
(CALCULATIONS FOR ANTICIPATED SALARY INCREASES)

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total hour

Direct Labor <u>Subtotal</u> per Cost Proposal	Total Hours per Cost Proposal		Avg Hourly Rate	5 Year Contract Duration
\$66,027.08	1171	=	\$56.39	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	\$56.39	+	0%	=	\$56.39	Year 2 Avg Hourly Rate
Year 2	\$56.39	+	0%	=	\$56.39	Year 3 Avg Hourly Rate
Year 3	\$56.39	+	0%	=	\$56.39	Year 4 Avg Hourly Rate
Year 4	\$56.39	+	0%	=	\$56.39	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	100.00%	*	1171.0	=	1171.0	Estimated Hours Year 1
Year 2	0.00%	*	1171.0	=	0.0	Estimated Hours Year 2
Year 3	0.00%	*	1171.0	=	0.0	Estimated Hours Year 3
Year 4	0.00%	*	1171.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	1171.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	1171.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	\$56.39	*	1171	=	\$66,027.08	Estimated Hours Year 1
Year 2	\$56.39	*	0	=	\$0.00	Estimated Hours Year 2
Year 3	\$56.39	*	0	=	\$0.00	Estimated Hours Year 3
Year 4	\$56.39	*	0	=	\$0.00	Estimated Hours Year 4
Total Direct Labor Cost with Escalation				=	\$66,027.08	
Direct Labor Subtotal before Escalation				=	\$66,027.08	
Estimated total of Direct Labor Salary Increase				=	\$0.00	Transfer to Page 1

NOTES:

- 1 This is not the only way to estimate salary increases. Other methods will be accepted if they clearly indicate the % increase, the # of years of the contract, and a breakdown of the labor to be performed each year.
- 2 An estimation that is based on direct labor multiplied by salary increase % multiplied by the # of years is not acceptable.
(i.e. \$250,000 x 2% x 5 yrs = \$25,000 is not an acceptable methodology)
- 3 This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- 4 Calculations for anticipated salary escalation must be approved.

Certification of Direct Costs:

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

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

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

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

Prime Consultant or Subconsultant Certifying:

Name: Nayan Amin

Title: President

Signature: 

Date of Certification (mm/dd/yyyy): 9/25/2025

Email: namin@tjkm.com

Phone Number: 925.463.0611

Address: 4305 Hacienda Drive, Suite 550, Pleasanton, CA 94588

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

List of services the consultant is providing under the proposed contract:

Traffic Engineering & Transportation Planning

TJKM Transportation Consultants														
Task		Ruta Jariwala	Nayan Amin	Amit Kothari	Rutvij Patel	Pranav Happa	Mark Doty	Jorge Muradas	Talha Majeed	Utsav Domadia	Anjali Satheeshkumar	Grishma Pandya	TJKM Hours by Task	TJKM Cost by Task
	Billing Rate	PIC & QA/QC	Project Manager	Task Lead	Task Lead	Task Lead	Task Lead	Transportation Engineer			Transportation Planner	Assistant Transportation Planner		
	\$300.02	\$300.02	\$243.57	\$252.85	\$148.78	\$225.03	\$129.49	\$114.19	\$151.53	\$127.72	\$103.19			
Task 1. Project Management		3	28	0	0	0	0	0	0	0	40	0	71	\$ 14,409.17
1.1 Project Kick-Off Meeting		1	4										5	\$ 1,500.09
1.2 Project Administration & Coordination		2	24								40		66	\$ 12,909.08
Task 2. Data Collection & Safety Analysis		0	38	0	0	160	0	0	0	40	90	0	328	\$ 52,760.45
2.1 Collision Data			4			40				40	80		164	\$ 23,429.47
2.2 Collision Dashboard (Value Added Task)			8			40							48	\$ 8,351.21
2.3 Existing Five or 10-Year Crash Analysis (Systemic Analysis)			12			40							52	\$ 9,551.28
2.4 Identify High Injury Network			10			40							50	\$ 8,951.25
2.5 Community Data			4								10		14	\$ 2,477.22
Task 3. Equity Analysis			8				12					24	44	\$ 7,576.96
Task 4. Stakeholder & Community Engagement		0	26	0	0	0	24	20	0	0	0	76	146	\$ 23,633.15
4.1 Establish Safety Action Plan Task Force			8				4						12	\$ 3,300.25
4.2 Stakeholder & Public Outreach Plan			2				4						6	\$ 1,500.15
4.3 Project Website			2				4					12	18	\$ 2,738.39
4.4 Online Surveys			4				2					24	30	\$ 4,126.61
4.1 Stakeholder & Public Outreach Meetings			10				10	20				40	80	\$ 11,967.76
Task 5. Policy & Process Recommendations		0	6	18	0	0	0	0	0	0	0	36	60	\$ 9,899.04
5.1 Review Current Policies & Processes to Address Safety			2	10								20	32	\$ 5,099.44
5.2 Develop Recommended Changes			4	8								16	28	\$ 4,799.60
Task 6. Focus Areas & Strategies		4	8		16	24					32	80	164	\$ 23,558.31
Task 7. Infrastructure & Engineering Solutions Implementation Plan		4	8	8	20	24			60		24		148	\$ 24,093.01
Task 8. Performance Monitoring		0	6	0	8	20	0	0	0	0	24	12	70	\$ 11,101.86
8.1 Develop a Scorecard to Track Status			4		8	12					24		48	\$ 8,073.37
8.2 Develop Website Content to Display Actual versus Targets			2			8						12	22	\$ 3,028.49
Task 9. Draft & Final Safety Action Plan		8	12			40					80		140	\$ 22,168.65
Sub-Total		19	140	26	44	268	36	20	60	40	290	228	1171	\$ 189,200.60
Other Direct Costs														
Travel Costs														
Printing & Miscellaneous														
Total													\$ 190,200.60	



CITY OF SHAFTER CITY COUNCIL REPORT

MEETING DATE: November 4, 2025

DEPARTMENT: Alex Gonzalez, Deputy Public Works Director

SUBJECT: SHAFTER POLICE DEPARTMENT SUBSTATION SITE
IMPROVEMENTS PROJECT (PD1.1) AWARD

RECOMMENDATION

Council find that the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; accept seven (7) bids received, find the bid submitted by BDM, Inc. as non-responsive, authorize the Deputy Public Works Director to issue a notice of award and notice to proceed to SW Construction, Inc as the lowest responsive responsible bid in the amount of \$2,460,130.93 for the Shafter Police Department Substation Site Improvements Project (PD1.1) and establish a total construction budget of \$2,700,000.

BACKGROUND

On May 20, 2025, the City Council authorized the Public Works Department to advertise the Shafter Police Department Substation Site Improvements Project (PD1.1) for construction bids. The project includes the development of site improvements necessary to support the new substation facility, including grading, paving, concrete flatwork, drainage, utilities, fencing, and landscaping.

The project was publicly advertised in accordance with the City’s formal bidding procedures, and bids were opened on September 20, 2025. Seven bids were received.

The following table summarizes the bids received:

Contractor	Total Bid Price
BDM Inc.	\$2,121,516.07
SW Construction, Inc.	\$2,460,130.93
JTS Construction	\$2,872,512.10
Proffitt Construction, Inc. DBA Superior Construction	\$2,836,713.03
Clean Cut Landscape Incorporated	\$2,964,320.00
Kern Pacific Construction	\$3,293,363.37
Katch Environmental, Inc. DBA Katch General	\$7,124,557.71

The apparent low bidder, BDM, Inc., submitted a bid of \$2,121,516.07; however, the bid

MANAGEMENT REPORT

SHAFTER POLICE DEPARTMENT SUBSTATION SITE IMPROVEMENTS PROJECT (PD1.1) AWARD

was deemed non-responsive due to the failure to submit the required bid bond at the time of bid. The next lowest responsive and responsible bidder was SW Construction, with a base bid of \$2,460,130.93.

During the bid review of SW Construction, Inc., Staff identified a discrepancy in line item A5 between the unit price and total price. The total price was listed as \$25,641.00, while the unit price for the 21,000 square feet of subgrade preparation was shown as \$12.21 per square foot, which would yield a total of \$256,410. In accordance with the City's construction and bid documents, unit prices prevail in the event of a discrepancy; however, this inconsistency does not affect the outcome of the lowest responsive responsible bidder, regardless of which value is used.

Based on Staff's review and confirmation with SW Construction, it was determined that the intended amount for this item was \$25,641.00, as that value was correctly reflected in both the line item total and the section subtotal. Staff therefore corrected the unit price to align with the total.

Staff has reviewed SW Construction's bid and confirmed that it is complete and in compliance with all bidding requirements. SW Construction previously completed the CVH Lift Station Project for the City of Shafter.

FISCAL IMPACT

The recommended construction contract with SW Construction totals \$2,460,130.93. To account for construction contingencies, staff recommends establishing a total construction budget of \$2,700,000.

There is \$11,479,830 in funding programmed for the Shafter Police Department Substation Site Improvements Project (PD1.1) in the City's adopted Capital Improvement Program budget. Approximately \$7,300,000 is already committed for items such as design, construction of the modular building, PG&E, and additional support costs. The project has adequate funding programmed. No additional appropriation is required at this time.

CEQA ANALYSIS

The action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines because the action is approval of a construction contract for a project that has already been environmentally cleared per the Program Environmental Impact Report for the 2005 General Plan Update and related actions (SCH No. 2004101029) and subsequent Addendums, and therefore, it is organizational and administrative activity that will not result in direct or indirect physical changes to the environment and is not subject to CEQA.

APPROVED BY THE CITY ATTORNEY

Yes

ATTACHMENTS

1. PD1.1 - Bid Results

