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

AGENDA
REGULAR MEETING
SHAFTER CITY COUNCIL
TUESDAY, MAY 5, 2026

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 Alvarado
INVOCATION:	Council Member Espinoza

APPROVAL OF AGENDA:

PRESENTATION:

1. Community Action Partnership Month 2026

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: April 17, 2023, April 23, 2026.
2. Approve Payroll: April 17, 2026, May 1, 2026, May 1, 2026.
3. Approve Minutes: February 17, 2026.
4. Approve Proclamation: Municipal Clerks Week
5. Approve Proclamation: April 29 - May 5, 2026 Cinco de Mayo Days
6. Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; and approve the designation of Carol Chavolla, Human Resources Director, as the City of Shafter’s ADA Coordinator, replacing the prior designation of Mike James (2019).
7. Council find the action was previously exempt from the California Environmental Quality Act (CEQA); and approve project plans and specifications for the Lerdo Highway Reconstruction - Schnaidt St. to Valley St. Project (#ST00038.1); and authorize staff to proceed with formal bidding for said project per the City’s bidding and procurement policies.
8. Council find that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15302 (Replacement or Reconstruction); authorize the City Manager to award a Professional Services Agreement to Diversified Project Services International, Inc. in the amount up to $135,000 for engineering design and construction support services; and authorize the creation of a new Capital Improvement Program (CIP) project with a budget allocation of $150,000 funded by the Gax Tax Fund.

PUBLIC HEARINGS:

Should anyone challenge any proposed action which is the subject of a public hearing listed on this agenda, that person challenging any action taken after the public hearing may be limited to raising only those issues addressed at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to this public hearing.

1. **TENTATIVE TRACT MAP NO. 7422 (GOSSAMER GROVE SPECIFIC PLAN):** Council find the action is exempt from the California Environmental Quality Act; conduct a public hearing; and adopt Resolution No. 3076**,** a Resolution of the City Council of the City of Shafter, adopting a Notice of Exemption and approving Tentative Tract No. 7422, as depicted in Exhibit "A" with Conditions of Approval as shown in Exhibit "B"; to allow the residential subdivision of a 351.97-acre site into 1,289 lots on portions of Lerdo Subdivision “A” in the south half of Section 25,

Township 28 South, Range 26 East and the southwest quarter of Section 30, Township 28 South, Range 27 East (APNs 482-010-57, 482-040-12, 482-040-13, 482-040-15, 091-210-02, and 091-210-08).

ROLL CALL

MANAGEMENT REPORT:

1. **ADOPTION OF THE CITY OF SHAFTER FIVE-YEAR ECONOMIC DEVELOPMENT STRATEGIC PLAN (EDSP):** Council finds that the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; adopts the City of Shafter's Five-Year Economic Development Strategic Plan

   ROLL CALL

2. **COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) AND AUTHORIZING SUBMISSION TO THE U.S. ECONOMIC DEVELOPMENT ADMINISTRATION FOR REVIEW:** Council finds that the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; adopt Resolution No. 3077, accepting the City of Shafter Comprehensive Economic Development Strategy ("CEDS") and authorizing submission to the U.U.S. Economic Development Administration ("EDA") for review.

   ROLL CALL

3. **LOCAL AGENCY FORMATION COMMISSION (LAFCO) APPOINTMENT:** Council find the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; and appoint one Council Member to serve as the City's representative on the Local Agency Formation Commission (LAFCO); and appoint one alternate representative.

   ROLL CALL

4. **REMOTE ACCESS NETWORK BOARD (RAN) APPOINTMENT:** Council find the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; and appoint one Council Member to the Remote Access Network Board.

   ROLL CALL

5. **3RD OF JULY SPECIAL EVENT PERMIT AND IN-KIND/DIRECT SPONSORSHIP FOR SHAFTER LIONS FIREWORKS SHOW:** Council find the action is not defined as a "project" pursuant to Section 15378(b)(5) of the CEQA Guidelines; approve a Special Event Permit for the Shafter Lions Fireworks Show to be held at Sequoia Elementary School; approve in-kind contributions from City of Shafter in the amount of $8,847 (Shafter Police Department), and $5,500 (Shafter Public Works); and approve a sponsorship in the amount of $35,000 to support the event.

   ROLL CALL

CITY MANAGER COMMENTS AND REPORTS:

DEPARTMENT DIRECTOR COMMENTS AND REPORTS:

RECESS:

CLOSED SESSION:

1. **CONFERENCE WITH LEGAL COUNSEL – SIGNIFICANT EXPOSURE TO LITIGATION:** Pursuant to California Government Code, Section 54956.9(d)(2)/(e)(1). One Potential Case.

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., May 1, 2026.
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 May 5, 2026** 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.

Shafter
CALIFORNIA

Proclamation

COMMUNITY ACTION MONTH
MAY 2026

WHEREAS, Community Action Partnership of Kern was established in 1965 and has made essential contributions to individuals and families across Kern County by creating economic opportunities and strengthening communities; and

WHEREAS, Community Action Partnership of Kern addresses underlying causes of poverty, alleviates the effects, and promotes dignity and self-sufficiency in the communities we serve; and

WHEREAS, Community Action Partnership of Kern delivered over 22.5 million pounds of food across Kern County in 2025; and

WHEREAS, Community Action of Kern operates the 2 Head Start locations in Shafter tending to the children within the community and providing a Head Start to their education; and

NOW, THEREFORE, BE IT RESOLVED that I, Chad Givens, Mayor of the City of Shafter, do hereby proclaim the month of May, 2026 as "**Community Action Month"** in our City. On behalf of the City Council of the City of Shafter, I do hereby honor and commend the dedication of, and urge all citizens to encourage and support, the hard work of Community Action Partnership of Kern.

PASSED AND ADOPTED this 5th day of May, 2026.

Chad Givens
Mayor

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
483	04/17/2026	EFT	14359	BUSINESS SOLVER	77219	MED 05/26	04/17/2026		041726C2	256,842.00
					75368					
Invoice: MED 05/26							Warrant 041726 MAY 2026 PREMIUMS			
					254,333.00	0100-00-000-00-00-205132-	Health Insurance Payable			
					877.00	0100-10-140-10-00-500800-CHNGS	Health Insurance			
					-922.00	0100-10-110-03-00-500700-	OPEB - Health Insurance			
					2,554.00	0100-20-200-14-00-500700-	OPEB - Health Insurance			
							CHECK 483 TOTAL:			256,842.00
484	04/17/2026	EFT	876	FIRE RISK MANAGEMENT	77213	DENTL/VISION 05/26	04/17/2026		041726C2	16,473.86
					75362					
Invoice: DENTL/VISION 05/26							Warrant 041726 MAY 2026 PREMIUMS			
					13,530.11	0100-00-000-00-00-205133-	Dental Insurance Payable			
					2,781.08	0100-00-000-00-00-205135-	Vision Insurance Payable			
					-118.76	0100-10-140-10-00-500801-CHNGS	Dental Insurance			
					177.50	0100-20-200-14-00-500700-	OPEB - Health Insurance			
					-37.97	0100-10-140-10-00-500802-CHNGS	Vision Insurance			
					25.56	0100-20-200-14-00-500700-	OPEB - Health Insurance			
					3.49	5002-40-400-20-00-500700-	OPEB - Health Insurance			
					3.49	5000-40-400-21-00-500700-	OPEB - Health Insurance			
					81.43	0100-40-400-19-02-500700-	OPEB - Health Insurance			
					4.66	5006-40-400-23-00-500700-	OPEB - Health Insurance			
					23.27	0100-30-400-25-00-500700-	OPEB - Health Insurance			
							CHECK 484 TOTAL:			16,473.86
485	04/17/2026	EFT	45	WAGEWORKS, INC	77206	4/17/2026	04/17/2026		041726C2	2,077.65
					75355					
Invoice: 4/17/2026							Warrant 041726 MEDICAL			
					1,869.32	0100-00-000-00-00-205150-	Unreimbursed Medical Payable			
					208.33	0100-00-000-00-00-205151-	Unreimbursed Childcare Payable			
							CHECK 485 TOTAL:			2,077.65
1908	04/17/2026	WIRE	144	ST OF CA EDD	77208	4/17/2026	04/17/2026		041726C2	31,004.56
					75357					
Invoice: 4/17/2026							Warrant 041726 SIT			
					22,719.08	0100-00-000-00-00-205121-	State Income Tax Payable			
					8,162.47	0100-00-000-00-00-205130-	ST Disability Insur Payable			
					115.32	0100-00-000-00-00-205130-	ST Disability Insur Payable			
					7.69	0100-00-000-00-00-205130-	ST Disability Insur Payable			
							CHECK 1908 TOTAL:			31,004.56
1909	04/17/2026	WIRE	202 - 457	ICMA VANTAGEPO	77209	4/17/2026	04/17/2026		041726C2	13,209.28
					75358					
Invoice: 4/17/2026							Warrant 041726 CONTRIBUTIONS			

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
					12,978.52	0100-00-000-00-00-205143-		Deferred Compensation Payable		
					230.76	0100-00-000-00-00-205147-		Roth IRA After Tax Contributio		
								CHECK 1909 TOTAL:		13,209.28
1910	04/17/2026	WIRE	17	INTERNAL REVENUE SER	77204	4/17/2026	04/17/2026		041726C2	152,531.34
					75353					
	Invoice: 4/17/2026						Warrant 041726 FIT			
					57,450.26	0100-00-000-00-00-205120-		Federal Income Tax Payable		
					77,059.06	0100-00-000-00-00-205122-		FICA Tax Payable		
					18,022.02	0100-00-000-00-00-205123-		Medicare Tax Payable		
								CHECK 1910 TOTAL:		152,531.34
1911	04/17/2026	WIRE	936	PUBLIC EMPL RETIREME	77214	75363	04/17/2026		041726C2	122,835.89
					75363					
	Invoice: 75363						Warrant 041726 PERS PREMIUMS 3/28/26-4/10/26			
					122,835.89	0100-00-000-00-00-205142-		Pension Contri Payable		
								CHECK 1911 TOTAL:		122,835.89
1026121	04/17/2026	PRTD	8	#N13786-1 PRINCIPAL	77203	LIFE 05/26	04/17/2026		041726C2	4,478.29
					75352					
	Invoice: LIFE 05/26						Warrant 041726 PREM MAY 2026			
					5,029.29	0100-00-000-00-00-205134-		Life Insurance Payable		
					-551.00	0100-10-140-10-00-500803-CHNGS		Life Insurance		
								CHECK 1026121 TOTAL:		4,478.29
1026122	04/17/2026	PRTD	72	AFLAC	77207	545010	04/17/2026		041726C2	6,249.35
					75356					
	Invoice: 545010						Warrant 041726 125INS CONTRIBUTIONS			
					5,908.20	0100-00-000-00-00-205152-		Supplemental Insurance Payable		
					341.60	0100-00-000-00-00-205153-		Section 125 Admin Cost Payable		
					-.45	0100-10-140-10-00-510810-		Misc Over/Short		
								CHECK 1026122 TOTAL:		6,249.35
1026123	04/17/2026	PRTD	7613	CA STATE DISBURSEMEN	77215	20-2014314	04/17/2026		041726C2	230.76
					75364					
	Invoice: 20-2014314						GARNISHMENT #20-2014314			
					230.76	0100-00-000-00-00-205141-		Garnishments Payable		
								CHECK 1026123 TOTAL:		230.76

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
1026124	04/17/2026	PRTD	7613	CA STATE DISBURSEMEN	77216 75365	20-1412669	04/17/2026		041726C2	300.00
	Invoice: 20-1412669				300.00 0100-00-000-00-00-205141-		GARNISHMENT #20-1412669 Garnishments Payable			
							CHECK 1026124 TOTAL:			300.00
1026125	04/17/2026	PRTD	7613	CA STATE DISBURSEMEN	77217 75366	20-2655459	04/17/2026		041726C2	198.46
	Invoice: 20-2655459				198.46 0100-00-000-00-00-205141-		GARNISHMENT #20-2655459 Garnishments Payable			
							CHECK 1026125 TOTAL:			198.46
1026126	04/17/2026	PRTD	662	FRANCHISE TAX BOARD	77210 75359	562235908	04/17/2026		041726C2	75.00
	Invoice: 562235908				75.00 0100-00-000-00-00-205141-		ACCOUNT NUMBER: 121-05027-70 Garnishments Payable			
							CHECK 1026126 TOTAL:			75.00
1026127	04/17/2026	PRTD	662	FRANCHISE TAX BOARD	77211 75360	556471695	04/17/2026		041726C2	500.00
	Invoice: 556471695				500.00 0100-00-000-00-00-205141-		ACCOUNT NUMBER: 120-88618-79 Garnishments Payable			
							CHECK 1026127 TOTAL:			500.00
1026128	04/17/2026	PRTD	662	FRANCHISE TAX BOARD	77212 75361	564716497	04/17/2026		041726C2	50.00
	Invoice: 564716497				50.00 0100-00-000-00-00-205141-		ACCOUNT NUMBER: 121-12228-28 Garnishments Payable			
							CHECK 1026128 TOTAL:			50.00
1026129	04/17/2026	PRTD	7658	SEIU LOCAL 521	77218 75367	4/17/2026	04/17/2026		041726C2	665.07
	Invoice: 4/17/2026				650.07 0100-00-000-00-00-205145- 15.00 0100-00-000-00-00-205145-		Warrant 041726 DUES Association Dues Payable Association Dues Payable			
							CHECK 1026129 TOTAL:			665.07

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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				
1026130	04/17/2026	PRTD	35	SHAFTER POLICE OFFIC	77205	4/17/2026	04/17/2026		041726C2	1,440.00
					75354					
	Invoice: 4/17/2026					Warrant 041726 DUES				
					1,440.00	0100-00-000-00-00-205145-	Association Dues Payable			
							CHECK 1026130 TOTAL:			1,440.00

NUMBER OF CHECKS 17 *** CASH ACCOUNT TOTAL *** 609,161.51

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	10	14,186.93
TOTAL WIRE TRANSFERS	4	319,581.07
TOTAL EFT'S	3	275,393.51

*** GRAND TOTAL *** 609,161.51

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL
JOURNAL ENTRIES TO BE CREATED
CLERK: 5292jdelatorre

YEAR PER JNL / SRC ACCOUNT / EFF DATE JNL DESC REF 1 REF 2 REF 3	ACCOUNT DESC / LINE DESC	T	OB	DEBIT	CREDIT
2026 10 278					
APP 0100-00-000-00-00-205000- 04/17/2026 041726C2 041726	Accts Payable AP CASH DISBURSEMENTS JOURNAL			609,149.87	
APP 0000-00-000-00-00-100010- 04/17/2026 041726C2 041726	Cash: Mission Bank Acct#10755 AP CASH DISBURSEMENTS JOURNAL				609,161.51
APP 5002-00-000-00-00-205000- 04/17/2026 041726C2 041726	Accts Payable AP CASH DISBURSEMENTS JOURNAL			3.49	
APP 5000-00-000-00-00-205000- 04/17/2026 041726C2 041726	Accts Payable AP CASH DISBURSEMENTS JOURNAL			3.49	
APP 5006-00-000-00-00-205000- 04/17/2026 041726C2 041726	Accts Payable AP CASH DISBURSEMENTS JOURNAL			4.66	
	GENERAL LEDGER TOTAL			609,161.51	609,161.51
APP 0000-00-000-00-00-209001- 04/17/2026 041726C2 041726	Due To 0100 - Gen Fund			609,149.87	
APP 0100-00-000-00-00-109000- 04/17/2026 041726C2 041726	Due From Funds - Cash Pool				609,149.87
APP 0000-00-000-00-00-209038- 04/17/2026 041726C2 041726	Due To 5002 - Water Operat			3.49	
APP 5002-00-000-00-00-109000- 04/17/2026 041726C2 041726	Due From Funds - Cash Pool				3.49
APP 0000-00-000-00-00-209036- 04/17/2026 041726C2 041726	Due To 5000 - Wastewtr Operat			3.49	
APP 5000-00-000-00-00-109000- 04/17/2026 041726C2 041726	Due From Funds - Cash Pool				3.49
APP 0000-00-000-00-00-209042- 04/17/2026 041726C2 041726	Due To 5006 - Rail Operat			4.66	
APP 5006-00-000-00-00-109000- 04/17/2026 041726C2 041726	Due From Funds - Cash Pool				4.66
	SYSTEM GENERATED ENTRIES TOTAL			609,161.51	609,161.51
	JOURNAL 2026/10/278 TOTAL			1,218,323.02	1,218,323.02

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 10	278	04/17/2026		
0000-00-000-00-00-100010-			Cash: Mission Bank Acct#10755		609,161.51
0000-00-000-00-00-209001-			Due To 0100 - Gen Fund	609,149.87	
0000-00-000-00-00-209036-			Due To 5000 - Wastewtr Operat	3.49	
0000-00-000-00-00-209038-			Due To 5002 - Water Operat	3.49	
0000-00-000-00-00-209042-			Due To 5006 - Rail Operat	4.66	
			FUND TOTAL	609,161.51	609,161.51
0100 General Fund	2026 10	278	04/17/2026		
0100-00-000-00-00-109000-			Due From Funds - Cash Pool		609,149.87
0100-00-000-00-00-205000-			Accts Payable	609,149.87	
			FUND TOTAL	609,149.87	609,149.87
5000 Wastewater Operations	2026 10	278	04/17/2026		
5000-00-000-00-00-109000-			Due From Funds - Cash Pool		3.49
5000-00-000-00-00-205000-			Accts Payable	3.49	
			FUND TOTAL	3.49	3.49
5002 Water Operations	2026 10	278	04/17/2026		
5002-00-000-00-00-109000-			Due From Funds - Cash Pool		3.49
5002-00-000-00-00-205000-			Accts Payable	3.49	
			FUND TOTAL	3.49	3.49
5006 Rail Operations	2026 10	278	04/17/2026		
5006-00-000-00-00-109000-			Due From Funds - Cash Pool		4.66
5006-00-000-00-00-205000-			Accts Payable	4.66	
			FUND TOTAL	4.66	4.66

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL
JOURNAL ENTRIES TO BE CREATED

FUND		DUE TO	DUE FR
0000 Pooled Cash Fund		609,161.51	
0100 General Fund			609,149.87
5000 Wastewater Operations			3.49
5002 Water Operations			3.49
5006 Rail Operations			4.66
	TOTAL	609,161.51	609,161.51

** END OF REPORT - Generated by Jacqueline De La Torre **

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE	INV DATE	PO	WARRANT	NET
486	04/23/2026	EFT	13236	AMBER CHEMICAL INC	77077 75228	3688029-IN	03/31/2026		042326	3,315.53
Invoice: 3688029-IN					3,315.53	5002-40-400-20-00-510900-	WATER - WATER CHEMICALS- HYPOCHLORITE Treatment Supplies			
					77137 75287	0388129-IN	04/07/2026		042326	2,021.66
Invoice: 0388129-IN					2,021.66	5002-40-400-20-00-510900-	WATER - AMBER QUEST, TOTE Treatment Supplies			
					77138 75288	0388130-IN	04/07/2026		042326	1,772.09
Invoice: 0388130-IN					1,772.09	5002-40-400-20-00-510900-	WATER - WATER CHEMICALS- HYPOCHLORITE Treatment Supplies			
					77369 75514	0388159-IN	04/14/2026		042326	1,629.18
Invoice: 0388159-IN					1,629.18	5002-40-400-20-00-510900-	WATER - WATER CHEMICALS- HYPOCHLORITE Treatment Supplies			
							CHECK	486 TOTAL:		8,738.46
487	04/23/2026	EFT	1394	AMERICAN BUSINESS MA	77082 75233	861081	04/06/2026		042326	319.15
Invoice: 861081					319.15	0100-40-400-18-00-510100-	ENGINEERING - #14906 - USAGE CHARGE/BASE RATE Service Agreements			
					77458 75602	860639	04/01/2026		042326	52.49
Invoice: 860639					52.49	0100-20-200-14-00-510100-	POLICE-Contract usage 3/9/-4/8/26 Service Agreements			
					77459 75603	861738	04/01/2026		042326	10.22
Invoice: 861738					10.22	0100-20-200-14-13-510100-	POLICE-Contract base 4/17-5/16/26 Service Agreements			
							CHECK	487 TOTAL:		381.86
488	04/23/2026	EFT	378	AMERICAN REFUSE INC	77078 75229	378893	04/01/2026		042326	272.95
Invoice: 378893					272.95	0100-30-400-25-55-510706-	VETERAN'S HALL - REFUSE SERVICES - APRIL 2026 Refuse			
					77079 75230	379303	04/01/2026		042326	542.32
Invoice: 379303					542.32	5100-50-405-28-20-510706-	ALL PW'S & ENGINEERING REFUSE SERVICES - APRIL 26 Refuse			
					77185	378890	04/01/2026		042326	474.92

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE	INVOICE DTL DESC / INV DATE	PO	WARRANT	NET
					75335					
Invoice: 378890							Monthly Shelter Refuse			
				474.92	0100-20-200-15-00-510706-		Refuse			
					77195	377039	03/01/2026		042326	467.90
					75345					
Invoice: 377039							Monthly Shelter Refuse			
				467.90	0100-20-200-15-00-510706-		Refuse			
					77455	378888	04/01/2026		042326	227.57
					75599					
Invoice: 378888							POLICE-Refuse Apr 26			
				227.57	0100-20-200-14-00-510706-		Refuse			
					77456	378896	04/01/2026		042326	290.45
					75600					
Invoice: 378896							POLICE-Range Refuse Apr 26			
				290.45	0100-20-200-14-00-510706-		Refuse			
							CHECK	488	TOTAL:	2,276.11
490	04/23/2026	EFT	1479	ARMANDO CHACON	77448	Per diem 04/20/26	04/20/2026		042326	100.00
					75592					
Invoice: Per diem 04/20/26							POLICE-Radar Operator /Lidar			
				100.00	0100-20-200-14-00-510505-		Travel			
							CHECK	490	TOTAL:	100.00
491	04/23/2026	EFT	1480	ARMANDO CHAIDEZ	77449	Per diem 04/20/26	04/20/2026		042326	100.00
					75593					
Invoice: Per diem 04/20/26							POLICE-Radar Operator /Lidar			
				100.00	0100-20-200-14-00-510505-		Travel			
							CHECK	491	TOTAL:	100.00
492	04/23/2026	EFT	97	BEST BEST & KRIEGER	77275	1057820	03/31/2026		042326	18,860.30
					75425					
Invoice: 1057820							RETAINER LEGAL SERVICES THROUGH MARCH 31, 2026			
				18,860.30	0100-10-130-08-00-510420-PD01		Legal Services			
					77277	1057825	03/31/2026		042326	5,126.85
					75427					
Invoice: 1057825							Formation of CFD No. 0817			
				5,126.85	0817-40-400-19-04-510420-		Legal Services			
					77278	1057821	03/31/2026		042326	6,464.76
					75428					
Invoice: 1057821							LEGAL SERVICES THROUGH MARCH 31, 2026			
				6,464.76	0100-10-130-08-00-510420-		Legal Services			

City of Shafter
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CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE	INV DATE	PO	WARRANT	NET
					77279 75429	1057823	03/31/2026		042326	303.30
	Invoice: 1057823						LEGAL SERVICES THROUGH MARCH 31, 2026			
				303.30 0100-10-130-08-00-510420-			Legal Services			
					77280 75430	1057826	03/31/2026		042326	153.90
	Invoice: 1057826						OVERAGE RETAINER SERVICES THRU MARCH 31, 2026			
				153.90 0100-10-130-08-00-510420-			Legal Services			
					77281 75431	1057822	03/31/2026		042326	474.30
	Invoice: 1057822						LEGAL SERVICES THROUGH MARCH 31, 2026			
				474.30 0100-10-130-08-00-510420-			Legal Services			
					77282 75432	1057824	03/31/2026		042326	3,167.80
	Invoice: 1057824						LEGAL SERVICES THROUGH MARCH 31, 2026			
				3,167.80 0100-10-130-08-00-510420-			Legal Services			
							CHECK 492 TOTAL:			34,551.21
493	04/23/2026	EFT	14425	CARLOS QUEZADA	77088 75239	335461	03/27/2026		042326	220.00
	Invoice: 335461						TRANSIT CAR WASH SHUTTLES 16,23,21,24,25,27			
				220.00 5003-40-140-12-00-510300-			Vehicle Operations			
					77229 75379	335462	04/10/2026		042326	270.00
	Invoice: 335462						FLEET SERVICE WASH - BLDG			
				270.00 0100-10-405-26-00-510300-			Vehicle Operations			
					77240 75391	335466	04/10/2026		042326	180.00
	Invoice: 335466						ENGINEERING - FLEET WASHES - 04.10.2026			
				180.00 0100-40-400-18-00-510300-			Vehicle Operations			
					77290 75440	335464	04/10/2026		042326	30.00
	Invoice: 335464						FLEET SERVICE WASH - CM EQUINOX #519			
				5.00 0100-10-110-03-00-510300-			Vehicle Operations			
				5.00 0100-10-110-65-00-510300-			Vehicle Operations			
				5.00 0100-10-120-05-00-510300-			Vehicle Operations			
				5.00 0100-10-100-01-00-510300-			Vehicle Operations			
				5.00 0100-10-125-06-00-510300-			Vehicle Operations			
				2.50 0100-10-135-09-00-510300-			Vehicle Operations			
				2.50 0100-10-135-11-00-510300-			Vehicle Operations			
					77295 75445	335463	04/10/2026		042326	180.00

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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: 335463			ENGINEERING - FLEET WASHES - 4.10.2026			
				180.00	0100-40-400-18-00-510300-		Vehicle Operations			
					77296	335465	04/10/2026	042326		80.00
					75446					
				Invoice: 335465			LEARNING CENTER - BUS WASH 4.10.26			
				80.00	0100-30-300-04-00-510300-		Vehicle Operations			
					77408	335467	04/13/2026	042326		40.00
					75553					
				Invoice: 335467			TRANSIT WASH ET-24 SODA SPILL SEATS FLOOR ROOF			
				40.00	5003-40-140-12-00-510300-		Vehicle Operations			
					77419	acfleet020626	02/06/2026	042326		70.00
					75564					
				Invoice: acfleet020626			AC Fleet Wash			
				70.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77427	acfleet021326	02/13/2026	042326		105.00
					75572					
				Invoice: acfleet021326			AC Fleet Wash			
				105.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77428	acfleet0212026	02/20/2026	042326		70.00
					75573					
				Invoice: acfleet0212026			AC Fleet Wash			
				70.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77429	acfleet031326	03/13/2026	042326		105.00
					75574					
				Invoice: acfleet031326			AC Fleet Wash			
				105.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77430	acfleet0310626	03/06/2026	042326		70.00
					75575					
				Invoice: acfleet0310626			AC Fleet Wash			
				70.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77431	acfleet032726	03/27/2026	042326		70.00
					75576					
				Invoice: acfleet032726			AC Fleet Wash			
				70.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77434	acfleet022726	02/27/2026	042326		105.00
					75578					
				Invoice: acfleet022726			AC Fleet Wash			
				105.00	0100-20-200-15-00-510300-		Vehicle Operations			
					77435	acfleet040326	04/03/2026	042326		105.00
					75579					
				Invoice: acfleet040326			AC Fleet Wash			
				105.00	0100-20-200-15-00-510300-		Vehicle Operations			

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
					77436	acfleet041026	04/10/2026		042326	105.00
					75580					
Invoice: acfleet041026							AC Fleet Wash			
				105.00 0100-20-200-15-00-510300-			Vehicle Operations			
					77516	acfleet041726	04/17/2026		042326	70.00
					75660					
Invoice: acfleet041726							AC Fleet Wash			
				70.00 0100-20-200-15-00-510302-			Vehicle Operations - Fuel			
							CHECK	493 TOTAL:		1,875.00
494	04/23/2026	EFT	14235	CARLOS ROMERO-TIBURC	77529	Per diem 4/20/26	04/20/2026		042326	105.50
					75673					
Invoice: Per diem 4/20/26							POLICE-Tactical Emergency Casualty Care			
				105.50 0100-20-200-14-00-510505-			Travel			
							CHECK	494 TOTAL:		105.50
495	04/23/2026	EFT	1574	CIVIC SOLUTIONS PART	77507	1197	04/07/2026		042326	72,840.00
					75651					
Invoice: 1197							4th invoice 03.26 for Econ dev strategy			
				72,840.00 0100-10-125-06-00-510400-			Professional Services			
							CHECK	495 TOTAL:		72,840.00
496	04/23/2026	EFT	968	DAKESSIAN LAW, LTD.	77257	3776	02/01/2026		042326	25,977.40
					75407					
Invoice: 3776							CDTFA Local Tax Reallocation Dispute			
				25,977.40 0100-10-125-07-00-510423-			Legal Services - Bus Devel			
							CHECK	496 TOTAL:		25,977.40
497	04/23/2026	EFT	198	ETHAN NOUSCH	77534	Per diem 4/20/26	04/20/2026		042326	960.00
					75678					
Invoice: Per diem 4/20/26							POLICE-ICI Core Investigation Course Week1-2			
				480.00 0100-20-200-14-00-510505-			Travel			
				480.00 0100-20-200-14-00-510505-			Travel			
							CHECK	497 TOTAL:		960.00
499	04/23/2026	EFT	4909	JEFFRIES BROS INC	77546	190643CT	03/31/2026		042326	1,049.84
					75689					
Invoice: 190643CT							TRANSIT FUEL MARCH 2026			
				1,049.84 5003-40-140-12-00-510302-			Vehicle Operations - Fuel			

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
						CHECK	499 TOTAL:			1,049.84
500	04/23/2026	EFT	1366	JEFFRIES BROS., INC	77474 75618	190832	04/01/2026		042326	120.39
	Invoice: 190832					POLICE-Unit #201 Engine oil service				
					120.39	0100-20-200-14-00-510300- Vehicle Operations				
					77475 75619	191481	04/14/2026		042326	108.15
	Invoice: 191481					POLICE-Engine oil service				
					108.15	0100-20-200-14-00-510300- Vehicle Operations				
					77476 75620	191483	04/14/2026		042326	120.39
	Invoice: 191483					POLICE-Unit #240 Engine oil service				
					120.39	0100-20-200-14-00-510300- Vehicle Operations				
					77477 75621	191674	04/20/2026		042326	120.39
	Invoice: 191674					POLICE-Unit #244 Engine oil service				
					120.39	0100-20-200-14-00-510300- Vehicle Operations				
					77545 75688	190641CT	03/31/2026		042326	18,084.34
	Invoice: 190641CT					FUEL CHARGES MARCH 2026				
					16,778.03	0100-20-200-14-00-510302- Vehicle Operations - Fuel				
					1,306.31	0100-20-200-15-00-510302- Vehicle Operations - Fuel				
						CHECK	500 TOTAL:			18,553.66
502	04/23/2026	EFT	1186	KEVIN ARCHULETA	77531 75675	Per diem 4/20/26	04/20/2026		042326	480.00
	Invoice: Per diem 4/20/26					POLICE-ICI Sexual Assault Course				
					480.00	0100-20-200-14-00-510505- Travel				
						CHECK	502 TOTAL:			480.00
503	04/23/2026	EFT	1432	KYLE DITTY	77294 75444	NOINV04162026	04/16/2026		042326	135.94
	Invoice: NOINV04162026					Mileage: Munis Conference				
					135.94	0100-10-140-10-00-510505- Travel				
					77349 75494	Per Diem 040626	04/06/2026		042326	328.50
	Invoice: Per Diem 040626					Tyler Conference Las Vegas 04/06/26-04/10/26				
					249.66	0100-10-140-10-00-510505- Travel				
					52.56	5003-40-140-12-00-510505- Travel				
					16.42	5002-40-400-20-00-510505- Travel				
					9.86	5000-40-400-21-00-510505- Travel				

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
							CHECK	503 TOTAL:		464.44
504	04/23/2026	EFT	1559	LUIS CAMPOS	77171 75321	NOINV20260413	04/13/2026		042326	421.40
	Invoice: NOINV20260413				421.40	0100-10-140-10-00-510505- Travel	Mileage: Tyler Connect 2026 Conference			
					77505 75649	Per Diem 040626	04/06/2026		042326	317.50
	Invoice: Per Diem 040626				317.50	0100-10-140-10-00-510505- Travel	Tyler Conference Las Vegas 04/06/26-04/10/26			
							CHECK	504 TOTAL:		738.90
505	04/23/2026	EFT	616	MALLORY SERJEANT	77526 75670	Per diem 4/20/26	04/20/2026		042326	449.50
	Invoice: Per diem 4/20/26				449.50	0100-20-200-14-00-510505- Travel	POLICE-Wellness Coordinator Training			
							CHECK	505 TOTAL:		449.50
506	04/23/2026	EFT	355	MARVIN GOMEZ	77453 75597	42628	03/04/2026		042326	205.00
	Invoice: 42628				205.00	0100-20-200-14-00-510400- Professional Services	POLICE-Alterations for the Honor Guard Jacket #294			
							CHECK	506 TOTAL:		205.00
507	04/23/2026	EFT	1434	OPEN AND SHUT ENTERP	77465 75609	115742	04/01/2026		042326	300.00
	Invoice: 115742				300.00	5100-50-405-28-14-510205- Building Repair & Maintenance	POLICE-POLICE-Quarterly service Apr-Jun 26			
							CHECK	507 TOTAL:		300.00
508	04/23/2026	EFT	374	RACHEL G OZAETA	77504 75648	Per diem 4/20/26	04/20/2026		042326	449.50
	Invoice: Per diem 4/20/26				449.50	0100-20-200-14-00-510505- Travel	POLICE-Wellness Coordinator Training			
							CHECK	508 TOTAL:		449.50
509	04/23/2026	EFT	768	ROLLAND JOHN HENRY V	77164 75314	20260407	04/07/2026	311	042326	1,760.00
	Invoice: 20260407					Title Report- Professional Services				

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
					1,760.00	0100-40-400-18-00-510400-	Professional Services			
					77166	20260401	04/01/2026		042326	4,500.00
					75316					
Invoice: 20260401							CONSULTANT AGREEMENT FOR CONTRACTED CITY SURVEY			
					4,500.00	0100-40-400-18-00-510401-	Engineering Services			
							CHECK	509	TOTAL:	6,260.00
510	04/23/2026	EFT	556	SHAFTER DG SOLAR, LL	77056	58565043	03/31/2026		042326	25,120.13
					75207					
Invoice: 58565043							SOLAR ELECTRICITY CHARGES - MARCH 2026			
					632.86	0100-20-200-15-00-510707-	Power			
					24,487.27	5002-40-400-20-00-510707-	Power			
							CHECK	510	TOTAL:	25,120.13
511	04/23/2026	EFT	291	SHAFTER PARTS & SUPP	77067	085654	04/01/2026		042326	21.29
					75218					
Invoice: 085654							STREETS - HOT BOX - RFD CP SCEW			
					21.29	0100-40-400-19-02-510204-	Equipment Repair			
					77269	086174	04/13/2026		042326	32.59
					75420					
Invoice: 086174							STREETS - FUEL FILTER			
					32.59	0100-40-400-19-02-510300-	Vehicle Operations			
							CHECK	511	TOTAL:	53.88
512	04/23/2026	EFT	1049	SIMPLOT AB RETAIL IN	77271	501200343	04/07/2026		042326	810.80
					75421					
Invoice: 501200343							PARKS - ROUNDUP /STREVIN/BRANDT BIG FOOT REDD			
					810.80	0100-30-400-25-00-510200-	Repairs & Maintenance			
							CHECK	512	TOTAL:	810.80
513	04/23/2026	EFT	15500	STORM KINKADE	77527	Per diem 4/20/26	04/20/2026		042326	105.50
					75671					
Invoice: Per diem 4/20/26							POLICE-Tactical Emergency Casualty Care			
					105.50	0100-20-200-14-00-510505-	Travel			
							CHECK	513	TOTAL:	105.50
514	04/23/2026	EFT	5364	TEL-TEC SECURITY SYS	77068	915227	03/26/2026	309	042326	31,729.70
					75219					
Invoice: 915227							Aquatic Center- Installation DMP Security System			
					31,729.70					

City of Shafter
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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				
					E PF00004 -50	-525 -0100				
					0100-60-400-25-52-580200-	Capital Prj.- Buildings & Imp.				
					77426 75571	917675	04/14/2026		042326	649.50
					Invoice: 917675	Tel-Tec Alarm - Reconnect Services - Veterans Hall				
					649.50 5100-50-405-28-55-510205-	Building Repair & Maintenance				
					77450 75594	917664	04/10/2026		042326	262.50
					Invoice: 917664	Tel-Tec keypad repair at Animal Control Site				
					262.50 5100-50-405-28-15-510100-	Service Agreements				
						CHECK 514 TOTAL:				32,641.70
515	04/23/2026	EFT	1000	THE GREEN HOTEL	77306 75455	JAN-MAR 2026	04/07/2026		042326	4,867.56
					Invoice: JAN-MAR 2026	Third Quarter Billing				
					4,867.56 0100-30-400-25-54-510801-	Outside Agency Costs				
						CHECK 515 TOTAL:				4,867.56
1026131	04/23/2026	PRTD	1630	A & P DIESEL ELECT	77076 75227	13686	03/23/2026		042326	281.45
					Invoice: 13686	STREETS - ALTERNATOR				
					281.45 0100-40-400-19-02-510204-	Equipment Repair				
						CHECK 1026131 TOTAL:				281.45
1026132	04/23/2026	PRTD	193	ABC HEALTH PROFESSIO	77230 75380	EM027134	03/31/2026		042326	145.00
					Invoice: EM027134	Pre Emp Medical Exam: J.Cortez				
					145.00 5002-40-400-20-00-510115-	Recruitment				
						CHECK 1026132 TOTAL:				145.00
1026133	04/23/2026	PRTD	1600	ADLERHORST INTERNATI	77237 75386	124536	02/24/2026 208		042326	3,500.00
					Invoice: 124536	POLICE-Annual Billing K9 Off-Site Monthly Training				
					3,500.00 0100-20-200-14-00-510501-FENT	Training				
					77238 75387	124711	03/30/2026 210		042326	6,000.00
					Invoice: 124711	POLICE-K9 Detection Course				
					6,000.00 0100-20-200-14-00-510501-FENT	Training				

City of Shafter
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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	1026133 TOTAL:		9,500.00
1026134	04/23/2026	PRTD	15329	ADVANCED DATA STORAG	77326	0237814	04/11/2026		042326	41.30
					75471					
	Invoice: 0237814					Shred Services for FIN, HR, Code Enf.				
				13.76 0100-10-140-10-00-510400-		Professional Services				
				13.77 0100-10-135-09-00-510400-		Professional Services				
				13.77 0100-10-405-27-00-510400-		Professional Services				
							CHECK	1026134 TOTAL:		41.30
1026135	04/23/2026	PRTD	1182	AEP CALIFORNIA LLC	77007	INV0039989	03/25/2026	20250265	042326	28,457.24
					75158					
	Invoice: INV0039989					POLICE-Unit #252 Outfit new patrol unit				
				28,457.24 0310-60-200-14-13-570100-		Automotive Equipment				
					77239	NV0033387ORD	04/15/2026	217	042326	37,135.27
					75388					
	Invoice: NV0033387ORD					Police- K9 Vehicle Outfitting				
				37,135.27 0100-60-200-14-00-570100-FENT		Automotive Equipment				
					77485	INV0040537	04/17/2026		042326	447.34
					75629					
	Invoice: INV0040537					POLICE-Unit #204 Lightbar repairs				
				447.34 0100-20-200-14-00-510300-		Vehicle Operations				
							CHECK	1026135 TOTAL:		66,039.85
1026136	04/23/2026	PRTD	1189	DRIVEN BRANDS HOLDIN	77500	4633030	04/16/2026		042326	480.69
					75645					
	Invoice: 4633030					WINDSHIELD REPAIR - BLDG UNIT #516				
				480.69 0100-10-405-26-00-510200-		Repairs & Maintenance				
							CHECK	1026136 TOTAL:		480.69
1026137	04/23/2026	PRTD	3813	AIR POLL CONTROL DIS	77377	S187754	04/10/2026		042326	175.00
					75522					
	Invoice: S187754					MCCF #S3362 - 25/26 ANNUAL AIR TOXIC ASSESSMENT				
				175.00 5100-50-405-28-17-510807-		Regulatory & Permitting				
							CHECK	1026137 TOTAL:		175.00
1026138	04/23/2026	PRTD	11960	ALEXANDER GONZALEZ	77412	NOINV - 04.03.2026	04/03/2026		042326	166.50
					75557					
	Invoice: NOINV - 04.03.2026					PER DIEM FOR EOC TRAINING				
				166.50 0100-40-400-18-00-510505-		Travel				

City of Shafter
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CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
						CHECK 1026138 TOTAL:				166.50
1026139	04/23/2026	PRTD	14652	AMAZON CAPITAL SERVI	76710 74868	1H4K-Q3DG-6DW6	03/25/2026		042326	82.52
						Invoice: 1H4K-Q3DG-6DW6				
						82.52 5003-40-140-12-00-510001-				
						TRANSIT 2 TABLET HOLDER, PORTABLE FAN, USB CHARGER				
						Departmental Supplies				
					77034 75185	1NCV-HFKV-GJNK	04/08/2026		042326	39.67
						Invoice: 1NCV-HFKV-GJNK				
						39.67 5100-50-405-28-00-510202-				
						FACILITIES TRUCK - SOCKET ORGANIZER SET				
						Hardware & Tools				
					77131 75281	17HY-XRW4-CYTJ	04/10/2026		042326	29.58
						Invoice: 17HY-XRW4-CYTJ				
						29.58 0100-30-300-04-00-510001-				
						SLLC Departmental Supplies				
						Departmental Supplies				
					77132 75282	19M7-T4TW-7LQW	04/09/2026		042326	469.70
						Invoice: 19M7-T4TW-7LQW				
						469.70 0100-30-300-04-60-510015-				
						SLLC Books				
						Books				
					77133 75283	1VPF-HM7C-VCHP	04/10/2026		042326	101.88
						Invoice: 1VPF-HM7C-VCHP				
						101.88 0100-30-300-04-00-510001-				
						SLLC Departmental Supplies				
						Departmental Supplies				
					77172 75322	1XTH-K3YC-K6Q6	04/09/2026		042326	61.95
						Invoice: 1XTH-K3YC-K6Q6				
						30.85 5101-50-400-24-00-510300-				
						31.10 0100-40-400-18-00-510300-				
						SHOP/ENGINEERING - OIL DRAIN PAN/NOTEBOOKS				
						Vehicle Operations				
						Vehicle Operations				
					77187 75337	1NKR-DXGW-MD7N	04/07/2026		042326	199.85
						Invoice: 1NKR-DXGW-MD7N				
						199.85 0100-30-300-04-60-510015-				
						SLLC Zip Books				
						Books				
					77286 75436	1CLF-LWLQ-C3PL	04/14/2026		042326	49.30
						Invoice: 1CLF-LWLQ-C3PL				
						9.86 0100-10-110-03-00-510001-				
						9.86 0100-10-110-65-00-510001-				
						9.86 0100-10-120-05-00-510001-				
						9.86 0100-10-125-06-00-510001-				
						9.86 0100-10-100-01-00-510001-				
						Replacement Coffee Maker Glass Carafe (2)				
						Departmental Supplies				
						Departmental Supplies				
						Departmental Supplies				
						Departmental Supplies				
						Departmental Supplies				
					77287 75437	1KN3-YP7T-MHJW	04/06/2026		042326	286.32
						Invoice: 1KN3-YP7T-MHJW				
						286.32 5100-50-405-28-00-510200-				
						FACILITIES MAINT - WATER FILTERS (ALL FACILITIES)				
						Repairs & Maintenance				

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
					77288 75438	1P4J-PTDL-VPRK	04/13/2026		042326	330.38
						Invoice: 1P4J-PTDL-VPRK				
						330.38 5100-50-405-28-00-510205-				
						FACILITIES MAINT WATER LINE REPAIR E ASH PROPERTY				
						Building Repair & Maintenance				
					77289 75439	1PGD-V31V-GQYD	04/15/2026		042326	38.71
						Invoice: 1PGD-V31V-GQYD				
						38.71 0100-20-200-14-00-510001-				
						PD REFRIGERATOR WATER FILTER REPLACEMENT				
						Departmental Supplies				
					77319 75464	1J1J-L4C9-3RCV	04/02/2026		042326	182.79
						Invoice: 1J1J-L4C9-3RCV				
						182.79 0100-10-100-01-00-510802-				
						Supplies for State of the City				
						Community Promotion				
					77320 75465	13VG-M7QR-1L4M	04/06/2026		042326	69.13
						Invoice: 13VG-M7QR-1L4M				
						69.13 0100-10-100-01-00-510802-				
						Supplies for State of the City				
						Community Promotion				
					77321 75466	1QKT-YK1N-XTT4	04/06/2026		042326	42.38
						Invoice: 1QKT-YK1N-XTT4				
						42.38 0100-10-110-65-00-510001-				
						Departmental Supplies				
						Departmental Supplies				
					77322 75467	13YH-QTG9-6YY9	04/07/2026		042326	265.98
						Invoice: 13YH-QTG9-6YY9				
						265.98 0100-10-110-65-00-510001-				
						Departmental Supplies				
						Departmental Supplies				
					77323 75468	193R-FH3P-DXLK	04/07/2026		042326	50.39
						Invoice: 193R-FH3P-DXLK				
						50.39 0100-10-100-01-00-510802-				
						Supplies for State of the City				
						Community Promotion				
					77404 75549	1DFJ-Y19P-GC6D	04/17/2026		042326	19.25
						Invoice: 1DFJ-Y19P-GC6D				
						19.25 0100-10-135-11-00-510000-				
						HR Office Supplies				
						Office Supplies				
					77411 75556	177J-3917-1D39	04/07/2026		042326	76.53
						Invoice: 177J-3917-1D39				
						76.53 0100-20-200-15-00-510001-				
						kitten powder supplement				
						Departmental Supplies				
					77432 75577	1FK4-P3KR-MTCV	04/20/2026		042326	72.98
						Invoice: 1FK4-P3KR-MTCV				
						30.36 0100-10-135-09-00-510000-				
						Office Supplies				
						42.62 0100-10-135-11-00-510000-				
						HR Office Supplies				
						Office Supplies				

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CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER / DOCUMENT	INVOICE	INV DATE	PO	WARRANT	NET
				77464 75608	1R4W-MWK3-1NN6	04/20/2026		042326	648.77
Invoice: 1R4W-MWK3-1NN6						shelter/office/promotional supplies			
				648.77	0100-20-200-15-00-510001-	Departmental Supplies			
				77487 75631	1TK9-YCV4-6L9R	04/02/2026		042326	8.57
Invoice: 1TK9-YCV4-6L9R						POLICE-Office Supplies			
				8.57	0100-20-200-14-00-510000-	Office Supplies			
				77488 75632	1MFF-TKTH-DG1D	04/02/2026		042326	187.05
Invoice: 1MFF-TKTH-DG1D						POLICE-Departmental supplies			
				187.05	0100-20-200-14-00-510001-	Departmental Supplies			
				77489 75633	1VMF-MR7G-14KV	04/07/2026		042326	91.03
Invoice: 1VMF-MR7G-14KV						POLICE-Departmental supplies			
				91.03	0100-20-200-14-00-510001-	Departmental Supplies			
				77490 75634	19VF-PDWC-FND7	04/09/2026		042326	35.27
Invoice: 19VF-PDWC-FND7						POLICE-Departmental supplies			
				35.27	0100-20-200-14-00-510001-	Departmental Supplies			
				77491 75635	19RL-9WJ4-GDGN	04/09/2026		042326	104.55
Invoice: 19RL-9WJ4-GDGN						POLICE-Departmental supplies			
				104.55	0100-20-200-14-00-510001-	Departmental Supplies			
				77492 75636	1Y6G-JP6D-6NM9	04/10/2026		042326	52.57
Invoice: 1Y6G-JP6D-6NM9						POLICE-Office Supplies			
				52.57	0100-20-200-14-00-510000-	Office Supplies			
				77493 75637	1TYM-PFP4-FPCP	04/14/2026		042326	218.12
Invoice: 1TYM-PFP4-FPCP						POLICE-Departmental supplies			
				218.12	0100-20-200-14-00-510001-	Departmental Supplies			
				77494 75638	113V-1FQK-CNF1	04/17/2026		042326	124.64
Invoice: 113V-1FQK-CNF1						POLICE-Departmental supplies			
				124.64	0100-20-200-14-00-510001-	Departmental Supplies			
				77502 75646	1WTR-NLLR-GTGR	04/15/2026		042326	84.32
Invoice: 1WTR-NLLR-GTGR						Departmental Supplies			
				28.11	0100-10-405-26-00-510001-	Departmental Supplies			
				28.11	0100-10-405-27-00-510001-	Departmental Supplies			
				28.10	0100-10-145-13-00-510001-	Departmental Supplies			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
							CHECK	1026139 TOTAL:		4,024.18
1026140	04/23/2026	PRTD	13959	AMS.NET LLC	77520 75664	Invoice-0098860	02/25/2026	042326		7,597.20
Invoice: Invoice-0098860							Cisco On-Premises Annual Renewal - Communication			
				7,597.20 5103-50-500-29-00-510150-			Software Subscription			
					77521 75665	Invoice-0098862	02/25/2026	042326		277.20
Invoice: Invoice-0098862							O365 Microsoft Software -Exchange Plan 1 Licenses			
				277.20 5103-50-500-29-00-510150-			Software Subscription			
							CHECK	1026140 TOTAL:		7,874.40
1026141	04/23/2026	PRTD	12843	APPLIED BEST PRACTIC	77503 75647	31749	03/05/2026	042326		1,000.00
Invoice: 31749							SHAFTER:AB15166a | CDAR			
				1,000.00 0100-10-140-10-00-510400-			Professional Services			
							CHECK	1026141 TOTAL:		1,000.00
1026142	04/23/2026	PRTD	1665	KENNETH J BARRON	77301 75451	INV-000792	04/15/2026	042326		500.00
Invoice: INV-000792							INSTALL OF RANGE STOVE TOP REPLACEMENT			
				500.00 0100-30-400-25-55-510400-			Professional Services			
							CHECK	1026142 TOTAL:		500.00
1026143	04/23/2026	PRTD	15502	MELVIN JOHNSON	77468 75612	2026-0102	04/02/2026	042326		255.00
Invoice: 2026-0102							POLICE-Polygraph exam			
				255.00 0100-20-200-14-00-510115-			Recruitment			
							CHECK	1026143 TOTAL:		255.00
1026144	04/23/2026	PRTD	100	BLUEPRINT SERVICE CO	77090 75241	0968628	04/07/2026	042326		281.80
Invoice: 0968628							POLICE SUBSTATION - PLANS			
				281.80 E PD00001 -20 -200 -0308 0308-60-200-14-00-580200-			Capital Prj.- Buildings & Imp.			
							CHECK	1026144 TOTAL:		281.80

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
1026145	04/23/2026	PRTD	4537	BOLLES NURSERY	77136 75286	94208	04/01/2026		042326	125.57
	Invoice: 94208				125.57	0100-30-400-25-52-510200-	AQUATIC CENTER - 2 CY WALK ON Repairs & Maintenance			
					77194 75344	94245	04/13/2026		042326	97.42
	Invoice: 94245				97.42	0100-40-400-19-02-510200-	STREETS - 5 REDTIP PHOTENEA Repairs & Maintenance			
							CHECK 1026145 TOTAL:			222.99
1026146	04/23/2026	PRTD	13852	BOOT BARN INC	77232 75382	INV00592928	04/14/2026		042326	233.80
	Invoice: INV00592928				233.80	0100-10-405-26-00-500502-	Boot/Jacket FY 25/26 - C.Mathis Uniform & Equipment Allowance			
							CHECK 1026146 TOTAL:			233.80
1026147	04/23/2026	PRTD	102	BOWMAN ASPHALT	77343 75488	25241	04/15/2026		042326	1,004.71
	Invoice: 25241				1,004.71	0100-40-400-19-02-510200-	STREETS - 3/8 TYPE A CM Repairs & Maintenance			
					77440 75584	Application #3	03/10/2026	150	042326	105,542.24
	Invoice: Application #3				105,542.24	E PF00004 -50 -525 -0100 0100-60-400-25-52-580200-	Shafter Aquatic Center Site Improvements - Bowman Capital Prj.- Buildings & Imp.			
							CHECK 1026147 TOTAL:			106,546.95
1026148	04/23/2026	PRTD	427	BRAXBRO, INC.	77140 75290	1777	04/09/2026		042326	840.00
	Invoice: 1777				840.00	E WA00005 -50 -525 - 5002-60-400-20-00-580100-	WATER/SCADA - WELL #21 - TROUBLESHOOT CONTROL LOGI Capital Prj.- Infrastructure			
					77341 75487	1779	04/14/2026		042326	700.00
	Invoice: 1779				700.00	E WA00005 -50 -525 - 5002-60-400-20-00-580100-	WATER/SCADA - TANK #4 - TROUBLESHOOT SLC505 Capital Prj.- Infrastructure			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE DTL DESC				
							CHECK	1026148 TOTAL:		1,540.00
1026149	04/23/2026	PRTD	78	CALIFORNIA TURF EQUI	77344 75489	715466	04/13/2026	042326		815.95
	Invoice: 715466					PARKS - PLUNGER INTERLOCK SWITCH/FUSE				
					815.95	0100-30-400-25-00-510204- Equipment Repair				
							CHECK	1026149 TOTAL:		815.95
1026150	04/23/2026	PRTD	424	CHARTER COMMUNICATIO	77479 75623	251061801041426	04/14/2026	042326		270.00
	Invoice: 251061801041426					POLICE-Backup internet				
					270.00	0100-20-200-14-13-510701- Communications				
					77480 75624	167729101041426	04/14/2026	042326		361.51
	Invoice: 167729101041426					POLICE-Backup internet				
					361.51	0100-20-200-14-00-510701- Communications				
							CHECK	1026150 TOTAL:		631.51
1026151	04/23/2026	PRTD	14296	CHRISTOPHER SCHULTZ	77414 75559	NOINV - 04.20.2026	04/13/2026	042326		280.00
	Invoice: NOINV - 04.20.2026					PER DIEM FOR CONNECT AMERICA CONFERENCE				
					280.00	5004-40-500-30-01-510505- Travel				
							CHECK	1026151 TOTAL:		280.00
1026152	04/23/2026	PRTD	6980	CIVIC PLUS	77405 75550	363615	02/25/2026	042326		200.00
	Invoice: 363615					CivicPlus - Safety Action Plan site Build				
					200.00	E ST00047 -20 -200 -0200 0200-60-400-19-02-580100- Capital Prj.- Infrastructure				
							CHECK	1026152 TOTAL:		200.00
1026153	04/23/2026	PRTD	1518	CLARISA OLAGUEZ	77170 75320	NOINV20260413	04/13/2026	042326		277.20
	Invoice: NOINV20260413					Mileage: EOC Training				
					277.20	0100-10-145-13-00-510505- Travel				
							CHECK	1026153 TOTAL:		277.20

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
1026154	04/23/2026	PRTD	15140	COALITION TRAILER PA	77066	285634	03/19/2026	288	042326	4,420.72
					75217					
Invoice: 285634							FACILITIES MAINTENANCE - PULL TRAILER			
				4,420.72	5100-60-405-28-00-570200-		Machinery & Equipment			
							CHECK 1026154 TOTAL:			4,420.72
1026155	04/23/2026	PRTD	14335	CORE & MAIN LP	77367	Y773370	04/09/2026		042326	243.56
					75512					
Invoice: Y773370							WATER - ZZKD040 REPAIR KIT F/2 D040 BID SEQ 10			
				243.56	5002-40-400-20-00-510200-		Repairs & Maintenance			
							CHECK 1026155 TOTAL:			243.56
1026156	04/23/2026	PRTD	10269	CORELOGIC INC	77228	82296940	03/31/2026		042326	270.00
					75378					
Invoice: 82296940							REALQUEST MAPS - CC			
				270.00	0100-10-405-27-00-510106-		Subscriptions & Dues			
							CHECK 1026156 TOTAL:			270.00
1026157	04/23/2026	PRTD	5303	CULLIGAN WATER CONDI	77410	169410	04/01/2026		042326	81.50
					75555					
Invoice: 169410							water delivery service			
				81.50	0100-20-200-15-00-510100-		Service Agreements			
							CHECK 1026157 TOTAL:			81.50
1026158	04/23/2026	PRTD	1491	DERRICK D ENTERPRISE	77441	PK00008-8	03/31/2026	125	042326	684,526.83
					75585					
Invoice: PK00008-8							North Shafter Community Park Project			
				272,854.22	E PK00008 -50 -525 -0100					
					0100-60-400-25-40-580200-		Capital Prj.- Buildings & Imp.			
				411,672.61	E PK00008 -50 -525 -0308					
					0308-60-400-25-40-580200-		Capital Prj.- Buildings & Imp.			
					77519	12.1	04/03/2026		042326	64,132.98
					75663					
Invoice: 12.1							FFA LM Grant - Fiber Expansion Past North Park			
				64,132.98	E IT00003.1 -50 -525 -5004					
					5004-60-500-30-01-580200-		Capital Prj.- Buildings & Imp.			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE DTL DESC				
							CHECK	1026158 TOTAL:		748,659.81
1026159	04/23/2026	PRTD	12000	DIVISION OF THE ST A	77134 75284	01/26-03/26	03/31/2026		042326	20.40
	Invoice: 01/26-03/26					DSA 786 QUARTERLY REPORT ($4)				
					20.40	0100-00-000-00-00-205310-		ST Business Licen Fee Deposits		
							CHECK	1026159 TOTAL:		20.40
1026160	04/23/2026	PRTD	9887	DOOLEY ENTERPRISES I	77469 75613	71639	04/13/2026	313	042326	1,253.91
	Invoice: 71639					POLICE-Four-9mm 115gr. Full Metal Jacket				
					1,253.91	0100-20-200-14-00-510001-		Departmental Supplies		
							CHECK	1026160 TOTAL:		1,253.91
1026161	04/23/2026	PRTD	1585	EMPLOYMENT RISK MANA	77401 75546	CSJ-00077-3Q26	04/15/2026		042326	3,989.50
	Invoice: CSJ-00077-3Q26					3Q26 Dollar One Billing for Program Yr. 2025				
					3,989.50	0100-10-130-08-00-510421-		Legal Services - Personnel		
							CHECK	1026161 TOTAL:		3,989.50
1026162	04/23/2026	PRTD	14458	EMTS INC	77243 75393	10210509	03/31/2026		042326	623.65
	Invoice: 10210509					003-2005 - PINE CONE ST - MONTHLY MAIN - MAR 2026				
					623.65	0803-40-400-19-04-510110-		Landscaping Services		
					77245 75395	10210560	03/31/2026		042326	13,886.00
	Invoice: 10210560					PARKS - GOSSAMER GROVE - MONTHLY MAIN - MAR 2026				
					13,886.00	0808-40-400-19-04-510110-		Landscaping Services		
							CHECK	1026162 TOTAL:		14,509.65
1026163	04/23/2026	PRTD	151	ENTENMANN-ROVIN COMP	77470 75614	0194411-IN	04/14/2026		042326	89.83
	Invoice: 0194411-IN					POLICE-Badge order #351				
					89.83	0100-20-200-14-00-510001-		Departmental Supplies		
							CHECK	1026163 TOTAL:		89.83
1026164	04/23/2026	PRTD	158	FARM PUMP & IRRIGATI	77173 75323	I0017018	04/13/2026		042326	4.38
	Invoice: I0017018					WATER - 3" ASB GASKET CUT RING				
					4.38	5002-40-400-20-00-510200-		Repairs & Maintenance		

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CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
					77362 75508	I0017022	04/15/2026		042326	14.00
	Invoice: I0017022					WATER - WELL #16 - 8" ASB GASKET CUT RING				
					14.00	5002-40-400-20-00-510200- Repairs & Maintenance				
						CHECK 1026164 TOTAL:				18.38
1026165	04/23/2026	PRTD	14044	FASTENAL COMPANY	77142 75292	CABAE35415	04/09/2026	20250036	042326	447.17
	Invoice: CABAE35415					ALL PW'S - VENDING MACHINE SUPPLIES				
					154.79	0100-40-400-19-02-510001- Departmental Supplies				
					120.39	0100-30-400-25-00-510001- Departmental Supplies				
					51.60	5000-40-400-21-00-510001- Departmental Supplies				
					103.19	5002-40-400-20-00-510001- Departmental Supplies				
					17.20	5101-50-400-24-00-510001- Departmental Supplies				
					77364 75509	CABAE35489	04/14/2026	20250036	042326	222.74
	Invoice: CABAE35489					ALL PW'S - VENDING MACHINE SUPPLIES				
					77.10	0100-40-400-19-02-510001- Departmental Supplies				
					59.97	0100-30-400-25-00-510001- Departmental Supplies				
					25.70	5000-40-400-21-00-510001- Departmental Supplies				
					51.40	5002-40-400-20-00-510001- Departmental Supplies				
					8.57	5101-50-400-24-00-510001- Departmental Supplies				
						CHECK 1026165 TOTAL:				669.91
1026166	04/23/2026	PRTD	5903	FERGUSON ENTERPRISES	77145 75295	0057958	04/01/2026	294	042326	17,840.53
	Invoice: 0057958					WATER - WELL #9 - IRRIGATION TO MANNEL PARK				
					17,840.53	E WA00012 -50 -525 - 5002-60-400-20-00-580100- Capital Prj.- Infrastructure				
					77264 75414	0058369	04/03/2026	307	042326	9,315.14
	Invoice: 0058369					WATER - REPLACEMENT OF BISHOP ACRES MAIN LINE				
					9,315.14	5002-40-400-20-00-510200- Repairs & Maintenance				
					77415 75560	0058442	04/03/2026		042326	3,427.88
	Invoice: 0058442					WATER - TANK #4 - FLG L&W SWG CHK VLV				
					3,427.88	5002-40-400-20-00-510200- Repairs & Maintenance				
						CHECK 1026166 TOTAL:				30,583.55

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
1026167	04/23/2026	PRTD	12171	FGL ENVIRONMENTAL	77092 75243	641609A	03/26/2026		042326	1,173.00
Invoice: 641609A					1,173.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77093 75244	641611A	03/26/2026		042326	808.00
Invoice: 641611A					808.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77094 75245	641612A	03/26/2026		042326	220.00
Invoice: 641612A					220.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77095 75246	641846A	03/27/2026		042326	386.00
Invoice: 641846A					386.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77096 75247	641847A	03/26/2026		042326	220.00
Invoice: 641847A					220.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77097 75248	641848A	03/26/2026		042326	449.00
Invoice: 641848A					449.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77098 75249	641849A	03/26/2026		042326	661.00
Invoice: 641849A					661.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77099 75250	641850A	03/26/2026		042326	138.00
Invoice: 641850A					138.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77100 75251	641851A	03/26/2026		042326	138.00
Invoice: 641851A					138.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77101 75252	642016A	03/26/2026		042326	243.00
Invoice: 642016A					243.00	5002-40-400-20-00-510905-	BACTERIOLOGICAL TESTING FOR WATER SYSTEM Water Testing/Samples			
					77102	642017A	03/26/2026		042326	178.00

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
					75253					
			Invoice: 642017A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				178.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77103	642018A	03/26/2026	042326		138.00
					75254					
			Invoice: 642018A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				138.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77104	642104A	03/30/2026	042326		30.00
					75255					
			Invoice: 642104A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				30.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77105	642282A	04/07/2026	042326		178.00
					75256					
			Invoice: 642282A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				178.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77106	642284A	04/07/2026	042326		138.00
					75257					
			Invoice: 642284A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				138.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77107	642285A	04/07/2026	042326		138.00
					75258					
			Invoice: 642285A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				138.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77108	642286A	04/07/2026	042326		138.00
					75259					
			Invoice: 642286A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				138.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77143	641413A	03/17/2026	042326		360.00
					75293					
			Invoice: 641413A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				360.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77144	641414A	03/17/2026	042326		68.00
					75294					
			Invoice: 641414A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				68.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77246	642102A	04/09/2026	042326		108.00
					75396					
			Invoice: 642102A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			
				108.00	5002-40-400-20-00-510905-		Water Testing/Samples			
					77247	642103A	04/09/2026	042326		68.00
					75397					
			Invoice: 642103A				BACTERIOLOGICAL TESTING FOR WATER SYSTEM			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
						68.00 5002-40-400-20-00-510905-		Water Testing/Samples		
								CHECK	1026167 TOTAL:	5,978.00
1026168	04/23/2026	PRTD	1089	FLOCK GROUP, INC.	77466 75610	INV-90912	04/01/2026	042326		1,054.80
	Invoice: INV-90912						POLICE-Replace damaged camera			
						1,054.80 0100-20-200-14-00-510204-		Equipment Repair		
								CHECK	1026168 TOTAL:	1,054.80
1026169	04/23/2026	PRTD	1320	FELIX MENDOZA RODRIG	77407 75552	1415	04/17/2026	042326		400.00
	Invoice: 1415						TRANSIT TRANSPORT TE-26 SHAFTER TO VAN NUYS REPAIR			
						400.00 5003-40-140-12-00-510300-		Vehicle Operations		
								CHECK	1026169 TOTAL:	400.00
1026170	04/23/2026	PRTD	1571	GIBBS INTERNATIONAL	77150 75300	425885B	04/08/2026	042326		70.41
	Invoice: 425885B						STREETS #424 - KEY			
						70.41 0100-40-400-19-02-510300-		Vehicle Operations		
								CHECK	1026170 TOTAL:	70.41
1026171	04/23/2026	PRTD	188	HELENA CHEMICAL CO	77254 75404	30058636	04/10/2026	042326		375.38
	Invoice: 30058636						STREETS - GROUND W			
						375.38 0100-40-400-19-02-510200-		Repairs & Maintenance		
								CHECK	1026171 TOTAL:	375.38
1026172	04/23/2026	PRTD	2	HITCHCOCK'S AUTO PAR	77151 75301	437846	04/10/2026	042326		10.71
	Invoice: 437846						WATER - FUNNEL			
						10.71 5002-40-400-20-00-510001-		Departmental Supplies		
					77152 75302	437844	04/10/2026	042326		55.66
	Invoice: 437844						WATER - RAGS/BUGS-B-GONE			
						55.66 5002-40-400-20-00-510001-		Departmental Supplies		
					77153 75303	437814	04/10/2026	042326		40.56
	Invoice: 437814						SHOP - SOC 15/16 3/8D 6PT/DR 6PT 13/16 ST			
						40.56 5101-50-400-24-00-510202-		Hardware & Tools		

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CHECK NO	CHK DATE	TYPE	VENDOR NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC			
				77154	437697	04/08/2026		042326	29.68
				75304					
Invoice: 437697						SHOP - DRILL BIT			
			29.68 5101-50-400-24-00-510202-			Hardware & Tools			
				77155	437659	04/07/2026		042326	23.93
				75305					
Invoice: 437659						STREETS - S-50 GLASS CLNT/HOT SHINE TIRE			
			23.93 0100-40-400-19-02-510001-			Departmental Supplies			
				77156	437481	04/03/2026		042326	6.69
				75306					
Invoice: 437481						STREETS - PR-EACH/BX-4			
			6.69 0100-40-400-19-02-510300-			Vehicle Operations			
				77253	438038	04/15/2026		042326	209.12
				75403					
Invoice: 438038						WATER #120 - BATTERY			
			209.12 5002-40-400-20-00-510300-			Vehicle Operations			
				77373	438074	04/16/2026		042326	8.60
				75518					
Invoice: 438074						SHOP - AA 2N1 MICROFIB			
			8.60 5101-50-400-24-00-510001-			Departmental Supplies			
				77374	438057	04/15/2026		042326	48.26
				75519					
Invoice: 438057						PARKS - BATTERY CHARGER			
			48.26 0100-30-400-25-00-510001-			Departmental Supplies			
				77375	438056	04/15/2026		042326	48.26
				75520					
Invoice: 438056						STREETS - BATTERY CHARGER			
			48.26 0100-40-400-19-02-510001-			Departmental Supplies			
				77422	438191	04/17/2026		042326	78.72
				75566					
Invoice: 438191						SHOP - 3/8 DR 90 TOOTH FLEX			
			78.72 5101-50-400-24-00-510202-			Hardware & Tools			
				77423	438192	04/17/2026		042326	108.39
				75567					
Invoice: 438192						SHOP - GAUGE			
			108.39 5101-50-400-24-00-510202-			Hardware & Tools			
				77424	438190	04/17/2026		042326	22.91
				75568					
Invoice: 438190						STREETS #424 - WELDING SUPPLY			
			22.91 0100-40-400-19-02-510202-			Hardware & Tools			
				77472	437971	04/14/2026		042326	239.29
				75616					

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
	Invoice: 437971						POLICE-Unit # 183 New battery			
					239.29	0100-20-200-14-00-510300-		Vehicle Operations		
							CHECK 1026172 TOTAL:			930.78
1026173	04/23/2026	PRTD	1987	KERN COUNTY INFORMAT	77498 75642	CI2500000172	08/22/2025	042326		1,800.00
	Invoice: CI2500000172						POLICE-FY25-26 1st QTR CJIS Jul-Sep 25			
					1,800.00	0100-20-200-14-00-510113-		CA Law Enfc Telcom Sys (CLETS)		
					77499 75643	CI2600000165	03/05/2026	042326		1,800.00
	Invoice: CI2600000165						POLICE-FY 25-26 3rd QTR CJIS Jan-March26			
					1,800.00	0100-20-200-14-00-510113-		CA Law Enfc Telcom Sys (CLETS)		
							CHECK 1026173 TOTAL:			3,600.00
1026174	04/23/2026	PRTD	10148	INFOSEND INC	77030 75181	307519	03/31/2026	042326		3,156.88
	Invoice: 307519						UTILITY BILL, DELINQUENT NOTICE PROCESSING			
					789.22	5000-40-400-21-00-510400-		Professional Services		
					789.22	5001-40-400-22-00-510400-		Professional Services		
					1,578.44	5002-40-400-20-00-510400-		Professional Services		
							CHECK 1026174 TOTAL:			3,156.88
1026175	04/23/2026	PRTD	7017	J & E RESTAURANT SUP	77300 75450	438910	04/10/2026	042326		156.96
	Invoice: 438910						GAS HOSE FOR RANGE STOVE TOP REPLACEMENT			
					156.96	0100-30-400-25-55-510001-		Departmental Supplies		
							CHECK 1026175 TOTAL:			156.96
1026176	04/23/2026	PRTD	11455	JAS PACIFIC	77309 75459	BI 15402	04/14/2026 40	042326		9,367.20
	Invoice: BI 15402						JAS PACIFIC - PLAN CHECK AND INSPECTOR SERVICES			
					9,367.20	0100-10-405-26-00-510400-		Professional Services		
							CHECK 1026176 TOTAL:			9,367.20
1026177	04/23/2026	PRTD	3909	JBI OIL INC	77244 75394	187812	02/11/2026	042326		136.83
	Invoice: 187812						Fleet Service			
					136.83	0100-20-200-15-00-510300-		Vehicle Operations		
					77248 75398	186334	01/16/2026	042326		144.31

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
	Invoice: 186334						AC Fleet Service			
				144.31 0100-20-200-15-00-510300-			Vehicle Operations			
					77251	189028	03/02/2026		042326	129.08
					75401					
	Invoice: 189028						Unit 164 Oil Change			
				129.08 0100-20-200-15-00-510300-			Vehicle Operations			
					77255	189289	03/09/2026		042326	144.20
					75405					
	Invoice: 189289						Unit 190 Oil Change			
				144.20 0100-20-200-15-00-510300-			Vehicle Operations			
					77259	191403	04/13/2026		042326	144.20
					75409					
	Invoice: 191403						Unit 164 Oil Change			
				144.20 0100-20-200-15-00-510300-			Vehicle Operations			
							CHECK 1026177 TOTAL:			698.62
1026178	04/23/2026	PRTD	633	JEFF LEWIS	77083	233	03/31/2026	130	042326	15,750.00
					75234					
	Invoice: 233						FFALM Construction Management Services from GTG			
				15,750.00 E IT00003.1 -10 -215 -5004						
				5004-40-500-30-01-510400-			Professional Services			
							CHECK 1026178 TOTAL:			15,750.00
1026179	04/23/2026	PRTD	208	JEFFRIES BROS., INC	77127	187915	02/13/2026		042326	60.36
					75278					
	Invoice: 187915						SHOP - PROPANE			
				60.36 5101-50-400-24-00-510001-			Departmental Supplies			
					77128	186704	01/23/2026		042326	40.09
					75279					
	Invoice: 186704						SHOP - PROPANE			
				40.09 5101-50-400-24-00-510001-			Departmental Supplies			
					77129	185997	01/12/2026		042326	20.27
					75280					
	Invoice: 185997						SHOP - PROPANE			
				20.27 5101-50-400-24-00-510001-			Departmental Supplies			
					77451	185140.1	12/23/2025		042326	2.71
					75595					
	Invoice: 185140.1						SHOP - ADDT'L AMOUNT FOR PROPANE			
				2.71 5101-50-400-24-00-510001-			Departmental Supplies			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE DTL DESC				
							CHECK	1026179 TOTAL:		123.43
1026180	04/23/2026	PRTD	523	JENNIFER GARCIA	77452 75596	70761	03/27/2026		042326	180.00
	Invoice: 70761					POLICE-Alterations for the Honor Guard Jacket #300				
					180.00	0100-20-200-14-00-510400- Professional Services				
					77532 75676	Per diem 4/20/26	04/20/2026		042326	480.00
	Invoice: Per diem 4/20/26					POLICE-ICI Sexual Assault Course				
					480.00	0100-20-200-14-00-510505- Travel				
							CHECK	1026180 TOTAL:		660.00
1026181	04/23/2026	PRTD	12343	JOHN RUBIO	77512 75656	NOINV04212026	04/21/2026		042326	281.70
	Invoice: NOINV04212026					Mileage: ISC West Conference				
					281.70	5103-50-500-29-00-510505- Travel				
							CHECK	1026181 TOTAL:		281.70
1026182	04/23/2026	PRTD	12272	JOHNSON CONTROLS SEC	77501 75644	42348723	04/11/2026		042326	399.05
	Invoice: 42348723					POLICE-Quarterly Billing May-Jul 26				
					399.05	0100-20-200-14-00-510100- Service Agreements				
							CHECK	1026182 TOTAL:		399.05
1026183	04/23/2026	PRTD	1453	JTS MODULAR, INC.	77198 75348	App # 11	03/31/2026	20250383	042326	235,738.44
	Invoice: App # 11					Shafter Aquatic Center Modular Building				
					235,738.44	E PF00004 -50 -525 -0100 0100-60-400-25-52-580200- Capital Prj.- Buildings & Imp.				
							CHECK	1026183 TOTAL:		235,738.44
1026184	04/23/2026	PRTD	231	KERN ASPHALT PAVING	77260 75410	2053082-445	03/31/2026		042326	1,072.50
	Invoice: 2053082-445					STREETS - 8 DUMP TRAILER LOADS OF BASE PICKED UP				
					1,072.50	0100-40-400-19-02-510200- Repairs & Maintenance				
							CHECK	1026184 TOTAL:		1,072.50

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					DOCUMENT	INVOICE DTL DESC				
1026185	04/23/2026	PRTD	1021	KERN COUNTY CLERKS O	77174 75324	NOINV - 04.14.2026	04/13/2026		042326	50.00
	Invoice: NOINV - 04.14.2026					NOE - TURLARE AVE PEDESTRAIN IMPROVEMENT PROJECT				
	50.00 E ST00045 -40 -400 -0204 0204-60-400-19-02-580100-					Capital Prj.- Infrastructure				
						CHECK 1026185 TOTAL:				50.00
1026186	04/23/2026	PRTD	14379	KERN COUNTY SUPT OF	77202 75369	75369	04/14/2026		042326	88,018.17
	Invoice: 75369					March Deposit				
	88,228.17 0100-00-000-00-00-205306-					School Fee Deposits				
	-210.00 0100-10-405-26-00-410100-					Building Fees - Misc				
						CHECK 1026186 TOTAL:				88,018.17
1026187	04/23/2026	PRTD	12662	KEYSER MARSTON ASSOC	77274 75424	0040628	04/13/2026		042326	10,100.00
	Invoice: 0040628					2025-2026 ANNUAL BOND DISCLOSURE				
	10,100.00 0100-10-140-10-00-510400-					Professional Services				
						CHECK 1026187 TOTAL:				10,100.00
1026188	04/23/2026	PRTD	170	KOEFRAN INDUSTRIES,	77196 75346	0000712290	03/31/2026		042326	693.00
	Invoice: 0000712290					monthly carcass removal				
	693.00 0100-20-200-15-00-510100-					Service Agreements				
					77233 75389	0000690948	11/30/2025		042326	693.00
	Invoice: 0000690948					carcass removal services				
	693.00 0100-20-200-15-00-510706-					Refuse				
					77241 75390	0000705371	02/28/2026		042326	693.00
	Invoice: 0000705371					monthly carcass removal				
	693.00 0100-20-200-15-00-510706-					Refuse				
						CHECK 1026188 TOTAL:				2,079.00
1026189	04/23/2026	PRTD	228	KRAZAN & ASSOCIATES	77256 75406	B633023-507	03/31/2026 117		042326	724.00
	Invoice: B633023-507					Aquatic Center- Site Improv. Materials Testing				
	724.00 E PF00004 -50 -515 -0100 0100-60-400-25-52-580100-					Capital Prj.- Infrastructure				

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
					77258	B633009-507	03/31/2026		042326	2,955.00
					75408					
Invoice: B633009-507							STREETS - SANTA FE/RIVERSDIE ASPHALT TESTING			
				2,955.00	0100-40-400-19-02-510400-		Professional Services			
					77420	B632923-507	03/31/2026	218	042326	544.00
					75565					
Invoice: B632923-507							Police Substation Site Improv. Materials Testing			
				544.00						
					E PD00001 -50 -515 -					
					0100-60-200-14-00-580200-		Capital Prj.- Buildings & Imp.			
					77513	B633023-507-R	03/31/2026	117	042326	462.00
					75657					
Invoice: B633023-507-R							Aquatic Center- Site Improv. Materials Testing			
				462.00						
					E PF00004 -50 -515 -0100					
					0100-60-400-25-52-580100-		Capital Prj.- Infrastructure			
							CHECK 1026189 TOTAL:			4,685.00
1026190	04/23/2026	PRTD	1639	LC ACTION POLICE SUP	77496	68683	04/17/2026	271	042326	5,741.04
					75640					
Invoice: 68683							5- Daniel Defense Upper Receivers with Magpul			
				5,741.04	0100-20-200-14-00-510001-FENT		Departmental Supplies			
					77497	68699	04/17/2026	272	042326	5,741.04
					75641					
Invoice: 68699							5- Daniel Defense Upper Receivers with Magpul			
				5,741.04	0100-20-200-14-00-510001-FENT		Departmental Supplies			
							CHECK 1026190 TOTAL:			11,482.08
1026191	04/23/2026	PRTD	128	LIEBERT CASSIDY WHIT	77439	319988	03/31/2026		042326	727.50
					75583					
Invoice: 319988							Prof. Svcs though 3/31/26: General Matters			
				727.50	0100-10-130-08-00-510421-		Legal Services - Personnel			
							CHECK 1026191 TOTAL:			727.50
1026192	04/23/2026	PRTD	379	FLORENTINO MACIAS JR	77049	73 MAR 26	03/31/2026		042326	6,502.31
					75200					
Invoice: 73 MAR 26							POLICE-Janitorial Services/Cleaning Supplies			
				4,324.00	5100-50-405-28-14-510109-		Janitorial Services			
				2,178.31	0100-20-200-14-00-510001-		Departmental Supplies			
					77312	064	02/28/2026		042326	600.00
					75461					

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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: 064					February 2026 Shelter Janitorial				
					600.00	5100-50-405-28-15-510109- Janitorial Services				
					77313	075	03/31/2026		042326	600.00
					75462					
	Invoice: 075					March 2026 Shelter Janitorial				
					600.00	5100-50-405-28-15-510109- Janitorial Services				
					77327	67 MAR 26	03/31/2026		042326	3,476.11
					75472					
	Invoice: 67 MAR 26					CITY HALL JANITORIAL SERVICES MARCH 2026				
					3,460.00	5100-50-405-28-90-510109- Janitorial Services				
					16.11	5100-50-405-28-90-510001- Departmental Supplies				
					77328	68 MAR 26	03/31/2026		042326	1,394.00
					75473					
	Invoice: 68 MAR 26					ANNEX JANITORIAL SERVICES MARCH 2026				
					1,394.00	5100-50-405-28-91-510109- Janitorial Services				
					77514	52 JAN 26	04/21/2026		042326	600.00
					75658					
	Invoice: 52 JAN 26					January 2026 Shelter Janitorial				
					600.00	5100-50-405-28-15-510109- Janitorial Services				
						CHECK 1026192 TOTAL:				13,172.42
1026193	04/23/2026	PRTD	606	MARCIAL MASCORRO	77291	6167	04/15/2026		042326	3,500.00
					75441					
	Invoice: 6167					Vets Hall-Cat5e removal, CAT6/ Sec.Cam Install x3				
					3,500.00	5103-50-500-29-00-510400- Professional Services				
					77522	6166	04/15/2026		042326	1,575.00
					75666					
	Invoice: 6166					PD CAT6 Install / Replacement Credit Card Machine				
					1,575.00	0100-20-200-14-00-510400- Professional Services				
						CHECK 1026193 TOTAL:				5,075.00
1026194	04/23/2026	PRTD	10924	MARCOS TORRES	77413	NOINV - 04.20.2026	04/03/2026		042326	166.50
					75558					
	Invoice: NOINV - 04.20.2026					PER DIEM FOR EOC TRAINING				
					83.25	5002-40-400-20-00-510505- Travel				
					83.25	5000-40-400-21-00-510505- Travel				
						CHECK 1026194 TOTAL:				166.50
1026195	04/23/2026	PRTD	1652	MCCLARD MASONRY CONS	77157	26-020:001	04/07/2026	305	042326	5,668.00
					75307					
	Invoice: 26-020:001					STREETS - GOSSAMER GROVE - REPAIR TO DAMAGED WALL				

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
					5,668.00	0808-40-400-19-04-510200-				
									Repairs & Maintenance	
								CHECK	1026195 TOTAL:	5,668.00
1026196	04/23/2026	PRTD	9464	MOTOROLA SOLUTIONS,	77261 75411	8282276546	02/05/2026	222	042326	4,897.10
	Invoice: 8282276546						POLICE-Unit #255 APX 4500 for K9 Unit			
					4,897.10	0100-60-200-14-00-570100-FENT			Automotive Equipment	
								CHECK	1026196 TOTAL:	4,897.10
1026197	04/23/2026	PRTD	1429	MUNICIPAL MAINTENANC	77376 75521	047578	03/18/2026		042326	634.05
	Invoice: 047578						STREETS #424 - BEARING/BOLT			
					634.05	0100-40-400-19-02-510204-			Equipment Repair	
								CHECK	1026197 TOTAL:	634.05
1026198	04/23/2026	PRTD	581	NALLELY PALMA CARRAN	77186 75336	INV0132	04/09/2026		042326	1,500.00
	Invoice: INV0132						SLLC Face Painting for Dia Del Nino			
					1,500.00	0100-30-300-75-51-510804-			Community Promotions	
								CHECK	1026198 TOTAL:	1,500.00
1026199	04/23/2026	PRTD	1299	NEUTERING NOMAD INC.	77263 75413	2408716	04/13/2026		042326	580.00
	Invoice: 2408716						Vet Care Services			
					580.00	0100-20-200-55-00-510124-			Spay/Neuter Expenses	
					77266 75416	2391655	02/27/2026		042326	2,275.00
	Invoice: 2391655						Spay/Neuter Services			
					2,275.00	0100-20-200-55-00-510111-			Vet Care Services	
					77267 75417	2391657	02/27/2026		042326	1,375.00
	Invoice: 2391657						Monthly Premise Maintenance			
					1,375.00	0100-20-200-55-00-510106-			Subscriptions & Dues	
					77270 75419	2387873	02/13/2026		042326	1,060.00
	Invoice: 2387873						Spay/Neuter Services			
					1,060.00	0100-20-200-55-00-510111-			Vet Care Services	
					77302 75456	2399989	03/23/2026		042326	1,375.00
	Invoice: 2399989						Premise Permit Maintenance			

City of Shafter
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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				
					1,375.00	0100-20-200-55-00-510106- Subscriptions & Dues				
					77307 75457	2399987	03/23/2026		042326	1,665.00
					Invoice: 2399987	spay/neuter services				
					1,665.00	0100-20-200-55-00-510111- Vet Care Services				
					77548 75691	041826 Clinic	04/18/2026		042326	2,400.00
					Invoice: 041826 Clinic	Vaccination/Microchip Clinic 04/18/2026				
					2,400.00	0100-00-000-00-00-205318- Collection & Holding				
						CHECK 1026199 TOTAL:				10,730.00
1026200	04/23/2026	PRTD	256	NOR SANITARY DISTRIC	76972 75123	2519	03/24/2026		042326	64,383.75
					Invoice: 2519	WWTP O&M MONTHLY CHARGES - FEBRUARY 2026				
					64,383.75	5000-40-400-21-00-510114- Contract Services				
					76975 75125	2520	03/24/2026		042326	9,013.04
					Invoice: 2520	WWTP - UPGRADE/EXPANSION PROJECT - FEBRUARY 2026				
					9,013.04	E WW00010 -20 -200 -5000 5000-60-400-21-00-580100- Capital Prj.- Infrastructure				
						CHECK 1026200 TOTAL:				73,396.79
1026201	04/23/2026	PRTD	9992	O'REILLY AUTOMOTIVE	77158 75308	2947-454323	04/06/2026		042326	40.57
					Invoice: 2947-454323	ENGINEERING #623 - OIL FILTER/5QT MOTOROIL				
					40.57	0100-40-400-18-00-510300- Vehicle Operations				
					77159 75309	2947-454733	04/09/2026		042326	35.37
					Invoice: 2947-454733	STREETS #424 - 25PK SHP TOWEL/DRAIN PAN				
					35.37	0100-40-400-19-02-510300- Vehicle Operations				
					77160 75310	2947-454345	04/06/2026		042326	18.21
					Invoice: 2947-454345	SHOP - HEX BIT				
					18.21	5101-50-400-24-00-510202- Hardware & Tools				
					77161 75311	2947-454798	04/09/2026		042326	51.84
					Invoice: 2947-454798	WATER - FUNNEL/LNG RCH/DRILL PUMP/TRIM SAUCE				
					51.84	5002-40-400-20-00-510202- Hardware & Tools				
					77180 75330	2947-454349	04/06/2026		042326	40.71

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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: 2947-454349			SHOP - RVT NUT TOOL/PARTS TRAY/DRILL BIT/HEX BIT			
				9.64	5101-50-400-24-00-510001-		Departmental Supplies			
				31.07	5101-50-400-24-00-510202-		Hardware & Tools			
					77181	2947-454731	04/09/2026	042326		260.85
					75331					
				Invoice: 2947-454731			STREETS #114 - RADIATOR			
				260.85	0100-40-400-19-02-510300-		Vehicle Operations			
					77182	2947-454732	04/09/2026	042326		62.84
					75332					
				Invoice: 2947-454732			STREETS #114 - COOLNT RESRV			
				62.84	0100-40-400-19-02-510300-		Vehicle Operations			
					77183	2947-454736	04/09/2026	042326		55.61
					75333					
				Invoice: 2947-454736			WATER - ABSORBER/GLASS CLNR/GLASS TOWEL/TOWELS			
				55.61	5002-40-400-20-00-510001-		Departmental Supplies			
					77184	2947-454765	04/09/2026	042326		36.43
					75334					
				Invoice: 2947-454765			SHOP - 8" PLIERS/SOCKET			
				36.43	5101-50-400-24-00-510202-		Hardware & Tools			
					77190	2947-454778	04/09/2026	042326		32.15
					75340					
				Invoice: 2947-454778			STREETS #114 - ANTIFREZ			
				32.15	0100-40-400-19-02-510300-		Vehicle Operations			
					77191	2947-454807	04/09/2026	042326		30.02
					75341					
				Invoice: 2947-454807			SHOP - 4PC HOSREMOV			
				30.02	5101-50-400-24-00-510202-		Hardware & Tools			
					77192	2947-454905	04/10/2026	042326		59.65
					75342					
				Invoice: 2947-454905			SHOP - GL-WIPER FLD/14oz BRAKE CLN			
				59.65	5101-50-400-24-00-510300-		Vehicle Operations			
					77193	2947-454916	04/10/2026	042326		79.63
					75343					
				Invoice: 2947-454916			STREETS #214 - OIL FILTER/5QT MOTOR OIL/ANTIFREZ			
				79.63	0100-40-400-19-02-510300-		Vehicle Operations			
					77473	2947-455535	04/14/2026	042326		48.57
					75617					
				Invoice: 2947-455535			POLICE-Unit #204 Motor oil			
				48.57	0100-20-200-14-00-510300-		Vehicle Operations			
							CHECK 1026201 TOTAL:			852.45

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
1026202	04/23/2026	PRTD	21	OFFICE DEPOT BUSINES	77162 75312	465824965001	04/10/2026		042326	154.68
	Invoice: 465824965001					ENGINEEING - PAPER/BINDERS				
					154.68	0100-40-400-19-02-510000- Office Supplies				
					77284 75434	463585616001	04/07/2026		042326	65.25
	Invoice: 463585616001					Small Kitchen & Workroom Supplies				
					13.05	0100-10-110-03-00-510000- Office Supplies				
					13.05	0100-10-110-65-00-510000- Office Supplies				
					13.05	0100-10-120-05-00-510000- Office Supplies				
					13.05	0100-10-125-06-00-510000- Office Supplies				
					13.05	0100-10-100-01-00-510000- Office Supplies				
					77285 75435	463569803001	04/07/2026		042326	191.98
	Invoice: 463569803001					Breakroom & Workroom Supplies				
					24.69	0100-10-110-03-00-510000- Office Supplies				
					62.28	0100-10-120-05-00-510000- Office Supplies				
					7.56	0100-10-100-01-00-510000- Office Supplies				
					24.70	0100-10-110-65-00-510000- Office Supplies				
					24.71	0100-10-125-06-00-510000- Office Supplies				
					3.48	0100-10-405-26-00-510000- Office Supplies				
					3.48	0100-10-140-10-00-510000- Office Supplies				
					41.08	0100-10-145-13-00-510000- Office Supplies				
					77481 75625	464255345001	04/01/2026		042326	24.61
	Invoice: 464255345001					POLICE-Office Supplies				
					24.61	0100-20-200-14-00-510000- Office Supplies				
					77482 75626	464248747001	04/02/2026		042326	162.44
	Invoice: 464248747001					POLICE-Office supplies				
					162.44	0100-20-200-14-00-510000- Office Supplies				
					77483 75627	464643062001	04/09/2026		042326	56.59
	Invoice: 464643062001					POLICE-Office Supplies				
					56.59	0100-20-200-14-00-510000- Office Supplies				
					77484 75628	460577699001	04/15/2026		042326	741.85
	Invoice: 460577699001					POLICE-Office Supplies				
					741.85	0100-20-200-14-00-510000- Office Supplies				
					77495 75639	458462007001	02/10/2026		042326	97.53
	Invoice: 458462007001					OFFICE SUPPLIES -BLDG				
					97.53	0100-10-405-26-00-510001- Departmental Supplies				

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE DTL DESC				
							CHECK	1026202 TOTAL:		1,494.93
1026203	04/23/2026	PRTD	1205	OVERLAND PACIFIC & C	77421	INV-0004988364	09/15/2025	042326		2,851.25
					75570					
Invoice: INV-0004988364						Shafter Santa FE_LA Ave				
2,851.25 E ST00029 -30 -310 - 0200-60-400-19-02-580100-						Capital Prj.- Infrastructure				
					77437	5005483	04/09/2026	042326		3,017.90
					75581					
Invoice: 5005483						Santa Fe & LA Ave, Roundabout R/W				
3,017.90 E ST00029 -30 -310 - 0200-60-400-19-02-580100-						Capital Prj.- Infrastructure				
					77438	INV-0004955389	08/11/2025	042326		2,811.21
					75582					
Invoice: INV-0004955389						Santa Fe & LA Ave, Roundabout R/W				
2,811.21 E ST00029 -30 -310 - 0200-60-400-19-02-580100-						Capital Prj.- Infrastructure				
							CHECK	1026203 TOTAL:		8,680.36
1026204	04/23/2026	PRTD	4	PACIFIC GAS & ELECTR	77329	2673746008-4 MAR 26	03/31/2026	042326		2.23
					75474					
Invoice: 2673746008-4 MAR 26						MAR 26 - ELECTRICAL CHARGES				
2.23 0100-20-200-15-00-510707-						Power				
					77330	7336319343-1 MAR 26	03/31/2026	042326		2.22
					75475					
Invoice: 7336319343-1 MAR 26						MAR 26 - ELECTRICAL CHARGES				
2.22 0806-40-400-19-04-510707-						Power				
					77331	4926360563-3 MAR 26	03/31/2026	042326		369.70
					75476					
Invoice: 4926360563-3 MAR 26						MAR 26 - ELECTRICAL CHARGES				
369.70 5000-40-400-21-00-510707-						Power				
					77332	0582236265-2 MAR 26	03/31/2026	042326		2.88
					75477					
Invoice: 0582236265-2 MAR 26						MAR 26 - ELECTRICAL CHARGES				
2.88 0805-40-400-19-04-510707-						Power				
					77333	1627958381-5 MAR 26	03/31/2026	042326		2.88
					75478					
Invoice: 1627958381-5 MAR 26						MAR 26 - ELECTRICAL CHARGES				
2.88 0805-40-400-19-04-510707-						Power				

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE	DTL DESC			
					77334	7993974272-6 MAR 26	03/31/2026		042326	1,154.76
					75479					
Invoice: 7993974272-6 MAR 26							MAR 26 - ELECTRICAL CHARGES			
1,154.76 5003-40-140-12-00-510707-							Power			
					77335	2770705903-9 MAR 26	03/31/2026		042326	548.99
					75480					
Invoice: 2770705903-9 MAR 26							MAR 26 - ELECTRICAL CHARGES			
548.99 5100-50-405-28-91-510707-							Power			
					77336	7952472969-0 MAR 26	03/31/2026		042326	826.44
					75481					
Invoice: 7952472969-0 MAR 26							MAR 26 - ELECTRICAL CHARGES			
826.44 0100-30-400-25-51-510707-							Power			
					77337	5376849141-6 MAR 26	03/31/2026		042326	1,873.93
					75482					
Invoice: 5376849141-6 MAR 26							MAR 26 - ELECTRICAL CHARGES			
1,873.93 5100-50-405-28-50-510707-							Power			
					77338	4769226569-8 MAR 26	03/31/2026		042326	615.04
					75483					
Invoice: 4769226569-8 MAR 26							MAR 26 - ELECTRICAL CHARGES			
615.04 0100-30-400-25-55-510707-							Power			
					77342	6962924118-8 MAR 26	03/31/2026		042326	23.01
					75486					
Invoice: 6962924118-8 MAR 26							MAR 26 - ELECTRICAL CHARGES			
23.01 0100-10-110-03-00-510707-							Power			
					77345	3396527511-9 MAR 26	03/31/2026		042326	299.30
					75490					
Invoice: 3396527511-9 MAR 26							MAR 26 - ELECTRICAL CHARGES			
299.30 0100-30-400-25-33-510707-							Power			
					77350	3962617783-4 MAR 26	03/31/2026		042326	374.95
					75495					
Invoice: 3962617783-4 MAR 26							MAR 26 - ELECTRICAL CHARGES			
374.95 5002-40-400-20-00-510707-							Power			
					77351	9898158900-9 MAR 26	03/31/2026		042326	6,519.09
					75496					
Invoice: 9898158900-9 MAR 26							MAR 26 - ELECTRICAL CHARGES			
6,519.09 0100-20-200-14-00-510707-							Power			
					77352	1430578397-0 MAR 26	03/31/2026		042326	1,357.86
					75497					
Invoice: 1430578397-0 MAR 26							MAR 26 - ELECTRICAL CHARGES			
1,357.86 5002-40-400-20-00-510707-							Power			
					77353	7067809683-8 MAR 26	03/31/2026		042326	2,799.41
					75498					

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
				Invoice: 7067809683-8 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				2,799.41 5100-50-405-28-17-510707-			Power			
					77356	4006021273-1 MAR 26	03/31/2026		042326	11,473.57
					75501					
				Invoice: 4006021273-1 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				11,473.57 5002-40-400-20-00-510707-			Power			
					77359	8299603596-8 MAR 26	03/31/2026		042326	5,147.11
					75504					
				Invoice: 8299603596-8 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				5,147.11 0100-30-400-25-33-510707-			Power			
					77363	3668776705-7 MAR 26	03/31/2026		042326	7,424.31
					75507					
				Invoice: 3668776705-7 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				7,424.31 5002-40-400-20-00-510707-			Power			
					77366	9859576522-7 MAR 22	03/31/2026		042326	12,671.34
					75511					
				Invoice: 9859576522-7 MAR 22			MAR 26 - ELECTRICAL CHARGES			
				12,671.34 5002-40-400-20-00-510707-			Power			
					77368	2130406998-8 MAR 26	03/31/2026		042326	129.28
					75513					
				Invoice: 2130406998-8 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				34.92 0100-20-200-14-00-510707-			Power			
				4.20 0100-20-200-15-00-510707-			Power			
				6.99 0100-40-400-18-00-510707-			Power			
				7.51 0810-40-400-19-04-510707-			Power			
				19.39 0811-40-400-19-04-510707-			Power			
				19.15 5001-40-400-22-00-510707-			Power			
				12.66 5002-40-400-20-00-510707-			Power			
				6.99 5003-40-140-12-00-510707-			Power			
				3.49 5101-50-400-24-00-510707-			Power			
				13.98 5100-50-405-28-17-510707-			Power			
					77370	8407410335-3 MAR 26	03/31/2026		042326	293.23
					75515					
				Invoice: 8407410335-3 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				293.23 5000-40-400-21-00-510707-			Power			
					77372	4719291705-3 MAR 26	03/31/2026		042326	365.07
					75517					
				Invoice: 4719291705-3 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				365.07 5000-40-400-21-00-510707-			Power			
					77378	0393879868-7 MAR 26	03/31/2026		042326	95.83
					75523					
				Invoice: 0393879868-7 MAR 26			MAR 26 - ELECTRICAL CHARGES			
				95.83 0808-40-400-19-04-510707-			Power			

City of Shafter
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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE	DTL DESC			
					77380	2974410365-5 MAR 26	03/31/2026		042326	962.83
					75525					
Invoice: 2974410365-5 MAR 26							MAR 26 - ELECTRICAL CHARGES			
962.83 5000-40-400-21-00-510707-							Power			
					77382	6808476934-5 MAR 26	03/31/2026		042326	1,144.85
					75527					
Invoice: 6808476934-5 MAR 26							MAR 26 - ELECTRICAL CHARGES			
1,144.85 5002-40-400-20-00-510707-							Power			
					77386	0007164861-2 MAR 26	03/31/2026		042326	199.04
					75531					
Invoice: 0007164861-2 MAR 26							MAR 26 - ELECTRICAL CHARGES			
89.05 0100-10-125-06-00-510707-							Power			
109.99 5000-40-400-21-00-510707-							Power			
					77390	7309037098-9 MAR 26	03/31/2026		042326	5,681.84
					75535					
Invoice: 7309037098-9 MAR 26							MAR 26 - ELECTRICAL CHARGES			
5,681.84 5002-40-400-20-00-510707-							Power			
					77393	2633336175-1 MAR 26	03/31/2026		042326	14.29
					75537					
Invoice: 2633336175-1 MAR 26							MAR 26 - ELECTRICAL CHARGES			
14.29 0811-40-400-19-04-510707-							Power			
					77395	1906024164-3 MAR 26	03/31/2026		042326	339.75
					75540					
Invoice: 1906024164-3 MAR 26							MAR 26 - ELECTRICAL CHARGES			
339.75 5000-40-400-21-00-510707-							Power			
					77397	1098600677-2 MAR 26	03/31/2026		042326	179.57
					75542					
Invoice: 1098600677-2 MAR 26							MAR 26 - ELECTRICAL CHARGES			
179.57 0808-40-400-19-04-510707-							Power			
					77443	8758714175-2 MAR 26	03/31/2026		042326	1,313.70
					75587					
Invoice: 8758714175-2 MAR 26							MAR 26 - ELECTRICAL CHARGES			
656.85 5004-40-500-30-01-510707-							Power			
656.85 5103-50-500-29-00-510707-							Power			
					77444	2644018719-8 MAR 26	03/31/2026		042326	52.02
					75588					
Invoice: 2644018719-8 MAR 26							MAR 26 - ELECTRICAL CHARGES			
52.02 0100-40-400-19-04-510707-							Power			
					77445	1110247266-6 MAR 26	03/31/2026		042326	67.66
					75589					
Invoice: 1110247266-6 MAR 26							MAR 26 - ELECTRICAL CHARGES			
67.66 0100-40-400-19-04-510707-							Power			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
					77446	2533157342-5 APR 26	04/15/2026		042326	27.56
					75590					
Invoice: 2533157342-5 APR 26							APR 26 - ELECTRICAL CHARGES			
27.56 0100-30-400-25-36-510707-							Power			
					77447	6177296739-6 APR 26	04/15/2026		042326	3,009.79
					75591					
Invoice: 6177296739-6 APR 26							APR 26 - ELECTRICAL CHARGES			
3,009.79 0100-30-400-25-52-510707-							Power			
					77508	9413940717-8 APR 26	04/15/2026		042326	2.02
					75652					
Invoice: 9413940717-8 APR 26							APR 26 - ELECTRICAL CHARGES			
2.02 0806-40-400-19-04-510707-							Power			
					77509	3350042950-2 APR 26	04/15/2026		042326	49.64
					75653					
Invoice: 3350042950-2 APR 26							APR 26 - ELECTRICAL CHARGES			
49.64 0814-40-400-19-04-510707-							Power			
					77510	5997224598-5 APR 26	04/15/2026		042326	49.80
					75654					
Invoice: 5997224598-5 APR 26							APR 26 - ELECTRICAL CHARGES			
49.80 0812-40-400-19-04-510707-							Power			
					77511	9331257574-4 APR 26	04/15/2026		042326	16,582.00
					75655					
Invoice: 9331257574-4 APR 26							APR 26 - ELECTRICAL CHARGES			
16,582.00 5002-40-400-20-00-510707-							Power			
					77547	5074704197-3 MAR 26	03/31/2026		042326	27,316.76
					75690					
Invoice: 5074704197-3 MAR 26							MAR 26 - ELECTRICAL CHARGES			
41.41 0100-40-400-19-04-510707-							Power			
9.53 0100-40-400-19-04-510707-							Power			
-36.18 0100-40-400-19-04-510707-							Power			
11.30 0811-40-400-19-04-510707-							Power			
22.60 0811-40-400-19-04-510707-							Power			
232.35 0803-40-400-19-04-510707-							Power			
201.61 5100-50-405-28-00-510707-							Power			
-36.18 5100-50-405-28-00-510707-							Power			
9.53 0100-10-100-01-00-510707-							Power			
-36.18 0100-10-100-01-00-510707-							Power			
313.10 5000-40-400-21-00-510707-							Power			
-36.18 5000-40-400-21-00-510707-							Power			
82.83 0100-40-400-19-04-510707-							Power			
9.53 0800-40-400-19-04-510707-							Power			
-36.18 0800-40-400-19-04-510707-							Power			
4.31 0803-40-400-19-04-510707-							Power			
45.63 0803-40-400-19-04-510707-							Power			
9.53 0100-10-100-01-00-510707-							Power			
-36.18 0100-10-100-01-00-510707-							Power			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
DOCUMENT						INVOICE DTL DESC				
					144.39	0100-30-400-25-31-510707-			Power	
					-36.18	0100-30-400-25-31-510707-			Power	
					627.05	0100-30-400-25-32-510707-			Power	
					111.20	0100-40-400-19-04-510707-			Power	
					136.81	5101-50-400-24-00-510707-			Power	
					-36.18	5101-50-400-24-00-510707-			Power	
					161.75	5000-40-400-21-00-510707-			Power	
					-36.18	5000-40-400-21-00-510707-			Power	
					209.17	0100-30-400-25-30-510707-			Power	
					-36.18	0100-30-400-25-30-510707-			Power	
					102.08	0100-30-400-25-37-510707-			Power	
					-36.18	0100-30-400-25-37-510707-			Power	
					2,990.66	5002-40-400-20-00-510707-			Power	
					20.32	0100-40-400-19-04-510707-			Power	
					6,626.55	5002-40-400-20-00-510707-			Power	
					12,831.96	5002-40-400-20-00-510707-			Power	
					12.56	5002-40-400-20-00-510707-			Power	
					151.86	5000-40-400-21-00-510707-			Power	
					-36.18	5000-40-400-21-00-510707-			Power	
					120.24	5000-40-400-21-00-510707-			Power	
					-36.18	5000-40-400-21-00-510707-			Power	
					81.20	5000-40-400-21-00-510707-			Power	
					-36.18	5000-40-400-21-00-510707-			Power	
					2,360.13	5100-50-405-28-00-510707-			Power	
					88.62	0100-10-100-01-00-510707-			Power	
					-36.18	0100-10-100-01-00-510707-			Power	
					89.65	0100-40-400-19-04-510707-			Power	
				77549 75692		1133277328-9 APR 26	04/16/2026		042326	25.53
Invoice: 1133277328-9 APR 26							APR 26 - ELECTRICAL CHARGES			
					25.53	0100-20-200-15-00-510707-			Power	
				77550 75693		2467227128-5 APR 26	04/17/2026		042326	78.43
Invoice: 2467227128-5 APR 26							APR 26 - ELECTRICAL CHARGES			
					78.43	0100-40-400-19-04-510707-			Power	
				77551 75694		4467176936-0 APR 26	04/17/2026		042326	293.96
Invoice: 4467176936-0 APR 26							APR 26 - ELECTRICAL CHARGES			
					293.96	0811-40-400-19-04-510707-			Power	
				77552 75695		0429781083-2 APR 26	04/17/2026		042326	229.34
Invoice: 0429781083-2 APR 26							APR 26 - ELECTRICAL CHARGES			
					229.34	5004-40-500-30-01-510707-			Power	
				77553 75696		4050510296-8 APR 26	04/17/2026		042326	22,723.37
Invoice: 4050510296-8 APR 26							APR 26 - ELECTRICAL CHARGES			
					23.82	5002-40-400-20-00-510707-			Power	

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					DOCUMENT		INVOICE DTL DESC			
					22,683.08	5002-40-400-20-00-510707-	Power			
					16.47	5002-40-400-20-00-510707-	Power			
							CHECK 1026204 TOTAL:			134,716.18
1026205	04/23/2026	PRTD	11867	PACIFIC TIRE	77087	49334	04/01/2026	042326		25.00
						75238				
Invoice: 49334							TRANSIT SHUTTLE 21 TIRE ROTATION			
					25.00	5003-40-140-12-00-510303-	Vehicle Operations- Tires			
					77303	49399	04/16/2026	042326		27.68
						75452				
Invoice: 49399							FACILITIES TRUCK - FLAT TIRE REPAIR			
					27.68	5100-50-405-28-00-510300-	Vehicle Operations			
					77399	48811	04/17/2026	042326		27.68
						75544				
Invoice: 48811							STREETS #423 - REPAIR FLAT			
					27.68	0100-40-400-19-02-510300-	Vehicle Operations			
					77400	48805	04/16/2026	042326		10.18
						75545				
Invoice: 48805							STREETS - PUSH BLOWER - NEW 4.80			
					10.18	0100-40-400-19-02-510204-	Equipment Repair			
					77454	49335	04/01/2026	042326		25.00
						75598				
Invoice: 49335							POLICE-Unit #201 Tire rotation			
					25.00	0100-20-200-14-00-510300-	Vehicle Operations			
					77471	49372	04/14/2026	042326		25.00
						75615				
Invoice: 49372							POLICE-Unit #220 Tire rotation			
					25.00	0100-20-200-14-00-510300-	Vehicle Operations			
							CHECK 1026205 TOTAL:			140.54
1026206	04/23/2026	PRTD	9209	PAVLETICH ELECTRIC A	77339	19597	04/09/2026	042326		2,765.00
						75484				
Invoice: 19597							Fiber cable run to the Aquatics Center Comm Room			
					2,765.00	5004-40-500-30-01-510200-	Repairs & Maintenance			
							CHECK 1026206 TOTAL:			2,765.00
1026207	04/23/2026	PRTD	6562	PEOPLEFACTS LLC	77231	2026030193	04/01/2026	042326		52.87
						75381				
Invoice: 2026030193							Credit Reports: PD & Monitoring Fee			
					52.87	0100-20-200-14-00-510115-	Recruitment			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT	INVOICE DTL DESC				
							CHECK	1026207 TOTAL:		52.87
1026208	04/23/2026	PRTD	7815	PROFORCE LAW ENFORCE	77235	750656	04/14/2026	268	042326	9,992.13
					75384					
	Invoice: 750656					POLICE-SBA Hyper X Full Cover				
					9,992.13 0100-20-200-14-00-510001-FENT		Departmental Supplies			
					77236	750660	04/14/2026	262	042326	9,649.81
					75385					
	Invoice: 750660					8-PTA Busch AMP-1E HELM ACH,6 PTA Impac-P1 SPL THR				
					9,649.81 0100-20-200-14-00-510001-FENT		Departmental Supplies			
					77292	750657	04/15/2026	261	042326	9,986.50
					75442					
	Invoice: 750657					8 SBA Hyper panel set, 5 SBA Hyper LWR ABD hardwir				
					9,986.50 0100-20-200-14-00-510001-FENT		Departmental Supplies			
					77293	750663	04/15/2026	267	042326	6,510.61
					75443					
	Invoice: 750663					POLICE-10 PTA Impact-P1 SPL THRT				
					6,510.61 0100-20-200-14-00-510001-FENT		Departmental Supplies			
					77486	599945	04/20/2026	229	042326	3,585.86
					75630					
	Invoice: 599945					POLICE-Vest for Ofc. Lopez and Ofc. Snyder				
					3,585.86 0100-20-200-14-00-510001-		Departmental Supplies			
							CHECK	1026208 TOTAL:		39,724.91
1026209	04/23/2026	PRTD	217	PUBLIC WORKS - COUNT	77262	NOINV - 04.08.2026	04/08/2026		042326	1,611.32
					75412					
	Invoice: NOINV - 04.08.2026					LANDFILLS CHARGES - MARCH 2026				
					1,611.32 5001-40-400-22-00-510114-		Contract Services			
							CHECK	1026209 TOTAL:		1,611.32
1026210	04/23/2026	PRTD	1622	QUILL CORPORATION	77109	4831182	03/26/2026		042326	239.15
					75260					
	Invoice: 4831182					office supplies				
					239.15 0100-10-140-10-00-510000-		Office Supplies			
					77113	48346506	03/28/2026		042326	46.79
					75264					
	Invoice: 48346506					office supplies				
					46.79 0100-10-140-10-00-510000-		Office Supplies			
							CHECK	1026210 TOTAL:		285.94

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					DOCUMENT		INVOICE DTL DESC			
1026211	04/23/2026	PRTD	276	RICHLAND CHEVROLET	77234 75383	77890	04/15/2026	281	042326	44,511.81
	Invoice: 77890						POLICE-2026 Chevrolet Traverse			
				44,511.81 0100-60-200-14-00-570100-FENT			Automotive Equipment			
					77268 75418	176057	04/10/2026		042326	156.58
	Invoice: 176057						STREETS #214 - OUTLET/SENSOR			
				156.58 0100-40-400-19-02-510300-			Vehicle Operations			
					77311 75460	175304	03/26/2026		042326	88.58
	Invoice: 175304						VEHICLE REPAIRS UNIT 419 -BLDG			
				88.58 0100-10-405-26-00-510200-			Repairs & Maintenance			
							CHECK 1026211 TOTAL:			44,756.97
1026212	04/23/2026	PRTD	1355	ROBERT V JENSEN, INC	77165 75315	CL20768	03/31/2026		042326	453.02
	Invoice: CL20768						WATER/SHOP - FUEL			
				238.63 5101-50-400-24-00-510001-			Departmental Supplies			
				214.39 5002-40-400-20-00-510001-			Departmental Supplies			
							CHECK 1026212 TOTAL:			453.02
1026213	04/23/2026	PRTD	292	RODNEY BECKER	77554 75697	Retro Payment	04/23/2026		042326	800.00
	Invoice: Retro Payment						Retroactive payment of $800 Sep 2025- Apr 2026			
				800.00 0100-30-300-75-51-510600-			Rents & Leases			
							CHECK 1026213 TOTAL:			800.00
1026214	04/23/2026	PRTD	264	RICHARD SALAZAR JR	77265 75415	2026-603	04/15/2026		042326	4,830.00
	Invoice: 2026-603						PARKS - KIRSCHENMANN - REPAIR TO LIGHT POLE			
				4,830.00 0100-30-400-25-32-510200-			Repairs & Maintenance			
							CHECK 1026214 TOTAL:			4,830.00
1026215	04/23/2026	PRTD	1248	RT LAWRENCE CORPORAT	77442 75586	50678	03/31/2026		042326	700.00
	Invoice: 50678						Lockbox Processing Fees for March 2026			
				175.00 5000-40-400-21-00-510400-			Professional Services			
				175.00 5001-40-400-22-00-510400-			Professional Services			
				350.00 5002-40-400-20-00-510400-			Professional Services			

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							CHECK	1026215 TOTAL:		700.00
1026216	04/23/2026	PRTD	12962	SEQUOIA EQUIPMENT CO	77051 75202	NOINV - 03.31.2026	03/31/2026		042326	24.96
	Invoice: NOINV - 03.31.2026					FINANCE CHARGES				
					12.48	0100-40-400-19-02-510001- Departmental Supplies				
					12.48	5002-40-400-20-00-510001- Departmental Supplies				
					77052 75203	BAK-5266	03/19/2026		042326	178.78
	Invoice: BAK-5266					STREETS - EQ - OUTSIDE PARTS/LABOR				
					178.78	0100-40-400-19-02-510204- Equipment Repair				
					77053 75204	BAK-24473	04/07/2026		042326	206.75
	Invoice: BAK-24473					PARKS #60A - FILTER/OIL ENGINE				
					206.75	0100-30-400-25-00-510300- Vehicle Operations				
					77272 75422	BAK-24505	04/14/2026		042326	222.16
	Invoice: BAK-24505					PARKS - FILTER FUEL/FILTER ELEMENT				
					222.16	0100-30-400-25-00-510300- Vehicle Operations				
							CHECK	1026216 TOTAL:		632.65
1026217	04/23/2026	PRTD	1474	SHAFTER CAR WASH	77047 75198	NOINV 3/31/26	03/31/2026		042326	323.00
	Invoice: NOINV 3/31/26					POLICE-Fleet washes				
					238.00	0100-20-200-14-00-510300- Vehicle Operations				
					85.00	0100-20-200-15-00-510300- Vehicle Operations				
							CHECK	1026217 TOTAL:		323.00
1026218	04/23/2026	PRTD	14509	SHAFTER WASCO PUBLIS	77283 75433	120NOINV04062026	04/06/2026		042326	54.00
	Invoice: 120NOINV04062026					Subscription Renewal - City Hall				
					54.00	0100-10-120-05-00-510106- Subscriptions & Dues				
					77297 75447	4086	04/02/2026		042326	203.00
	Invoice: 4086					Conditional Use Permit No. 26-161				
					203.00	0100-10-145-13-00-510104- Advertising				
					77298 75448	4087	04/02/2026		042326	274.05
	Invoice: 4087					Tentative Tract Map No. 7422				
					274.05	0100-10-145-13-00-510104- Advertising				
					77299	4085	04/02/2026		042326	233.45

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
					75449					
	Invoice: 4085					Development Agreement No. 25-22 Mission Lakes				
					233.45 0100-10-145-13-00-510104-	Advertising				
						CHECK 1026218 TOTAL:				764.50
1026219	04/23/2026	PRTD	8448	SIRCHIE ACQUISITION	77457	0735942-IN	04/01/2026	301	042326	163.14
					75601					
	Invoice: 0735942-IN					POLICE-Property room supplies				
					163.14 0100-20-200-14-00-510001-	Departmental Supplies				
						CHECK 1026219 TOTAL:				163.14
1026220	04/23/2026	PRTD	13737	SITEONE LANDSCAPE SU	77055	164045017-001	03/31/2026		042326	123.09
					75206					
	Invoice: 164045017-001					STREETS - TRASH CAN				
					123.09 0100-40-400-19-02-510001-	Departmental Supplies				
					77388	164770707-001	04/15/2026		042326	41.74
					75533					
	Invoice: 164770707-001					GOSSAMER GROVE - VALVE BOX ROUND 10IN				
					41.74 0808-40-400-19-04-510200-	Repairs & Maintenance				
					77389	164765394-001	04/15/2026		042326	1,519.61
					75534					
	Invoice: 164765394-001					PARKS - RODRIGUEZ/KIRSCHENMANN - FLOW CONTROL/NOZ				
					759.80 0100-30-400-25-31-510200-	Repairs & Maintenance				
					759.81 0100-30-400-25-32-510200-	Repairs & Maintenance				
						CHECK 1026220 TOTAL:				1,684.44
1026221	04/23/2026	PRTD	1203	SMART FIBER NETWORKS	77084	1269-6	03/20/2026		042326	20,971.00
					75235					
	Invoice: 1269-6					Pole Engineering and Design Build Plan				
					20,971.00 E IT00003.1 -10 -215 -5004					
					5004-40-500-30-01-510400-	Professional Services				
					77324	1272	04/16/2026		042326	152,508.00
					75469					
	Invoice: 1272					Generator Acquisition for ISP Room and LLD				
					152,508.00 E IT00003.1 -50 -540 -5004					
					5004-60-500-30-01-580100-	Capital Prj.- Infrastructure				
					77325	1273	04/16/2026		042326	49,514.00
					75470					
	Invoice: 1273					Low Level Design Package for FFALM Subareas				
					49,514.00					

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
				DOCUMENT		INVOICE DTL DESC				
					E IT00003.1 -10	-215 -5004				
					5004-40-500-30-01-510400-	Professional Services				
						CHECK 1026221 TOTAL:				222,993.00
1026222	04/23/2026	PRTD	12276	SOAPMAN OF KERN COUN	77385 75530	71428	04/16/2026	042326		559.41
	Invoice: 71428				559.41 0100-30-400-25-00-510001-	PARKS - PINE CLEANER CASE/HEAVY DUTY BLACK Departmental Supplies				
					77387 75532	71427	04/16/2026	042326		156.72
	Invoice: 71427				156.72 0808-40-400-19-04-510001-	GOSSAMER GROVE - TOWEL/SEATCOVERS Departmental Supplies				
						CHECK 1026222 TOTAL:				716.13
1026223	04/23/2026	PRTD	448	SONITROL	77035 75186	412334	12/31/2025	042326		158.00
	Invoice: 412334				158.00 5100-50-405-28-90-510100-	Sonitrol Cable Repair - Monitoring Services Service Agreements				
					77036 75187	419524	04/06/2026	042326		846.60
	Invoice: 419524				846.60 5100-50-405-28-90-510100-	City Hall Quarterly Security Services (May-Jul.26) Service Agreements				
						CHECK 1026223 TOTAL:				1,004.60
1026224	04/23/2026	PRTD	13122	SPAULDING MFG INC	77381 75526	1217251	12/17/2025	042326		195.00
	Invoice: 1217251				195.00 0100-40-400-19-02-510200-	STREETS - PENDANT SWITCH Repairs & Maintenance				
					77383 75528	1113251	11/25/2025 142	042326		6,057.00
	Invoice: 1113251				6,057.00 0100-40-400-19-02-510204-	STREETS - HOTBOX & EQ - REPAIRS Equipment Repair				
						CHECK 1026224 TOTAL:				6,252.00
1026225	04/23/2026	PRTD	449	ST OF CA DEPT OF JUS	77003 75154	029966	03/04/2026	042326		609.00
	Invoice: 029966				51.00 0100-20-200-14-00-510115-	Live Scans for PD & PW Recruitment				
					32.00 5002-40-400-20-00-510115-	Recruitment				
					526.00 0100-00-000-00-00-205304-	Livescan Deposits				

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE / INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
						CHECK 1026225 TOTAL:				609.00
1026226	04/23/2026	PRTD	14779	STANDARD PLUMBING SU	77085 75236	AHBY80	04/08/2026		042326	11.99
	Invoice: AHBY80					FACILITIES MAINT - VETERANS PARK CITY SIGN				
					11.99	0100-30-400-25-33-510200- Repairs & Maintenance				
					77086 75237	AHBZ29	04/08/2026		042326	171.59
	Invoice: AHBZ29					FACILITIES SHOP - WHEELBARROW				
					171.59	5100-50-405-28-00-510001- Departmental Supplies				
					77110 75261	AHC737	04/08/2026		042326	38.78
	Invoice: AHC737					SHOP - BURR CYL/KEYS				
					38.78	5101-50-400-24-00-510001- Departmental Supplies				
					77111 75262	AHBC41	04/08/2026		042326	27.86
	Invoice: AHBC41					SHOP - WRECKING BAR/RSTP SPRY				
					27.86	5101-50-400-24-00-510001- Departmental Supplies				
					77112 75263	AHBC29	04/08/2026		042326	7.50
	Invoice: AHBC29					PARKS - RSTP SPRY				
					7.50	0100-30-400-25-00-510001- Departmental Supplies				
					77114 75265	AGZY29	04/08/2026		042326	63.77
	Invoice: AGZY29					WATER - TOWELS/NIPPLE/UNION				
					16.28	5002-40-400-20-00-510001- Departmental Supplies				
					47.49	5002-40-400-20-00-510200- Repairs & Maintenance				
					77115 75266	AGZH72	04/08/2026		042326	299.40
	Invoice: AGZH72					ALL PARKS - TRUFUEL				
					299.40	0100-30-400-25-00-510001- Departmental Supplies				
					77116 75267	AGXL34	04/07/2026		042326	133.34
	Invoice: AGXL34					WATER - TOWELS/DAWN REFRSH/LONG REACH/PLIERS SET/P				
					104.00	5002-40-400-20-00-510202- Hardware & Tools				
					29.34	5002-40-400-20-00-510001- Departmental Supplies				
					77117 75268	AGY294	04/07/2026		042326	12.86
	Invoice: AGY294					STREETS - SUPER GLUE				
					12.86	0100-40-400-19-02-510001- Departmental Supplies				
					77118 75269	AGY375	04/07/2026		042326	90.37

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
				Invoice: AGY375			ALL PARKS - COIL CHN/CLEVIS GRAB			
				90.37 0100-30-400-25-00-510001-			Departmental Supplies			
					77119	AGY382	04/07/2026	042326		30.02
					75270					
				Invoice: AGY382			ALL PARKS - PALM LEAF			
				30.02 0100-30-400-25-00-510001-			Departmental Supplies			
					77120	AGY873	04/07/2026	042326		65.37
					75271					
				Invoice: AGY873			WATER - SPRYPNT/CLOTH/WAX/FRESHNER			
				65.37 0100-30-400-25-00-510001-			Departmental Supplies			
					77121	AGQN32	04/04/2026	042326		45.02
					75272					
				Invoice: AGQN32			PARKS - STRINGHAM - FAUCET HOSE/ HOSE NOZLE			
				45.02 0100-30-400-25-37-510200-			Repairs & Maintenance			
					77122	AGTJ12	04/06/2026	042326		39.66
					75273					
				Invoice: AGTJ12			PARKS - VETERAN'S - GLUEBOARD/INSECT KILLER			
				39.66 0100-30-400-25-33-510001-			Departmental Supplies			
					77124	AHCN56	04/08/2026	042326		13.93
					75275					
				Invoice: AHCN56			WATER - FASTBACK COMPCT FOLD KNF			
				13.93 5002-40-400-20-00-510202-			Hardware & Tools			
					77125	AHDL44	04/09/2026	042326		58.62
					75276					
				Invoice: AHDL44			PARKS - VETERAN'S - NIPPLE/GAL EL/MAG/ADAPT			
				58.62 0100-30-400-25-33-510200-			Repairs & Maintenance			
					77146	AHJR84	04/10/2026	042326		8.56
					75296					
				Invoice: AHJR84			STREETS - KEYS			
				8.56 0100-40-400-19-02-510001-			Departmental Supplies			
					77147	AHJR42	04/10/2026	042326		119.18
					75297					
				Invoice: AHJR42			WATER - RAXOR/DEEP SOCKT/CM SOCKET SET/GOO GONE			
				82.53 5002-40-400-20-00-510202-			Hardware & Tools			
				36.65 5002-40-400-20-00-510001-			Departmental Supplies			
					77148	AHL243	04/11/2026	042326		57.89
					75298					
				Invoice: AHL243			PARKS - HOSE MENDR/ZEROGNXT 50FT FLEX HOSE			
				57.89 0100-30-400-25-32-510202-			Hardware & Tools			
					77175	AHQX38	04/14/2026	042326		5.97
					75325					
				Invoice: AHQX38			STREETS - SAND PAPR			

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
					5.97 0100-40-400-19-02-510200-		Repairs & Maintenance			
					77176	AHNV57	04/13/2026	042326		8.57
					75326					
				Invoice: AHNV57			STREETS - BLEACH HE REGULAR GAL			
					8.57 0100-40-400-19-02-510200-		Repairs & Maintenance			
					77177	AHPJ29	04/13/2026	042326		39.38
					75327					
				Invoice: AHPJ29			AQUATIC CENTER - COIL CHAIN STL			
					39.38 0100-30-400-25-52-510200-		Repairs & Maintenance			
					77178	AHP280	04/13/2026	042326		132.60
					75328					
				Invoice: AHP280			WATER - GLUE/WRENCH/REMOVER/PVC/ADAPTER			
					40.74 5002-40-400-20-00-510202-		Hardware & Tools			
					16.70 5002-40-400-20-00-510001-		Departmental Supplies			
					75.16 5002-40-400-20-00-510200-		Repairs & Maintenance			
					77179	AHQJ66	04/14/2026	042326		43.06
					75329					
				Invoice: AHQJ66			STREETS - PAINTING TRALIER - BRUSH/SCRAPER/PAIL PA			
					43.06 0100-40-400-19-02-510200-		Repairs & Maintenance			
					77188	AGN377	04/03/2026	042326		23.96
					75338					
				Invoice: AGN377			SLLC First Fridays			
					23.96 0100-30-300-75-51-510804-		Community Promotions			
					77220	AHTC17	04/14/2026	042326		25.68
					75370					
				Invoice: AHTC17			PARKS - VETERAN'S - KEY			
					25.68 0100-30-400-25-33-510001-		Departmental Supplies			
					77221	AHTC04	04/14/2026	042326		21.41
					75371					
				Invoice: AHTC04			PARKS - STRINGHAM - APC/CLEANER BOWL			
					21.41 0100-30-400-25-37-510001-		Departmental Supplies			
					77222	AHT684	04/14/2026	042326		50.38
					75372					
				Invoice: AHT684			PARKS - MANNEL - SHOVEL/PRL-RBA-SP/CLORX CLEANUP			
					35.38 0100-30-400-25-30-510202-		Hardware & Tools			
					15.00 0100-30-400-25-30-510001-		Departmental Supplies			
					77223	AHRW95	04/14/2026	042326		26.36
					75373					
				Invoice: AHRW95			WATER - CUT WHL/COMPACT HACK			
					26.36 5002-40-400-20-00-510200-		Repairs & Maintenance			
					77225	AHN490	04/13/2026	042326		91.32
					75375					

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CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER	INVOICE	INV DATE	PO	WARRANT	NET
					DOCUMENT		INVOICE DTL DESC			
				Invoice: AHN490			WATER - TRASH CAN/ROACH RAID/KILLER WEED/MSE-INSCT			
				91.32 5002-40-400-20-00-510001-			Departmental Supplies			
					77226	AHN418	04/13/2026	042326		14.56
					75376					
				Invoice: AHN418			STREETS - SCRPR W/BLADE/PLASTIC PAIL			
				14.56 0100-40-400-19-02-510001-			Departmental Supplies			
					77250	AHV812	04/15/2026	042326		92.21
					75400					
				Invoice: AHV812			WATER - ENGINEER HAMMR/TORCH KIT			
				92.21 5002-40-400-20-00-510202-			Hardware & Tools			
					77252	AHVK94	04/15/2026	042326		98.46
					75402					
				Invoice: AHVK94			WATER - COIL CHAIN STL			
				98.46 5002-40-400-20-00-510202-			Hardware & Tools			
					77304	AHWM40	04/15/2026	042326		18.00
					75453					
				Invoice: AHWM40			FACILITIES - TOOLS HM IND ASSORT (2)			
				18.00 5100-50-405-28-00-510202-			Hardware & Tools			
					77305	AHQJ19	04/14/2026	042326		76.12
					75454					
				Invoice: AHQJ19			FACILITIES - DEPARTMENTAL SUPPLIES			
				76.12 5100-50-405-28-00-510001-			Departmental Supplies			
					77346	AJBP34	04/17/2026	042326		27.18
					75491					
				Invoice: AJBP34			PARKS - KIRSCHENMANN - HM IND ASSORT			
				27.18 0100-30-400-25-32-510200-			Repairs & Maintenance			
					77347	AHY596	04/16/2026	042326		39.77
					75492					
				Invoice: AHY596			PARKS - KIRSCHENMANN - PP THRD SLNT/COIL CHAIN			
				39.77 0100-30-400-25-32-510200-			Repairs & Maintenance			
					77348	AHZB68	04/16/2026	042326		18.00
					75493					
				Invoice: AHZB68			STREETS - PLASTIC PAIL/60LB MORTAR			
				18.00 0100-40-400-19-02-510200-			Repairs & Maintenance			
					77354	AHZ681	04/16/2026	042326		17.14
					75499					
				Invoice: AHZ681			SHOP - NUMBERS 0-9 BLK 2" 35PC			
				17.14 5101-50-400-24-00-510001-			Departmental Supplies			
					77355	AHYR07	04/16/2026	042326		61.10
					75500					
				Invoice: AHYR07			ALL PARKS - TELESCOPIK/RECIP BLADE/RECIP BLD			
				61.10 0100-30-400-25-00-510202-			Hardware & Tools			

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					77357 75502	AHZP47	04/16/2026		042326	57.79
Invoice: AHZP47							WATER - SMART STRAW/FLASHLIGHT			
					57.79 5002-40-400-20-00-510001-		Departmental Supplies			
					77358 75503	AHXX70	04/16/2026		042326	69.70
Invoice: AHXX70							STREETS - DW CUPWHEEL DAMOND XP K4"			
					69.70 0100-40-400-19-02-510200-		Repairs & Maintenance			
					77360 75505	AHX724	04/15/2026		042326	32.16
Invoice: AHX724							WATER - BLADE SAWZAL			
					32.16 5002-40-400-20-00-510202-		Hardware & Tools			
					77361 75506	AHX712	04/15/2026		042326	21.44
Invoice: AHX712							WATER - AUTO CLEANING CLOTH			
					21.44 5002-40-400-20-00-510001-		Departmental Supplies			
					77425 75569	AJCV27	04/17/2026		042326	37.09
Invoice: AJCV27							STREETS #424 - RUST REMOVER/BAKING SODA			
					37.09 0100-40-400-19-02-510001-		Departmental Supplies			
					77460 75604	AHHT79	04/10/2026		042326	27.85
Invoice: AHHT79							keys			
					27.85 0100-20-200-15-00-510001-		Departmental Supplies			
					77461 75605	ACWN03	03/10/2026		042326	39.67
Invoice: ACWN03							rubber boots			
					39.67 0100-20-200-15-00-510001-		Departmental Supplies			
					77463 75607	AJDF60	04/17/2026		042326	19.29
Invoice: AJDF60							zip ties			
					19.29 0100-20-200-15-00-510001-		Departmental Supplies			
					77467 75611	AHJT29	04/10/2026		042326	1.31
Invoice: AHJT29							POLICE-Range departmental supplies			
					1.31 0100-20-200-14-00-510001-		Departmental Supplies			
							CHECK 1026226 TOTAL:			2,533.24
1026227	04/23/2026	PRTD	452	STINSON STATIONERS	77242 75392	369774-0	02/27/2026		042326	630.35
Invoice: 369774-0							Office/Shelter Supplies			

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							630.35	0100-20-200-15-00-510001- Departmental Supplies				
							77462 75606	375561-0	04/16/2026		042326	212.30
							Invoice: 375561-0	Shelter/Office Supplies				
							212.30	0100-20-200-15-00-510001- Departmental Supplies				
								CHECK 1026227 TOTAL:				842.65
1026228	04/23/2026	PRTD	1337	SUPERIOR AG & AUTO I	77057 75208	4443			03/13/2026		042326	25.09
							Invoice: 4443	WATER - MICRO FIBER TOWEL BLUE				
							25.09	5002-40-400-20-00-510001- Departmental Supplies				
					77058 75209	4518			03/31/2026		042326	170.07
							Invoice: 4518	STREETS - 50LB OILDRI/6PT DEEP IMPACT/CYCLE PREMIX				
							170.07	0100-40-400-19-02-510200- Repairs & Maintenance				
					77059 75210	4519			03/31/2026		042326	41.60
							Invoice: 4519	WATER - 1/2 BELL REDUCER				
							41.60	5002-40-400-20-00-510200- Repairs & Maintenance				
					77060 75211	4520			04/01/2026		042326	36.03
							Invoice: 4520	STREETZXS - TERRY TOWEL PACK				
							36.03	0100-40-400-19-02-510001- Departmental Supplies				
					77061 75212	4522			04/01/2026		042326	97.25
							Invoice: 4522	STREETS - 50LB OILDRI ABSORB				
							97.25	0100-40-400-19-02-510200- Repairs & Maintenance				
					77062 75213	4527			04/02/2026		042326	56.20
							Invoice: 4527	WATER - SHARK PAINT/TOWEL PACK/TUFF STUFF				
							56.20	5002-40-400-20-00-510001- Departmental Supplies				
					77063 75214	4534			04/06/2026		042326	218.92
							Invoice: 4534	STREETS - WASH & WAX/GLASS CLEANER/TIRE COATING				
							218.92	0100-40-400-19-02-510001- Departmental Supplies				
					77064 75215	4536			04/07/2026		042326	27.86
							Invoice: 4536	WATER - LUCAS SLICK MIST				
							27.86	0100-40-400-19-02-510001- Departmental Supplies				
					77065 75216	4539			04/07/2026		042326	53.67

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					DOCUMENT		INVOICE DTL DESC			
	Invoice: 4539						STREETS - GLOVE NITRLE			
					53.67	0100-40-400-19-02-510001-	Departmental Supplies			
					77167	4529	04/03/2026	042326		30.69
					75317					
	Invoice: 4529						STREETS - 5PIN RELAY/LOCK PIN/SLIDE TERMINAL			
					30.69	0100-40-400-19-02-510200-	Repairs & Maintenance			
					77168	4548	04/09/2026	042326		39.51
					75318					
	Invoice: 4548						WATER - T-BOLT HOSE CLAMP			
					39.51	5002-40-400-20-00-510200-	Repairs & Maintenance			
					77379	4576	04/16/2026	042326		37.85
					75524					
	Invoice: 4576						STREETS - FUEL FILTER/STRAIGHT JAW PLIERS SET			
					37.85	0100-40-400-19-02-510300-	Vehicle Operations			
					77391	4572	04/15/2026	042326		15.28
					75536					
	Invoice: 4572						WATER - TANK #4 - STAINLES STEEL			
					15.28	5002-40-400-20-00-510200-	Repairs & Maintenance			
							CHECK 1026228 TOTAL:			850.02
1026229	04/23/2026	PRTD	780	T J K M	77273	0057414	04/14/2026	252 042326		6,928.61
					75423					
	Invoice: 0057414						SS4A Program Action Plan-TJKM PS			
					6,928.61	E ST00047 -20 -200 -0200 0200-60-400-19-02-580100-	Capital Prj.- Infrastructure			
							CHECK 1026229 TOTAL:			6,928.61
1026230	04/23/2026	PRTD	298	TAG/AMS, INC	77005	7065	03/09/2026	042326		520.00
					75156					
	Invoice: 7065						Random DOT Testing			
					175.00	0100-40-400-19-02-510400-	Professional Services			
					230.00	0100-30-400-25-00-510400-	Professional Services			
					115.00	5003-40-140-12-00-510400-	Professional Services			
							CHECK 1026230 TOTAL:			520.00
1026231	04/23/2026	PRTD	30	TERMINIX INTERNATION	77416	46977544	03/30/2026	042326		144.52
					75561					
	Invoice: 46977544						Pest Control Services			
					144.52	0100-20-200-15-00-510100-	Service Agreements			
					77417	468775011	03/03/2026	042326		144.52

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

CASH ACCOUNT: 0000-00-000-00-00-100010- Cash10755

CHECK NO	CHK DATE	TYPE	VENDOR	NAME	VOUCHER / DOCUMENT	INVOICE	INVOICE DTL DESC	INV DATE	PO	WARRANT	NET
					75562						
	Invoice: 468775011						Pest Control Services				
					144.52	0100-20-200-15-00-510100-	Service Agreements				
					77515	469775484		03/09/2026	042326		144.52
					75659						
	Invoice: 469775484						Pest Control Services Shelter				
					144.52	0100-20-200-15-00-510100-	Service Agreements				
							CHECK 1026231 TOTAL:				433.56
1026232	04/23/2026	PRTD	787	TETER, INC.	77199	64536		04/10/2026	61 042326		6,724.20
					75349						
	Invoice: 64536						SHAFTER POLICE DEPARTMENT SUB MODULAR PROJECT				
					6,724.20	E PD00001 -20 -200 -0308 0308-60-200-14-00-580200-	Capital Prj.- Buildings & Imp.				
							CHECK 1026232 TOTAL:				6,724.20
1026233	04/23/2026	PRTD	1465	TOP DOG POOL SUPPLY	77070	122046		03/03/2026	042326		7,100.00
					75221						
	Invoice: 122046						AQUATIC CENTER - MONTHLY POOL SERVICE - MARCH 2026				
					7,100.00	0100-30-400-25-52-510100-	Service Agreements				
					77071	121996		03/03/2026	042326		2,188.66
					75222						
	Invoice: 121996						AQUATIC CENTER - POOL SUPPLIES/MURIATIC ACID				
					2,188.66	0100-30-400-25-52-510905-	Water Testing/Samples				
					77392	122105.0		04/01/2026	042326		7,100.00
					75538						
	Invoice: 122105.0						AQUATIC CENTER - MONTHLY POOL SERVICE - APRIL 2026				
					7,100.00	0100-30-400-25-52-510100-	Service Agreements				
					77394	122104		04/01/2026	042326		11,478.82
					75539						
	Invoice: 122104						AQUATIC CENTER - POOL SUPPLIES/MURIATIC ACID				
					11,478.82	0100-30-400-25-52-510905-	Water Testing/Samples				
							CHECK 1026233 TOTAL:				27,867.48
1026234	04/23/2026	PRTD	12660	TRAFFIC MANAGEMENT I	77069	06-120553		12/22/2025	042326		142.06
					75220						
	Invoice: 06-120553						STREETS - SIGN MOUNT HARDWARE				
					142.06	0100-40-400-19-02-510200-	Repairs & Maintenance				
					77169	06-122769		04/09/2026	042326		663.04
					75319						

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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: 06-122769						STREETS - SIGN/PAINT			
				663.04	0100-40-400-19-02-510200-			Repairs & Maintenance		
							CHECK	1026234 TOTAL:		805.10
1026235	04/23/2026	PRTD	9884	HD SUPPLY, INC	77075	INV00998559	03/23/2026	042326		419.51
					75226					
	Invoice: INV00998559						WATER - FOOT VALVE & STRAINER			
				419.51	5002-40-400-20-00-510200-			Repairs & Maintenance		
							CHECK	1026235 TOTAL:		419.51
1026236	04/23/2026	PRTD	9559	VARNER BROS INC	77074	NOINV - 04.01.2026	04/01/2026	042326		286.12
					75225					
	Invoice: NOINV - 04.01.2026						REFUSE - GOSSAMER GROVE NEW REFUSE SERVICE-APR 26			
				286.12	0808-40-400-19-04-510706-			Refuse		
					77200	591048	04/07/2026	042326		62,256.20
					75350					
	Invoice: 591048						REFUSE - MAR 2026 - GOSSAMER GROVE REFUSE SERVICE			
				62,256.20	5001-40-400-22-00-510114-			Contract Services		
							CHECK	1026236 TOTAL:		62,542.32
1026237	04/23/2026	PRTD	7021	VERIZON WIRELESS	76893	6139566588	03/26/2026	042326		3,932.55
					75045					
	Invoice: 6139566588						Verizon Wireless Acct. 04 - mobile & devices			
				155.51	0100-10-140-10-00-510701-			Communications		
				345.48	0100-10-405-26-00-510701-			Communications		
				38.01	0100-10-120-05-00-510701-			Communications		
				155.43	0100-10-110-03-00-510701-			Communications		
				114.03	0100-10-100-01-00-510701-			Communications		
				1,362.04	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		
				214.69	5103-50-500-29-00-510701-			Communications		
				38.01	5001-60-400-22-00-570200-			Machinery & Equipment		
				117.42	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		
				454.83	5002-40-400-20-00-510701-			Communications		
				59.47	0100-30-300-04-00-510701-			Communications		
				155.44	5003-40-140-12-00-510701-			Communications		
					77406	6141069775	04/14/2026	042326		498.80
					75551					
	Invoice: 6141069775						CB RADIO, TABLETS TRANSIT COMMUNICATIONS			
				498.80	5003-40-140-12-00-510701-			Communications		

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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	1026237 TOTAL:		4,431.35
1026238	04/23/2026	PRTD	1101	VESTIS GROUP, INC. (75223	77072	2601810196	04/07/2026	042326		419.81
	Invoice: 2601810196						ALL PW'S - UNIFORMAL SERVICES - 04.07.2026			
					68.60	0100-30-400-25-00-500502-	Uniform & Equipment Allowance			
					7.42	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					58.96	5101-50-400-24-00-510001-	Departmental Supplies			
					101.55	0100-40-400-19-02-500502-	Uniform & Equipment Allowance			
					3.51	5006-40-400-23-00-500502-	Uniform & Equipment Allowance			
					68.90	0100-30-400-25-00-510001-	Departmental Supplies			
					19.32	5000-40-400-21-00-500502-	Uniform & Equipment Allowance			
					80.15	5002-40-400-20-00-500502-	Uniform & Equipment Allowance			
					11.40	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					77073	2601808184	03/31/2026	042326		284.91
					75224					
	Invoice: 2601808184						ALL PW'S - UNIFORMAL SERVICES - 03.31.2026			
					68.60	0100-30-400-25-00-500502-	Uniform & Equipment Allowance			
					7.42	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					27.96	5101-50-400-24-00-510001-	Departmental Supplies			
					120.55	0100-40-400-19-02-500502-	Uniform & Equipment Allowance			
					3.51	5006-40-400-23-00-500502-	Uniform & Equipment Allowance			
					8.52	5000-40-400-21-00-500502-	Uniform & Equipment Allowance			
					36.95	5002-40-400-20-00-500502-	Uniform & Equipment Allowance			
					11.40	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					77396	2601812196	04/14/2026	042326		325.33
					75541					
	Invoice: 2601812196						ALL PW'S - UNIFORMAL SERVICES - 04.14.2026			
					44.16	0100-30-400-25-00-500502-	Uniform & Equipment Allowance			
					7.42	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					28.38	5101-50-400-24-00-510001-	Departmental Supplies			
					101.55	0100-40-400-19-02-500502-	Uniform & Equipment Allowance			
					1.95	5006-40-400-23-00-500502-	Uniform & Equipment Allowance			
					11.40	5101-50-400-24-00-500502-	Uniform & Equipment Allowance			
					25.52	5000-40-400-21-00-500502-	Uniform & Equipment Allowance			
					104.95	5002-40-400-20-00-500502-	Uniform & Equipment Allowance			
							CHECK	1026238 TOTAL:		1,030.05
1026239	04/23/2026	PRTD	45	WAGEWORKS, INC	76828	INV8856896	03/24/2026	042326		233.75
					74981					
	Invoice: INV8856896						Monthly Admin & Compliance Fee: March 2026			
					233.75	0100-10-135-09-00-510400-	Professional Services			
							CHECK	1026239 TOTAL:		233.75

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL

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			
1026240	04/23/2026	PRTD	14473	WASCO VETERINARY CLI	77314 75463	wasco041626	03/24/2026		042326	379.00
	Invoice: wasco041626						veterinary care services			
					379.00	0100-20-200-55-00-510124-			Spay/Neuter Expenses	
							CHECK	1026240 TOTAL:		379.00
1026241	04/23/2026	PRTD	13495	WINTER AUTOMOTIVE RE	77478 75622	9158	04/15/2026		042326	129.44
	Invoice: 9158						POLICE-Unit #180 Engine oil service			
					129.44	0100-20-200-14-00-510300-			Vehicle Operations	
							CHECK	1026241 TOTAL:		129.44
1026242	04/23/2026	PRTD	1495	WITCHER ELECTRIC INC	77398 75543	42329AA	04/15/2026		042326	492.63
	Invoice: 42329AA						WASTE WATER - STATION #4 - SOFT STARTER			
					492.63	5000-40-400-21-00-510200-			Repairs & Maintenance	
							CHECK	1026242 TOTAL:		492.63

NUMBER OF CHECKS 139 *** CASH ACCOUNT TOTAL *** 2,353,145.86

	COUNT	AMOUNT
TOTAL PRINTED CHECKS	112	2,112,689.91
TOTAL EFT'S	27	240,455.95

*** GRAND TOTAL *** 2,353,145.86

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 10 404					
APP 5002-00-000-00-00-205000-	Accts Payable			178,623.84	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0000-00-000-00-00-100010-	Cash: Mission Bank Acct#10755				2,353,172.51
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0100-00-000-00-00-205000-	Accts Payable			1,189,974.01	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5100-00-000-00-00-205000-	Accts Payable			27,060.38	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0817-00-000-00-00-205000-	Accts Payable			5,126.85	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5003-00-000-00-00-205000-	Accts Payable			3,800.91	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5000-00-000-00-00-205000-	Accts Payable			78,393.29	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0310-00-000-00-00-205000-	Accts Payable			28,457.24	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5101-00-000-00-00-205000-	Accts Payable			1,229.31	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5103-00-000-00-00-205000-	Accts Payable			12,527.64	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0308-00-000-00-00-205000-	Accts Payable			418,678.61	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5004-00-000-00-00-205000-	Accts Payable			306,807.17	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0200-00-000-00-00-205000-	Accts Payable			15,808.97	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0803-00-000-00-00-205000-	Accts Payable			905.94	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0808-00-000-00-00-205000-	Accts Payable			20,313.98	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5001-00-000-00-00-205000-	Accts Payable			64,888.90	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0204-00-000-00-00-205000-	Accts Payable			50.00	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0806-00-000-00-00-205000-	Accts Payable			4.24	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0805-00-000-00-00-205000-	Accts Payable			5.76	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0810-00-000-00-00-205000-	Accts Payable			7.51	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0811-00-000-00-00-205000-	Accts Payable			361.54	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0814-00-000-00-00-205000-	Accts Payable			49.64	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0812-00-000-00-00-205000-	Accts Payable			49.80	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 5006-00-000-00-00-205000-	Accts Payable			46.98	

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
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0800-00-000-00-00-205000-	Accts Payable				26.65
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
APP 0000-00-000-00-00-100010-	Cash: Mission Bank Acct#10755			26.65	
04/23/2026 042326 042326	AP CASH DISBURSEMENTS JOURNAL				
	GENERAL LEDGER TOTAL			2,353,199.16	2,353,199.16
APP 0000-00-000-00-00-209038-	Due To 5002 - Water Operat			178,623.84	
04/23/2026 042326 042326					
APP 5002-00-000-00-00-109000-	Due From Funds - Cash Pool				178,623.84
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209001-	Due To 0100 - Gen Fund			1,189,974.01	
04/23/2026 042326 042326					
APP 0100-00-000-00-00-109000-	Due From Funds - Cash Pool				1,189,974.01
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209046-	Due To 5100 - Facility Maint			27,060.38	
04/23/2026 042326 042326					
APP 5100-00-000-00-00-109000-	Due From Funds - Cash Pool				27,060.38
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209817-	Due to 0817 - DT CFD			5,126.85	
04/23/2026 042326 042326					
APP 0817-00-000-00-00-109000-	Due From Funds - Cash Pool				5,126.85
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209039-	Due To 5003 - Transit Operat			3,800.91	
04/23/2026 042326 042326					
APP 5003-00-000-00-00-109000-	Due From Funds - Cash Pool				3,800.91
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209036-	Due To 5000 - Wastewtr Operat			78,393.29	
04/23/2026 042326 042326					
APP 5000-00-000-00-00-109000-	Due From Funds - Cash Pool				78,393.29
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209310-	Due To 0310 - Public Safety			28,457.24	
04/23/2026 042326 042326					
APP 0310-00-000-00-00-109000-	Due From Funds - Cash Pool				28,457.24
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209047-	Due To 5101 - Vehicle Maint			1,229.31	
04/23/2026 042326 042326					
APP 5101-00-000-00-00-109000-	Due From Funds - Cash Pool				1,229.31
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209049-	Due To 5103 - Info Tech			12,527.64	
04/23/2026 042326 042326					
APP 5103-00-000-00-00-109000-	Due From Funds - Cash Pool				12,527.64
04/23/2026 042326 042326					
APP 0000-00-000-00-00-209060-	Due To 0308 - Street Projects			418,678.61	
04/23/2026 042326 042326					
APP 0308-00-000-00-00-109000-	Due From Funds - Cash Pool				418,678.61
04/23/2026 042326 042326					

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 0000-00-000-00-00-209040-	04/23/2026	042326	042326			Due To 5004 - Telecom Operat			306,807.17	
APP 5004-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				306,807.17
APP 0000-00-000-00-00-209002-	04/23/2026	042326	042326			Due To 0200 - Federal Grant			15,808.97	
APP 0200-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				15,808.97
APP 0000-00-000-00-00-209027-	04/23/2026	042326	042326			Due To Funds - 0803 - 003-2005			905.94	
APP 0803-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				905.94
APP 0000-00-000-00-00-209032-	04/23/2026	042326	042326			Due To 0808 - LLMD - 001-2015			20,313.98	
APP 0808-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				20,313.98
APP 0000-00-000-00-00-209037-	04/23/2026	042326	042326			Due To 5001 - Refuse Operat			64,888.90	
APP 5001-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				64,888.90
APP 0000-00-000-00-00-209006-	04/23/2026	042326	042326			Due To 0204 - TDA - Streets			50.00	
APP 0204-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				50.00
APP 0000-00-000-00-00-209030-	04/23/2026	042326	042326			Due To 0806 - LLMD - 001-2007			4.24	
APP 0806-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				4.24
APP 0000-00-000-00-00-209029-	04/23/2026	042326	042326			Due To 0805 - LLMD - 001-2006			5.76	
APP 0805-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				5.76
APP 0000-00-000-00-00-209034-	04/23/2026	042326	042326			Due To 0810 - LLMD - 001-1998			7.51	
APP 0810-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				7.51
APP 0000-00-000-00-00-209035-	04/23/2026	042326	042326			Due To 0811 - LLMD - 001-2009			361.54	
APP 0811-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				361.54
APP 0000-00-000-00-00-209057-	04/23/2026	042326	042326			Due To 0814 - DTLL1-2022			49.64	
APP 0814-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				49.64
APP 0000-00-000-00-00-209055-	04/23/2026	042326	042326			Due To 0812 - DTLL1-2021			49.80	
APP 0812-00-000-00-00-109000-	04/23/2026	042326	042326			Due From Funds - Cash Pool				49.80
APP 0000-00-000-00-00-209042-						Due To 5006 - Rail Operat			46.98	

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
04/23/2026	042326	042326							
APP 5006-00-000-00-00-109000-					Due From Funds - Cash Pool				46.98
04/23/2026	042326	042326							
APP 0000-00-000-00-00-209024-					Due To 0800 - LLMD - 001-2002				26.65
04/23/2026	042326	042326							
APP 0800-00-000-00-00-109000-					Due From Funds - Cash Pool			26.65	
04/23/2026	042326	042326							
					SYSTEM GENERATED ENTRIES TOTAL			2,353,199.16	2,353,199.16
					JOURNAL 2026/10/404	TOTAL		4,706,398.32	4,706,398.32

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 10	404	04/23/2026			
0000-00-000-00-00-100010-				Cash: Mission Bank Acct#10755	26.65	
0000-00-000-00-00-100010-				Cash: Mission Bank Acct#10755		2,353,172.51
0000-00-000-00-00-209001-				Due To 0100 - Gen Fund	1,189,974.01	
0000-00-000-00-00-209002-				Due To 0200 - Federal Grant	15,808.97	
0000-00-000-00-00-209006-				Due To 0204 - TDA - Streets	50.00	
0000-00-000-00-00-209024-				Due To 0800 - LLMD - 001-2002		26.65
0000-00-000-00-00-209027-				Due To Funds - 0803 - 003-2005	905.94	
0000-00-000-00-00-209029-				Due To 0805 - LLMD - 001-2006	5.76	
0000-00-000-00-00-209030-				Due To 0806 - LLMD - 001-2007	4.24	
0000-00-000-00-00-209032-				Due To 0808 - LLMD - 001-2015	20,313.98	
0000-00-000-00-00-209034-				Due To 0810 - LLMD - 001-1998	7.51	
0000-00-000-00-00-209035-				Due To 0811 - LLMD - 001-2009	361.54	
0000-00-000-00-00-209036-				Due To 5000 - Wastewtr Operat	78,393.29	
0000-00-000-00-00-209037-				Due To 5001 - Refuse Operat	64,888.90	
0000-00-000-00-00-209038-				Due To 5002 - Water Operat	178,623.84	
0000-00-000-00-00-209039-				Due To 5003 - Transit Operat	3,800.91	
0000-00-000-00-00-209040-				Due To 5004 - Telecom Operat	306,807.17	
0000-00-000-00-00-209042-				Due To 5006 - Rail Operat	46.98	
0000-00-000-00-00-209046-				Due To 5100 - Facility Maint	27,060.38	
0000-00-000-00-00-209047-				Due To 5101 - Vehicle Maint	1,229.31	
0000-00-000-00-00-209049-				Due To 5103 - Info Tech	12,527.64	
0000-00-000-00-00-209055-				Due To 0812 - DTLL1-2021	49.80	
0000-00-000-00-00-209057-				Due To 0814 - DTLL1-2022	49.64	
0000-00-000-00-00-209060-				Due To 0308 - Street Projects	418,678.61	
0000-00-000-00-00-209310-				Due To 0310 - Public Safety	28,457.24	
0000-00-000-00-00-209817-				Due to 0817 - DT CFD	5,126.85	
				FUND TOTAL	2,353,199.16	2,353,199.16
0100 General Fund	2026 10	404	04/23/2026			
0100-00-000-00-00-109000-				Due From Funds - Cash Pool		1,189,974.01
0100-00-000-00-00-205000-				Accts Payable	1,189,974.01	
				FUND TOTAL	1,189,974.01	1,189,974.01
0200 Federal Grant	2026 10	404	04/23/2026			
0200-00-000-00-00-109000-				Due From Funds - Cash Pool		15,808.97
0200-00-000-00-00-205000-				Accts Payable	15,808.97	
				FUND TOTAL	15,808.97	15,808.97
0204 Tran. Dev. Act - Streets	2026 10	404	04/23/2026			
0204-00-000-00-00-109000-				Due From Funds - Cash Pool		50.00
0204-00-000-00-00-205000-				Accts Payable	50.00	
				FUND TOTAL	50.00	50.00
0308 State Grants Projects	2026 10	404	04/23/2026			

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL
JOURNAL ENTRIES TO BE CREATED

FUND / ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
0308-00-000-00-00-109000-					Due From Funds - Cash Pool		418,678.61
0308-00-000-00-00-205000-					Accts Payable	418,678.61	
					FUND TOTAL	418,678.61	418,678.61
0310 Public Safety Impact Fees	2026	10	404	04/23/2026			
0310-00-000-00-00-109000-					Due From Funds - Cash Pool		28,457.24
0310-00-000-00-00-205000-					Accts Payable	28,457.24	
					FUND TOTAL	28,457.24	28,457.24
0800 LLMD - 001-2002	2026	10	404	04/23/2026			
0800-00-000-00-00-109000-					Due From Funds - Cash Pool	26.65	
0800-00-000-00-00-205000-					Accts Payable		26.65
					FUND TOTAL	26.65	26.65
0803 LLMD - 003-2005	2026	10	404	04/23/2026			
0803-00-000-00-00-109000-					Due From Funds - Cash Pool		905.94
0803-00-000-00-00-205000-					Accts Payable	905.94	
					FUND TOTAL	905.94	905.94
0805 LLMD - 001-2006	2026	10	404	04/23/2026			
0805-00-000-00-00-109000-					Due From Funds - Cash Pool		5.76
0805-00-000-00-00-205000-					Accts Payable	5.76	
					FUND TOTAL	5.76	5.76
0806 LLMD - 001-2007	2026	10	404	04/23/2026			
0806-00-000-00-00-109000-					Due From Funds - Cash Pool		4.24
0806-00-000-00-00-205000-					Accts Payable	4.24	
					FUND TOTAL	4.24	4.24
0808 LLMD - 001-2015	2026	10	404	04/23/2026			
0808-00-000-00-00-109000-					Due From Funds - Cash Pool		20,313.98
0808-00-000-00-00-205000-					Accts Payable	20,313.98	
					FUND TOTAL	20,313.98	20,313.98
0810 LLMD - 001-1998	2026	10	404	04/23/2026			
0810-00-000-00-00-109000-					Due From Funds - Cash Pool		7.51
0810-00-000-00-00-205000-					Accts Payable	7.51	
					FUND TOTAL	7.51	7.51
0811 LLMD - 001-2009	2026	10	404	04/23/2026			
0811-00-000-00-00-109000-					Due From Funds - Cash Pool		361.54

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL
JOURNAL ENTRIES TO BE CREATED

FUND / ACCOUNT	YEAR	PER	JNL	EFF DATE	ACCOUNT DESCRIPTION	DEBIT	CREDIT
0811-00-000-00-00-205000-					Accts Payable	361.54	
					FUND TOTAL	361.54	361.54
0812 LLMD - 001-2021	2026	10	404	04/23/2026			
0812-00-000-00-00-109000-					Due From Funds - Cash Pool		49.80
0812-00-000-00-00-205000-					Accts Payable	49.80	
					FUND TOTAL	49.80	49.80
0814 LLMD - 001-2022	2026	10	404	04/23/2026			
0814-00-000-00-00-109000-					Due From Funds - Cash Pool		49.64
0814-00-000-00-00-205000-					Accts Payable	49.64	
					FUND TOTAL	49.64	49.64
0817 CFD-0817	2026	10	404	04/23/2026			
0817-00-000-00-00-109000-					Due From Funds - Cash Pool		5,126.85
0817-00-000-00-00-205000-					Accts Payable	5,126.85	
					FUND TOTAL	5,126.85	5,126.85
5000 Wastewater Operations	2026	10	404	04/23/2026			
5000-00-000-00-00-109000-					Due From Funds - Cash Pool		78,393.29
5000-00-000-00-00-205000-					Accts Payable	78,393.29	
					FUND TOTAL	78,393.29	78,393.29
5001 Refuse Operations	2026	10	404	04/23/2026			
5001-00-000-00-00-109000-					Due From Funds - Cash Pool		64,888.90
5001-00-000-00-00-205000-					Accts Payable	64,888.90	
					FUND TOTAL	64,888.90	64,888.90
5002 Water Operations	2026	10	404	04/23/2026			
5002-00-000-00-00-109000-					Due From Funds - Cash Pool		178,623.84
5002-00-000-00-00-205000-					Accts Payable	178,623.84	
					FUND TOTAL	178,623.84	178,623.84
5003 Transit Operations	2026	10	404	04/23/2026			
5003-00-000-00-00-109000-					Due From Funds - Cash Pool		3,800.91
5003-00-000-00-00-205000-					Accts Payable	3,800.91	
					FUND TOTAL	3,800.91	3,800.91
5004 Telecommunications Operations	2026	10	404	04/23/2026			
5004-00-000-00-00-109000-					Due From Funds - Cash Pool		306,807.17
5004-00-000-00-00-205000-					Accts Payable	306,807.17	

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	306,807.17	306,807.17
5006 Rail Operations	2026 10	404	04/23/2026		
5006-00-000-00-00-109000-			Due From Funds - Cash Pool		46.98
5006-00-000-00-00-205000-			Accts Payable	46.98	
			FUND TOTAL	46.98	46.98
5100 Facility Maintenance	2026 10	404	04/23/2026		
5100-00-000-00-00-109000-			Due From Funds - Cash Pool		27,060.38
5100-00-000-00-00-205000-			Accts Payable	27,060.38	
			FUND TOTAL	27,060.38	27,060.38
5101 Vehicle Maintenance	2026 10	404	04/23/2026		
5101-00-000-00-00-109000-			Due From Funds - Cash Pool		1,229.31
5101-00-000-00-00-205000-			Accts Payable	1,229.31	
			FUND TOTAL	1,229.31	1,229.31
5103 Information Technology	2026 10	404	04/23/2026		
5103-00-000-00-00-109000-			Due From Funds - Cash Pool		12,527.64
5103-00-000-00-00-205000-			Accts Payable	12,527.64	
			FUND TOTAL	12,527.64	12,527.64

City of Shafter
A/P CASH DISBURSEMENTS JOURNAL
JOURNAL ENTRIES TO BE CREATED

FUND		DUE TO	DUE FR
0000	Pooled Cash Fund	2,353,145.86	
0100	General Fund		1,189,974.01
0200	Federal Grant		15,808.97
0204	Tran. Dev. Act - Streets		50.00
0308	State Grants Projects		418,678.61
0310	Public Safety Impact Fees		28,457.24
0800	LLMD - 001-2002		26.65
0803	LLMD - 003-2005		905.94
0805	LLMD - 001-2006		5.76
0806	LLMD - 001-2007		4.24
0808	LLMD - 001-2015		20,313.98
0810	LLMD - 001-1998		7.51
0811	LLMD - 001-2009		361.54
0812	LLMD - 001-2021		49.80
0814	LLMD - 001-2022		49.64
0817	CFD-0817		5,126.85
5000	Wastewater Operations		78,393.29
5001	Refuse Operations		64,888.90
5002	Water Operations		178,623.84
5003	Transit Operations		3,800.91
5004	Telecommunications Operations		306,807.17
5006	Rail Operations		46.98
5100	Facility Maintenance		27,060.38
5101	Vehicle Maintenance		1,229.31
5103	Information Technology		12,527.64
	TOTAL	2,353,145.86	2,353,145.86

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

City of Shafter
DETAIL PROOF - FINAL REPORT
Pay Period 03/28/26 To 04/10/26

WARRANT: 041726 PAYROLL TYPE: BIWEEKLY CHECK DATE: 04/17/2026

Earnings-Deductions Proof Summaries

9995	DIRECT DEP F	11,000.00	0.00	11,000.00	85,052.25
9996	DIRECT DEP F	2,540.00	0.00	2,540.00	23,669.35
9997	DIRECT DEP F	815.00	0.00	815.00	7,599.34
9998	DIRECT DEP F	100.00	0.00	100.00	2,226.56
9999	DIRECT DEP	412,481.09	0.00	412,481.09	645,711.18
Total:		644,172.93	282,167.66		

Total Females:	63	Gross Pay:	191,380.90
Total Males:	96	Gross Pay:	454,330.28
Total Employees:	159	Gross Pay:	645,711.18

Total Pre-Notes: 0

Available Cash Balance after payroll: -54,734,102.74

Total Cash Requirements:

Total Employee Checks:	0.00
Total Employee/Employer ACH Transactions:	426,936.09
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:	426,936.09

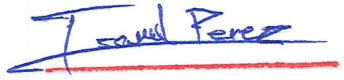
Payments to be Processed:

Total Telephone Transfers:	0.00

Remaining Payroll Liabilities:

Total Employee/Employer (Check type = No check):	38,319.69
Total Pay Escrow:	0.00
Total Escrow Balance:	0.00
Total Invoices this payroll:	0.00
Total Invoices other payrolls:	0.00
Total Checks/Invoices/EFT/Telephone transfers this payroll (deferred):	0.00
Total Checks/Invoices/EFT/Telephone transfers other payrolls (deferred):	145,956.48
Total Liabilities:	184,276.17

APPROVED BY:



City of Shafter
DETAIL PROOF - FINAL REPORT
Pay Period 05/01/26 To 05/31/26

WARRANT: 050126 PAYROLL TYPE: COUNCIL CHECK DATE: 05/01/2026

Earnings-Deductions Proof Summaries

DEDUCTION SUMMARY

DED	TYPE	EMPLOYEE AMT	EMPLOYER AMT	TOTAL AMT	EMPLOYEE GROSS	FICA/MED CALC
1000	FICA	54.07	54.07	108.14	871.96 X 12.40% =	108.12
1100	MEDICARE	12.62	12.62	25.24	871.96 X 2.90% =	25.29
2300	MEDICAL	250.00	9,224.00	9,474.00	900.00	
2310	DENTAL	228.04	203.93	431.97	900.00	
2320	VISION	0.00	84.56	84.56	900.00	
3000	FIT	0.00	0.00	0.00	871.96	
4000	SIT	0.00	0.00	0.00	871.96	
8300	CA SDI	17.55	0.00	17.55	1,350.00	
8310	CA UI	0.00	21.60	21.60	1,350.00	
9999	DIRECT DEP	787.72	0.00	787.72	1,350.00	
Total:		1,350.00	9,600.78			

Total Females:	1	Gross Pay:	200.00
Total Males:	9	Gross Pay:	1,150.00
Total Employees:	10	Gross Pay:	1,350.00

Total Pre-Notes: 0

Available Cash Balance after payroll: -58,183,500.20

Total Cash Requirements:

Total Employee Checks:	0.00
Total Employee/Employer ACH Transactions:	787.72
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:	787.72

APPROVED BY:

Isaac Perez

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:	172.53
Total Invoices other payrolls:	0.00

City of Shafter
DETAIL PROOF - FINAL REPORT
Pay Period 04/11/26 To 04/24/26

WARRANT: 050126 PAYROLL TYPE: BIWEEKLY CHECK DATE: 05/01/2026

Earnings-Deductions Proof Summaries

9995	DIRECT DEP F	11,000.00	0.00	11,000.00	86,931.56
9996	DIRECT DEP F	2,540.00	0.00	2,540.00	22,778.57
9997	DIRECT DEP F	815.00	0.00	815.00	6,671.08
9998	DIRECT DEP F	100.00	0.00	100.00	2,226.55
9999	DIRECT DEP	421,998.54	0.00	421,998.54	654,930.38
Total:		653,379.96	284,335.84		

Total Females:	63	Gross Pay:	192,628.38
Total Males:	96	Gross Pay:	462,302.00
Total Employees:	159	Gross Pay:	654,930.38

Total Pre-Notes: 0

Available Cash Balance after payroll: -58,132,573.15

Total Cash Requirements:

Total Employee Checks:	0.00
Total Employee/Employer ACH Transactions:	436,453.54
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:	436,453.54

Payments to be Processed:

Total Telephone Transfers:	0.00

Remaining Payroll Liabilities:

Total Employee/Employer (Check type = No check):	39,477.40
Total Pay Escrow:	0.00
Total Escrow Balance:	0.00
Total Invoices this payroll:	325,818.06
Total Invoices other payrolls:	0.00
Total Checks/Invoices/EFT/Telephone transfers this payroll (deferred):	135,966.80
Total Checks/Invoices/EFT/Telephone transfers other payrolls (deferred):	0.00
Total Liabilities:	501,262.26

APPROVED BY:

Isael Perez

MINUTES OF THE REGULAR MEETING OF THE
SHAFTER CITY COUNCIL
COUNCIL CHAMBER, 336 PACIFIC AVENUE
MEETING HELD IN-PERSON AND VIA ZOOM AND LIVESTREAM TO YOUTUBE
TUESDAY, FEBRUARY 17, 2026

CALL TO ORDER: 6:00 PM

ROLL CALL:

PRESENT: Mayor Givens, Mayor Pro Tem Olvera, and Council Members Alvarado, Espinoza, and Prout. Also present: City Manager Lippincott, Community Services Director Franz, Public Works Director Gonzalez, IT Specialist Herrera, Assistant City Manager James, City Attorney Martinez, City Clerk Pallares, Finance Director Sanchez, Sergeant York, and Community Engagement Manager Zermeno.

PLEDGE OF ALLEGIANCE: Mayor Pro Tem Olvera

INVOCATION: Council Member Espinoza

APPROVAL OF AGENDA:

MOVED (OLVERA) AND SECONDED (ESPINOZA) COUNCIL APPROVED AGENDA AS PRESENTED. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	*ALVARADO, ESPINOZA, GIVENS, OLVERA, AND PROUT.*
NAYS:	*NONE.*
ABSENT:	*NONE.*
ABSTENTIONS:	*NONE.*

PRESENTATION:

1. Mayor Givens presented a Proclamation declaring February 2026 Safely Surrendered Baby Awareness Month to the Kniffen Family.

PUBLIC COMMENT:

There were no members of the public wishing to speak.

COUNCIL ANNOUNCEMENTS AND REPORTS:

Council Member Alvarado announced the Lions Club National Prayer Night event will be held on March 20, 2026.

Council Member Prout announced upcoming events for the COLOURS Celebration of the Arts.

On February 14, 2026, Mayor Pro Tem Olvera participated in the Lions Club Food Distribution event held at Sequoia School.

CONSENT CALENDAR:

1. Approve General Checks: January 9, 2026, January 21, 2026, January 23, 2026, January 26, 2026, February 2, 2026, February 6, 2026, February 12, 2026.
2. Approve Payroll: February 6, 2026.
3. Council find the action is not defined as a "project" per Section 15378(b)(4) of the CEQA Guidelines; and accept the Treasurer's Report for December 2025.
4. Overtime Report: January 2026.
5. Council find action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; and adopt the City of Shafter Employee Bi-Weekly Pay Schedule, effective February 3, 2026.
6. City Council find that the action is exempt from the California Environmental Quality Act; introduce for second reading, by title only, and waive reading, and adopt Ordinance No. 777, an Ordinance of the City Council of the City of Shafter, approving Zone Code Amendment No. 25-23, amending Title 17 (Zoning Ordinance) Section 11.200 of the Shafter Municipal Code relating to Accessory Dwelling Units (ADUs) and Junior Accessory Dwelling Units (JADUs) and finding the action to be statutorily exempt from CEQA under Public Code 21080.17.
7. Council find that the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; approve a new agreement with Kern Union High School District for seasonal use of the City's Aquatics Facilities by the Shafter High School swim team; and authorize the City Manager to execute the agreement, subject to review and approval as to form by the City Attorney.
8. Council find the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; approve the Special Event Permit application submitted by the Shafter Kiwanis Club for the Colours-Fun Run (5K) on February 28, 2026.

MOVED (PROUT) AND SECONDED (OLVERA) COUNCIL APPROVED THE CONSENT CALENDAR AS PRESENTED. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ALVARADO, ESPINOZA, GIVENS, OLVERA, AND PROUT.
NAYS: NONE.
ABSENT: NONE.
ABSTENTIONS: NONE.

PUBLIC HEARINGS:

Should anyone challenge any proposed action which is the subject of a public hearing listed on this agenda, that person challenging any action taken after the public hearing may be limited to raising only those issues addressed at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to this public hearing.

1. **UNMET TRANSIT NEEDS FISCAL YEAR 2026/2027:** Finance Director Sanchez and Transit Supervisor Nieto made introductory comments.

Mayor Givens opened the public hearing.

Being no members of the public wishing to speak, the public hearing was closed.

MOVED (OLVERA) AND SECONDED (ESPINOZA) COUNCIL FOUND THE ACTION NOT DEFINED AS A

"PROJECT" PER SECTION 15378(B)(5) OF THE CEQA GUIDELINES; CONDUCTED A PUBLIC HEARING; AND ADOPTED RESOLUTION NO. 3061, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHAFTER ESTABLISHING UNMET TRANSIT NEEDS FINDINGS FOR FISCAL YEAR 2026/2027. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ALVARADO, ESPINOZA, GIVENS, OLVERA, AND PROUT.
NAYS: NONE.
ABSENT: NONE.
ABSTENTIONS: NONE.

MANAGEMENT REPORT:

1. **URBAN GREENING PROJECT PHASE II FUNDING AGREEMENT:** Assistant City Manager James made introductory comments.

MOVED (PROUT) AND SECONDED (ESPINOZA) COUNCIL FOUND THAT THE ACTION IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; APPROVEDPHASE II OF THE URBAN GREENING PROJECT WITH A TOTAL PROJECT VALUE OF APPROXIMATELY $550,000; AMENDED THE CITY'S CAPITAL IMPROVEMENT PROGRAM TO REFLECT $550,000 IN PROJECT EXPENDITURES AND $550,000 IN AB 617 GRANT REIMBURSEMENT REVENUE; AND AUTHORIZED THE CITY MANAGER, OR A DESIGNEE OF THE CITY MANAGER, TO EXECUTE THE FUNDING AGREEMENT (AGREEMENT NO. G-295602-A1) WITH THE SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT AND ALL RELATED DOCUMENTS NECESSARY TO IMPLEMENT PHASE II OF THE URBAN GREENING PROJECT. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ALVARADO, ESPINOZA, GIVENS, OLVERA, AND PROUT.
NAYS: NONE.
ABSENT: NONE.
ABSTENTIONS: NONE.

2. **TEMPORARILY SUSPENDING COLLECTION OF THE BUSINESS LICENSE TAX REQUIRED BY SHAFTER MUNICIPAL CODE SECTION 5.04.230 FOR VENDORS PARTICIPATING IN APPROVED SPECIAL EVENTS RESOLUTION ADOPTION:** Community Services Director Franz made introductory comments.

MOVED (ESPINOZA) AND SECONDED (OLVERA) COUNCIL FOUND THE ACTION IS NOT DEFINED AS A "PROJECT" PER SECTION 15378(B)(2) OF THE CEQA GUIDELINES; ADOPTED RESOLUTION NO. 3062, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHAFTER TEMPORARILY SUSPENDING COLLECTION OF THE BUSINESS LICENSE TAX REQUIRED BY SHAFTER MUNICIPAL CODE SECTION 5.04.230 FOR PERSONS ENGAGED IN UNCLASSIFIED BUSINESSES AS PART OF APPROVED SPECIAL EVENTS. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: ALVARADO, ESPINOZA, GIVENS, OLVERA, AND PROUT.
NAYS: NONE.
ABSENT: NONE.
ABSTENTIONS: NONE.

CITY MANAGER COMMENTS AND REPORTS: City Manager Lippincott reported that he will be out of office February 19 through February 20, 2026.

DEPARTMENT DIRECTOR COMMENTS AND REPORTS: No reports at this time.

RECESS:

MOVED (ESPINOZA) AND SECONDED (PROUT) COUNCIL RECESSED INTO CLOSED SESSION AT 6:34 P.M.

CLOSED SESSION:

1. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS:** Pursuant to California Government Code, Section 54956.8 Property: APN 028-180-22, APN 028-280-70, and APN 089-230-18 Agency Negotiator: Lance Lippincott, City Manager Negotiating Parties: California High Speed Rail Under Negotiation: Price and Terms. *NO REPORTABLE ACTION.*

ADJOURNMENT:

MOVED (ESPINOZA) AND SECONDED (OLVERA) COUNCIL ADJOURNED THE MEETING AT 6:52 P.M. MOTION CARRIED WITH NO OPPOSITION.

_____
Chad Givens, Mayor

ATTEST:

_____
Yazmina Pallares, City Clerk

Shafter
CALIFORNIA

Proclamation

Municipal Clerks Week
May 3 - May 9, 2026

WHEREAS, the Office of the Municipal Clerk, a time honored and vital part of local government exists throughout the world; and

WHEREAS, the Office of the Municipal Clerk is the oldest among public servants; and

WHEREAS, the Office of the Municipal Clerk provides the professional link between the citizens, the local governing bodies and agencies of government at other levels; and

WHEREAS, Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all; and

WHEREAS, the Municipal Clerk serves as the information center on functions of local government and community; and

WHEREAS, Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations; and

WHEREAS, it is most appropriate that we recognize the accomplishments of the Office of the Municipal Clerk; and

NOW, THEREFORE, that I, Chad Givens, Mayor of the City of Shafter, on behalf of the entire City Council, do hereby proclaim the week of **May 3 - May 9, 2026**, as **Municipal Clerks Week,** and further extend appreciation to our municipal clerk, City Clerk Yazmina Pallares, for the vital services they perform and their exemplary dedication to the communities they represent.

PASSED AND ADOPTED this 5th day of May, 2026.

Chad Givens
Mayor

Proclamation

Cinco de Mayo Days
35th Anniversary
April 29 through May 5, 2026

WHEREAS, the Republic of Mexico was invaded more than 200 years ago by an army of foreign troops from France; and

WHEREAS, on the 5th day of May, 1862, an outnumbered and untrained Mexican force was sent to battle with the larger and more experienced French troops at Guadalupe Hill, near the City of Puebla; and

WHEREAS, against all odds, the Mexican troops defeated their invaders; and

WHEREAS, this victory is a symbol and example of all which is possible through determination, accomplishment, and honor for all free people.

NOW, THEREFORE, I, Chad Givens, Mayor of the City of Shafter, on behalf of the entire Shafter City Council, do hereby proclaim, April 29 through May 5, 2026, as **Cinco de Mayo Days**.

PASSED AND ADOPTED this 2nd day of May, 2026.

Chad Givens, Mayor
City of Shafter

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Johnny Rubio, IT Director

SUBJECT: DESIGNATION OF ADA COORDINATOR – UPDATE TO CAROL CHAVOLLA

RECOMMENDATION

Council find the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; and approve the designation of Carol Chavolla, Human Resources Director, as the City of Shafter's ADA Coordinator, replacing the prior designation of Mike James (2019).

BACKGROUND

Title II of the Americans with Disabilities Act (ADA) requires public entities to designate at least one employee to coordinate efforts to comply with and carry out responsibilities under the ADA. The ADA Coordinator serves as the primary point of contact for accessibility-related matters, including overseeing compliance efforts, responding to accommodation requests, and coordinating internal processes.

In 2019, Mike James was designated as the City's ADA Coordinator. As the City continues to advance its compliance efforts, particularly in response to updated federal guidance regarding digital accessibility, it is appropriate to update this designation to align with current organizational structure and operational needs.

FISCAL IMPACT

CEQA ANALYSIS

The action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines because the action is the designation of an ADA coordinator for the City and therefore, it is 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

No

ATTACHMENTS

None

CONSENT CALENDAR

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Alex Gonzalez, Public Works Director

SUBJECT: LERDO HIGHWAY RECONSTRUCTION – SCHNAIDT ST. TO VALLEY ST. PROJECT (#ST00038.1) FORMAL BIDDING AUTHORIZATION

RECOMMENDATION

Council find the action was previously exempt from the California Environmental Quality Act (CEQA); and approve project plans and specifications for the Lerdo Highway Reconstruction - Schnaidt St. to Valley St. Project (#ST00038.1); and authorize staff to proceed with formal bidding for said project per the City's bidding and procurement policies.

BACKGROUND

The Lerdo Highway Reconstruction Project – Schnaidt St. to Valley St. consists of the reconstruction of an approximately 0.27-mile segment of Lerdo Highway, extending from Schnaidt Street to Valley Street. The scope of work includes removal of the existing roadway section and construction of new full-depth asphalt pavement, replacement of damaged curb, gutter, and sidewalk, installation of new sidewalk where gaps currently exist, construction of ADA-compliant wheelchair ramps, and installation of updated striping and pavement markings.

This project represents the next phase of the City's ongoing improvements along the Lerdo Highway corridor. A prior phase, extending from Shafter Avenue to Valley Street, was completed in 2023. The Project continues these efforts to upgrade and maintain the corridor and is included in the City's Capital Improvement Program. The City was awarded $749,849 in Federal Transportation Improvement Program (FTIP) funding for the Project. Staff recently received the authorization for construction (E76) from Caltrans and can now proceed with construction.

Given the scope and nature of the work, formal bidding procedures are required in accordance with the City's bidding and procurement policies. Authorization from the City Council is necessary to proceed with the solicitation of bids.

FISCAL IMPACT

There is no fiscal impact associated with the requested action at this time. This project is programmed into the City's Capital Improvement Plan Project (Project Number ST00038.1). Staff will return to the City Council with a recommendation to award the

construction contract once bids have been received and evaluated, at which point all fiscal impacts will be identified and presented for consideration.

CEQA ANALYSIS

This project was previously exempted from CEQA pursuant to Section 15301 (Class 1 - Existing Facilities) of the CEQA Guidelines.

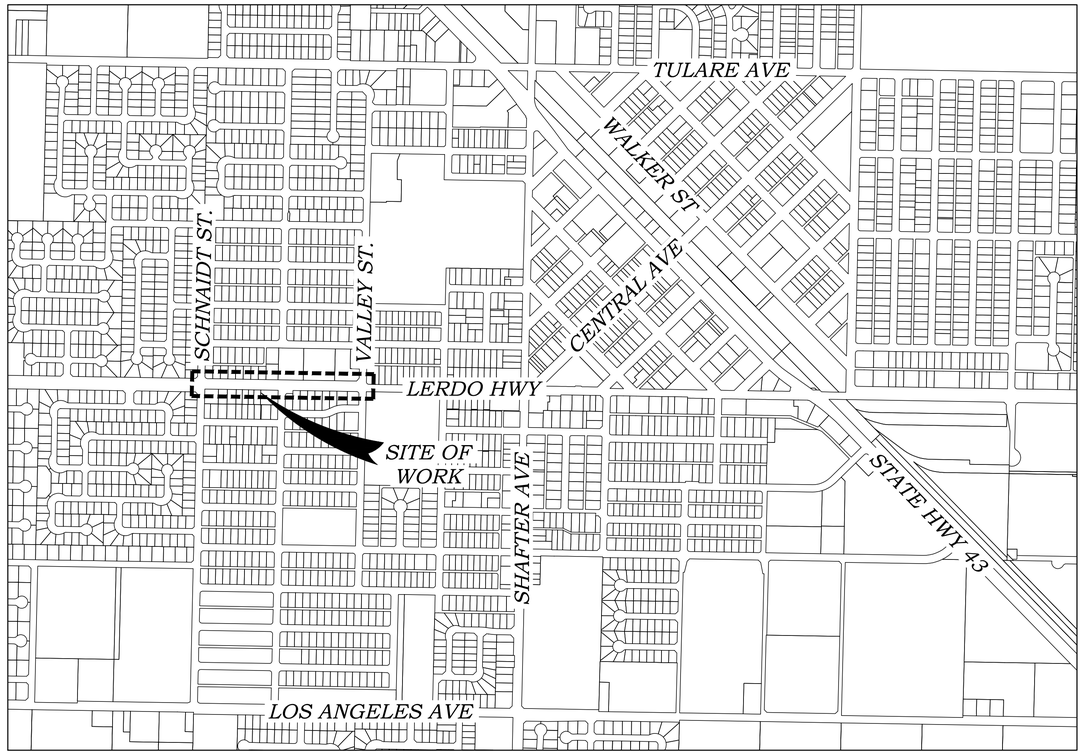
APPROVED BY THE CITY ATTORNEY

No

ATTACHMENTS

1. Lerdo Hwy Reconstruction - Schnaidt St. to Valley St. - FOR BID

LERDO HIGHWAY RECONSTRUCTION PLANS
SCHNAIDT STREET - VALLEY STREET
CITY OF SHAFTER, KERN COUNTY CALIFORNIA



VICINITY MAP
NOT TO SCALE

INDEX

SHEET NO.	DESCRIPTION
1	COVER SHEET
2–3	LERDO HIGHWAY – PLAN AND PROFILE
4	LERDO HIGHWAY – STRIPING PLANS
5	CITY OF SHAFTER STANDARD SHEETS

Underground Service Alert
CALL BEFORE YOU DIG
CALL TOLL FREE
811
TWO WORKING DAYS BEFORE YOU DIG

CONSTRUCTION NOTES

- (A) RE–CONSTRUCT 8" TYPE "A" CURB AND GUTTER PER C.O.S. STD. S–1 MATCH EXISTING SIDEWALK.
- (B) RE–CONSTRUCT 6" TYPE "B" CURB AND GUTTER PER C.O.S. STD. S–1 AND MATCH TO EXISTING SIDEWALK.
- (C) CONSTRUCT TYPE "C" WHEELCHAIR RAMP PER C.O.S. STD. S–18.
- (D) RE–CONSTRUCT DRIVEWAY APPROACH PER C.O.S. STD. S–13A.
- (E) CONSTRUCT 4.5' WIDE COMBINATION SIDEWALK PER C.O.S. STD. S–16.
- (F) CONSTRUCT TYPE "A" WHEELCHAIR RAMP PER C.O.S. STD. S–18.
- RE–CONSTRUCT NEW AC PAVEMENT SECTION AS NOTED
- DEMO EXISTING CONCRETE
- CONSTRUCT SIDEWALK AS NOTED
- RE–CONSTRUCT CATCH BASIN TYPE "A" PER C.O.S. STD. SD–3.
- (S) (W) (C) ADJUST UTLITIY TO GRADE PER C.O.S. STD. S–8.

LEGEND

- EXISTING STREET SIGN
- EXISTING STREET LIGHT
- EXISTING TRAFFIC REGULATORY/WARNING SIGN
- EXISTING SURVEY MONUMENT ENCASEMENT PROTECT IN PLACE
- EXISTING FIRE HYDRANT
- EXISTING CHAINLINK FENCE
- EXISTING MASONRY WALL
- PROPOSED RETAINING CURB

GENERAL NOTES

1. THESE PLANS ARE TO BE USED IN CONJUCTION WITH THE CORRESPONDING CITY OF SHAFTER SPECIFICATIONS AT THE DATE OF BID.
2. IT IS THE INTENTION THAT THE PLANS, SPECIFICATIONS, AND BIDDING DOCUMENTS COINCIDE AND AGREE IN ALL PARTICULARS. IF ANY MATTER OR THING BE SHOWN IN ONE AND NOT IN THE OTHER IT SHALL BE OF THE SAME FORCE AND AFFECT AS IF INCORPORATED IN BOTH; AND ALL THINGS MUST BE DONE BY THE CONTRACTOR WHICH MAY BE SHOWN IN EITHER.
3. ALL EXISTING PUBLIC & PRIVATE IMPROVEMENTS AND UTILITIES, (STREET, PAVING, CURB, GUTTER, SIDEWALK, CROSS GUTTER, FENCING, IRRIGATION STRUCTURES, CANALS, PRIVATE ROADS, PIPELINES, SWALES, ETC.) THAT ARE REMOVED, DAMAGED OR UNDERCUT SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE CITY ENGINEER. ALL EXISTING PAVING AND SURFACING REMOVED, DAMAGED OR UNDERCUT SHALL BE REPLACED IN ACCORDANCE PER THE CITY ENGINEER. IRRIGATION STRUCTURES SHALL BE RETURNED TO A FULLY OPERATIONAL CONDITION BY THE END OF THE DAY FOR EACH DAY OF WORK.
4. PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION THE CITY OF SHAFTER SHALL BE GIVEN 24 HOURS NOTICE (PHONE: (661)746–5002). 24 HOUR NOTICE REQUIRED FOR TESTING AND INSPECTION.
5. THE UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND FOR INFORMATION PURPOSES ONLY. UNDERGROUND SERVICE ALERT (USA) SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE CONSTRUCTION IN ANY GIVEN AREA. TELEPHONE 811.
6. UNDERGROUND FACILITIES KNOWN TO EXIST ARE SHOWN ON THE PLANS BASED ON AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION, LOCATION, PROTECTION, AND REPAIR (IF DAMAGED DURING CONSTRUCTION) OF SAID FACILITIES. SHOULD UNDERGROUND FACILITIES BE ENCOUNTERED WHICH ARE NOT SHOWN ON THE PLANS OR DEVIATE FROM THE LOCATION SHOWN, THE CONTRACTOR SHALL PROMPTLY NOTIFY THE OWNER OF THAT FACILITY (IF APPROPRIATE) AND THE ENGINEER FOR POSSIBLE DESIGN CHANGES.
7. CITY SUBDIVISION ENGINEERING AND DESIGN STANDARDS ARE AVAILABLE ONLINE AT **WWW.SHAFTER.COM** OR FROM THE CITY ENGINEERING OFFICE.

WATER AND GAS SERVICE LOCATIONS

1. EACH RESIDENT WITHIN THE PROJECT AREA RECEIVES SERVICE FROM BOTH THE CITY OF SHAFTER WATER DEPARTMENT AND THE GAS COMPANY. CONTRACTOR CAN EXPECT TO CROSS OR FIND AT LEAST ONE OF EACH SERVICE TYPE FOR EACH PROPERTY. WATER METERS AND SERVICES SHOWN IN THE PLAN VIEW ARE BASED UPON FIELD SURVEY. THE APPROXIMATE LOCATIONS OF GAS METERS VISIBLE FROM THE PUBLIC RIGHT OF WAY ALSO SHOWN IN THE PLAN VIEW.

CONCRETE NOTES

1. CONTRACTOR SHALL WORK OR REWORK SUBGRADE FOR ANY AND ALL CONCRETE IMPROVEMENT. SUBGRADE SHALL BE COMPACTED, FIRM, & UNYIELDING PRIOR TO THE PLACEMENT OF ANY CONCRETE.
2. WHEN CONSTRUCTING OR RECONSTRUCTING CONCRETE STREET IMPROVEMENTS, CONTRACTOR SHALL MATCH THE DIMENSIONS OF THE EXISTING STREET IMPROVEMENTS UNLESS SPECIFICALLY NOTED OTHERWISE.
3. CONTRACTOR SHALL REVIEW THE DESIGN OF EACH WHEELCHAIR RAMP WITH THE CITY PRIOR TO RECONSTRUCTION TO ENSURE COMPLIANCE WITH CITY STANDARDS. CONCRETE MATERIALS SHALL MATCH OR EXCEED CITY STANDARDS.
   4.1. EXCEPTION: CONCRETE FOR ALL DRIVE APPROACHES SHALL BE SEVEN SACK MINIMUM IN ORDER TO EXPEDITE THEIR USE.
5. CONTRACTOR SHALL NOT BE ALLOWED TO CURB CUT THE EXISTING CURB FOR WHEELCHAIR RAMPS OR DRIVE APPROACHES. CURB & GUTTER SHALL BE RECONSTRUCTED.
6. CONTRACTOR SHALL MODIFY EXISTING LANDSCAPING AND/OR SPRINKLERS FOR THE PROPOSED SIDEWALKS AND/OR WHEEL CHAIR RAMPS WHERE NECESSARY.
7. CONTRACTOR SHALL NOT MODIFY EXISTING PRIVATE FENCING, BLOCK, OR CONCRETE IMPROVEMENTS UNLESS SPECIFICALLY NOTED OTHERWISE.
8. FOR BIDDING & CONSTRUCTION QUANTITY PURPOSES:
   8.1. DRIVE APPROACHES SHALL INCLUDE ALL CONCRETE AND NECESSARY DEMOLITION FROM THE BACK OF THE CURB & GUTTER TO THE END OF THE APPROACH. CONSTRUCTION OR RECONSTRUCTION OF DRIVE APPROACHES SHALL NOT INCLUDE THE CURB & GUTTER OR ADJACENT SIDEWALK. THESE QUANTITIES SHALL BE PAID FOR SEPARATE FROM THE DRIVE APPROACH.
   8.2. WHEELCHAIR RAMPS SHALL INCLUDE ALL CONCRETE FLATWORK, RETAINING CURBS, TRUNCATED DOMES, NECESSARY DEMOLITION, ETC .. FROM CURB RETURN TO CURB RETURN. CONSTRUCTION OR RECONSTRUCTION OF WHEELCHAIR RAMPS SHALL NOT INCLUDE THE CURB & GUTTER AGAINST THE STREET. THESE QUANTITIES SHALL BE PAID FOR SEPARATE FROM THE WHEELCHAIR RAMPS.

PAVING NOTESS

1. CONTRACTOR TO PROVIDE CITY WITH 72 HOURS NOTICE PRIOR TO START OF PAVING OPERATIONS. REMOVAL AREAS SHOWN SHALL BE MARKED OUT BY CITY INSPECTOR PRIOR TO START OF CONSTRUCTION.
2. PACIFIC BELL MANHOLE LIDS AND GAS COMPANY VALVE COVERS TO BE LOWERED AND BROUGHT TO GRADE BY OTHERS.
3. CONTRACTOR TO MATCH EXISTING PAVEMENT SLOPES AND FLOWLINE ELEVATIONS. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF CITY INSPECTOR PRIOR TO COMMENCING PAVING OR CONCRETE OPERATIONS.
4. CONTRACTOR TO LOWER EXISTING UTILITIES WITHIN FULL DEPTH GRIND AREAS PRIOR TO BEGINNING OF GRINDING OPERATIONS. ALL MONUMENTS SHALL BE PRESERVED. CONTRACTOR TO BRING EXISTING UTILITIES TO FINISH GRADE AFTER FINISH PAVING OPERATIONS.
5. TRAFFIC CONTROL: PRIOR TO CONSTRUCTION, CONTRACTOR SHALL SUBMIT A WRITTEN TRAFFIC CONTROL PLAN.

MATERIALS LIST

ESTIMATED QUANTITIES, NOT TO BE USED FOR BIDDING PURPOSES

ITEMS	ESTIMATED QUANTITIES
6" CURB AND GUTTER	350 L.F.
8" CURB AND GUTTER	885 L.F.
4.5" WIDE, 4" THICK CONCRETE SIDEWALK	1,970 S.F.
WHEELCHAIR RAMPS	9 EA.
DRIVE APPROACH	587 S.F.
TRAFFIC REGULATORY SIGNS	4 EA.
SAWCUT	3,227 L.F.

LERDO HIGHWAY

℄ LENGTH OF STREETS	1,440 L.F.
HMA PAVING	74,418 S.F.
1.00' HMA 3/4" TYPE A PG 64–10	5,395 TONS
PAVEMENT REMOVAL	2,756 CU. YDS.

BENCH MARK

CITY OF SHAFTER BM01 – BRASS DISK IN CONCRETE MONUMENT PROTECT BY A HAND ACCESS EASEMENT LOCATED AT THE NORTHEAST CORNER OF THE FIVE–WAY INTERSECTION OF CENTRAL AVENUE, MANNEL AVENUE, AND EAST TULARE AVENUE.

ELEV. = 349.41' (CITY OF SHAFTER DATUM)

ENGINEER'S STATEMENT

THESE PLANS AND SPECIFICATIONS WERE PREPARED BY ME OR UNDER MY DIRECTION AND, TO THE BEST OF MY KNOWLEDGE AND BELIEF, COMPLY WITH THE CITY OF BAKERSFIELD ORDINANCES, STANDARDS, AND DESIGN CRITERIA AND THEY INCLUDE ALL IMPROVEMENT REQUIREMENTS OF THE ADVISORY AGENCY OR OTHER REVIEW BOARD. ANY ERRORS, OMISSIONS OR VIOLATIONS OF THOSE ORDINANCES, STANDARDS, AND DESIGN CRITERIA ENCOUNTERED DURING CONSTRUCTION SHALL BE CORRECTED AND SUCH CORRECTIONS REFLECTED ON CORRECTED PLANS SUBMITTED TO THE CITY ENGINEER.

Brett Dawson — 01/20/25

BRETT DAWSON R.C.E. 54058 EXP. 12/31/27 — DATE

CITY OF SHAFTER APPROVALS

RAVI PUDIPEDDI, R.C.E. 75105 — DATE

REVISIONS

No.					

DRAWN BY: VP
CHECKED BY: MT
APPROVED BY: BD
DATE: July 25
JOB NO: COS LERDO
ACAD FILE: ST–LERDO–REV1

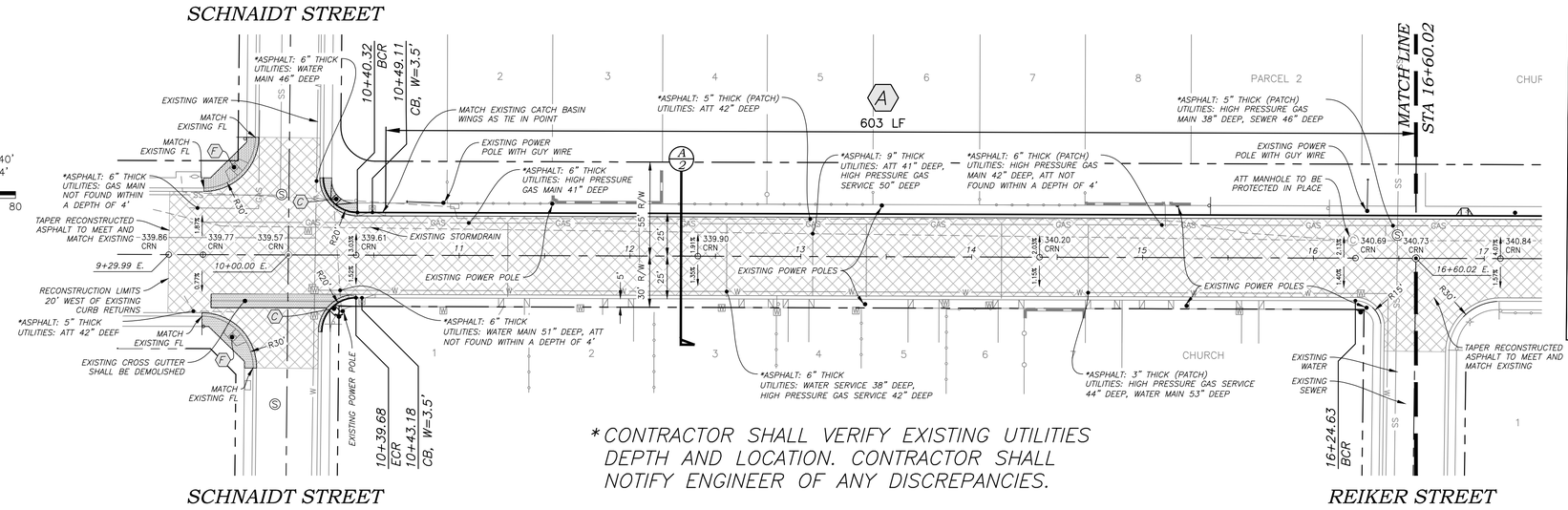
SAN JOAQUIN ENGINEERING, INC.
Civil Engineering ♦ Land Development Services
200 NEW STINE ROAD, SUITE #175 BAKERSFIELD, CA 93309
PHONE/FAX: (661)836–0977
EMAIL: BDAWSON@SJE2INC.NET

REGISTERED PROFESSIONAL ENGINEER BRETT DAWSON No. 54058 Exp. 12/31/27 CIVIL STATE OF CALIFORNIA

CITY OF SHAFTER
LERDO HWY RECONSTRUCTION
SCHNAIDT ST. – VALLEY ST.
COVER SHEET

SHEET 1 OF 5

N
SJE
SCALE: HORIZ.: 1" = 40'
VERT.: 1" = 4'
0 20 40 80



*CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTH AND LOCATION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.

LERDO HIGHWAY

10+00.00 – 16+60.02

CONSTRUCT 1.0' HMA 3/4" TYPE A PG 64–10 OVER
1.0' SUBGRADE GRADE COMPACTED TO 90% MAX DENSITY.

NOTE: ALL STATIONING IS ALONG CENTERLINE UNLESS OTHEWISE NOTED.

CONSTRUCTION NOTES

- (A) RE–CONSTRUCT 8" TYPE "A" CURB AND GUTTER PER C.O.S. STD. S–1 MATCH EXISTING SIDEWALK.
- (B) RE–CONSTRUCT 6" TYPE "B" CURB AND GUTTER PER C.O.S. STD. S–1 AND MATCH TO EXISTING SIDEWALK.
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- DEMO EXISTING CONCRETE
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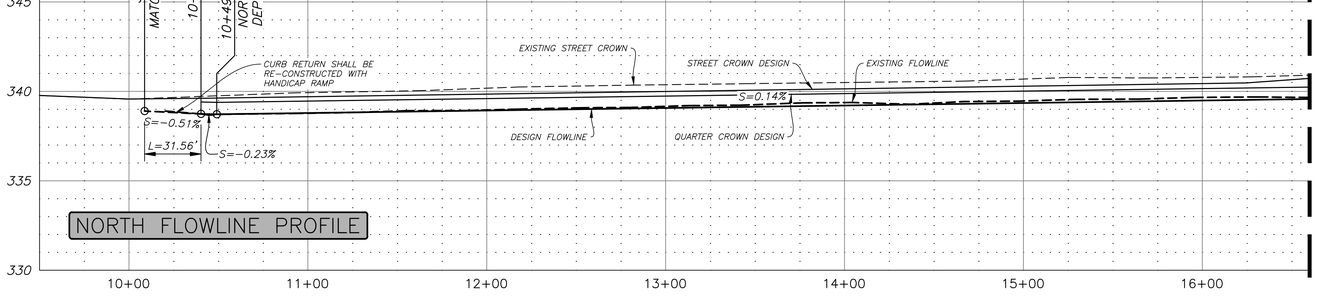
- RE–CONSTRUCT CATCH BASIN TYPE "A" PER C.O.S. STD. SD–3.
- (S) (M) (C) ADJUST UTLITIY TO GRADE PER C.O.S. STD. S–8.

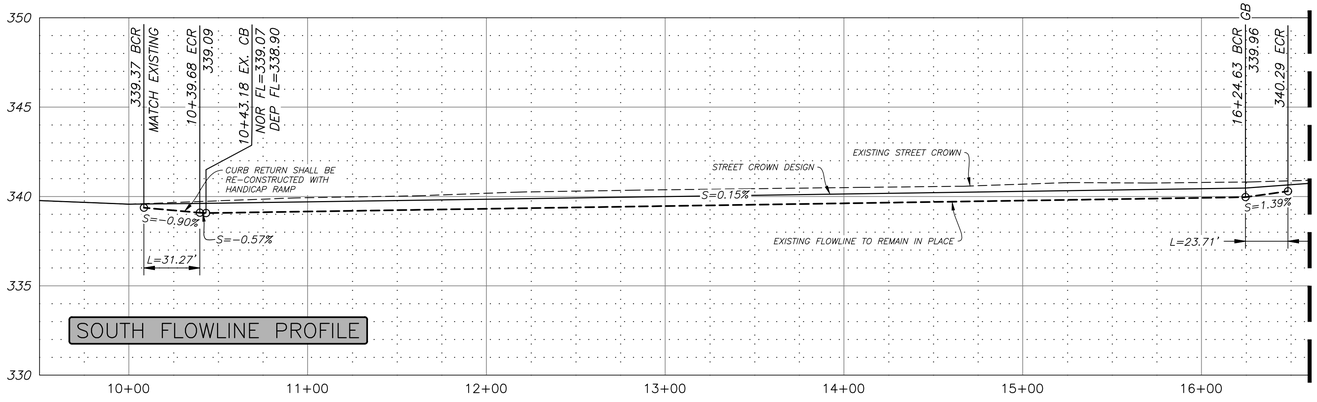
LEGEND

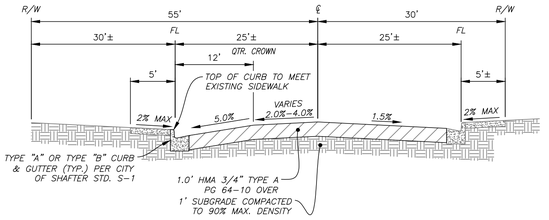
- EXISTING STREET SIGN
- EXISTING STREET LIGHT
- EXISTING TRAFFIC REGULATORY/WARNING SIGN
- EXISTING SURVEY MONUMENT ENCASEMENT PROTECT IN PLACE
- EXISTING FIRE HYDRANT
- EXISTING CHAINLINK FENCE
- EXISTING MASONRY WALL
- PROPOSED RETAINING CURB

NOTES

1. GRADES SHOWN ARE PROPOSED DESIGN GRADES.
2. ROAD SURFACING SHALL NOT BE DEMOLISHED UNTIL ALL CONCRETE CURB AND GUTTER ARE PLACED AND ALLOWED TO CURE FOR A MINIMUM OF 3 DAYS.
3. CONTRACTOR SHALL NOTIFY INDIVIDUAL HOMEOWNERS 24 HOURS IN ADVANCE THAT THEIR DRIVE APPROACH WILL BE DEMOLISHED. HOME OWNERS SHALL BE ALLOWED TO TEMPORARILY PARK THEIR VEHICLES IN THE STREET UNTIL THE REPLACEMENT DRIVE APPROACH CURES.
4. CONTRACTORS SHALL PROVIDE TEMPORARY RAMPS FOR EACH RESIDENTIAL DRIVE APPROACH AND ENSURE HOME OWNERS HAVE ACCESS TO THEIR DRIVEWAYS DURING PAVING RECONSTRUCTION PHASE.
5. CONTRACTOR IS RESPONSIBLE FOR RELOCATING, REPLACING, AND/OR RESTORING ANY PRIVATELY OWNED LANDSCAPING SPRINKLERS OR PIPING AS NECESSARY.
6. RETAINING CURBS ARE TO BE INSTALLED AT MARKED LOCATIONS AT BACK OF WALK TO RETAIN EXISTING LANDSCAPE.







EXISTING STREET SECTION VARIES:
0.33'–0.67' ASPHALT CONCRETE OVER
0.33'–0.50' AGGREGATE BASE

A/2 TYPICAL SECTION
NO SCALE

REVISIONS

No.						

DRAWN BY: VP
CHECKED BY: MT
APPROVED BY: BD
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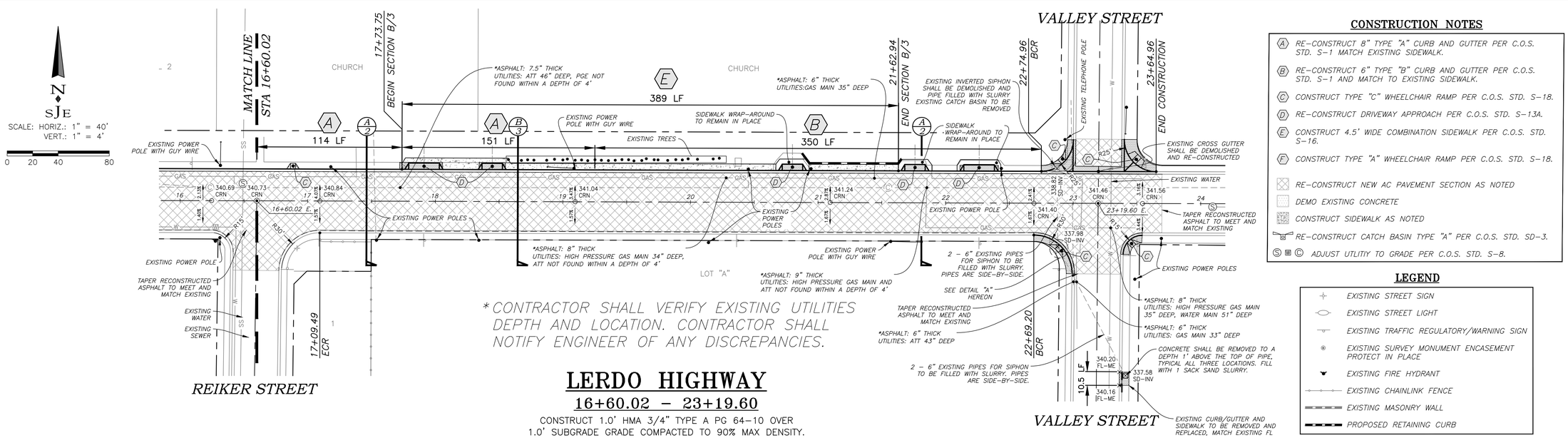
EMAIL: BDAWSON@SJE2INC.NET

REGISTERED PROFESSIONAL ENGINEER BRANDON T. DAWSON No. 54628 Exp. 12/31/27 CIVIL STATE OF CALIFORNIA

CITY OF SHAFTER
LERDO HWY RECONSTRUCTION
SCHNAIDT ST. – VALLEY ST.
PLAN AND PROFILE

SHEET 2 OF 5



* CONTRACTOR SHALL VERIFY EXISTING UTILITIES DEPTH AND LOCATION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES.

LERDO HIGHWAY

16+60.02 - 23+19.60

CONSTRUCT 1.0' HMA 3/4" TYPE A PG 64-10 OVER
1.0' SUBGRADE GRADE COMPACTED TO 90% MAX DENSITY.

NOTE: ALL STATIONING IS ALONG CENTERLINE UNLESS OTHEWISE NOTED.

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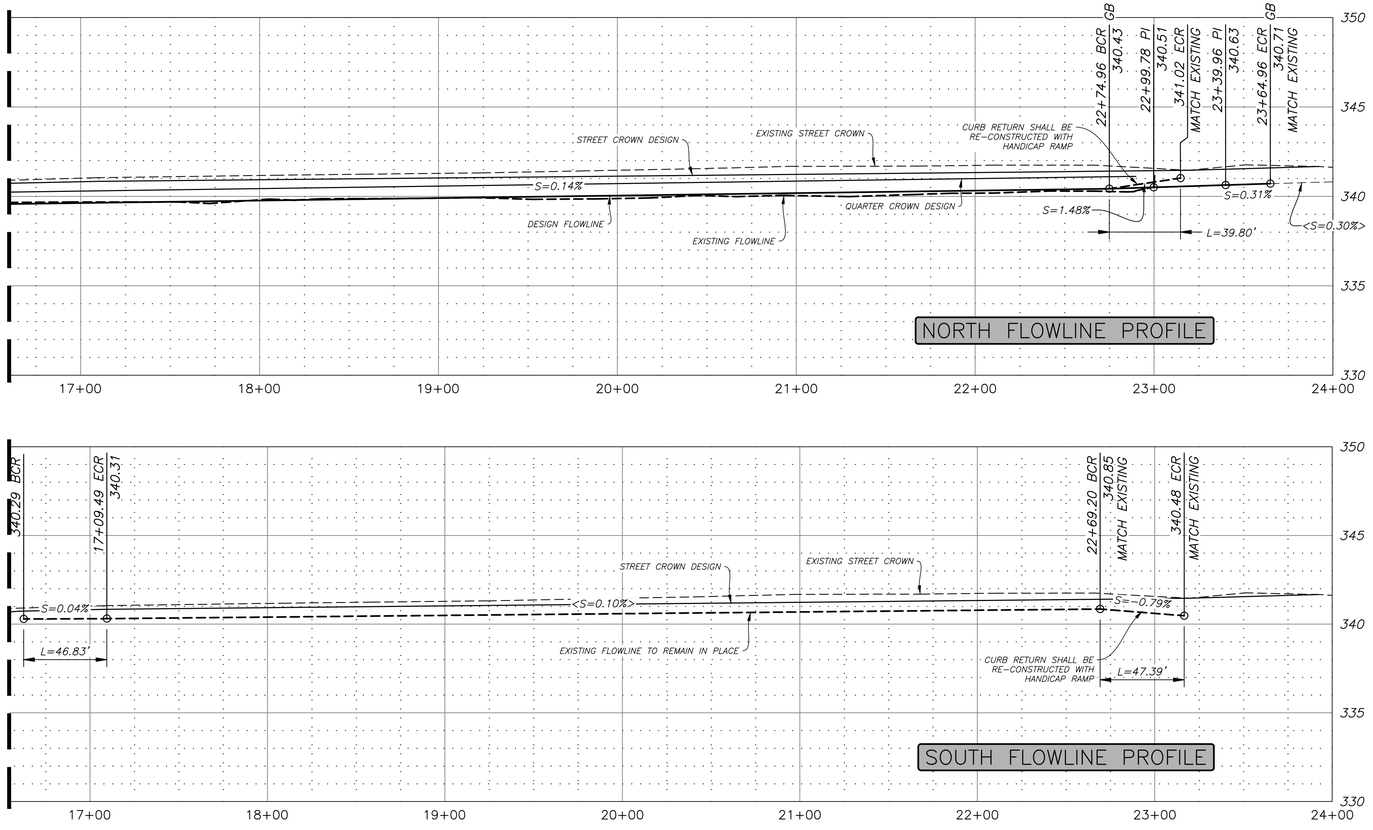
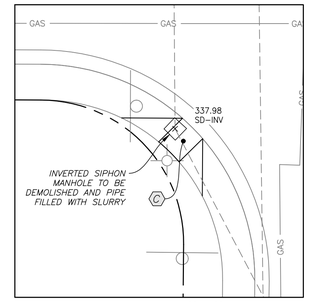
LEGEND

- EXISTING STREET SIGN
- EXISTING STREET LIGHT
- EXISTING TRAFFIC REGULATORY/WARNING SIGN
- EXISTING SURVEY MONUMENT ENCASEMENT PROTECT IN PLACE
- EXISTING FIRE HYDRANT
- EXISTING CHAINLINK FENCE
- EXISTING MASONRY WALL
- PROPOSED RETAINING CURB

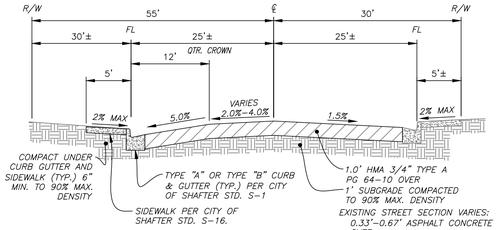
NOTES

1. GRADES SHOWN ARE PROPOSED DESIGN GRADES.
2. ROAD SURFACING SHALL NOT BE DEMOLISHED UNTIL ALL CONCRETE CURB AND GUTTER ARE PLACED AND ALLOWED TO CURE FOR A MINIMUM OF 3 DAYS.
3. CONTRACTOR SHALL NOTIFY INDIVIDUAL HOMEOWNERS 24 HOURS IN ADVANCE THAT THEIR DRIVE APPROACH WILL BE DEMOLISHED. HOME OWNERS SHALL BE ALLOWED TO TEMPORARILY PARK THEIR VEHICLES IN THE STREET UNTIL THE REPLACEMENT DRIVE APPROACH CURES.
4. CONTRACTORS SHALL PROVIDE TEMPORARY RAMPS FOR EACH RESIDENTIAL DRIVE APPROACH AND ENSURE HOME OWNERS HAVE ACCESS TO THEIR DRIVEWAYS DURING PAVING RECONSTRUCTION PHASE.
5. CONTRACTOR IS RESPONSIBLE FOR RELOCATING, REPLACING, AND/OR RESTORING ANY PRIVATELY OWNED LANDSCAPING SPRINKLERS OR PIPING AS NECESSARY.
6. RETAINING CURBS ARE TO BE INSTALLED AT MARKED LOCATIONS AT BACK OF WALK TO RETAIN EXISTING LANDSCAPE.





DETAIL "A"
SCALE: 1"=20'



B/3 TYPICAL SECTION
NO SCALE

No.	REVISIONS

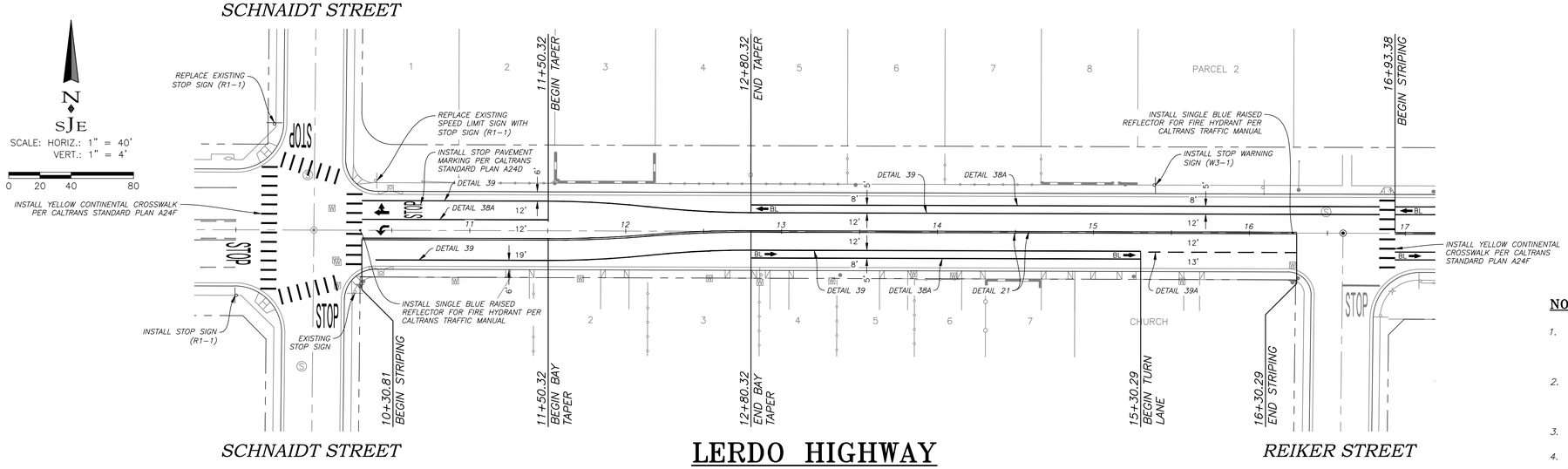
DRAWN BY:	VP
CHECKED BY:	HT
APPROVED BY:	BD
DATE:	July 25
JOB NO:	COS LERDO
ACAD FILE	ST-LERDO-REV1

SAN JOAQUIN ENGINEERING, INC.
Civil Engineering ♦ Land Development Services
200 NEW STINE ROAD, SUITE #175 BAKERSFIELD, CA 93309
PHONE/FAX: (661)836-0977
EMAIL: BDAWSON@SJE2INC.NET

REGISTERED PROFESSIONAL ENGINEER BRANDON C. DAWSON No. 54038 Exp. 12/31/27 CIVIL STATE OF CALIFORNIA

CITY OF SHAFTER
LERDO HWY RECONSTRUCTION
SCHNAIDT ST. - VALLEY ST.
PLAN AND PROFILE

SHEET
3
OF 5



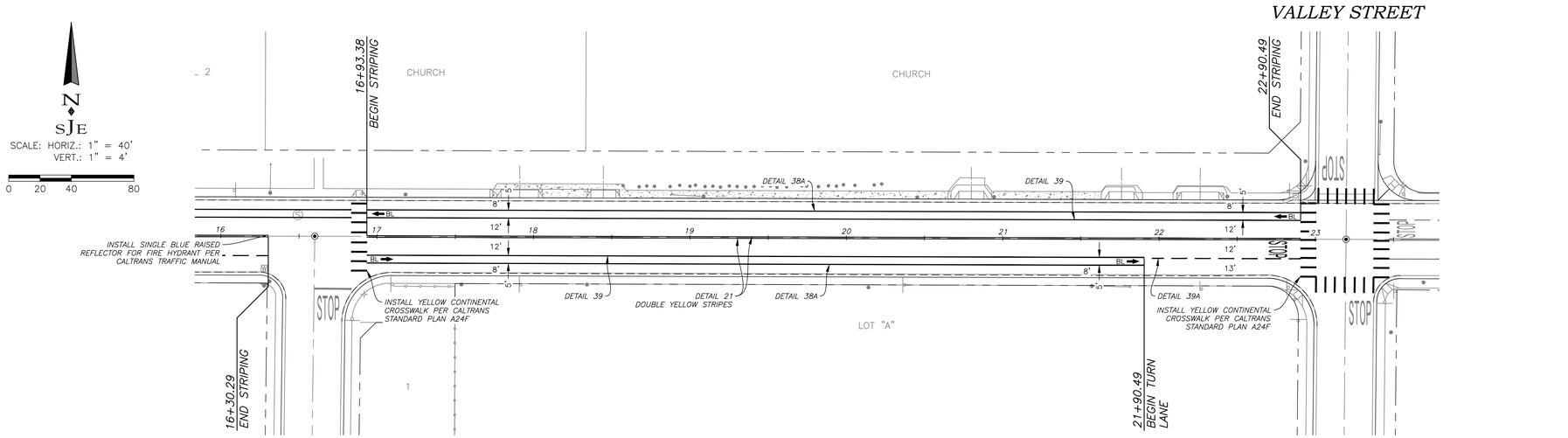
LERDO HIGHWAY
10+00.00 – 16+60.02

LEGEND

- EXISTING STREET SIGN
- EXISTING STREET LIGHT
- EXISTING TRAFFIC REGULATORY/WARNING SIGN
- EXISTING SURVEY MONUMENT ENCASEMENT PROTECT IN PLACE
- EXISTING FIRE HYDRANT
- EXISTING CHAINLINK FENCE
- EXISTING MASONRY WALL
- PROPOSED RETAINING CURB

NOTES

1. CONTRACTOR TO RESTRIPE USING LEAD FREE WATERBORNE TRAFFIC PAINT STRIPING MATERIALS CONFORMING TO CALIFORNIA STANDARD SPECIFICATION 84-2.
2. STRIPING PERSONNEL SHALL LAYOUT ALL TRAFFIC STRIPES AND MARKINGS AND HAVE APPROVAL BY THE CITY INSPECTOR BEFORE STRIPING IS PERFORMED.
3. STRIPING SHALL OCCUR AFTER FOG SEAL HAS CURED.
4. ALL STRIPING SHOWN SHALL BE REPLACED AFTER CONSTRUCTION HAS COMPLETED WHETHER IMPACTED BY CONSTRUCTION OR NOT.
5. STOP BARS, STOP LEGENDS, CROSSWALKS AND CENTERLINE STRIPING SHALL BE PER THE CALIFORNIA MUTCD, LATEST EDITION.
6. PROVIDE BLUE REFLECTORIZED RAISED PAVEMENT MARKER FOR EACH FIRE HYDRANT LOCATED ON THE STREET. RAISED MARKER SHALL BE INSTALLED 1FT FROM YELLOW STRIP TOWARDS THE SIDE OF THE ROAD THE HYDRANT IS LOCATED ON.
7. CURB MARKINGS SHALL ALSO COMPLY WITH THE CALIFORNIA MUTCD AND CVC 21458, LATEST EDITIONS. WHERE EXISTING CURBS SHALL BE MARKED OR REMARKED, CONTRACTOR SHALL USE ABRASIVE METHODS TO REMOVE EXISTING CURB MARKINGS AND CREATE A SURFACE THAT WILL ADHERE TO THE NEW MARKING. WHERE EXISTING MARKS ARE TO BE REMOVED, CONTRACTOR SHALL SAND BLAST OR OTHERWISE COMPLETELY REMOVE THE PAINT FROM THE CURB.



LERDO HIGHWAY
16+60.02 – 23+19.60

PAVEMENT DELINEATION LEGEND

- – INSTALL TYPE IV (L) WHITE ARROW CENTERED IN LANE AS SHOWN.
- – INSTALL TYPE IV (R) WHITE ARROW CENTERED IN LANE AS SHOWN.
- BL → – INSTALL BIKE LANE SYMBOL W/ PERSON AND ARROW PER CALTRANS 2018 STANDARD PLAN A24C.
- DETAIL # – INSTALL TRAFFIC STRIPE PER CALTRANS STANDARD PLAN A20-A, A20-B, AND A20-C.
- STOP – INSTALL STOP PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D.

REVISIONS

No.					

DRAWN BY:	VP
CHECKED BY:	MT
APPROVED BY:	BD
DATE:	July 25
JOB NO:	COS LERDO
ACAD FILE:	ST-LERDO-REV1

SAN JOAQUIN ENGINEERING, INC.
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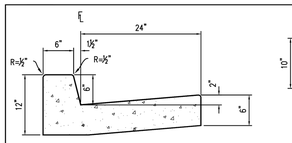
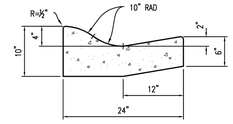
REGISTERED PROFESSIONAL ENGINEER BRET DAWSON CIVIL No. 54068 Exp. 12/31/27 STATE OF CALIFORNIA

CITY OF SHAFTER
LERDO HWY RECONSTRUCTION
SCHNAIDT ST. - VALLEY ST.
STRIPING PLANS

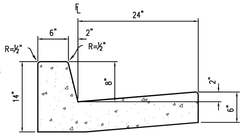
SHEET
4
OF 5



TYPE "B"
CURB AND GUTTER
VOLUME = 16.9 FT. PER CY



ROLL TOP TYPE "C"
CURB AND GUTTER
VOLUME = 23.2 FT. PER CY



TYPE "A"
CURB AND GUTTER
VOLUME = 15.7 FT PER CY

GENERAL NOTES:

ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, 2010" AND THE FOLLOWING SPECIAL PROVISIONS:

SUBGRADE FOR CURB AND GUTTER SHALL BE CONSTRUCTED TRUE TO GRADE AND CROSS SECTION WITH COMPACTION OF 90% TO A DEPTH OF 0.5 FT. BELOW SUBGRADE.

CONCRETE FOR CURB AND GUTTER SHALL BE MINOR CONCRETE CONTAINING AT LEAST 505 POUNDS OF CEMENTOUS MATERIALS PER YARD AND SHALL BE WITHIN 2½" TO 5½" SLUMP.

TIMBER FORMS SHALL BE SURFACED OF THE SIDE PLACED NEXT TO THE CONCRETE AND SHALL NOT BE LESS THAN ½" THICK AFTER BEING SURFACED.

TOP AND FACE SHALL BE TROWLED SMOOTH, THEN GIVEN A FINE BRUSH FINISH PARALLEL TO THE FLOWLINE.

WHERE EXISTING CURB AND GUTTER IS TO BE REPLACED, NEW CONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. #4 REBAR DOWELS CONNECTING NEW TO EXISTING CURB & GUTTER ARE REQUIRED FOR REPLACED SECTIONS LESS THAN 20 FEET IN LENGTH.

EXISTING SECTIONS OF CONCRETE CURB AND GUTTER SHALL BE SAWCUT AT THE LIMITS OF THE AREA TO BE RECONSTRUCTED.

CONCRETE SHALL BE CURED WITH A WHITE PIGMENTED CURING COMPOUND COMPLYING TO SECTION 90-1.03(B) OF THE "STANDARD SPECIFICATIONS."

LIP OF GUTTER AND TOP OF CURB SHALL BE EDGED TO A ½" RADIUS, AND THE FLOWLINE SHALL HAVE A 1" RADIUS.

CONCRETE SHALL CONTAIN NO ADDITIVES UNLESS PRIOR APPROVAL IS OBTAINED BY THE CITY ENGINEER.

WEAKENED PLANE JOINTS OR DEEP JOINTS SHALL BE CONSTRUCTED AT 10 FOOT INTERVALS. EXPANSION JOINTS SHALL BE INSTALLED AT THE DISCRETION OF THE CITY.

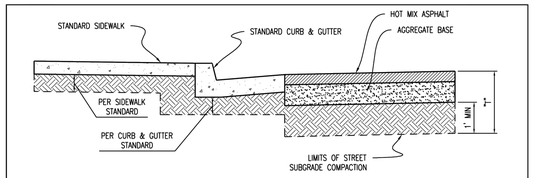
CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

CURB & GUTTER
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-1



STREET SECTION

GENERAL NOTES:

THE WIDTH SHALL CONFORM WITH THE REQUIREMENTS SET FORTH IN THE CITY OF SHAFTER STANDARD STREET SECTIONS.

PAVEMENT SHALL BE HOT MIX ASPHALT CONCRETE PG-64-10, ½" OR ¾" MAX. MED., TYPE "A". MATERIALS SHALL MEET THE REQUIREMENTS OF SECTION 39 OF THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, 2010.

AGGREGATE BASE SHALL BE CLASS 2 AGGREGATE BASE CONFORMING TO SECTION 26 OF THE STANDARD SPECIFICATIONS.

FOG SEAL COAT: THE FOG SEAL COAT SHALL BE APPLIED ON ALL NEW ROADWAY SURFACING AND SHALL CONFORM TO AND BE APPLIED IN CONFORMANCE WITH THE PROVISIONS OF SECTION 37-2.02 OF THE STANDARD SPECIFICATIONS.

COMPACTION WITHIN PAVED SECTIONS SHALL BE OBTAINED FOR A MINIMUM DEPTH OF 1.0 FOOT BELOW THE GRADING PLANE FOR THE LIMITS SHOWN. IN ADDITION, COMPACTION SHALL BE OBTAINED FOR A MINIMUM DEPTH "T" BELOW THE FINISHED GRADE FOR THE LIMITS SHOWN. DEPTH "T" SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE.

TRAFFIC INDEX	"T" (FEET)
3.0 – 5.0	1.5
5.5 – 6.5	1.5
7.0 – 8.0	2.0
8.5+	2.5

STRUCTURAL SECTIONS FOR ALL STREETS SHALL BE DESIGNED USING TRAFFIC INDEX AND R-VALUES IN ACCORDANCE WITH THE PROVISIONS OF SECTION 4.3.8 OF THE CITY OF SHAFTER SUBDIVISION AND ENGINEERING DESIGN MANUAL.

SOIL TEST DATA USED IN THE DESIGN CALCULATION SHALL BE FURNISHED BY A SOIL TESTING LABORATORY APPROVED BY THE CITY ENGINEER. THE DEVELOPER IS REQUIRED TO HAVE R-VALUE TESTS PERFORMED FOR DEVELOPMENTS WITHIN THE CITY. TESTS SHALL BE PROVIDED BY REGISTERED GEOTECHNICAL ENGINEER/CIVIL ENGINEER.

R-VALUE TESTS SHALL BE TAKEN IN PROPOSED ROADWAYS, AND IN SUFFICIENT QUANTITY TO REPRESENT THE PROPOSED DEVELOPMENT, TO THE SATISFACTION OF THE CITY ENGINEER. THE FOLLOWING TABLE SHALL BE USED TO DETERMINE THE MINIMUM NUMBER OF R-VALUE TESTS TO BE PERFORMED:

STREET DISTANCE	NO. OF R-VALUE TESTS
0 FT – 1,500 FT	2
1,500 FT – 3,000 FT	3
3,000 FT – 4,500 FT	4
4,500 FT – 6,000 FT	5
>6,000 FT	PER CITY ENGINEER

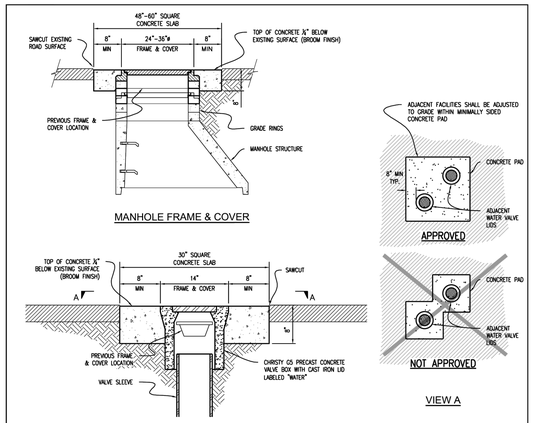
CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

STREET COMPACTION SPECIFICATIONS
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-4



GENERAL NOTES

FACILITIES SHALL BE ADJUSTED TO GRADE ONLY AFTER ALL PAVING OPERATIONS (INCLUDING FOG SEAL) ARE COMPLETE.

EXISTING SEWER OR STORM DRAIN FRAMES & COVERS ARE TO BE RE-USED UNLESS SPECIFIED OTHERWISE BY THE CITY ENGINEER. NEW OR REPLACEMENT FRAMES & COVERS SHALL BE PER CITY STANDARDS. GRADE RINGS SHALL BE PROVIDED AND SHALL BE SIZED TO FIT THE EXISTING STRUCTURE.

EXISTING WATER VALVE COVERS SHALL BE REPLACED WITH A NEW CHRISTY G-5. ANY EXISTING VALVE SLEEVES SHALL BE EVALUATED BY CITY INSPECTOR AND REPLACED IF NECESSARY.

EXISTING SEWER CLEANOUTS SHALL BE REPLACED WITH A NEW CHRISTY G-5 MARKED "SEWER" OR EQUIVALENT. ALL OTHER REQUIREMENTS SHALL MATCH THAT FOR ADJUSTING A WATER VALVE TO GRADE.

CONCRETE SHALL BE MINOR CONCRETE CONTAINING AT LEAST 590 POUNDS OF CEMENTOUS MATERIALS PER YARD AND SHALL BE WITHIN 2½" TO 5½" SLUMP.

TOP SHALL BE TROWLED SMOOTH, THEN GIVEN A FINE BRUSH FINISH.

CONCRETE SHALL BE CURED WITH A WHITE PIGMENTED CURING COMPOUND COMPLYING TO SECTION 90-1.03(B) OF THE "STANDARD SPECIFICATIONS."

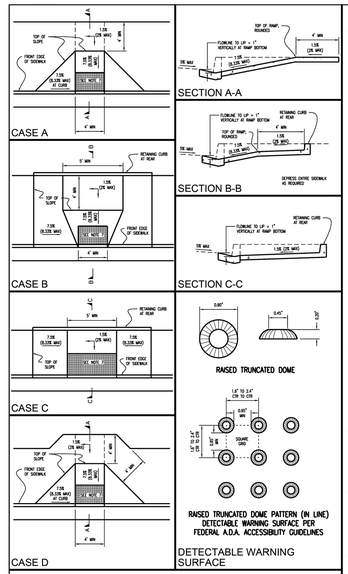
CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

ADJUST EXISTING FACILITIES TO GRADE
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-8



GENERAL NOTES:

1. IF DISTANCE FROM CURB TO BACK OF SIDEWALK IS TOO SHORT TO ACCOMMODATE RAMP AND 4' PLATFORM AS IN CASE A, THE SIDEWALK MAY BE DEPRESSED LONGITUDINALLY AS IN CASE B OR C, OR IT MAY BE WIDENED AS IN CASE D. VERIFY CONSTRUCTION WITH CITY.
2. WHEN RAMP IS LOCATED IN THE CENTER OF A CURB RETURN, RAMP AND ADJACENT CROSSWALK CONFIGURATION MUST BE SIMILAR TO THAN SHOWN FOR CITY STANDARD DETAIL S-19.
3. IF LOCATED ON A CURVE, THE SIDES OF THE RAMP NEED NOT BE PARALLEL, BUT THE MINIMUM WIDTH OF THE RAMP SHALL BE AS SHOWN.
4. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAX. OF 8.33% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP, EXCEPT IN CASES C.
5. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
6. 12 INCH GROOVED BORDERS ARE NOT REQUIRED.
7. CURB RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH OF THE RAMP AND 36" OF DEPTH OF THE RAMP. DETECTABLE WARNING SURFACE SHALL BE WET SET, SURFACE APPLIED WARNING SURFACES ARE NOT APPROVED. DETECTABLE WARNING SURFACE SHALL MEET THE REQUIREMENTS OF FEDERAL A.D.A ACCESSIBILITY GUIDELINES. COLOR PER CITY.
8. THE EDGE OF THE DETECTABLE WARNING SURFACE NEAREST THE STREET SHALL BE BETWEEN 6" AND 8" FROM THE GUTTER FLOWLINE.
9. CONCRETE SURFACES OF THE RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
10. RETAINING CURBS SHALL BE FORMED AND POURED MONOLITHICALLY WITH ADJACENT RAMP & SIDEWALK. MINIMUM WIDTH SHALL BE 6". RETAINING CURBS SHALL BE CONSTRUCTED AT THE REAR OF CASE B OR C AS NECESSARY. RETAINING CURBS SHALL ALSO BE CONSTRUCTED TO SEPARATE SLOPED SECTIONS FROM ADJACENT LANDSCAPING. TOP OF CURB ELEVATION SHALL MATCH ADJACENT CURB OR SIDEWALK, OR BE 2 IN ABOVE ADJACENT GRADE.
11. WHEN CONSTRUCTING WHEELCHAIR RAMP FOR EXISTING CURB AND GUTTER, ALL CURB AND GUTTER WITHIN 2 FEET OF THE PROPOSED TOP OF RAMP SHALL BE REMOVED AND REPLACED WITH THE WHEELCHAIR RAMP. ON CURB RADIL CURB AND GUTTER SHALL BE REMOVED AND REPLACED BETWEEN THE CURB RETURNS.
12. CONSTRUCTION AND MATERIAL STANDARDS FOR SIDEWALKS SHALL GOVERN FOR WHEELCHAIR RAMPS WITH THE EXCEPTION OF THE ABOVE DESIGN REQUIREMENTS. RAMP CONCRETE THICKNESS SHALL MATCH THAT REQUIRED BY THE CITY SIDEWALK STANDARD. SEE STANDARD DETAIL S-15 OR S-16.
13. CONTRACTOR SHALL NOT USE MAX SLOPES SHOWN WITHOUT APPROVAL OF THE CITY. TO THE GREATEST EXTENT POSSIBLE, DESIGN SLOPES OF 1.5% AND 7.5% SHALL GOVERN THE WHEELCHAIR RAMP CONSTRUCTION.

REFERENCES:
1. 2010 A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, U.S. DEPARTMENT OF JUSTICE TITLE III REGULATION
2. 2004 AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG)
3. ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY, 36 CFR PART 1190

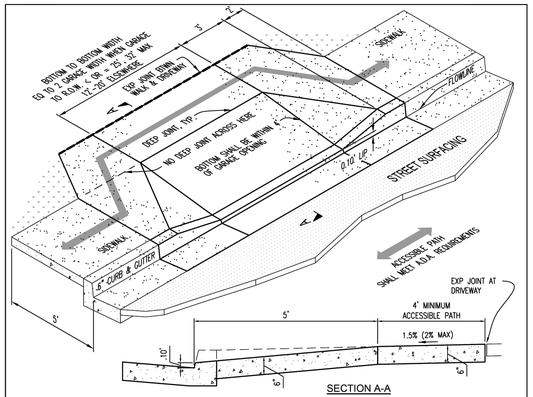
CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

WHEELCHAIR RAMPS
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-18



SECTION A-A

GENERAL NOTES:

ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, 2010" AND THE FOLLOWING SPECIAL PROVISIONS:

WHERE DRIVEWAY IS TO BE CONSTRUCTED FOR A PORTION OF SIDEWALK WIDTH, SIDEWALK SHALL BE REMOVED TO NEAREST SCORE LINE ON EACH SIDE OF DRIVEWAY FOR RAMP CONSTRUCTION.

SUBGRADE PREPARATION SHALL BE CONSTRUCTED TRUE TO GRADE AND CROSS SECTION, WITH COMPACTION OF 90% TO A DEPTH OF 0.50 FEET.

CONCRETE FOR IMPROVEMENTS SUBJECT TO VEHICULAR LOADING SHALL BE MINOR CONCRETE CONTAINING AT LEAST 505 POUNDS OF CEMENTOUS MATERIALS PER YARD. SLUMP SHALL BE WITHIN 2½" AND 5½". APPROACH SHALL HAVE A LIGHT BROOM FINISH. EXPANSION JOINTS SHALL BE INSTALLED AS SHOWN. ADDITIONAL EXPANSION JOINTS SHALL BE INSTALLED AT THE DISCRETION OF THE CITY.

CONCRETE SHALL BE CURED WITH A WHITE PIGMENTED CURING COMPOUND COMPLYING TO SECTION 90-1.03(B) OF THE STANDARD SPECIFICATIONS.

COMPACTION TEST MAY BE REQUIRED AND SHALL BE THE RESPONSIBILITY OF THE PERMITTEE / DEVELOPER / APPLICANT.

ALL EXISTING CONCRETE CURB, GUTTER, AND SIDEWALK, ACROSS FACE OF ANY PROPOSED DRIVEWAY SHALL BE SAWCUT AT RIGHT ANGLE TO FLOWLINE, AND REMOVED.

ALL DRIVE APPROACHES SHALL PROVIDE VEHICULAR ACCESS TO A PERMITTED GARAGE STRUCTURE. DRIVE APPROACH SHALL NOT BE PERMITTED IN STREET OR ALLEY RETURNS. NO PORTION OF THE DRIVE APPROACH SHALL BE ON ADJACENT PROPERTY FRONTAGE. ALL DRIVEWAY LOCATIONS ARE SUBJECT TO APPROVAL OF THE CITY ENGINEER.

PERMIT FOR DRIVE APPROACH CONSTRUCTION SHALL BE OBTAINED FROM THE CITY ENGINEER PRIOR TO CONSTRUCTION.

PATH OF ACCESSIBILITY SHALL MEET A.D.A REQUIREMENTS. ANY R.O.W. OR EASEMENT NECESSARY SHALL BE PROVIDED TO THE CITY. PATH OF ACCESSIBILITY MAY BE CONTINUOUS AT BACK OF DRIVE APPROACH FOR ADJACENT APPROACHES.

CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

RESIDENTIAL DRIVE APPROACH
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-12A

GENERAL NOTES:

ALL WORK SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE SPECIFICATIONS ENTITLED "STANDARD SPECIFICATIONS, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, 2010" AND THE FOLLOWING SPECIAL PROVISIONS:

SUBGRADE FOR SIDEWALK SHALL BE CONSTRUCTED TRUE TO GRADE AND CROSS SECTION WITH COMPACTION OF 90% TO A DEPTH OF 0.5 FT. BELOW SUBGRADE.

CONCRETE FOR SIDEWALK SHALL BE MINOR CONCRETE CONTAINING AT LEAST 505 POUNDS OF CEMENTOUS MATERIALS PER YARD AND SHALL BE WITHIN 2½" TO 5½" SLUMP.

SIDEWALKS SHALL NOT BE POURED MONOLITHICALLY WITH ADJACENT CURB & GUTTER.

TIMBER FORMS SHALL BE SURFACED OF THE SIDE PLACED NEXT TO THE CONCRETE AND SHALL NOT BE LESS THAN ½" THICK AFTER BEING SURFACED.

TOP SHALL BE TROWLED SMOOTH, SLOPED PER DETAILS, THEN GIVEN A FINE BRUSH FINISH PERPENDICULAR TO THE FLOWLINE.

WHERE EXISTING SIDEWALK IS TO BE REPLACED, NEW CONSTRUCTION SHALL MATCH EXISTING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER. REPLACED SECTIONS SHALL BE SAWCUT PERPENDICULAR TO THE FLOWLINE AT AN EXISTING SCORE LINE OR JOINT.

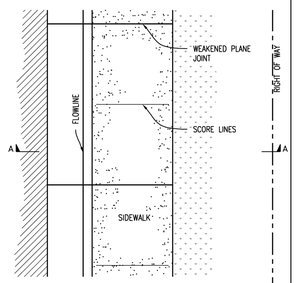
CONCRETE SHALL BE CURED WITH A WHITE PIGMENTED CURING COMPOUND COMPLYING TO SECTION 90-1.03(B) OF THE "STANDARD SPECIFICATIONS."

CONCRETE SHALL CONTAIN NO ADDITIVES UNLESS PRIOR APPROVAL IS OBTAINED BY THE CITY ENGINEER.

WEAKENED PLANE JOINTS OR DEEP JOINTS SHALL BE INSTALLED AT 10 FT INTERVALS. LOCATIONS SHALL MATCH DEEP JOINTS IN ADJACENT CURB & GUTTER. EXPANSION JOINTS SHALL BE INSTALLED AT CURB RETURNS, SIDES OF STRUCTURES, AT 100 FOOT INTERVALS, AND AT BACK OF SIDEWALK WHERE IT CONNECTS TO OTHER HARDENED IMPROVEMENTS. ADDITIONAL EXPANSION JOINTS SHALL BE INSTALLED AT THE DISCRETION OF THE CITY.

SIDEWALK TO BE SCORED INTO CONSISTENTLY SIZED RECTANGLES OF 5.0 FEET WIDTH. TRAVERSE SCORE LINE LOCATIONS SHALL MATCH DEEP JOINTS IN ADJACENT CURB & GUTTER.

CONTRACTOR SHALL NOT USE MAX CROSS SLOPE SHOWN WITHOUT APPROVAL OF THE CITY. TO THE GREATEST EXTENT POSSIBLE, DESIGN CROSS SLOPE OF 1.5% SHALL GOVERN SIDEWALK CONSTRUCTION.



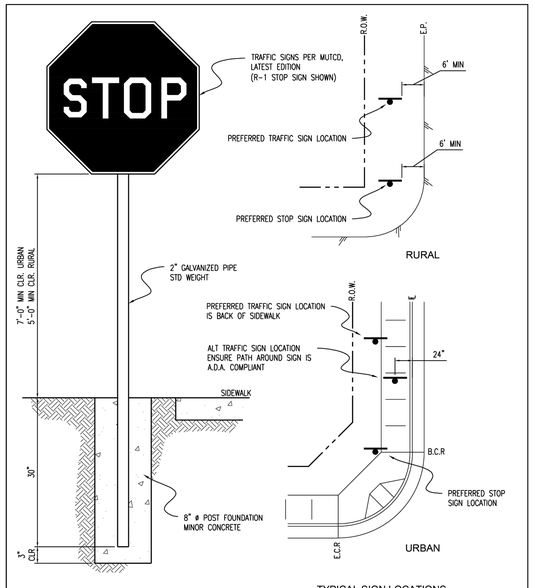
CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

SIDEWALK TYPE II
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-16



TYPICAL SIGN LOCATIONS

GENERAL NOTES

ALL REGULATORY & WARNING SIGNS SHALL BE STANDARD SIZE & PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

CITY OF SHAFTER
SUBDIVISION & ENGINEERING DESIGN MANUAL
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

APPROVED BY THE CITY COUNCIL: *APPROVED 9/19/2017* DATE
APPROVED: *ORGINAL SIGNED AND ON FILE WITH CITY* KEVIN L. HARMON, CITY ENGINEER

TRAFFIC SIGNS
STANDARD DRAWING

DRAWN BY: KLH | SCALE: NTS
CHECKED BY: CS,AG,KG | UPDATED: 5/25/2017

S-66

REVISIONS

No.						

DRAWN BY: VP
CHECKED BY: HT
APPROVED BY: BD
DATE: July 25
JOB NO: COS LERDO
ACAD FILE: ST-LERDO-REV1

SAN JOAQUIN ENGINEERING, INC.
Civil Engineering ◆ Land Development Services
200 NEW STINE ROAD, SUITE #175 BAKERSFIELD, CA 93309
PHONE/FAX: (661)836-0977
EMAIL: BDAWSON@SJ2INC.NET

REGISTERED PROFESSIONAL ENGINEER BRIAN DAWSON No. 54068 Exp. 12/31/27 CIVIL STATE OF CALIFORNIA

CITY OF SHAFTER
LERDO HWY RECONSTRUCTION
SCHNAIDT ST. – VALLEY ST.
CITY STANDARDS

SHEET
5
OF 5

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Alex Gonzalez, Public Works Director

SUBJECT: NORTH SHAFTER STREET IMPROVEMENTS PHASE 1 – DESIGN SERVICES CONTRACT AWARD TO DIVERSIFIED PROJECT SERVICES INTERNATIONAL, INC.

RECOMMENDATION

Council find that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15302 (Replacement or Reconstruction); authorize the City Manager to award a Professional Services Agreement to Diversified Project Services International, Inc. in the amount up to $135,000 for engineering design and construction support services; and authorize the creation of a new Capital Improvement Program (CIP) project with a budget allocation of $150,000 funded by the Gax Tax Fund.

BACKGROUND

The City of Shafter is initiating Phase 1 of the North Shafter Street Improvements Project, which includes roadway reconstruction and complete street enhancements along Prince Lane, Gibson Lane, Mettler Avenue, McCrumb Lane, Venable Lane, and Hicks Lane. The proposed improvements consist of pavement replacement, installation of curb, gutter, and sidewalk, ADA-compliant curb ramps, driveway and walkway tie-ins, and drainage system upgrades, all within existing public right-of-way.

To support project delivery, the City has received a proposal from Diversified Project Services International, Inc. (DPSI) to provide engineering design services and limited bidding and construction support. DPSI's scope includes preparation of construction-level plans, coordination with utility providers, incorporation of geotechnical recommendations, and development of construction cost estimates at the 30%, 90%, and final design stages.

This proposal is exempt from the City's competitive bidding and procurement requirements pursuant to Section 2.68.030(b)(4) of the Municipal Code, as it constitutes a professional services contract. DPSI is uniquely qualified to perform this work due to its direct involvement in prior efforts within the project area. The firm recently completed a sustainability planning effort for the North Shafter area, which established the groundwork for potential design alternatives and informed the current project approach. Through that effort, DPSI conducted extensive public outreach, including community meetings and neighborhood canvassing, resulting in a strong familiarity with local conditions and community priorities.

In addition, DPSI is currently advancing design improvements along State Route 43, which will directly interface with and influence the proposed North Shafter street improvements. This continuity of design knowledge and coordination across related projects positions DPSI to efficiently deliver a cohesive and well-integrated set of improvement plans.

DPSI has also demonstrated relevant experience in delivering similar roadway and infrastructure improvement projects, including preparation of plans, specifications, and engineer's estimates for roadway rehabilitation, pedestrian improvements, and drainage infrastructure within public right-of-way. These projects have included ADA-compliant facilities, roadway reconstruction, and coordination of multi-disciplinary design elements to meet agency standards.

The proposed design schedule anticipates a target completion date of December 2026 for the design work, with work commencing shortly after authorization to proceed. DPSI provided a proposal in the amount of $122,500. Staff recommends establishing a total contract amount of $135,000 to allow for contingencies.

FISCAL IMPACT

The total cost for the proposed services is $122,500. Staff recommends approval of a total contract amount not to exceed $135,000. The project is not currently included in the City's Capital Improvement Program (CIP) and will require the creation of a new CIP project.

Staff further recommends a total budget allocation of $150,000 to fund the design services contract and to provide an additional $15,000 for supplemental testing and studies that may be required outside the scope of the agreement, as well as to account for potential unforeseen costs during the design process. Funding for this allocation is proposed to come from the Gas Tax Fund.

CEQA ANALYSIS

The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction) of the CEQA Guidelines because it consists of repair, minor alteration, and operations of public structures and facilities involving negligible or no expansion of existing or former use as well as the placement and reconstruction of existing structures and facilities where the new structures will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced.

APPROVED BY THE CITY ATTORNEY

No

ATTACHMENTS

1. North Shafter Street Improvements Phase I - Design Proposal - DPSI

April 14, 2026

Alex Gonzalez
City of Shafter
720 Commerce Way
Shafter, CA 93263

via email: agonzalez@shafter.com

SUBJECT: PROPOSAL FOR SERVICES | NORTH SHAFTER STREET IMP PHASE 1 – SHAFTER, CA

Dear Mr. Gonzalez:

We are pleased to provide you with this proposal to provide complete street improvement plans for the first phase of the North Shafter Area, for the project located at Prince Ln, Gibson Ln, Mettler Ave, McCrumb Ln, Venable Ln, and Hicks Ln in Shafter, California. It is our understanding that the City of Shafter is advancing the first phase of roadway reconstruction and complete street improvements in the North Shafter area, including pavement replacement, curb, gutter, sidewalk, and drainage enhancements. DPSI is well-positioned to efficiently deliver a complete design package within the required project schedule.

Diversified Project Services International, Inc. (DPSI) will provide the following services as described below.

SCOPE OF SERVICES

ENGINEERING DESIGN SERVICES

DPSI will prepare a complete set of construction-level street improvement plans for multiple roadway segments in the North Shafter area, including Prince Lane, Gibson Lane, Mettler Avenue, McCrumb Lane, Venable Lane, and Hicks Lane. All improvements are anticipated to be constructed within existing public right-of-way except walkway and driveway tie-ins as needed.

For Prince Lane, Gibson Lane, Mettler Avenue, McCrumb Lane, and Venable Lane, improvements will generally include:

- Curb, gutter, and sidewalk installation
- Drive approaches, driveway and walkway tie-ins
- ADA-compliant curb ramps
- Removal of existing roadway section and construction of new paved roadway
- Drainage improvements

For Hicks Lane, improvements will include:

- Removal of existing roadway section and construction of new paved roadway
- Drainage improvements

Engineering design will incorporate the topographic survey provided by the City of Shafter (prepared by DeWalt, approximately 5 years old). DPSI will perform field verification of the survey and notify the City if additional survey is required to reflect current site conditions that could affect the design.

Geotechnical recommendations, including R-value testing, will be provided by Soils Engineering, Inc. (SEI) and incorporated into the pavement design.

DPSI will coordinate with utility providers to identify existing underground utilities, incorporate available utility information into the design plans, and evaluate potential conflicts with proposed improvements. Where conflicts are identified, DPSI will coordinate with utility providers regarding potential adjustments. Utility potholing, if required, will be performed by others (City forces or third-party), and DPSI will incorporate pothole data into the design.

DPSI will evaluate the existing drainage infrastructure within the project area, including the existing sump, to determine its capacity to accommodate runoff from the proposed improvements. If modifications are required, such as deepening or clearing and grubbing, these improvements will be incorporated into the design and reflected in the construction plans.

Plans will be prepared in accordance with City of Shafter standards and applicable codes and standards. The City will provide the standard technical specifications. DPSI will incorporate references to these standards as necessary and will prepare additional specifications if non-standard improvements are required. DPSI will prepare construction cost estimates at each design phase based on current industry unit costs and recent bid data to support project budgeting and decision-making.

Design will be developed and submitted at progressive stages for City review, with comments incorporated into subsequent submittals. DPSI will complete the design and deliver the final package no later than December 2026.

DELIVERABLES

- 30% design plans and preliminary construction cost estimate
- 90% design plans and updated construction cost estimate
- Final construction plans and final construction cost estimate

BIDDING & CONSTRUCTION SUPPORT SERVICES

DPSI will provide limited support during the bidding and construction phases to assist the City and contractor with interpretation of the design documents.

Services will include:

- Responding to Requests for Information (RFIs) during bidding and construction
- Preparation of addenda during bidding, if required
- Clarification of design intent and interpretation of plans

- Review of contractor inquiries related to the plans
- Review of change order requests for general conformance with the design intent

DELIVERABLES

- Written responses to RFIs
- Addenda documents, as required
- Responses to change order requests

SCHEDULE

DPSI is prepared to begin this project within five days of receiving your authorization to proceed and will complete the project by December 2026. While every effort will be made to adhere to the schedule provided, unexpected field conditions, design constraints, or other conditions may arise that extend out the estimated schedule. DPSI will keep the client informed on any substantial changes to the scheduling for deliverables.

CLARIFICATIONS AND ASSUMPTIONS

The following clarifications and assumptions apply to this proposal and are in addition to those stated in the above scope descriptions:

- DPSI will utilize the topographic survey provided by the City of Shafter (DeWalt) as the basis for design.
- DPSI will perform limited field verification of existing conditions and will notify the City if additional survey is recommended. If needed, DPSI can provide supplemental topographic survey services under an Additional Services Agreement.
- All improvements are assumed to be constructed within existing right-of-way. No right-of-way acquisition or easement preparation is included.
- Utility potholing, if required, is anticipated to be performed by others. DPSI will coordinate and incorporate available findings into the design.
- The City will provide standard technical specifications.
- Design will be developed with the City's input at the 30% and 90% stages, with comments incorporated into subsequent submittals.
- Environmental studies or permitting are not currently anticipated as part of this scope. If required, these services can be provided under an Additional Services Agreement.

ADDITIONAL SERVICES

The following services can be provided under an Additional Services Agreement:

- Topographic surveying services
- Permitting support
- Utility potholing services
- Construction management and Resident Engineering services
- Construction staking
- As-built (record) drawings

FEE SUMMARY

DESCRIPTION	FIXED FEE
Engineering Design Services	$112,500
Bidding & Construction Support Services	$10,000
TOTAL	**$122,500**

- The fees stated above are based on non-prevailing wage rates.
- Reimbursable expenses, including but not limited to reproduction costs, are in addition to the fees quoted above.

TERMS AND CONDITIONS

This agreement consists of the scope of services, the following terms, and any exhibits or applicable documents attached. This agreement supersedes any and all prior negotiations, correspondence, or agreements either written or oral. Any changes to this agreement must be mutually agreed to in writing.

DPSI bills monthly for work in progress and payment is due no later than 30 days of receipt of the bill. Overdue amounts will be surcharged at 18 percent per annum or 1.5 percent monthly.

If the terms of this proposal are acceptable, please sign the following acceptance and return a copy, which will serve as our notice to proceed. The fees quoted in this proposal are valid for 60 days from this date.

If you have any questions or would like clarification on the scope of services or fees outlined above, please do not hesitate to contact us. We thank you for this opportunity to offer our services.

Respectfully submitted,
DIVERSIFIED PROJECT SERVICES INTERNATIONAL, INC.

Scott Radsick, PE
Director of Civil Engineering
sradsick@dpsiinc.com
(661) 371-2800

Enclosures:
Attachment A | Terms for DPSI Services

ACCEPTANCE OF TERMS AND AUTHORIZATION TO PROCEED

Proposal Date: April 14, 2026

Project Name: North Shafter Street Imp Phase 1 – Shafter, California

Client agrees to accept work described in this proposal letter, including all terms and conditions, to be executed as of the date noted below. Payment is NOT contingent on third-party funds. Each of the signatories below represents that he or she is authorized to enter into this agreement.

City of Shafter		**Diversified Project Services International, Inc.**	
Signature	Date	Signature	Date
Print Name		Print Name	
Title		Title	

Billing Email: _____
(for electronic invoices)

Billing Address: _____
(if different than mailing address)

Billing Code: _____
(i.e. PO, AFE, NWA, etc.)

Tasks Authorized: _____
(All tasks authorized unless otherwise noted)

ATTACHMENT A: TERMS FOR DPSI SERVICES

These Standard Terms and Conditions, together with our proposal and any exhibits or attachments noted in the proposal, make up the agreement between Diversified Project Services International (DPSI) and Client. Together these elements will constitute the entire agreement superseding any and all prior negotiations, correspondence, or agreements either written or oral. Any changes to this agreement must be mutually agreed to in writing.

1.0 Standard of Care

1.1 Data, interpretations, and recommendations by DPSI will be based solely on information provided to DPSI. DPSI is responsible for those data, interpretations, and recommendations, but will not be responsible for other parties' interpretations or use of the information developed.

1.2 Services performed by DPSI under this agreement are expected by the Client to be conducted in a manner consistent with the level of care and skill ordinarily exercised by members of this profession practicing contemporaneously under similar conditions in the locality of the project. No other warranty, expressed or implied, is made.

1.3 The Client agrees that DPSI may use and publish the Client's name and a general description of DPSI services with respect to the project in describing DPSI experience and qualifications to other clients and prospective clients. The Client also agrees that any patentable or copyrightable concepts developed by DPSI as a consequence of service hereunder are the sole and exclusive property of DPSI.

1.4 The Client recognizes that it is neither practical nor customary for DPSI to include all construction details in plans and specifications, creating a need for interpretation by DPSI or an individual who is under DPSI supervision. The Client also recognizes that construction review permits require DPSI to identify and correct quickly and at comparatively low cost professional errors or omissions that are revealed through construction, or errors or omissions committed by others due to misinterpretation of design documents, or due to other causes. For the foregoing reasons construction review is generally considered an essential element of a complete design professional service. Accordingly, if the Client directs DPSI not to provide construction monitoring, DPSI shall not be responsible for the consequences of any of DPSI acts, errors or omissions, except for those consequences which it reasonably could be concluded that DPSI review services would not have prevented or mitigated.

1.5 Client acknowledges that DPSI is not responsible for the performance of work by third parties including, but not limited to, engineers, architects, contractors, subcontractors, or suppliers of Client.

2.0 Billing and Payment

2.1 Invoices will be submitted to Client on a weekly basis (no longer than monthly) by DPSI and will be due and payable within 30 days of receipt of invoice. If Client objects to all or any portion of any invoice, Client will so notify DPSI in writing within fourteen (14) of the invoice date, identify the cause of the disagreement, and pay when due that portion of the invoice not in dispute. The parties will immediately make every effort to settle the disputed portion of the invoice. In the absence of written notification described above, the balance as stated on the invoice will be paid.

2.2 Invoices are delinquent if payment has not been received within forty-five (45) days from receipt of invoice. Client will pay an additional charge of 1-1/2 (1.5) percent per month or 18% per year of any delinquent amount, excepting any portion of the invoiced amount in dispute and resolved in favor of Client. All time spent and expenses incurred (including any attorney's fees) in connection with collection of any delinquent amount will be paid by Client to DPSI per DPSI current fee schedule. In the event Client fails to pay DPSI within sixty (60) days after invoices are rendered, Client agrees that DPSI will have the right to consider the failure to pay DPSI invoice as a breach of this agreement.

2.3 Client agrees that if Client requests services not specified herein, Client agrees to timely pay for all such services as extra work. DPSI will notify the Client prior to performance of services which are not specified in this agreement.

2.4 Client agrees that payment to DPSI is in no way contingent on the results of work by DPSI or on the outcome of any litigation.

2.5 Preparation and/or travel time will be charged at the hourly rate.

3.0 Additional Services

3.1 Additional services include making revisions in drawings, specifications or other documents when such revisions are: Inconsistent with approvals or instructions previously given by the Client, including revisions made necessary by adjustments in the Client's program or project budget; Required by the enactment or revision or codes, laws or regulations subsequent to the preparation of such documents.

3.2 Additional services include providing services required because of significant changes in the project including, but not limited to, size, quality, complexity, the Client's schedule, or the method of bidding or negotiating and contracting for construction.

3.3 Where unexpected developments increase the scope of work as defined herein and/or prove the assumptions of this proposal invalid, we will make a reasonable effort to contact you to discuss the effects and adjustment of cost.

4.0 Site Access and Site Conditions

4.1 Client will grant or obtain free access to the site for all equipment and personnel necessary for DPSI to perform the work set forth in this agreement. Client will notify any and all possessors of the project site that Client has granted DPSI free access to the site. DPSI will take reasonable precautions to minimize damage to the site, but it is understood by Client that, in the normal course of work, some damage may occur and the correction of such damage is not part of this agreement unless so specified in the proposal.

5.0 Ownership of Documents

5.1 All reports, maps, plans, field data, field notes, estimates and other documents, whether in hard copy or machine readable form, which are prepared by DPSI as instruments of professional service, shall remain the property of DPSI. The Client may retain copies, including copies stored on magnetic tape or disk, for information and for reference in connection with the occupancy and use of the project.

5.2 Because of the possibility that information and data delivered in machine readable form may be altered, whether inadvertently or otherwise, DPSI reserves the right to retain the original tapes/disks and to remove from copies provided to the Client all identification reflecting the involvement of DPSI in their preparation. DPSI also reserves the right to retain hard copy originals of all project documentation delivered to the Client in machine readable form, which originals shall be referred to and shall govern in the event of any inconsistency between the two.

5.3 The Client recognizes that changes or modifications to DPSI instruments of professional service introduced by anyone other than DPSI may result in adverse consequences which DPSI can neither predict nor control. Therefore, and in consideration of DPSI ' agreement to deliver its instruments of professional service in machine readable form, the Client agrees, to the fullest extent permitted by law, to hold harmless and indemnify DPSI from and against all claims, liabilities, losses, damages, and costs, including but not limited to attorney's fees, arising out of or in any way connected with the modification, misinterpretation, misuse or reuse by others of the machine readable information and data provided by DPSI under this Agreement. The foregoing indemnification applies, without limitation, to any use of the project documents on other projects, for additions to this project, or for completion of this project by others, excepting only such use as may be authorized, in writing, by DPSI.

5.4 Client agrees that all reports and other work furnished to Client or his agents, which are not paid for, will be returned upon demand and will not be used by Client or others for any purpose whatsoever.

6.0 Client Responsibilities

6.1 The Client shall provide full information including a program setting forth the Client's design objectives, constraints, and construction budget criteria.

6.2 The Client shall furnish a legal description, a certified land survey, and the services of a soil, structural, mechanical, electrical or other engineer or consultant services, and laboratory tests, inspections, or reports as required by law or as requested by DPSI to perform the functions and services required of this agreement. The information shall be furnished at the Client's expense and DPSI shall be entitled to rely upon the accuracy and completeness thereof.

6.3 The Client shall furnish all legal, accounting and insurance counseling services as may be necessary at any time for the project, including auditing services the Client may require to verify the Contractor's Applications for Payment or to ascertain how or for what purposes the Contractor uses the moneys paid by the Client. The information above shall be furnished at the Client's expense, and DPSI shall be entitled to rely upon the accuracy and completeness thereof.

6.4 If the Client observes or otherwise becomes aware of any fault or defect in the project or nonconformance with the Contract Documents, prompt written notice shall be given by the Client to DPSI.

6.5 The Client shall furnish information and shall review DPSI work and provide decisions as expeditiously as necessary for the orderly progress of the project and of DPSI services.

7.0 Insurance

7.1 DPSI represents and warrants that it and its agents, staff and consultants employed by it, is and are protected by workman's compensation insurance and that DPSI has such coverage under public liability and property damage insurance policies which DPSI deems to be adequate. Certificates for all such policies of insurance shall be provided to Client upon request in writing. Within the limits and conditions of such insurance, DPSI agrees to indemnify and save Client harmless from and against any loss, damage or liability arising from any negligent acts by DPSI, its agents, staff, and consultants employed by it. DPSI shall not be responsible for any loss, damage or liability beyond the amounts, limits, and conditions of such insurance. DPSI shall not be responsible for any loss, damage, or liability arising from any acts by client, its agents, staff, and other consultants employed by client.

8.0 Termination

8.1 This agreement may be terminated by either party seven (7) days after written notice in the event of any breach of any provision of this agreement or in the event of substantial failure of performance by the other party, or if Client suspends the work for more than three (3) months. In the event of termination, DPSI will be paid for services performed prior to the date of termination plus reasonable termination expenses including the cost of completing analyses, records and reports necessary to document job status at the time of termination.

8.2 Failure of the client to make payments to DPSI when due in accordance with this agreement shall be considered substantial nonperformance and cause for termination. If the Client fails to make payment when due to DPSI for services and expenses, DPSI may, upon seven (7) days written notice to the client, suspend performance of services under this agreement. Unless payment in full is received by DPSI within seven (7) days of the date of the notice, the suspension shall take effect without further notice. In the event of a suspension of services, DPSI shall have no liability to the client for delay, damage, loss of agency approvals, loss of financing, interest expenses, etc. caused the Client because of such suspension of service.

9.0 Disputes Resolution

9.1 All claims, disputes, and other matters in controversy between DPSI and Client arising out of or related to this agreement will be submitted to "alternative dispute resolution" (ADR) such as mediation and/or arbitration, before and as a condition precedent to other remedies provided by law. If and to the extent Client and DPSI have agreed on methods for resolving such disputes, then such methods will be set forth in the "alternative dispute resolution agreement" which, if attached, is incorporated and made a part of this agreement.

9.2 If a dispute at law related to the services provided under this agreement and that dispute requires litigation instead of ADR as provided upon, then:

9.2.1 The claim will be brought and tried in judicial jurisdiction of the court of the county where DPSI principal place of business is located and client waives the right to remove the action to any other county or judicial jurisdiction, and;

9.2.2 The prevailing party will be entitled to recovery of all reasonable costs incurred, including staff time, court costs, attorney's fees, and other claim related expenses.

10.0 Assigns

10.1 DPSI shall not assign this agreement in whole or in part nor shall it subcontract any portion of the work to be performed hereunder; except that DPSI may use the services of persons of entities not in our employ when it is appropriate and customary to do so. Such persons and entities include, but are not necessarily limited to, specialized consultants and testing laboratories. DPSI use of others for additional services shall not be unreasonably restricted by the client provided DPSI notifies the client in advance.

11.0 Governing Law and Survival

11.1 The law of the State of California will govern the validity of these terms, their interpretation and performance.

11.2 If any of the provisions contained in this agreement are held illegal, invalid or unenforceable, the enforceability of the remaining provisions will not be impaired. Limitations of liability and indemnities will survive termination of this agreement for any cause.

12.0 Indemnification

12.1 To the fullest extent permitted by law, both Parties shall release, protect, indemnify, and hold free and harmless each other from any and all liabilities, judgments, demands, claims, bodily injuries, damages, losses and expenses, including but not limited to reasonable attorneys' fees and costs arising out of or resulting from or attributable in any way to injury to or death of persons, and direct damages to or loss of real or personal property, to the extent caused directly and solely by their negligent acts or omissions or for any and all direct losses due to any infringement of any proprietary interest which in whole or in part, arise out of, relate to, result from, or are connected with any infringement or violation.

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Alan Cazares, Associate Planner

SUBJECT: TENTATIVE TRACT MAP NO. 7422 (GOSSAMER GROVE SPECIFIC PLAN)

RECOMMENDATION

Council find the action is exempt from the California Environmental Quality Act; conduct a public hearing; and adopt Resolution No. 3076**,** a Resolution of the City Council of the City of Shafter, adopting a Notice of Exemption and approving Tentative Tract No. 7422, as depicted in Exhibit "A" with Conditions of Approval as shown in Exhibit "B"; to allow the residential subdivision of a 351.97-acre site into 1,289 lots on portions of Lerdo Subdivision “A” in the south half of Section 25, Township 28 South, Range 26 East and the southwest quarter of Section 30, Township 28 South, Range 27 East (APNs 482-010-57, 482-040-12, 482-040-13, 482-040-15, 091-210-02, and 091-210-08).

BACKGROUND

The property owner, Lennar Homes of California, Inc. is requesting approval of a tentative tract map to subdivide approximately 352 gross acres into 1,251 single-family residential lots, 29 landscape lots, two sump lots, one school site, four public park sites, one water well site, and one non-buildable lot. The proposed subdivision includes residential lots ranging in size from 4,000 square feet to 10,000 square feet. The tract is composed of Planning Area 3 and Planning Area 6 per the Gossamer Grove Specific Plan land use designations. There will be 90 Estate lots ranging in size from 8,000 to 12,000 square feet, and 1,161 Low Density Residential lots between 4,000 and 8,000 square feet. The tract also includes 12.18 acres of park space and a 14.10-acre school site. This will be an elementary school under the Richland Union School District.

This is the last tract proposed within the Gossamer Grove Specific Plan area. The eastern tract boundary runs alongside portions of the Lerdo Canal, the Union Pacific Railroad, and California State Highway 99. The tract is bordered on the west by the Calloway Canal. Immediately south are the existing Gossamer Grove residential tracts (i.e. tracts 7421, 7447, 7332, and 7346) and the Marcona Preserve Specific Plan area. The tract is proposed in 3 phases. Phase 1 will include 531 single-family residential lots, 15 landscape lots, one sump, the school site and the largest of the parks. Phase 2 will include 227 single-family residential lots, seven landscape lots, one sump, and two parks. Phase 3 includes 493 single-family residential lots, seven landscape lots, and one park.

There will be four main access points into the tract: Soaring Heights Way, Gossamer Grove Boulevard, Chapala Street and Jewetta Avenue. Soaring Heights Way will be developed as an undivided collector with secondary paseos, while the latter three will be arterial streets with primary paseos and/or landscape lots. Phase 1 and Phase 2 of Tract 7422 are bisected by the Friant Kern Canal, so Lennar will need to acquire a license agreement and build a bridge crossing over the canal before Phase 2 develops. Chapala Street is meant to connect Tract 7422 to the Mission Lakes Specific Plan area over the Calloway Canal, so another license agreement and bridge crossing is required there. Jewetta Avenue is planned to connect Phase 2 of the tract to the Marcona Preserve Specific Plan area. Lennar and North Kern Water Storage District will enter into a license agreement for access over the NKWSD property. Temporary barricades will be set up at the north ends of Jewetta Avenue and Gossamer Grove Boulevard until future development is proposed north of this specific plan area.

A Nature Trail will be provided along the eastern and western boundaries of Tract 7422 and along the Friant Kern Canal. The Nature Trail system will be continued along the northern boundary of the tract within a 100-foot-wide buffer to provide separation from existing agricultural land uses north of the Specific Plan area. This buffer area may also include future community gardens. The tract will include an extensive network of primary paseos and secondary paseos. A perimeter wall will be provided on the eastern and western boundaries of the tract. On the east side of the tract, the natural trail will be separated by said perimeter wall from the North Kern Water Storage District properties, the Lerdo Canal, and the Union Pacific Railroad. Four public parks will be developed throughout the 3 phases, with one of the parks being placed adjacent to the school site. The park sites, landscape lots, paseos, and nature trail will be fully constructed by Lennar and dedicated to the City of Shafter. The proposed tentative tract map has been designed to be consistent with both the lot sizes and the design elements required by the Specific Plan.

Staff notes that the high-speed rail footprint as it is currently planned by the California High-Speed Rail Authority, goes through the easternly portion of the proposed tract's Phase 3. The City, as required by the Subdivision Map Act, sent an agency notification to the High-Speed Rail Authority. The applicant has been made aware that the high-speed rail footprint goes through a portion of the property. Exhibit 3 has been included showing the proposed HSR footprint and alignment.

To the best of staff’s combined knowledge, the proposed project satisfies the applicable ordinances and regulations at this stage of the development process. Moreover, staff have compiled a list of conditions of approval that reflect additional necessary requirements and rules that the project proponent will have to satisfy and comply with in the ongoing development of this property.

GOSSAMER GROVE SPECIFIC PLAN CONSISTENCY:

The proposed residential project is consistent with the adopted Gossamer Grove Specific Plan and the lot size, configuration, and density meet the requirements for

Planning Area 3, as identified in the Specific Plan. The circulation plan, street configuration, trails, park, landscaping, and proposed improvements are all consistent with the Gossamer Grove Specific Plan.

AGENCY COMMENTS:

Affected public agencies and service providers were given an opportunity to review the map and provide comment prior to the Planning Commission hearing. The following agencies returned the agency form notification to Staff:

1. California High Speed Rail Authority
2. North Kern Water Storage District
3. Kern County Fire Department
4. California Department of Transportation (Caltrans) District 6
5. Southern California Gas Company
6. San Joaquin Valley Air Pollution Control District (SJVAPCD)

The agencies provided the following comments.

California High Speed Rail Authority: The HSR Authority cannot support the Proposed Project as currently described. The proposed project is inconsistent with the Shafter portion of the Fresno-Bakersfield Locally Generated Alternative (F-B LGA) because it is situated within the alignment of the Authority's high-speed rail project. Currently, the proposed project does not assume or acknowledge any portion of the Authority's high-speed rail alignment or project.

The California High Speed Rail Authority requests that the City of Shafter add the following conditions of approval if the City approves the proposed project:

1. Require revision of the Tentative Tract Map No. 7422 to modify the development so that it is compatible with the Authority's elements as described in the F-B LGA Final Supplemental Environmental Impact Report (SEIR) and Final Environmental Impact Statement (FEIS), including removing all proposed streets, lots, and other permanent improvements that fall within the planned high speed rail alignment.
2. Require any street, utility or other crossing of the high-speed rail alignment to comply with the Authority's Design Criteria Manual and all related costs must be the responsibility of the developer.
3. Require the proposed project's applicant to submit a Noise Analysis Study to evaluate projected noise and vibration impacts from the HSR operations and identify specific mitigation measures that will be used to ensure compliance with standards.
4. Require the Tract Map to acknowledge the Authority's high-speed rail project and the Shafter portion of the high-speed rail alignment described in the aforementioned environmental documents.

North Kern Water Storage District: The project should plan for and install a 6-foot-high

block wall between the development and the adjacent District's Lerdo, Calloway, 8-1 canals, and the 8-1 pipeline. The block wall and footing are to be outside the District's property. No project-related public utility easement (PUE) or wall footing easement on the NKWSD canal easement. The project should install a sound barrier wall or an approved equivalent for project areas that are adjacent to District-owned groundwater wells (if required by the City). A concrete cut-off wall is required to be installed within the Canal banks where project pad elevations are lower than the canal's high-water elevation.

Appropriate access agreements with the District are required for any crossings of District facilities. A temporary access agreement will be required for the project and any contractors to enter any District property or easement during development. The District requests the following improvement plans for review: grading, block wall, cut-off wall, sewer, storm drain, water, dry utilities, and landscape plans. The plan indicates a proposed crossing of the District's Calloway Canal at Chapala Street. Detailed bridge crossing plans must be submitted to the District for review and approval prior to construction. The District operates a spreading pond located west of the Calloway Canal. The current map shows Chapala Street extending west of the canal into the spreading pond area, which would create a conflict with existing District facilities.

Kern County Fire Department: All new construction will require fire water flowing a minimum 1,500 gallons per minute for two hours with 20 pounds per square inch residual. All fire access roads to each parcel must meet specifications set forth in Section 503.2 of the California Fire Code and the applicable appendix and ordinance sections. All new residential construction will require automatic fire sprinklers and shall meet all other fire requirements of the California Fire Code. A more detailed review and project comments will be conducted when the building permit is obtained, and plans are submitted to KCFD.

California Department of Transportation: The proposed development would generate considerable amount of traffic in the area and may impact the State Highway System, specifically State Route99. Caltrans recommends that the developer perform a safety analysis that shows the impact of the development on the surrounding areas. Please reference the Caltrans Local Development Review (LDR) Safety Review Practitioner’s Guidance and send the scope of work for the safety analysis to Caltrans before the traffic study is conducted.

Southern California Gas Company: The Gas Company does not maintain gas service lines in the subject property. Therefore, SoCal Gas has no objections. The proposed Tract Map will not conflict with their gas lines.

Pacific Gas & Electric: PG&E requested that the final map contain a statement setting forth the offer of dedication of public utility easements. The PUEs must be of sufficient width (at least 10 feet), and be acceptable to PG&E, for PG&E to occupy its distribution and service facilities. PG&E provided explicit language to be expressly stated in the offer of dedication. If the City were to decline the offer of dedication, the applicant may be required to grant or secure easements in gross satisfactory to PG&E. The PG&E

review indicated the design and/improvements identified on the map(s) appear to directly interfere with PG&E's existing facilities and land rights. PG&E operates and maintains overhead electric facilities in the project area. Access to the facilities must be maintained for PG&E. Vegetation planted near PG&E overhead electric facilities must follow the PG&E requirements.

PUBLIC COMMENTS:

As required by law, public noticing was also provided to any parties within 300 feet of the project boundaries, and a public hearing notice was published in the Shafter Press within the required timeline. To date, no public comments on the project have been received. The public will again have an opportunity to comment on the proposed project at a future City Council meeting. Any public comments received at the April 14th Planning Commission meeting may be included in the subsequent report presented to the City Council.

UTILITIES:

Consistent with the requirements of the Specific Plan, a dual water system is proposed for the project. One water system provides domestic water service and the other system provides non-potable water for landscaping. The dual system will be provided to each lot with separate water lines. Oildale Mutual Water Company will maintain and provide water for both systems. Sewer service will be provided by the North of the River Sanitary District and the City of Shafter. The development will also be connected to the City's fiber system with all residences constructed to accommodate fiber-to-the-home service.

FINDINGS:

The Shafter Subdivision Ordinance (Title 17) and the California Subdivision Map Act authorize the Shafter City Council to approve (or deny) a map only upon making certain findings supported by the evidence in the record of proceedings. These findings include whether:

1. <u>The proposed map is consistent with the General Plan and any applicable specific plan approved by the City Council.</u> The project is consistent with the Shafter General Plan and the Gossamer Grove Specific Plan. The proposed tentative tract map proposes residential development consistent with the adopted Gossamer Grove Specific Plan. The lot sizes, number of lots, configuration, and density meet the requirements for Planning Area 3 and Planning Area 6, as identified in the land use plan for Gossamer Grove. The circulation plan, trails, park space, landscaping, and proposed improvements are all consistent with what was expected in the Gossamer Grove Specific Plan. The lots meet the minimum development standards for Estate (E) and Low Density Residential (LDR) units, as identified in Section 4.0 of the Specific Plan. Additionally, the planned housing units within Tract 7422 help achieve the goals and policies of the Shafter Housing Element. For example, Policy 1.1 of the housing action plan

is to provide adequate residential sites to produce new for-sale and rental residential units for existing and future residents. The remaining units proposed for Gossamer Grove within Tract 7422 were identified in the 6th Cycle Housing Element Sites Inventory Summary table to help accommodate the 2023-2031 Regional Housing Needs Assessment. Denying the project could violate Program 1.1.2 regarding no-net loss for planned residential density.

2. The design and/or improvements of the proposed subdivision are consistent with the General Plan and any applicable specific plan. The map was reviewed several times against the Gossamer Grove Specific Plan, including the Design Guidelines found in Section 5.0. This included ensuring the proposed street widths and designs match the cross-sections shown in the Specific Plan, and adequate provision of neighborhood parks, landscaping lots, primary paseos, secondary paseos, a nature trail, and other natural features that create a livable, walkable community. The project contributes to the design qualities expected of this master-planned community. It was also reviewed for compliance with the City's Subdivision Ordinance (Title 16) and the Shafter Engineering & Design Manual. The project will be able to provide the appropriate infrastructure and resources for water, sewer, electrical, and fiber service, upon satisfaction of the attached conditions of approval.
3. The site is physically suitable for the proposed type and density of development. The proposed density does not exceed the maximum density allowed by the Gossamer Grove Specific Plan. The size of the lots and internal road network are all safely accommodated within the physical tract boundaries. The lot sizes and lot shapes are sufficient to accommodate the future residential buildings and their required setbacks. The street layout was evaluated against engineering standards to ensure safe access and circulation throughout the development. License agreements and offsite easements are, or will be, in place to secure crossings over any obstacles, such as the Calloway Canal and Friant-Kern Canal. The site is physically suitable for the proposed development.
4. The design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure wildlife or their habitat. The proposed tentative tract map proposes residential development consistent with the adopted Gossamer Grove Specific Plan. Therefore, the project is exempt from the California Environmental Quality Act, i.e., exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code, pursuant to California Government Code Section 65457. The project is within the scope of the Program Environmental Impact Report (EIR) that was certified for the Gossamer Grove Specific Plan (previously the Coberly West Specific Plan) in 2005 (SCH No. 2004101029). The certified Program EIR adequately describes the activity of the residential development proposed in Tentative Tract No. 7422 as adopted in the Gossamer Grove Specific Plan. Relevant mitigation measures from the prior environmental review will ensure that the development will not avoidably injure wildlife or their habitat.
5. The design of the subdivision or the type of improvements is likely to cause serious public health problems. The subdivision is designed to meet all applicable local and state guidelines. The subdivision will connect to the City of Shafter's sewer system and to the Oildale Mutual Water Company's water

systems, eliminating the risk of groundwater contamination from septic tanks. The proposed design includes adequate provisions for drainage to prevent flooding or standing water. The project is not located within any FEMA flood zones. The project is required to meet all applicable requirements of the San Joaquin Valley Air Pollution Control District. As such, it is not expected to cause any public health problems or public safety concerns.

6. The design of the subdivision or the type of improvements proposed will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. A preliminary title report was provided by the applicant and reviewed, and it was determined that there is no conflict between the design of the subdivision and any easements acquired by the public at large. There is one 60-foot-wide easement dedicated to the public for Verdugo Lane, but that public access easement is expected to be abandoned/vacated at final map, and replaced by the proposed Gossamer Grove Boulevard. This public street will run north-south through the property similar to the existing Verdugo Lane alignment, but it will be wider and improved to Arterial standards. This makes it an alternative access point better than the original. Other easements that currently exist onsite are owned by private entities. Agreements and easements are being worked out by the Developer with those third parties and will be in place prior to any Final Map recording.
7. The proposed subdivision is consistent with California Government Code Section 66412.3 in that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources. The subdivision will include 1,251 new residential lots. On each lot, a minimum of one single-family residential unit will be permitted by right. Additional secondary units may be permitted on each lot, subject to compliance with Zoning Ordinance Section 11.200 (Accessory Dwelling Units). The proposed residential development will contribute to the City's housing needs. The development will not impact available fiscal resources, since the Developer will construct all required infrastructure improvements as conditioned by the City. The Developer is also responsible for payment of fees to offset effects upon municipal services and schools, and the Developer will fully construct public parks and recreational amenities to serve the community. The Developer is also required to form and enter into a community facilities district to cover the cost of street lighting, drainage basin maintenance, landscaping maintenance, trail maintenance and park maintenance, as well as all administrative costs associated with the City of Shafter's management of the District. A future Shafter Police Department substation is under construction within 1 mile of the proposed subdivision, providing immediate law enforcement service. Kern County Fire Department will also have a future substation in the same location. Therefore, the subdivision meets this finding.
8. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision. The proposed subdivision includes a variety of lot sizes sufficient to orient future structures to allow design options that would make feasible the use of future passive or natural heating and cooling. The proposed subdivision is subject to Title 24 of the California Building Code that requires new construction to meet minimum heating

and cooling efficiency standards depending on location and climate. The Shafter Building Department enforces Title 24 compliance through the plan check and inspection process for new residential and non-residential construction. Additionally, the subdivision includes an extensive amount of green space and landscaping, including tree provisions. The resulting shade may help with natural cooling throughout the development.

9. The discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the Regional Water Quality Control Board. The proposed subdivision will incorporate new pipelines connecting to the existing City of Shafter sewer system, in accordance with any Federal, State and local standards (Shafter Subdivision and Engineering Design Manual) to protect the public's health, safety, and welfare. Thus, wastewater discharge into the existing sewer system will remain the same and should not result in any violation of the Regional Water Quality Control Board requirements.

In addition, since this is a residential subdivision project, the California Housing Accountability Act applies, and the project cannot be denied unless the Planning Commission determines, by preponderance of the evidence, that the project would have a specific, adverse impact upon public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density.

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. Pursuant to Government Code Section 65589.5 (a)(3) it is the intent of the Legislature that the conditions that would have a specific, adverse impact upon the public health and safety arise infrequently.

For the reasons set forth in this report, we note that the findings for approval of this subdivision can be made. Moreover, the City has no applicable objective, identified written public health or safety standards that can be applied to deny approval of the proposed subdivision.

RECOMMENDATION:

Staff recommends the City Council conduct a public hearing and adopt Resolution No. 3076: a Resolution of the City Council of the City of Shafter, adopting a Notice of Exemption pursuant to the California Environmental Quality Act, and approving Tentative Tract No. 7422, with findings and conditions of approval, to allow the residential subdivision of a 351.97-acre site into 1,289 lots on portions of Lerdo Subdivision "A" in the south half of Section 25, Township 28 South, Range 26 East and the southwest quarter of Section 30, Township 28 South, Range 27 East (APNs 482-010-57, 482-040-12, 482-040-13, 482-040-15, 091-210-02, and 091-210-08).
The decision of the City Council shall be considered final, unless appealed.

ALTERNATIVES:

1. Disapprove the tentative map. The City Council may only deny a tentative tract map if the project does not satisfy the requirements of Subdivision Ordinance Section 4.70 (Findings by Decision Making Body) or Government Code §66474 of the Subdivision Map Act. None of the required findings for denial apply to the proposed map. **Staff does not recommend this option.**
2. Delay approval of the tentative map. The City Council is required by Government Code §66452.2 to take action on the tentative map within 30 days of the filing of the recommendation from the Planning Commission. The Planning Commission recommended approval of the tentative map on April 14, 2026 so final action by the Council is needed before May 14, 2026. **Staff does not recommend this option**.
3. Take no action on the tentative map. If the City Council takes no action on the map prior to May 14, 2026, Government Code §66452.4 stipulates that the map is automatically deemed approved. **Staff does not recommend this option.**

FISCAL IMPACT

There is no fiscal impact directly resulting from the approval of the tentative tract map. Indirectly, the approval may expedite the development of the residential project. Development of residential projects typically results in increased one-time building related revenues and annual property tax revenues. These revenues are generally offset by the increased ongoing costs of providing services to the newly developed properties.

CEQA ANALYSIS

The proposed tentative tract map includes residential development consistent with the adopted Gossamer Grove Specific Plan. Therefore, the project is exempt from the California Environmental Quality Act, i.e., exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code, pursuant to California Government Code Section 65457. The project is within the scope of the Program Environmental Impact Report (EIR) that was certified for the Gossamer Grove (previously the Coberly West) Specific Plan in 2005 (SCH No. 2004101029). The certified Program EIR adequately describes the activity of the residential development proposed in Tentative Tract No. 7422 as adopted in the Gossamer Grove Specific Plan.

APPROVED BY THE CITY ATTORNEY

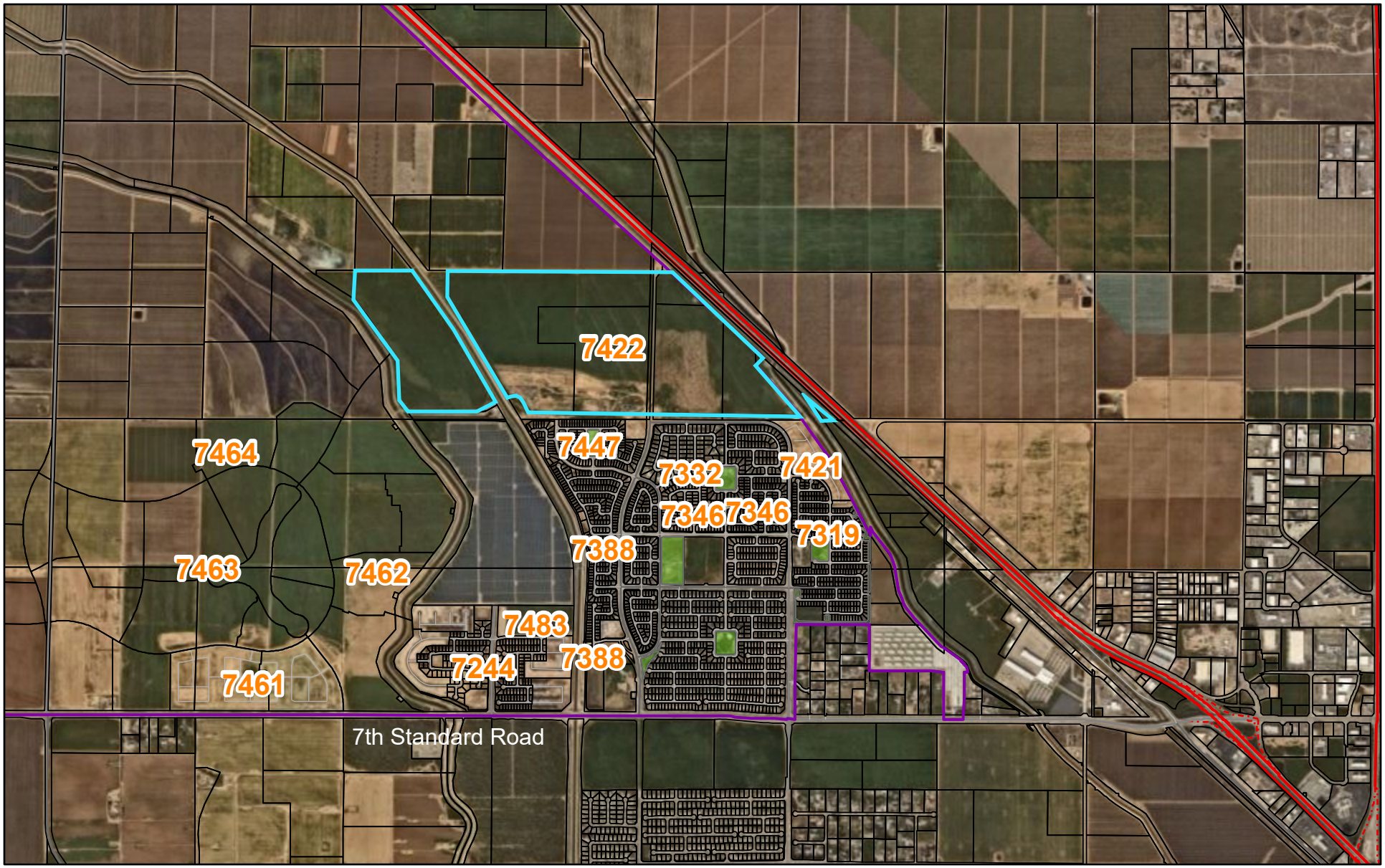
Not Applicable

ATTACHMENTS

1. Vicinity Map
2. High Speed Rail Footprint
3. Comment Letters
4. Resolution No. 3076

5. Exhibit A of Resolution No. 3076
6. Exhibit "B" of Resolution No. 3076

Exhibit 1: Tract 7422 Vicinity Map



3/11/2026, 3:33:45 PM

Parcels

Shafter City Limits

Tract 7422

Road Centerlines

Arterial

Collector

Highway

Local

Ramp

0 0.25 0.5 1 mi

0 0.4 0.8 1.6 km

City of Shafter

City of Shafter | Source: U.S. Census Bureau | County of Kern Planning Department, Bakersfield, California. | Kern County Assessor's Office | Maxar, Microsoft

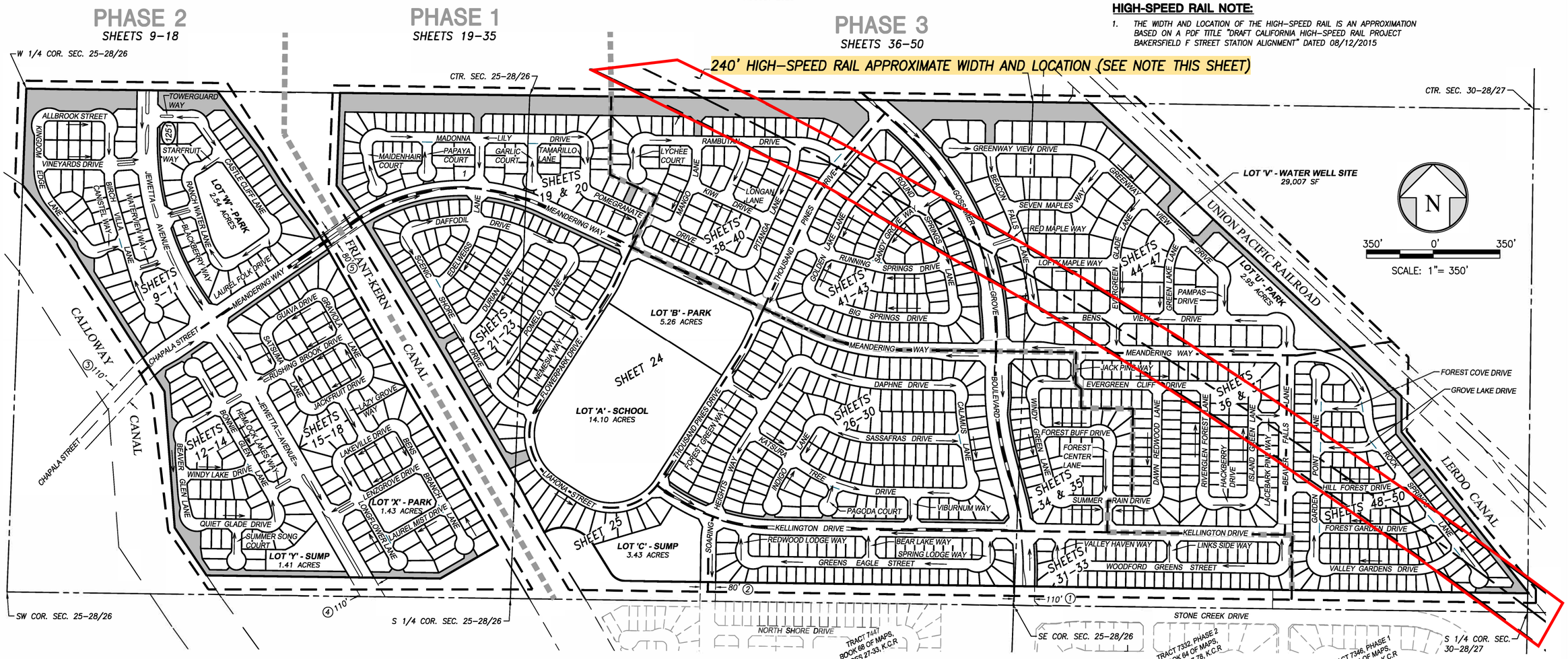
Exhibit 2: Tract 7422 Lot & Street Overview with HSR Footprint

TENTATIVE TRACT NO. 7422 - PHASED

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
AUGUST 2025

HIGH-SPEED RAIL NOTE:

1. THE WIDTH AND LOCATION OF THE HIGH-SPEED RAIL IS AN APPROXIMATION BASED ON A PDF TITLE "DRAFT CALIFORNIA HIGH-SPEED RAIL PROJECT BAKERSFIELD F STREET STATION ALIGNMENT" DATED 08/12/2015



LOT & STREET OVERVIEW

LEGEND:

COR.	CORNER
CTR.	CENTER
K.C.R.	KERN COUNTY RECORDS
SEC.	SECTION
	AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
→	PROPOSED DIRECTION OF STREET FLOW
	PROPOSED PHASE LINE
	SECTION LINE/MID-SECTION LINE
	SHEET DIVISION
	SUBDIVISION BOUNDARY
(XXX)	TOTAL BUILDABLE LOTS
(X)	OFFSITE EASEMENT, SEE SHEET 1 FOR LIST

PHASE 1 SITE DATA:

LOT SIZES:	
PA-3 LDR	4,000-7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	547
NUMBER OF BUILDABLE LOTS (LDR)	531
NUMBER OF LANDSCAPE LOTS	13
NUMBER OF SUMPS	1
NUMBER OF SCHOOLS	1
NUMBER OF PARKS	1
NUMBER OF NON-BUILDABLE LOTS	0
AREAS GROSS	142.41 ACRES GROSS
AREAS NET	79.73 ACRES NET
NET DENSITY:	
PA-3 LDR: 531 LOTS	4-7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
79.73 ACRES NET	
6.7 DU/AC	

PHASE 2 SITE DATA:

LOT SIZES:	
PA-3 LDR	4,000-7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	237
NUMBER OF BUILDABLE LOTS (LDR)	227
NUMBER OF LANDSCAPE LOTS	7
NUMBER OF SUMPS	1
NUMBER OF SCHOOLS	0
NUMBER OF PARKS	2
NUMBER OF NON-BUILDABLE LOTS	0
AREAS GROSS	79.41 ACRES GROSS
AREAS NET	47.23 ACRES NET
NET DENSITY:	
PA-3 LDR: 227 LOTS	4-7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
47.23 ACRES NET	
4.8 DU/AC	

PHASE 3 SITE DATA:

LOT SIZES:	
PA-3 ESTATE	8,000-10,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
PA-3 LDR	4,000-7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	503
NUMBER OF BUILDABLE LOTS	493
ESTATE = 90	
LDR = 403	
NUMBER OF LANDSCAPE LOTS	7
NUMBER OF SUMPS	0
NUMBER OF SCHOOLS	0
NUMBER OF PARKS	1
NUMBER OF NON-BUILDABLE LOTS	2
AREAS GROSS	130.15 ACRES GROSS
AREAS NET	85.10 ACRES NET
NET DENSITY:	
PA-3 ESTATE: 90 LOTS	2.4-4 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
27.05 ACRES NET	
3.3 DU/AC	
PA-3 LDR: 403 LOTS	4-7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
58.05 ACRES NET	
6.9 DU/AC	

PROFESSIONAL LAND SURVEYOR KRISTIE M. ACHEE P.L.S. 8189 STATE OF CALIFORNIA

PRELIMINARY

PROJECT SURVEYOR:

PRELIMINARY

KRISTIE M. ACHEE, P.L.S. 8189 DATE

BY:

QK

WWW.QKINC.COM
1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 8 OF 50

CALIFORNIA High-Speed Rail Authority

Gavin Newsom
GOVERNOR

Ian Choudri
CHIEF EXECUTIVE OFFICER

March 26, 2026

Alan Cazares, Senior Planner
City of Shafter Planning Department
336 Pacific Avenue
Shafter, CA 92363

Re: Response regarding Shafter Tentative Tract Map No. 7422 dated March 12, 2026

Dear Alan Cazares:

The California High-Speed Rail Authority ("Authority") is responsible for planning, designing and building a statewide high-speed rail system that will connect the regions of California and contribute to economic development, a cleaner environment while creating jobs and preserving protected lands. The first operating portion of the system will connect Bakersfield to Merced. The Authority began its environmental review of the Fresno to Bakersfield alignment in 2009. The Authority's Board of Directors approved the Fresno to Bakersfield Section of the California high-speed rail system in the California High-Speed Train Final Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (Authority and FRA, 2014) in 2014. This segment of the high-speed rail system was modified by the Fresno to Bakersfield's Locally Generated Alternative (F-B LGA) Final Supplemental Environmental Impact Report ("EIR", Sept 2018) and Final Supplemental Environmental Impact Statement ("EIS") and Supplemental Record of Decision ("ROD"; Oct 2019).

The tract shown on Shafter Tentative Tract Map No. 7422 is in direct conflict with the planned alignment for the California high-speed rail system as described in the Final Supplemental EIR and EIS and ROD for the F-B LGA and Proposed Variation. These documents considered past, present, and future projects in the cumulative impact analysis, including the additional portions of the Gossamer Grove development south of Shafter Tentative Tract Map No. 7422, but not including Tract Map No. 7422 itself; as that was not known to be a future project contemplated when the Final Supplemental EIR/EIS was prepared.

The City of Shafter, City of Bakersfield, and Kern County worked with the Authority and the Federal Railroad Administration to develop the LGA approved in the above-referenced documents. These agencies cooperated on technical aspects of the LGA design in those agencies' jurisdiction as part of development of the Draft and Final Supplemental EIR/EIS. Additionally, the City of Shafter and the Authority signed a Settlement Agreement in October 2018 regarding the LGA alignment's interaction in the City. While the Settlement Agreement mainly focused on the downtown area of Shafter,

no formal objection was received to the alignment through the eastern extent of the City. The Authority was not provided with information on the developer's rights prior to approval of the LGA EIR and EIS and the Authority has not been provided with any CEQA documentation that addressed the direct conflict of Tract Map No. 7422 with the Authority project as approved in the Final Supplemental EIR/EIS.

The Final Supplemental EIR/EIS delineated all locations based on various criteria, inclusive of the number of residential uses in the vicinity of the alignment existing as of the date on which the Final Supplemental EIR/EIS was approved. The Final Supplemental EIR/EIS did not identify a need for a sound barrier north of Seventh Standard Road and west of Lerdo Canal.

The Authority provides the following comments on the proposed Tentative Tract Map No. 7422 provided to the Authority in the City's letter dated March 12, 2026 ("Proposed Project"):

- The Authority cannot support the Proposed Project as currently described.
- The Proposed Project is inconsistent with the Shafter portion of the F-B LGA because it is situated within the alignment of the Authority's high-speed rail project.
- Currently, the Proposed Project does not assume or acknowledge any portion of the Authority's high-speed rail alignment or project.

The California High Speed Rail Authority requests that the City of Shafter add the following conditions of approval, if the City approves the Proposed Project:

1) Please require revision of the Tentative Tract Map No. 7422 to modify the development so that it is compatible with the Authority's elements as described in aforementioned environmental documents, including removing all proposed streets, lots, and other permanent improvements that fall within the planned high-speed rail alignment.
2) Require any street, utility or other crossing of the high-speed rail alignment to comply with the Authority's Design Criteria Manual and all related costs must be the responsibility of the developer.
3) The Proposed Project's applicant should be required to submit a Noise Analysis Study to evaluate projected noise and vibration impacts from the HSR operations and identify specific mitigations measures that will be used to ensure compliance with standards.
4) Require the Tract Map to acknowledge the Authority high-speed rail project and the Shafter portion of the high-speed rail alignment described in the F-B LGA Final SEIR and FEIS.

The Authority would appreciate an opportunity to discuss the Proposed Project with you and the Authority's comments on it directly. Please let me know your availability for such a discussion at Basem.Muallem@hsr.ca.gov.

Sincerely,

Basem Muallem

Basem Muallem,
Statewide Regional Director

cc via email only:

Mark Tollefson, Chief of Staff, California High-Speed Rail Authority
Soon-Sik Lee, Chief of Planning & Engineering, California High-Speed Rail Authority
Christine Ciccotti, General Counsel, California High-Speed Rail Authority

NORTH KERN
WATER STORAGE DISTRICT

Administration: P.O. Box 81435
Bakersfield, CA 93380-1435
office: (661) 393-2696
fax: (661) 393-6884

Water Orders
Operations: 33380 Cawelo Avenue
Bakersfield, CA 93308-9575
office: (661) 393-3361
www.northkernwsd.com

March 23, 2026

Alan Cazares, Senior Planner
City of Shafter Planning Department
Shafter, CA 93263

Re: Tentative Tract #7422

Dear Mr. Cazares,

Thank you for providing the opportunity to review and comment on the Tentative Tract Map No. 7422 drawings. This project is adjacent to the District's Lerdo Canal, Calloway Canal, 8-1 Canal, and the 8-1 pipeline. These facilities are primary canals that deliver water supplies to the North Kern Water Storage District (District) to meet agricultural demand, recharge groundwater, and responsibly manage water resources, as required under the Sustainable Groundwater Management Act.

The District would like to provide the following comments regarding this development:

1. The Project should plan for and install a 6' high block wall between the development and the adjacent District's Lerdo, Calloway, 8-1 canals, and the 8-1 pipeline.
    a. The block wall and footing are to be outside of the District's property. No PUE or WFE on the NKWSD canal easement.
    b. The Project should install a sound barrier wall or an approved equivalent for project areas that are adjacent to District-owned groundwater wells (if required by the City).
2. A concrete cut-off wall is required to be installed within the Canal banks where Project pad elevations are lower than the canal's high-water elevation.
3. Appropriate access agreements with the District are required for any crossings of District facilities.
4. A Temporary Access agreement will be required for the Project and any contractors to enter any District property or easement during development.
5. District requests the following improvement plans for review: Grading plan, Block wall plan, cut-off wall plan, Sewer, storm drain, water, dry utilities, and landscape plans.
6. The plan indicates a proposed crossing of the District's Calloway Canal at Chapala Street. Detailed bridge crossing plans must be submitted to the District for review and approval prior to construction.
7. The District operates a spreading pond located west of the Calloway Canal. The current map shows Chapala Street extending west of the canal into the spreading pond area, which would create a conflict with existing District facilities.

Respectfully,

Ram Venkatesan
Deputy General Manager

Shafter
CALIFORNIA
336 Pacific Avenue • Shafter, California 93263

MAR 19 2026

March 12, 2026

In accordance with Title 16, Section 4.050 (Transmittal of Maps to Public Agencies and Utilities) of the City of Shafter Municipal Code, TENTATIVE TRACT MAP NO. 7422 is enclosed for your review. Please return any recommendations or reports by March 27, 2026. (15-day review period per Government Code Section 66453). The City of Shafter will consider all recommendations that are received on or before the said date. This project is scheduled to be considered at the April 14th Planning Commission regular meeting at the Council Chambers of the Shafter City Hall.

Please note, given the large contents of this map (50 sheets), only the most pertinent map sheets have been included. If you require a copy of the full map for review, please send me an email request at acazares@shafterca.gov for a digital copy. Thank you for your understanding.

1. PLEASE CHECK the appropriate box and sign below.

2. Return form to: Alan Cazares, Senior Planner
City of Shafter Planning Department
336 Pacific Avenue
Shafter, CA 93263
E-mail: acazares@shafter.com
Telephone: (661) 746-5020

With reference to TENTATIVE TRACT MAP # 7422:

☐ I have no changes to suggest.

☐ I would like to discuss this further.

☑ I would suggest the following changes or conditions of approval be included with the map. **(Attach additional sheet(s) as necessary.)** If your agency is requesting that conditions of approval be included with the proposed map, please include exact language as much as practical. When drafting your requests, please specify what the agency's requirement is, when the requirement should be satisfied, and who should be involved.

PLEASE COMPLETE THE FOLLOWING:

Agency: NORTH KERN WATER STORAGE DISTRICT Signed by: V

Phone #: 661-393-2696 Email: Ram@northkernwsd.com

Date: 03/23/26

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

March 20, 2026

06KER-99-PM:7422
TENTATIVE TRACT MAPS
CITY OF SHAFTER
GTS: https://ld-igr-gts.dot.ca.gov/district/6/report/39490

Sent via email

Alan Cazares-Senior Planner
City of Shafter
336 Pacific Avenue
Shafter, CA 93263

Dear Mr. Cazares:

Thank you for the opportunity to review the Tentative Tract Map for the proposed subdivision. The Project includes a subdivision divided into three phases, consisting of of approximately 1289 lots, including parks, a school, and is located in the southern end of the City of Shafter, west of State Route (SR) 99, in Kern County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development Review (LDR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The proposed development would generate considerable amount of traffic to the area and may impact the State Highway System, specifically SR 99. Caltrans recommends that the developer perform a safety analysis that shows the impacts of the development to the surrounding areas. Please reference the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance and send the scope of work for the safety analysis to Caltrans before the traffic study is conducted.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

DAVID PADILLA, Branch Chief
Local Development Review Branch

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

March 23, 2026

Alan Cazares
City of Shafter
Planning Department
336 Pacific Avenue
Shafter, CA 93263

Project: Tentative Tract Map No. 7422

District CEQA Reference No: 20260284

Dear Mr. Cazares:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Tentative Tract Map (TTM) from the City of Shafter (City) for the proposed development project. Per the TTM, the project consists of 1,251 single-family lots, a school, 4 community parks, and other related improvements (Project). The Project is located South of Highway 99, West of Lerdo Canal, and North of 7th Standard Road in Shafter, CA.

The District offers the following comments at this time regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 standards.

The District's initial review of the Project concludes that emissions resulting from construction and operation of the Project may exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment.

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://ww2.valleyair.org/media/g4nl3p0g/gamaqi.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels below the District's significance thresholds through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

1c) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. Please contact the District for assistance with performing a Prioritization analysis.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the health impacts would exceed the District's established risk thresholds, which can be found here: https://ww2.valleyair.org/permitting/ceqa/.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors to prevent the creation of a significant health risk in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An AAQA uses air dispersion modeling to determine if emission increase from a project will cause or contribute to a violation of State or National Ambien Air Quality Standards. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: https://ww2.valleyair.org/permitting/ceqa/.

4) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the environmental review also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs.

The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of agricultural equipment with the latest generation technologies.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Vegetative Barriers and Urban Greening

There are residential units located south of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

6) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and

funding can be found at: https://ww2.valleyair.org/grants/clean-green-yard-machines-residential/
and https://ww2.valleyair.org/grants/zero-emission-landscaping-equipment-voucher-program/.

7) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

8) Electric Infrastructure

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit https://ww2.valleyair.org/grants/charge-up for more information.

9) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (661) 392-5665.

9a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (661) 392-5665.

9b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 dwelling units of residential development.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. Currently for this Project, the District received an AIA application (ISR project #20250248).

Information about how to comply with District Rule 9510 can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview

The AIA application form can be found online at: https://ww2.valleyair.org/permitting/indirect-source-review-rule-overview/forms-and-applications/

District staff is available to provide assistance, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

9c) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf

9d) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx

Information about District Regulation VIII can be found online at: https://ww2.valleyair.org/dustcontrol

9e) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at: https://ww2.valleyair.org/compliance/residential-wood-smoke-reduction-program/

9f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

10) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Jacob Torrez by e-mail at Jacob.torrez@valleyair.org or by phone at (559) 230-6558.

Sincerely,

Mark Montelongo
Director of Policy and Government Affairs

For: Daniel Martinez
Program Manager

Office of the Fire Marshal
Kern County Fire Department
Fire Prevention Unit

2820 M St. • Bakersfield, CA 93301 • www.kerncountyfire.org
Telephone 661-391-3310 • FAX 661-636-0466/67 • TTY Relay 800-735-2929

March 26, 2026

City of Shafter – Planning Department of City Hall
336 Pacific Ave.
Shafter, CA 93263
Attn: Alan Cazares, Senior Planner

Re: Kern County Fire Department Comments Regarding Planning Department Project

To Whom It May Concern:

The Kern County Fire Department (KCFD), as the local fire authority, has received a request for comments regarding **Tentative Tract Map No. 7422**. Upon initial review, it has been determined that all new construction will require fire water flowing a minimum 1,500 GPM for 2 hours with 20 PSI residual. All fire access roads to each parcel must meet specifications set forth in Section 503.2 of the California Fire Code and the applicable Appendix and Ordinance sections. All new residential construction will require automatic fire sprinklers and shall meet all other fire requirements of the California Fire Code.

A more detailed review and project comments will be conducted when the building permit is obtained, and plans are submitted to KCFD.

Please feel free to call our Fire Prevention Office at (661) 391-3310 with any questions.

Respectfully,
Kaylee Schoenheide
Fire Plans Examiner
Kern County Fire Department

Pacific Gas and Electric Company
Morgan Bunone
Land Management
300 Lakeside Dr.
Oakland, CA 94612

April 1, 2026

Alan Cazares
City of Shafter Planning Department
336 Pacific Avenue
Shafter, CA 93263

Re: Tentative Tract Map #7422
Current APNs: 091-210-08-00-9, 091-210-08-00-9, 482-040-15-00-0, 482-040-13-00-4, 480-010-57-00-3, 482-040-12-00-1 (Kern County)

Dear Alan:

Thank you for providing PG&E with the opportunity to review Tentative Tract Map 7422 received with transmittal dated 3/12/2026.

PG&E recommends the following language be expressly stated in the offer of dedication for Public Utility Easements ("PUEs"):

> *I/We the undersigned, as Owner(s) of the land shown hereon, do hereby state that I/we am/are the only person(s) whose consent is necessary to pass clear title to said land and do hereby consent to the preparation and recordation of this map and offer for dedication and do hereby dedicate for public uses the Public Utility Easements (PUEs) shown on this map for public utility purposes including electric, gas, communication facilities and all other public utility purposes; together with any and all appurtenances thereto, including the right from time to time to trim and to cut down and clear away or otherwise control any trees or brush. The PUEs hereby offered for dedication are to be kept open and free of buildings, or any other structures of any kind.*

The final map must contain such a statement setting forth the offer of dedication and such offer must be accepted by the county or municipality. The PUEs must also be of sufficient width (at least 10ft), acceptable to PG&E, for PG&E to occupy with its distribution and service facilities. If the county or municipality has declined the offer of dedication, the applicant may be required to grant or secure easements in gross satisfactory to PG&E.

Our review indicates the design and/improvements identified on the map(s) appears to directly interfere with PG&E's existing facilities and land rights. Please note that PG&E operates and maintains overhead electric facilities in the project area. Access to the facilities must be maintained for PG&E. Vegetation planted near PG&E overhead electric facilities must follow the requirements here:
https://www.pge.com/en/outages-and-safety/safety/yard-safety.html

To request delineation maps for further review of PG&E's existing facilities, please submit to the following mailbox for gas maps: DelineationMapRequests@pge.com. For electric maps, submit through PG&E's JUMP Portal: Joint Use Map Portal. Please note, when a request is submitted,

the Delineation Team member will confirm with you if a Nondisclosure Agreement needs to be completed.

For any requests to modify or relocate PG&E existing facilities, or to request gas and/or electric service, please submit an application to PG&E's Service Planning department through PG&E's Your Project Portal: Sign In (yourprojects-pge.com).

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of two (2) working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding this response, please contact me at (925) 459-4787 or morgan.bunone@pge.com.

Sincerely,

Morgan Bunone

Morgan Bunone
Land Management

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

March 31, 2026

Alan Cazares
Senior Planner
336 Pacific Avenue
Shafter, CA 93263

Ref: Gas and Electric Transmission and Distribution

Dear Alan Cazares,

Thank you for submitting the **TTM NO. 7422** project plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en/account/service-requests/building-and-renovation.html.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), plant only low-growing shrubs under the wire zone and only grasses within the area directly below the tower. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Southern California Gas Company

A Sempra Energy company

March 20, 2026

Attn: Alan Cazares
City of Shafter Planning Department
336 Pacific Ave
Shafter, CA 93263

Subject: **Non-Interference**
Tentative Tract Map 7422
APN: 091-210-08-00-9
Atlas: DF08C02

Dear Property Owner,

We have reviewed our company's facility maps and your detail description of the proposed Tract Map. The Gas Company does not maintain gas service lines in the subject property. Therefore, we have no objections. Your proposed Tract Map will not be in conflict with our gas lines.

For the safety of subject property, and neighbors and in compliance with State Law, Underground Service Alert -811 must be called (48 hours in advance) to verify the location of all utilities involved at the jobsite, so all utilities can be marked.

Should you have any questions or require additional information, please feel free contact me.

Sincerely,

Sergio Rodriguez
PA, Right of Way
SRodriguez5@socalgas.com

April 8, 2026

VIA ELECTRONIC MAIL

Alan Cazares
336 Pacific Avenue
Shafter, CA 93263

acazares@shafter.com

Assessor Parcel Number(s): Multiple
Project Location Address: West of Southern Pacific Railroad and the Lerdo Canal in the City of Shafter

PROJECT TITLE: Tentative Tract Map No. 7422

Public Resources Code (PRC) section 3208.1 establishes re-abandonment responsibility when previously plugged and abandoned oil, gas or geothermal wells will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near previously abandoned oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received the above-referenced project dated March 12, 2026. To assist local permitting agencies, property owners, and developers in making safe and practical land use decisions regarding potential development near oil, gas, or geothermal wells, CalGEM provides a table in the attached enclosure of the wells within the parcel boundary or in its vicinity, based on CalGEM's Well Finder database (https://maps.conservation.ca.gov/doggr/wellfinder/).

CalGEM categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking at the landowner's expense if there is a need to access a well. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment (consisting of well servicing rig, pumping equipment, pipe trailer) to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Impermeable

barriers such as asphalt, concrete, and plastic may trap hazardous gases and liquids underneath and could create a safety hazard if built over a well that later develops a leak.

CalGEM recommends that any well for which access is impeded or built over, against CalGEM's advice, should be evaluated by a qualified petroleum professional for compliance with the statutory objectives of isolating all hydrocarbon-bearing strata; protecting underground and surface waters; prevention of subsequent damage to life, health, property, and other resources; and prevention of loss of oil, gas, or reservoir energy. CalGEM recommends that wells that do not meet these standards are abandoned or re-abandoned prior to construction. The well information can be accessed through CalGEM's Well Finder database mentioned above. PRC section 3208, subdivision (a), provides the primary statutory authority for CalGEM to oversee adequate abandonment of wells. Additionally, CalGEM has developed the regulatory guidance for operators to be followed during well abandonment, which are listed within California Code of Regulation, title 14 (CCR) section 1723 and associated sub-sections (for onshore wells), and section 1745 and associated sub-sections (for offshore wells).

There is no guarantee that a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. Due to the inability to predict all subsurface conditions or changes, it always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. CalGEM acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantee that such abandoned wells will not leak.

CalGEM advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations in Latitude and Longitude, NAD 83 decimal format, and leak testing results should be provided to CalGEM. CalGEM expects any wells found leaking to be reported to CalGEM immediately.

PRC section 3208.1 gives CalGEM the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for re-abandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future

problem, then the owner of the property on which the well is located shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be re-abandoned, or to follow the advice of the supervisor or district deputy not to undertake construction that impedes access, then the person or entity causing the construction over or near the well shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the re-abandonment.

Should any wells require abandonment or re-abandonment, the responsible party must submit a Notice of Intention (NOI) to CalGEM through WellSTAR. The NOI form can be accessed in the 'Plugging and Abandonment' section of the following link: https://www.conservation.ca.gov/calgem/for_operators.

No well work may be performed on any oil, gas, or geothermal well without written approval from CalGEM. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. CalGEM also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR section1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below the surface of the ground. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from CalGEM is required before work can start.

CalGEM makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, CalGEM recommends that information regarding the below identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. CalGEM recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC section 3106, CalGEM has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to CalGEM's authority to order work on wells pursuant to PRC sections 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC sections 3236, 3236.5, and 3359 for violations within CalGEM's jurisdictional authority. CalGEM does not regulate grading, excavations, or other land use issues.

Should you have any questions, or if any wells are encountered that were not part of this letter, contact CalGEM at (661) 322-4031 or via email at CalGEMCentralCSWR@conservation.ca.gov.

Sincerely,

Emilio Flores

Emilio Flores
Office Technician

Enclosure

Enclosure: The wells listed below are reported to be located within and nearby the parcel boundary and may have future access impeded.

APN No.	API No.	Well Name
Multiple	No wells found	

RESOLUTION NO. 3076

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHAFTER ADOPTING A NOTICE OF EXEMPTION AND APPROVING TENTATIVE TRACT NO. 7422, AS DEPICTED IN EXHIBIT "A" WITH CONDITIONS OF APPROVAL AS SHOWN IN EXHIBIT "B"

WHEREAS, Lennar Homes of California, Inc., 5 River Park Place East, Suite 210, Fresno, CA 93720, submitted a tentative tract map application to the City of Shafter to subdivide approximately 351.97 acres (gross) into 1,251 single-family residential lots, 29 public landscape lots, 2 sump lots, 1 school site, 1 water well site, and 4 public park lots within the adopted Gossamer Grove Specific Plan (previously the Coberly West Specific Plan); and

WHEREAS, Lennar Homes of California, Inc., 5 River Park Place East, Suite 210, Fresno, CA 93720, is requesting approval of Tentative Tract No. 7422 on that certain property in the City of Shafter as shown in Exhibit "A"; and

WHEREAS, the high-speed rail footprint as it is currently planned by the California High-Speed Rail Authority, goes through an easterly portion of the proposed tract; and

WHEREAS, The City, as required by the Subdivision Map Act, sent an agency notification to the High-Speed Rail Authority and no comments were submitted to Staff; and

WHEREAS, the applicant has been made aware that the high-speed rail footprint goes through a portion of the property; and

WHEREAS, the Planning Commission did, on April 14, 2026 approve Resolution No. 26-483; a resolution of the Planning Commission of the City of Shafter recommending that the City Council approve Tentative Tract No. 7422 with conditions of approval; and

WHEREAS, the City Council, through it Secretary, did set Tuesday, May 05, 2026, at the hour of 6:00 p.m. in the Council Chambers of City Hall, 336 Pacific Avenue, Shafter, California, as the time and place for a public hearing before said City Council on said proposal, and notice of the public hearing was given in the manner provided in Title 16 of the Shafter Municipal Code; and

WHEREAS, the project is statutorily exempt from the California Environmental Quality Act, i.e., exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code, pursuant to California Government Code Section 65457; and

WHEREAS, the project is within the scope of the Program Environmental Impact Report (EIR) that was certified for the Gossamer Grove Specific Plan (previously the Coberly West Specific Plan) in 2005 (SCH No. 2004101029) pursuant to Resolution No. 05-1738; and

WHEREAS, the certified Program EIR adequately describes the activity of the residential development proposed in Tentative Tract No. 7422 as adopted in the Gossamer Grove Specific Plan (previously the Coberly West Specific Plan) under Resolution No. 05-1741; and

WHEREAS, the facts presented in the staff report and evidence at the above referenced public hearing support the findings contained in this resolution; and

WHEREAS, at said public hearing held on May 05, 2026, the proposed tentative tract map was duly heard and considered and the City Council found as follows:

1. All required public notices have been given. Hearing notices regarding the proposed project were mailed to property owners within 300 feet of the project area, the mineral rights owner, and published in a local newspaper of general circulation at least 10 days prior to the hearing.

2. The proposed tentative tract map is only proposing residential development consistent with the adopted Gossamer Grove Specific Plan. Therefore, the project is exempt from the California Environmental Quality Act, i.e., exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code, pursuant to California Government Code Section 65457. The project is within the scope of the Program Environmental Impact Report (EIR) that was certified for the Gossamer Grove Specific Plan (previously the Coberly West Specific Plan) in 2005 (SCH No. 2004101029). The certified Program EIR adequately describes the activity of the residential development proposed in Tentative Tract No. 7422 as adopted in the Gossamer Grove Specific Plan.

3. The City Council finds that Tentative Tract No. 7422, together with the provisions for its design and improvement, is consistent with the Shafter General Plan and the Gossamer Grove Specific Plan.

4. The City Council finds that the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

5. The City Council finds that the site is physically suitable for the proposed type and density of development.

6. The City Council finds that the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat.

7. The City Council finds that the design of the proposed subdivision and the type of improvements proposed are not likely to cause serious public health or safety problems.

8. The City Council finds that the design of the proposed subdivision and the type of proposed improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision or with public access to public resources.

9. The City Council finds that the proposed subdivision is consistent with California Government Code Sections 66412.3 and 65584 regarding the City's share of the regional housing need and that it balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources.

10. The City Council finds that the discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements prescribed by the Regional Water Quality Control Board.

11. The City Council finds the proposed subdivision is in substantial conformity with the Subdivision Map Act, and with Title 16 (Subdivision Ordinance) of the Shafter Municipal Code. The proposed lots are in substantial conformance with the provisions of the Gossamer Grove Specific Plan and all lots have adequate and proper access to public streets, sanitary sewer, water lines, fire hydrants, drainage structures and utilities.

12. The City Council finds the attached Conditions of Approval are deemed necessary for the safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Shafter, in a regular meeting on the 5th day of May 2026, resolved to adopt a Notice of Exemption pursuant to the California Environmental Quality Act, and approve Tentative Tract Map No. 7422 (Exhibit "A"), as described in Resolution No. 3076, with the above findings and the conditions of approval as shown in Exhibit "B", to allow the residential subdivision of a 351.97-acre site into 1,289 lots on portions of Lerdo Subdivision "A" in the south half of Section 25, Township 28 South, Range 26 East and the southwest quarter of Section 30, Township 28 South, Range 27 East (APNs 482-010-57, 482-040-12, 482-040-13, 482-040-15, 091-210-02, and 091-210-08).

PASSED AND ADOPTED THIS 5TH DAY OF MAY, 2026.

_____
Chad Givens, Mayor

ATTEST

_____
Yazmina Pallares, City Clerk

APPROVED AS TO FORM

_____
Marco A. Martinez, City Attorney

EXHIBIT "A"

TENTATIVE TRACT NO. 7422 - PHASED

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

GENERAL NOTES:

ALL RESIDENTIAL LOTS ARE TO HAVE A 10' OR A 12' PUBLIC UTILITIES EASEMENT (PUE) WHERE NOTED.

RESIDENTIAL LOTS FRONTING THE PUBLIC SCHOOL SITE (LOT 'A') AND THE PARK (LOT 'B') ARE TO HAVE A 6' PEDESTRIAN EASEMENT (PE).

ALL NATURE TRAILS, PRIMARY PASEOS AND SECONDARY PASEOS TO BE IN ACCORDANCE WITH THE GOSSAMER GROVE SPECIFIC PLAN AND THE CITY OF SHAFTER STANDARDS.

ALL PROPOSED STREETS SHALL BE IRREVOCABLE OFFERS OF DEDICATION TO THE CITY OF SHAFTER, UNLESS OTHERWISE NOTED.

SUBDIVISION TO BE SERVED BY DUAL WATER SYSTEM FOR BOTH POTABLE RESIDENTIAL WATER AND NON-POTABLE WATER FOR LANDSCAPING. NON-POTABLE WATER TO BE PROVIDED BY OILDALE MUTUAL WATER COMPANY AT A LATER DATE. NO WELLS CURRENTLY EXIST ON PROPERTY.

DRAINAGE FROM THE PROJECT SITE WILL BE DIRECTED TO TWO ONSITE SUMPS.

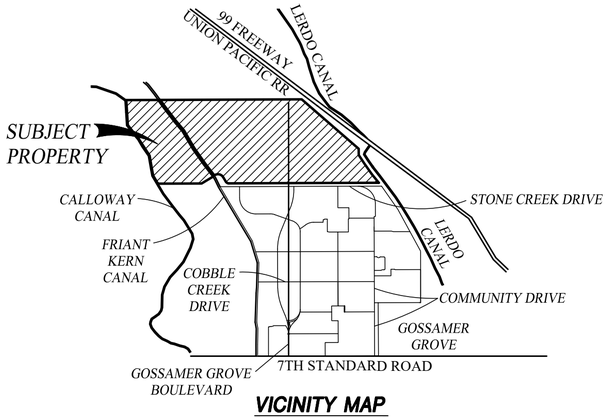
FUTURE SIGNALS ARE TO BE DETERMINED PER TRAFFIC STUDY.

LEGEND:

DOC.	DOCUMENT
K.C.R.	KERN COUNTY RECORDS
O.R.	OFFICIAL RECORD

LEGEND, TOPOGRAPHIC

BOL	BOLLARD
CBOX	CHRISTY BOX
(XXX)	CONTOURS IN FEET
ETS	ELECTROLYSIS TEST STATION
(OE)	ELECTRIC LINE, OVERHEAD
ELECMK	ELECTRIC MARKER
ELECPAN	ELECTRIC PANEL
	EDGE OF PAVEMENT
	EDGE OF ROAD
(FIBER)	FIBER OPTIC, UNDER GROUND
FNC <>	FENCE, PIPE
FNCCL	FENCE, CHAINLINK
GUY	GUY WIRE
	HINGE POINT/TOP OF SLOPE/GRADE BREAK
IRR	IRRIGATION
IRRVLV	IRRIGATION VALVE
MH-WV	MANHOLE FOR WATER VALVE
MKG	MARKING, AS NOTED
(OIL)	PETROL, UNDER GROUND
	POST
PP	POWER POLE
PPT	POWER POLE WITH TRANSFORMER
	SIGN, REFLECTOR
SD	STORM DRAIN
SP	STAND PIPE
SW	SWALE
	TOE OF SLOPE
UP	UTILITY POLE
VP	VENT PIPE
WL (W)	WATER LINE
WM	WATER METER
WTRMK	WATER MARKER
WTRWELL	WATER WELL
WV	WATER VALVE



VICINITY MAP
NOT TO SCALE

EASEMENTS:

1. RIGHTS, RIGHTS OF WAY, RESERVATIONS AND EXCEPTIONS PER BOOK 6, PAGE 93 OF PATENTS, RECORDED JANUARY 5, 1892. (NOT PLOTTABLE FROM RECORD)

(2) RIGHTS OF THE PUBLIC IN AND TO THAT PORTION OF THE LAND LYING WITHIN VERDUGO LANE AS SHOW ON FILED MAP 7-1, BOOK 2, PAGE 29, K.C.R. (60' WIDE).

(3) POLE LINE EASEMENT AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC TELEPHONE AND TELEGRAPH COMPANY PER BOOK 317 OF DEEDS, PAGE 121, RECORDED NOVEMBER 4, 1916. (WIDTH NOT DISCLOSED)

4. POLE LINE EASEMENT AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC TELEPHONE AND TELEGRAPH COMPANY PER BOOK 321 OF DEEDS, PAGE 98, RECORDED MARCH 23, 1917. (NOT PLOTTABLE FROM RECORD)

(5) EASEMENT FOR POLES, ANCHORS AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC TELEPHONE AND TELEGRAPH COMPANY PER BOOK 346 OF DEEDS, PAGE 160, RECORDED JANUARY 24, 1920. (WIDTH NOT DISCLOSED)

(6) EASEMENT FOR POLES, ANCHORS AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC TELEPHONE AND TELEGRAPH COMPANY PER BOOK 358 OF DEEDS, PAGE 482, RECORDED OCTOBER 6, 1920. (WIDTH NOT DISCLOSED)

(7) EASEMENT FOR UNDERGROUND WATER PIPELINES, VALVES, METERING EQUIPMENT, AND ALL NECESSARY ABOVE OR BELOW GROUND FIXTURES AND APPURTENANCES AND INCIDENTAL PURPOSES IN FAVOR OF FRANMAR COMPANY, L.P., COLDWATER FARMS, INC., THOMAS-CATTANI INCORPORATED, AND P&R ALMOND ORCHARDS, INC. PER DOCUMENT NO. 0205028832, O.R., RECORDED FEBRUARY 4, 2005. (40' WIDE)

(8) EASEMENT FOR A WATER PIPELINE AND NONEXCLUSIVE CONSTRUCTION EASEMENT, RIGHT OF WAY TO LAY AND INCIDENTAL PURPOSES IN FAVOR OF OILDALE MUTUAL WATER COMPANY PER DOCUMENT NO. 0209017741, O.R., RECORDED FEBRUARY 9, 2009.

(9) EASEMENT FOR OVERHEAD LINES, POLES, WIRES, ELECTRICAL CONDUCTORS AND INCIDENTAL PURPOSES IN FAVOR OF PACIFIC GAS AND ELECTRIC COMPANY PER DOCUMENT NO. 0212139667, O.R., RECORDED OCTOBER 1, 2012. (WIDTH NOT DISCLOSED)

10. EASEMENT FOR PERMANENT TELECOMMUNICATIONS SYSTEM AND INCIDENTAL PURPOSES IN FAVOR OF SPRINT COMMUNICATIONS COMPANY L.P., ET AL PER DOCUMENT NO. 0214011056, O.R., RECORDED JANUARY 30, 2014. (NOT PLOTTABLE FROM RECORD)

(11) PERMANENT NONEXCLUSIVE EASEMENT IN GROSS TO CONSTRUCT AND MAINTAIN A PIPELINE AND FIXTURES IN FAVOR OF NORTH KERN WATER STORAGE DISTRICT PER DOCUMENT NO. 0215007689, O.R., RECORDED JANUARY 22, 2015. (30' WIDE)

(12) EASEMENT FOR WELL AND PUMP FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF NORTH KERN WATER STORAGE DISTRICT PER DOCUMENT NO. 0215110583, O.R., RECORDED AUGUST 12, 2015.

(13) STATEMENT OF COVENANTS AFFECTING LAND DEVELOPMENT FOR TEMPORARY STREET FACILITIES IN LOT B OF TRACT NO. 7388-1 AND PORTIONS OF THE SE 1/4 OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST AND SW 1/4 OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST PER DOCUMENT NO. 222065344, O.R., RECORDED APRIL 27, 2022 AND REVISED PER DOCUMENT NO. 223091964, O.R., RECORDED AUGUST 3, 2023. (30' WIDE).

(14) EASEMENT FOR WELL AND PUMP FACILITIES AND INCIDENTAL PURPOSES IN FAVOR OF NORTH KERN WATER STORAGE DISTRICT AS SHOWN ON DOCUMENT NO. 0215110583, O.R., RECORDED AUGUST 12, 2015. (DOCUMENT NOT OF RECORD).

OFFSITE EASEMENTS:

(1) GOSSAMER GROVE BOULEVARD LICENSE AGREEMENT DATED FEBRUARY 20, 2024.
(2) SOARING HEIGHTS WAY LICENSE AGREEMENT DATED JUNE 17, 2025.
(3) CALLOWAY CANAL AT CHAPALA STREET LICENSE AGREEMENT DEFERRED UNTIL FINAL MAP/IMPROVEMENT PLANS.
(4) JEWETTA AVENUE LICENSE AGREEMENT DEFERRED UNTIL FINAL MAP/IMPROVEMENT PLANS.
(5) FRIANT-KERN CANAL AT MEANDERING WAY LICENSE AGREEMENT DEFERRED UNTIL FINAL MAP/IMPROVEMENT PLANS.

OWNER:

LENNAR HOMES OF CALIFORNIA, LLC
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
(559) 447-3400

SUBDIVIDER:

LENNAR HOMES OF CALIFORNIA, LLC
5 RIVER PARK PLACE EAST, SUITE 210
FRESNO, CA 93720
(559) 447-3400

MINERAL RIGHTS OWNERS:

APNS 482-040-15 (PORTION), 482-040-13 (PORTION) AND 091-210-02:
EXCEPTING THE NORTH 150 FEET OF LOT 38 OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.B.&M. LERDO SUBDIVISION "A" AS PER MAP THEREOF FILES IN BOOK 2, PAGE 54 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF KERN COUNTY.

WILLIAM KELLY LEE, ALSO KNOWN AS W. K. LEE
SIXTY PERCENT (60%)

HOT COFFEE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

APN 482-010-57:
RAY WARREN RYDER AND ANGELA M. RYDER, HIS WIFE;
ROSS RYDER AND RUTH R. RYDER, HIS WIFE;
TESSA KRUSE RYDER AND ROYAL S. RYDER, HER HUSBAND
UNDIVIDED THREE-FOURTHS (75%)

WILLIAM KELLY LEE, ALSO KNOWN AS W. K. LEE
FIFTEEN PERCENT (15%)

HOT COFFEE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

APNS 091-210-08, 482-040-12 AND 482-040-15 (PORTION):
LERDO LAND COMPANY
SEVENTY-FIVE PERCENT (75%)

HOT COFFEE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

APN 482-040-13 (PORTION):
HOT COFFEE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

THE NORTH 150 FEET OF LOT 38 OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.B.&M. LERDO SUBDIVIIONS "A" AS PER MAP THEREOF FILES IN BOOK 2, PAGE 54 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF KERN COUNTY.

ONE HUNDRED PERCENT (100%)

LETTER LOTS

LETTER	AREA	PHASE
A – PUBLIC SCHOOL SITE	14.10 AC	1
B – PARK	5.26 AC	1
C – SUMP	3.43 AC	1
D – SECONDARY PASEO/LANDSCAPE	3,453 SF	1
E – SECONDARY PASEO/LANDSCAPE	15,583 SF	1
F – SECONDARY PASEO/LANDSCAPE	7,200 SF	1
G – PRIMARY PASEO/LANDSCAPE	2,942 SF	1
H – PRIMARY PASEO/LANDSCAPE	10,784 SF	1
I – SECONDARY PASEO/LANDSCAPE	1,138 SF	1
J – SECONDARY PASEO/LANDSCAPE	15,161 SF	1
K – NATURE TRAIL/PASEO/LANDSCAPE	1.50 AC	1
L – AGRICULTURE BUFFER/NATURE TRAIL/ PASEO/LANDSCAPE	3.75 AC	1
M – PASEO/LANDSCAPE	4,000 SF	1
N – PASEO/LANDSCAPE	423 SF	3
O – AGRICULTURE BUFFER/PASEO/ LANDSCAPE	3.38 AC	3
P – PRIMARY PASEO/LANDSCAPE	4,947 SF	3
Q – PRIMARY PASEO/LANDSCAPE	9,852 SF	3
R – PRIMARY PASEO/LANDSCAPE	5,683 SF	3
S – AGRICULTURE BUFFER/NATURE TRAIL/ PASEO/LANDSCAPE	5.64 AC	3
T – PASEO/LANDSCAPE	618 SF	3
U – PARK	2.95 AC	3
V – WATER WELL SITE	29,007 SF	3
W – PARK	2.54 AC	2
X – PARK	1.43 AC	2
Y – SUMP	1.41 AC	2
Z – NATURE TRAIL/PASEO/LANDSCAPE	19,055 SF	2
AA – AGRICULTURE BUFFER/NATURE TRAIL/ PASEO/LANDSCAPE	2.77 AC	2
BB – LANDSCAPE	12,805 SF	2
CC – AGRICULTURE BUFFER/NATURE TRAIL/ LANDSCAPE	1.40 AC	2
DD – NATURE TRAIL/PASEO/LANDSCAPE	1.67 AC	2
EE – LANDSCAPE	5,044 SF	2
FF – LANDSCAPE	5,437 SF	2
GG – NON-BUILDABLE	14,924 SF	3
HH – PASEO/LANDSCAPE	684 SF	1
II – PASEO/LANDSCAPE	684 SF	1
JJ – PASEO/LANDSCAPE	684 SF	1
KK – PASEO/LANDSCAPE	2,938 SF	1
LL – PASEO/LANDSCAPE	2,949 SF	1

TOTAL SITE DATA: (SEE SHEET 8 FOR SITE DATA PER PHASE)

LOT SIZES:	
PA-3 ESTATE	8,000-10,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
PA-3 LDR	4,000-7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	1,289
NUMBER OF BUILDABLE LOTS	1,251
ESTATE = 90	
LDR = 1,161	
NUMBER OF LANDSCAPE LOTS	29
NUMBER OF SUMPS	2
NUMBER OF SCHOOLS	1
NUMBER OF PARKS	4
NUMBER OF WATER WELL SITES	1 (LOT V)
NUMBER OF NON-BUILDABLE LOTS	1 (LOT GG)
AREAS GROSS	351.97 ACRES GROSS
AREAS NET	212.26 ACRES NET
NET DENSITY:	
PA-3 ESTATE: 90 LOTS 27.05 ACRES NET 3.3 DU/AC	2.4-4 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
PA-3 LDR: 1161 LOTS 185.21 ACRES NET 6.3 DU/AC	4-7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
EXISTING USE	AGRICULTURE
PROPOSED USE	SINGLE FAMILY RESIDENTIAL
EXISTING/PROPOSED ZONING	GOSSAMER GROVE SPECIFIC PLAN
EXISTING/PROPOSED LAND USE DESIGNATION:	PA-3 ESTATE & LDR
ASSESSOR PARCEL NUMBERS	482-010-57, 482-040-12, 482-040-13, 482-040-15, 091-210-02 & 091-210-08
WATER	OILDALE MUTUAL WATER COMPANY
SEWER	CITY OF SHAFTER/NORTH OF THE RIVER
ELECTRICITY	PACIFIC GAS & ELECTRIC
GAS	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE	AT&T
CABLE	CHARTER COMMUNICATIONS (SPECTRUM)
FIBER	CITY OF SHAFTER
SCHOOL DISTRICTS:	
ELEMENTARY	RICHLAND UNION SCHOOL DISTRICT
JR. HIGH	RICHLAND UNION SCHOOL DISTRICT
HIGH SCHOOL	KERN COUNTY HIGH SCHOOL DISTRICT

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/01/2026
DATE

BY:

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BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

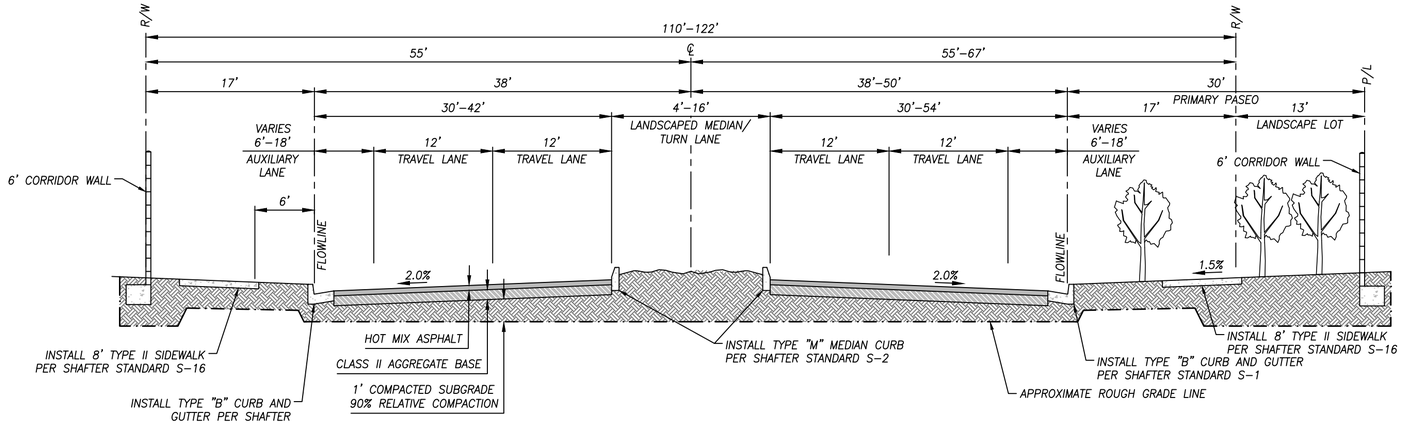
STREET INTERSECTION NOTES:

1. SEE SHEET 11 FOR FULL RIGHT TURN POCKETS AT INTERSECTION OF JEWETTA AVENUE & CHAPALA STREET/MEANDERING WAY.

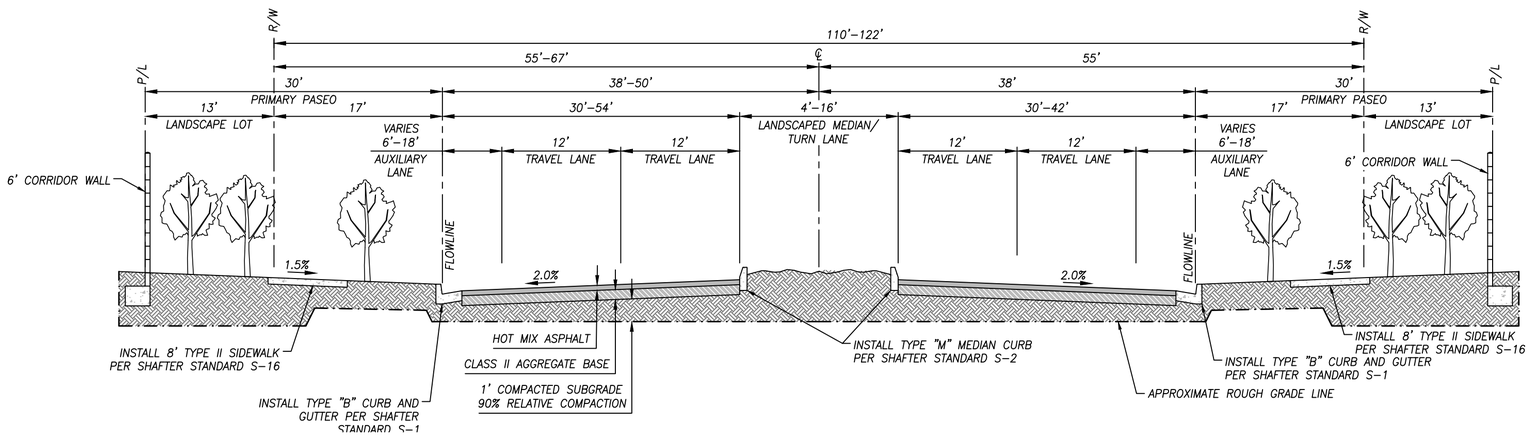
2. SEE SHEET 27 FOR FULL RIGHT TURN POCKETS AT INTERSECTION OF GOSSAMER GROVE BOULEVARD & MEANDERING WAY

TENTATIVE TRACT NO. 7422 - PHASED

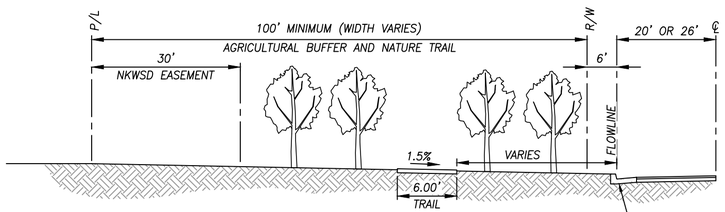
BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



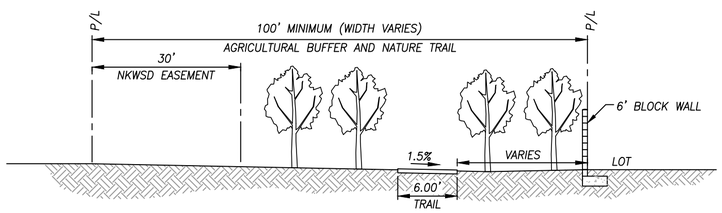
A GOSSAMER GROVE BOULEVARD (PRIMARY PASEO ONE SIDE)
LOOKING NORTH
NTS



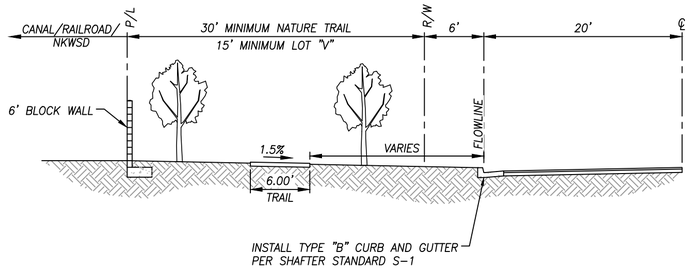
B GOSSAMER GROVE BOULEVARD (PRIMARY PASEO BOTH SIDES)
LOOKING NORTH/NORTHWEST
NTS



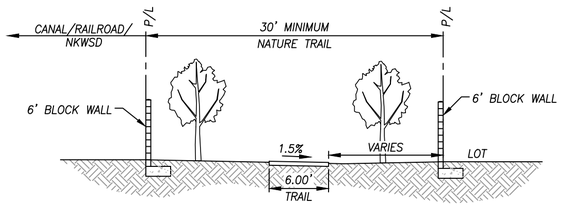
C AGRICULTURE BUFFER
LOOKING EAST
NTS



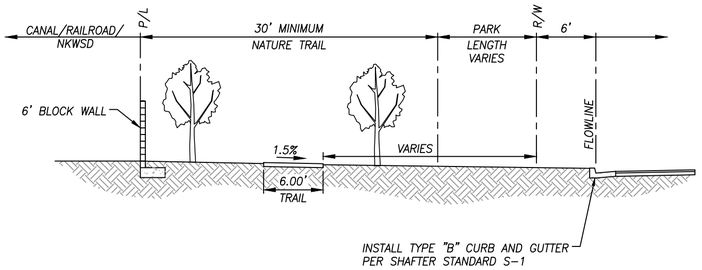
D AGRICULTURE BUFFER (BACK OF LOTS)
LOOKING EAST
NTS



E NATURE TRAIL
LOOKING NORTH AND SOUTH
NTS



F NATURE TRAIL (BACK OF LOTS)
WITH CANAL BLOCK WALL
LOOKING NORTH, SOUTH AND WEST
NTS



G NATURE TRAIL (AT PARK)
LOOKING SOUTH
NTS

PROFESSIONAL LAND SURVEYOR
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TENTATIVE TRACT NO. 7422 - PHASED

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JANUARY 2026

STREET INTERSECTION NOTES:

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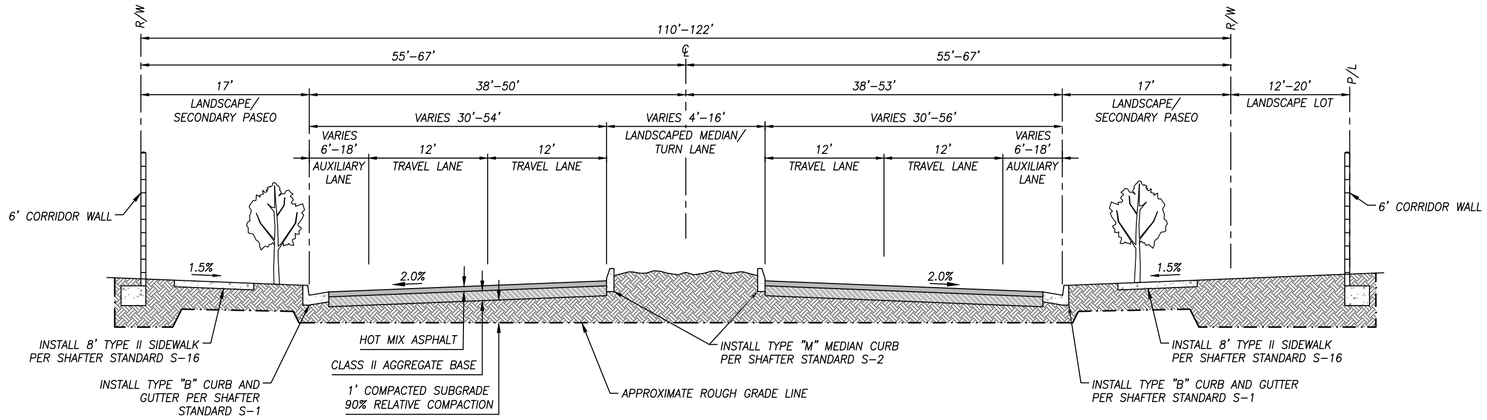
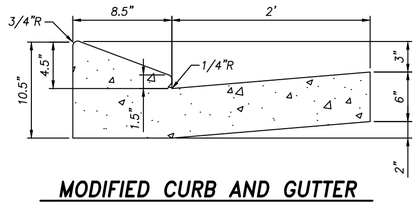
2. SEE SHEET 27 FOR FULL RIGHT TURN POCKETS AT INTERSECTION OF GOSSAMER GROVE BOULEVARD & MEANDERING WAY



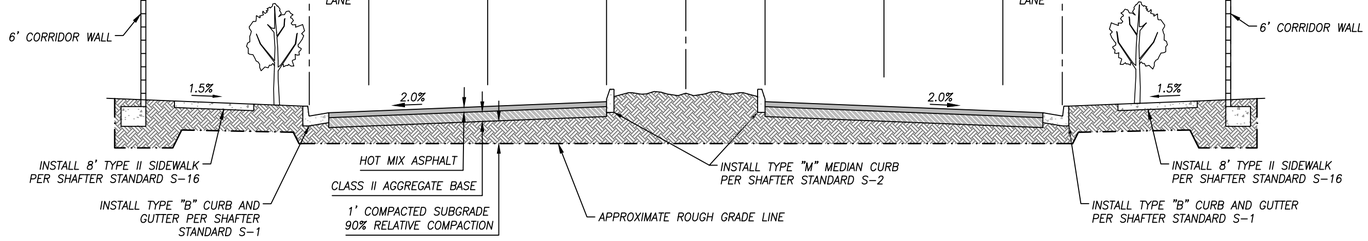
(H) ARTERIAL STREET (WITH LANDSCAPE LOT)

JEWETTA AVENUE (NORTH OF MEANDERING WAY & CHAPALA STREET)
LOOKING NORTHEAST/EAST,
CHAPALA STREET LOOKING NORTHEAST
NTS



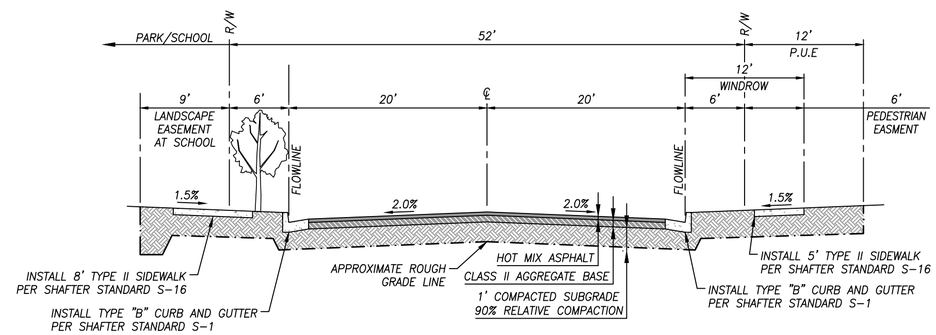
MODIFIED CURB AND GUTTER

DIMENSION ARE IN INCHES
NTS



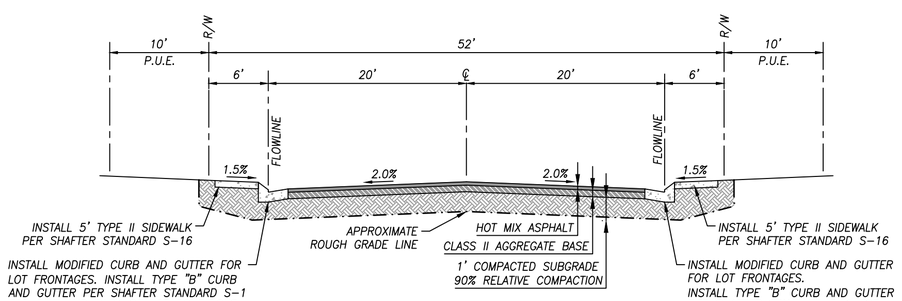
(I) ARTERIAL STREET

JEWETTA AVENUE (SOUTH OF MEANDERING WAY & CHAPALA STREET)
LOOKING NORTH
NTS



(K) LOCAL 52' WIDE STREET (AT PARK/SCHOOL)

NTS



(J) LOCAL 52' WIDE STREET

NTS

NOTE:
SIDEWALKS ALONG PARKS AND AGRICULTURE BUFFERS WILL BE DETACHED PER LANDSCAPE PLANS

PROFESSIONAL LAND SURVEYOR
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P.L.S. 8189
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SHEET 3 OF 50

STREET INTERSECTION NOTES:

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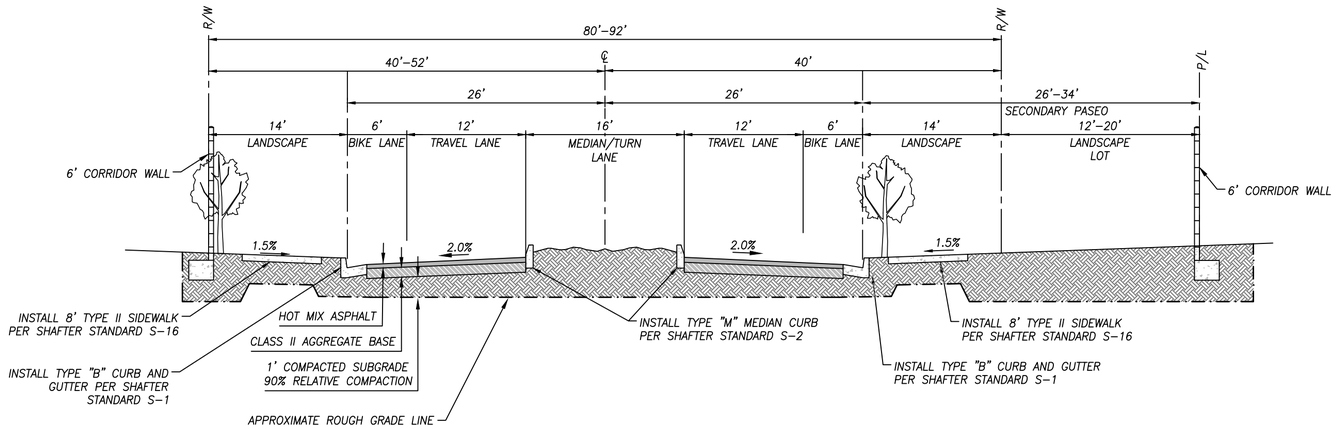
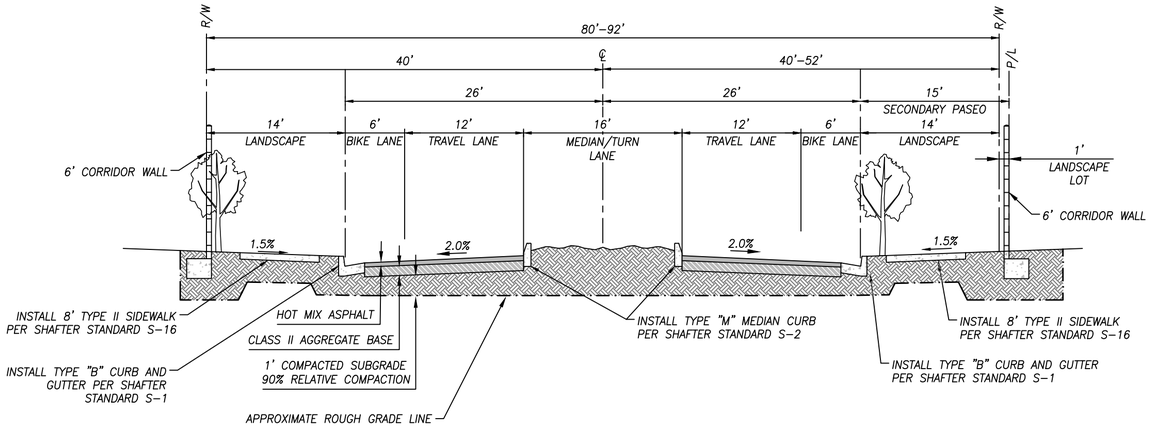


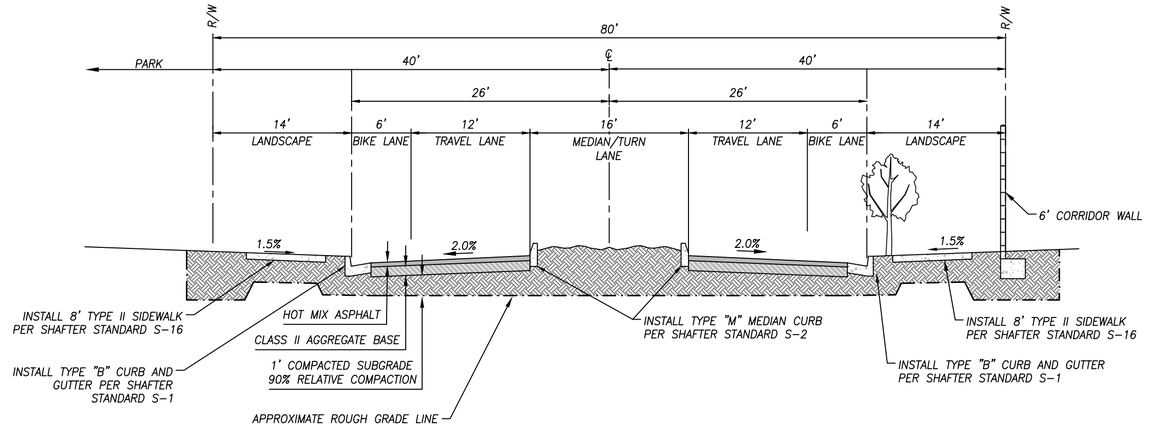
(L) COLLECTOR WITH LANDSCAPE LOT (DIVIDED)

MEANDERING WAY (BETWEEN JEWETTA AVENUE & FLOWERPARK DRIVE)
LOOKING NORTHEAST/EAST/SOUTHEAST
AND KELLINGTON DRIVE (WEST OF GOSSAMER GROVE BOULEVARD) LOOKING WEST
NTS



(M) COLLECTOR WITH 1' LANDSCAPE LOT (DIVIDED)

MEANDERING WAY (BETWEEN SPRING LODGE DRIVE & GOSSAMER GROVE BOULEVARD)
LOOKING EAST
NTS



(N) COLLECTOR AT PARK (DIVIDED)

MEANDERING WAY (BETWEEN FLOWERPARK DRIVE & SPRING LODGE DRIVE)
LOOKING NORTHWEST
NTS

PROFESSIONAL LAND SURVEYOR
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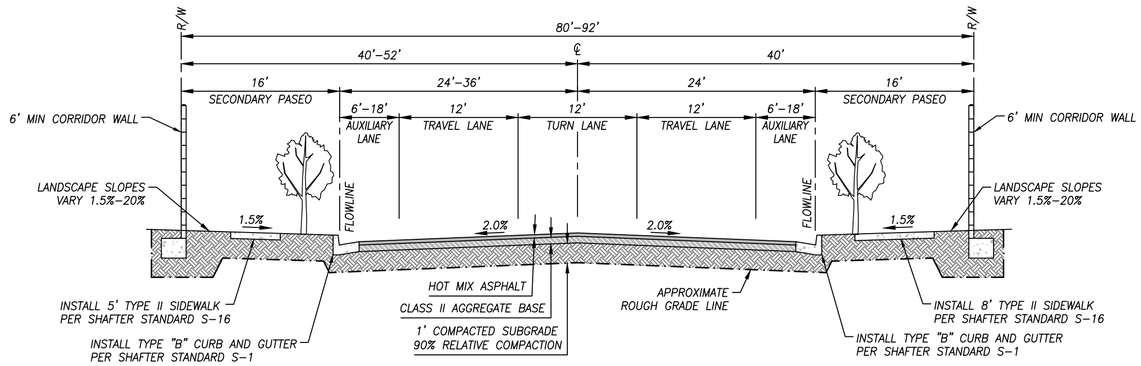
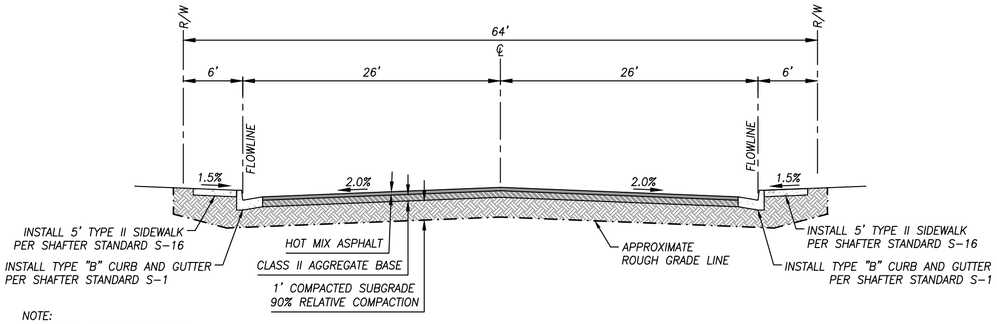


(O) COLLECTOR (UNDIVIDED)

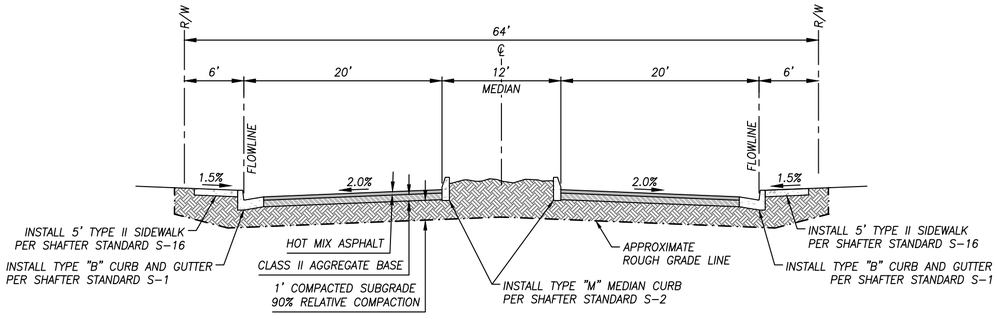
SOARING HEIGHTS WAY (SOUTH OF KELLINGTON DRIVE) LOOKING NORTH,
KELLINGTON DRIVE (EAST OF GOSSAMER GROVE BOULEVARD) LOOKING EAST,
MEANDERING WAY (EAST OF GOSSAMER GROVE BOULEVARD) LOOKING EAST,
KACEY LANE (BETWEEN MEANDERING WAY AND KELLINGTON DRIVE) LOOKING NORTH,
AND SPRING LODGE DRIVE (NORTH OF MEANDERING WAY) LOOKING NORTH/NORTHEAST
NTS



NOTE:
SIDEWALKS ALONG PARKS AND AGRICULTURE BUFFERS WILL BE DETACHED PER LANDSCAPE PLANS

(P) LOCAL 64' WIDE STREET

KACEY LANE (NORTH OF MEANDERING WAY),
MEANDERING WAY (EAST OF KACEY LANE)
AND SANDY GROVE WAY (NORTHEAST OF ROUND SPRINGS LANE)
NTS



NOTE:
SIDEWALKS ALONG PARKS AND AGRICULTURE BUFFERS WILL BE DETACHED PER LANDSCAPE PLANS

(Q) LOCAL 64' WIDE STREET (WITH 12' MEDIAN)

VINEYARDS DRIVE, TOWERGUARD WAY, RIPP DRIVE,
HEMLOCK LAKES WAY, LENZGROVE DRIVE, BLACKBERRY WAY,
WATERVIEW WAY AND GASTON WAY
NTS

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

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BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 5 OF 50

TENTATIVE TRACT NO. 7422 - PHASED

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

LEGEND:

- ( )R4 — RECORD PER FILED MAP 7-1 RECORDED IN BOOK 2, PAGES 24-26 AND 29, K.C.R., OR CALCULATED THEREFROM.
- ( )R5 — RECORD PER FILED MAP 7-2 RECORDED IN BOOK 2, PAGE 402, K.C.R., OR CALCULATED THEREFROM.
- ( )R6 — RECORD PER RECORD OF SURVEY RECORDED IN BOOK 10 OF RECORD OF SURVEYS, PAGE 186, K.C.R, OR CALCULATED THEREFROM.
- ( )R8 — RECORD PER RECORD OF SURVEY RECORDED IN BOOK 22 OF RECORD OF SURVEYS, PAGE 47, K.C.R., OR CALCULATED THEREFROM.
- ( )R10 — RECORD PER PARCEL MAP NO. 11314 RECORDED IN BOOK 54 OF PARCEL MAPS, PAGES 149-158, K.C.R., OR CALCULATED THEREFROM.
- ( )R12 — RECORD PER TRACT NO. 6761 RECORDED IN BOOK 59 OF MAPS, PAGES 42-45, K.C.R., OR CALCULATED THEREFROM.
- ( )R14 — RECORD PER RECORD OF SURVEY NO. 3712 RECORDED IN BOOK 32 OF RECORD OF SURVEYS, PAGE 24, K.C.R., OR CALCULATED THEREFROM.
- ( )R15 — RECORD PER TRACT NO. 7332, PHASE 2 RECORDED IN BOOK 64 OF MAPS, PAGES 67-78, K.C.R., OR CALCULATED THEREFROM.

LEGEND CONTINUED:

- DOC. — DOCUMENT
- K.C.R. — KERN COUNTY RECORDS
- O.R. — OFFICIAL RECORD
- ROW — RIGHT OF WAY
- — — — SECTION LINE/MID-SECTION LINE
- ——— SUBDIVISION BOUNDARY
- [XX] — LERDO SUBDIVISION "A" LOT NUMBERS.
- (X) — OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

SECTIONAL BREAKDOWN

N

500' 0' 500'

SCALE: 1"= 500'

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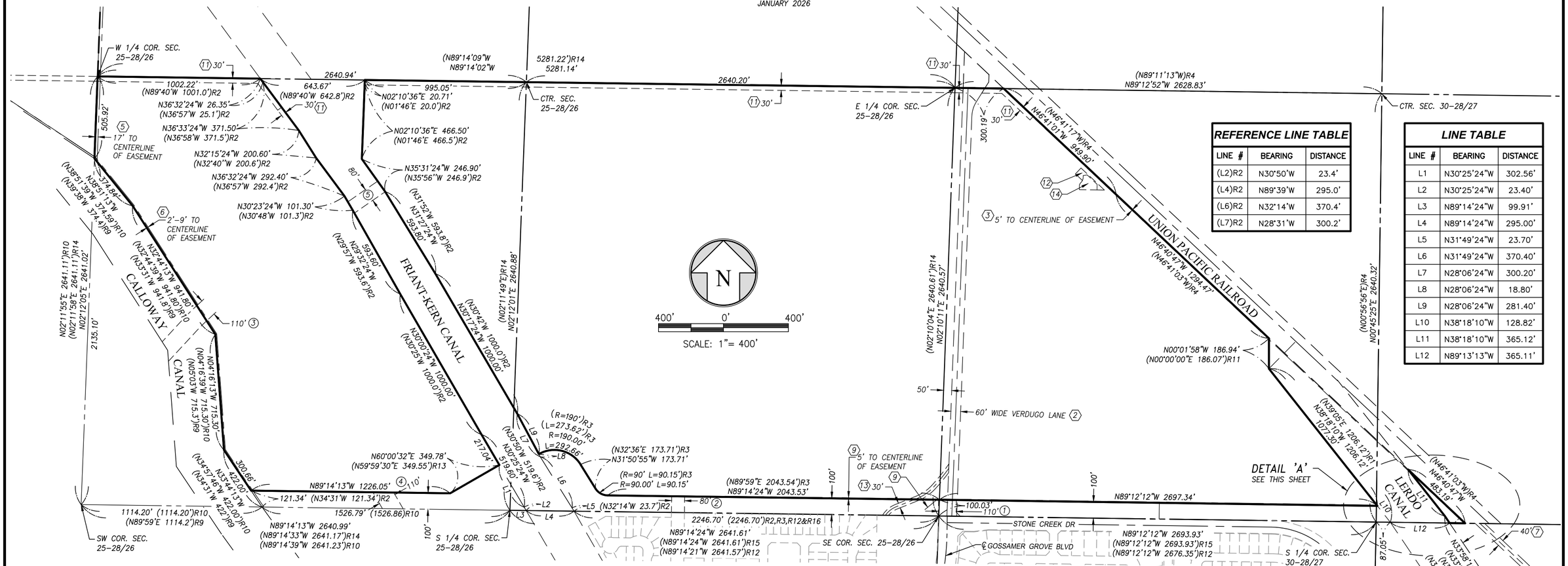
SHEET 6 OF 50

L:\PROJECTS\2022\220140\ACAD\TENTATIVE MAP\220140-TTM 7422 OVERALL.DWG 3/4/2026 11:53 AM

TENTATIVE TRACT NO. 7422 - PHASED

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



OVERALL BOUNDARY

REFERENCE LINE TABLE

LINE #	BEARING	DISTANCE
(L2)R2	N30°50'W	23.4'
(L4)R2	N89°39'W	295.0'
(L6)R2	N32°14'W	370.4'
(L7)R2	N28°31'W	300.2'

LINE TABLE

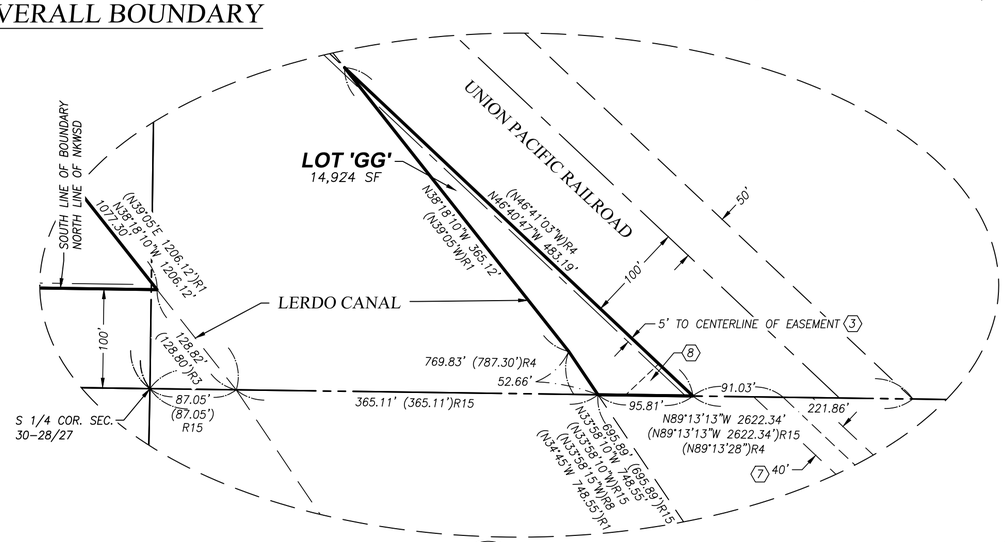
LINE #	BEARING	DISTANCE
L1	N30°25'24"W	302.56'
L2	N30°25'24"W	23.40'
L3	N89°14'24"W	99.91'
L4	N89°14'24"W	295.00'
L5	N31°49'24"W	23.70'
L6	N31°49'24"W	370.40'
L7	N28°06'24"W	300.20'
L8	N28°06'24"W	18.80'
L9	N28°06'24"W	281.40'
L10	N38°18'10"W	128.82'
L11	N38°18'10"W	365.12'
L12	N89°13'13"W	365.11'

LEGEND:

- ( )R1 RECORD PER LERDO SUBDIVISION "A" RECORDED IN BOOK 2 OF MAPS, PAGES 54, K.C.R., OR CALCULATED THEREFROM
- ( )R2 RECORD PER FRIANT KERN CANAL (PARCEL 8) RECORDED IN BOOK 1710, PAGE 8, O.R., OR CALCULATED THEREFROM.
- ( )R3 RECORD PER NORTH KERN WATER STORAGE DISTRICT PARCELS PER BOOK 2142, PAGE 183, O.R., OR CALCULATED THEREFROM.
- ( )R4 RECORD PER FILED MAP 7-1 RECORDED IN BOOK 2, PAGES 24-26 AND 29, K.C.R., OR CALCULATED THEREFROM.
- ( )R5 RECORD PER FILED MAP 7-2 RECORDED IN BOOK 2, PAGE 402, K.C.R., OR CALCULATED THEREFROM.
- ( )R6 RECORD PER RECORD OF SURVEY RECORDED IN BOOK 10 OF RECORD OF SURVEYS, PAGE 186, K.C.R., OR CALCULATED THEREFROM.
- ( )R7 INTENTIONALLY OMITTED.
- ( )R8 RECORD PER RECORD OF SURVEY RECORDED IN BOOK 22 OF RECORD OF SURVEYS, PAGE 47, K.C.R., OR CALCULATED THEREFROM.
- ( )R9 RECORD PER CALLOWAY CANAL QUITCLAIM DEED PER DOCUMENT NO. 0205342551, O.R., OR CALCULATED THEREFROM.
- ( )R10 RECORD PER PARCEL MAP NO. 11314 RECORDED IN BOOK 54 OF PARCEL MAPS, PAGES 149-158, K.C.R., OR CALCULATED THEREFROM
- ( )R11 RECORD PER DOCUMENT NO. 0207144999, O.R., OR CALCULATED THEREFROM

LEGEND CONTINUED:

- ( )R12 RECORD PER TRACT NO. 6761 RECORDED IN BOOK 59 OF MAPS, PAGES 42-45, K.C.R., OR CALCULATED THEREFROM.
- ( )R13 RECORD FOR NORTH KERN WATER STORAGE DISTRICT PARCEL PER DOCUMENT NO. 0210075105, O.R., OR CALCULATED THEREFROM
- ( )R14 RECORD PER RECORD OF SURVEY NO. 3712 RECORDED IN BOOK 32 OF RECORD OF SURVEYS, PAGE 24, K.C.R., OR CALCULATED THEREFROM.
- ( )R15 RECORD PER TRACT NO. 7332, PHASE 2 RECORDED IN BOOK 64 OF MAPS, PAGES 67-78, K.C.R., OR CALCULATED THEREFROM.
- ( )R16 RECORD PER TRACT NO. 7388, PHASE 1, RECORDED IN BOOK 67 OF MAPS, PAGES 30-44, K.C.R., OR CALCULATED THEREFROM.
- COR. CORNER
- DOC. DOCUMENT
- K.C.R. KERN COUNTY RECORDS
- O.R. OFFICIAL RECORD
- SEC. SECTION
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS.
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.



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SHEET 7 OF 50

L:\PROJECTS\2022\220140\ACAD\TENTATIVE MAP\220140-TTM 7422 OVERALL.DWG 3/4/2026 11:53 AM

TENTATIVE TRACT NO. 7422 - PHASED

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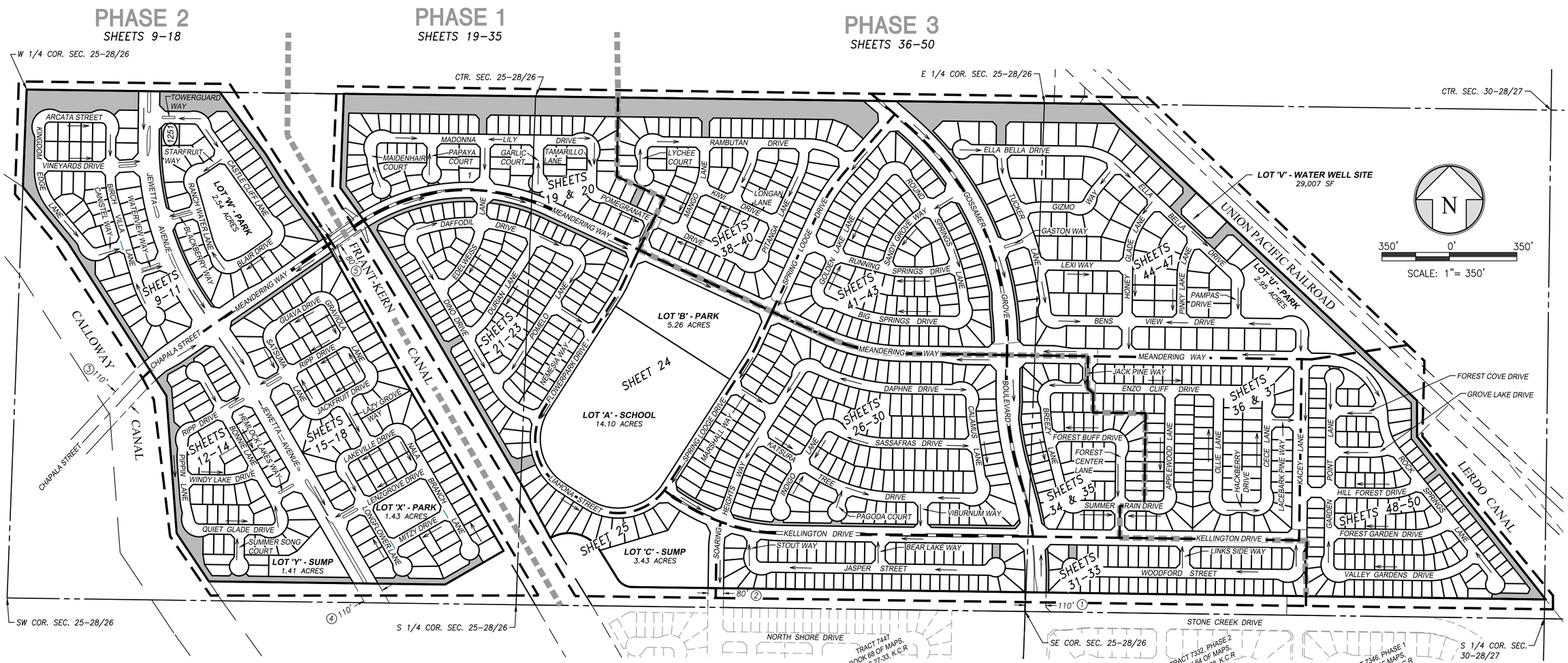
JANUARY 2026



LOT & STREET OVERVIEW

LEGEND:

COR.	CORNER
CTR.	CENTER
K.C.R.	KERN COUNTY RECORDS
SEC.	SECTION
	AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
→	PROPOSED DIRECTION OF STREET FLOW
	PROPOSED PHASE LINE
	SECTION LINE/MID–SECTION LINE
	SHEET DIVISION
	SUBDIVISION BOUNDARY
(XXX)	TOTAL BUILDABLE LOTS
(X)	OFFSITE EASEMENT, SEE SHEET 1 FOR LIST

PHASE 1 SITE DATA:

LOT SIZES:	
PA–3 LDR	4,000–7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	549
NUMBER OF BUILDABLE LOTS (LDR)	531
NUMBER OF LANDSCAPE LOTS	15
NUMBER OF SUMPS	1
NUMBER OF SCHOOLS	1
NUMBER OF PARKS	1
NUMBER OF NON–BUILDABLE LOTS	0
AREAS GROSS	142.41 ACRES GROSS
AREAS NET	79.93 ACRES NET
NET DENSITY:	
PA–3 LDR: 531 LOTS	4–7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
79.93 ACRES NET	
6.6 DU/AC	

PHASE 2 SITE DATA:

LOT SIZES:	
PA–3 LDR	4,000–7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	237
NUMBER OF BUILDABLE LOTS (LDR)	227
NUMBER OF LANDSCAPE LOTS	7
NUMBER OF SUMPS	1
NUMBER OF SCHOOLS	0
NUMBER OF PARKS	2
NUMBER OF NON–BUILDABLE LOTS	0
AREAS GROSS	79.41 ACRES GROSS
AREAS NET	47.23 ACRES NET
NET DENSITY:	
PA–3 LDR: 227 LOTS	4–7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
47.23 ACRES NET	
4.8 DU/AC	

PHASE 3 SITE DATA:

LOT SIZES:	
PA–3 ESTATE	8,000–10,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
PA–3 LDR	4,000–7,000 S.F. MINIMUM PER THE GOSSAMER GROVE SPECIFIC PLAN
NUMBER OF LOTS	503
NUMBER OF BUILDABLE LOTS	493
ESTATE = 90	
LDR = 403	
NUMBER OF LANDSCAPE LOTS	7
NUMBER OF SUMPS	0
NUMBER OF SCHOOLS	0
NUMBER OF PARKS	1
NUMBER OF NON–BUILDABLE LOTS	2
AREAS GROSS	130.15 ACRES GROSS
AREAS NET	85.10 ACRES NET
NET DENSITY:	
PA–3 ESTATE: 90 LOTS	2.4–4 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
27.05 ACRES NET	
3.3 DU/AC	
PA–3 LDR: 403 LOTS	4–7.5 DU/AC PER THE GOSSAMER GROVE SPECIFIC PLAN
58.05 ACRES NET	
6.9 DU/AC	

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SHEET 8 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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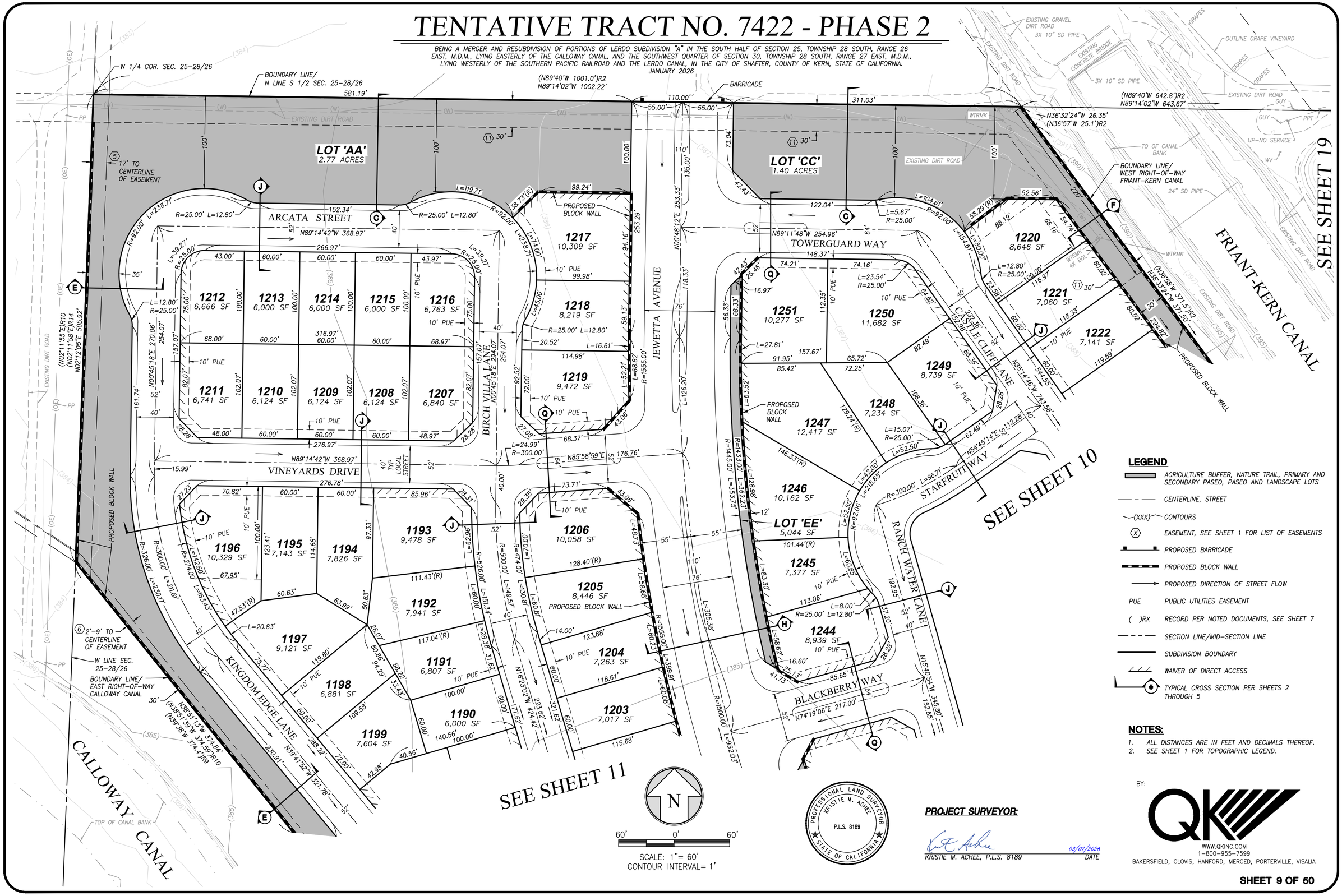
W 1/4 COR. SEC. 25-28/26
BOUNDARY LINE/ N LINE S 1/2 SEC. 25-28/26
581.19'
(N89°40'W 1001.0')R2
N89°14'02"W 1002.22'
BARRICADE
110.00'
311.03'
(N89°40'W 642.8')R2
N89°14'02"W 643.67'
N36°32'24"W 26.35'
(N36°57'W 25.1')R2
LOT 'AA'
2.77 ACRES
LOT 'CC'
1.40 ACRES
LOT 'EE'
5,044 SF
101.44'(R)
17' TO CENTERLINE OF EASEMENT
ARCATA STREET
N89°14'42"W 368.97'
266.97'
152.34'
R=25.00' L=12.80'
R=92.00' L=238.71'
L=119.71'
R=92.00'
99.24'
PROPOSED BLOCK WALL
1212 6,666 SF
1213 6,000 SF
1214 6,000 SF
1215 6,000 SF
1216 6,763 SF
1211 6,741 SF
1210 6,124 SF
1209 6,124 SF
1208 6,124 SF
1207 6,840 SF
1217 10,309 SF
1218 8,219 SF
1219 9,472 SF
10' PUE
BIRCH VILLA LANE
JEWETTA AVENUE
N00°48'12"E 253.33'
253.29'
118.33'
126.20'
TOWERGUARD WAY
N89°11'48"W 254.96'
148.37'
74.21'
74.16'
1251 10,277 SF
1250 11,682 SF
1249 8,739 SF
1248 7,234 SF
1247 12,417 SF
1246 10,162 SF
1245 7,377 SF
1244 8,939 SF
CASTLE CLIFF LANE
N35°14'46"W 743.56'
544.55'
PROPOSED BLOCK WALL
1220 8,646 SF
1221 7,060 SF
1222 7,141 SF
FRIANT-KERN CANAL
BOUNDARY LINE/ WEST RIGHT-OF-WAY FRIANT-KERN CANAL
TO OF CANAL BANK
EXISTING DIRT ROAD
EXISTING GRAVEL DIRT ROAD
3X 10" SD PIPE
EXISTING CONCRETE BRIDGE
OUTLINE GRAPE VINEYARD
24" SD PIPE
UP-NO SERVICE
SEE SHEET 19
SEE SHEET 10
SEE SHEET 11
VINEYARDS DRIVE
40' TYP LOCAL STREET
N89°14'42"W 368.97'
276.97'
276.78'
176.76'
N85°58'59"E
L=24.99' R=300.00'
1193 9,478 SF
1194 7,826 SF
1195 7,143 SF
1196 10,329 SF
1197 9,121 SF
1198 6,881 SF
1199 7,604 SF
1206 10,058 SF
1205 8,446 SF
1204 7,263 SF
1203 7,017 SF
1192 7,941 SF
1191 6,807 SF
1190 6,000 SF
KINGDOM EDGE LANE
N39°41'52"W 230.91'
288.22'
321.78'
PROPOSED BLOCK WALL
2'-9' TO CENTERLINE OF EASEMENT
W LINE SEC. 25-28/26
BOUNDARY LINE/ EAST RIGHT-OF-WAY CALLOWAY CANAL
CALLOWAY CANAL
TOP OF CANAL BANK
RANCH WATER LANE
STARFRUIT WAY
BLACKBERRY WAY
N74°19'06"E 217.00'
R=1500.00' L=932.03'
R=1445.00' L=353.75'
R=1433.00' L=362.23'
R=1555.00' L=399.91'
R=474.00' L=149.57'
R=526.00' L=151.34'
R=500.00' L=211.81'
R=326.00' L=230.17'
R=300.00' L=96.71'
R=92.00' L=154.61'
R=92.00' L=104.61'
R=25.00' L=39.27'
R=225.00'
(N02°11'55"E)R10
(N02°11'58"E)R14
N02°12'05"E 505.92'
(N38°51'13"W 374.84'
(N38°51'39"W 374.59')R10
(N39°38'W 374.4')R9
(N89°40'W 1001.0')R2
N89°14'02"W 1002.22'
(N89°40'W 642.8')R2
N89°14'02"W 643.67'
(N36°58'W 371.5')R2
N36°32'24"W 371.90'
N64°45'14"E 112.28'
N15°40'54"W 345.80'
152.85'
N00°45'18"E 270.06'
254.07'
161.74'
N00°45'18"E 294.07'
N16°23'02"W 424.42'
223.62'
321.62'
177.62'
L=45.00'
L=74.00'
L=238.71'
L=39.27'
L=12.80' R=25.00'
L=23.54' R=25.00'
L=27.81'
L=63.52'
L=15.07' R=25.00'
L=52.50'
L=42.00'
L=215.65'
L=52.50'
L=5.67' R=25.00'
L=50.00'
L=12.80' R=25.00'
L=8.00' R=25.00' L=12.80'
L=58.82'
L=60.23'
L=60.08'
L=448.73'
L=58.68'
L=305.38'
L=60.95'
L=83.30'
L=128.98'
L=70.00'
L=60.81'
L=28.36' 31.62'
L=52.21' L=68.82' R=1555.00'
L=126.20'
L=16.61'
L=20.83'
L=142.60' L=163.43'
L=274.00'
L=60.00'
L=130.81'
L=60.00'
L=60.81'
L=14.00'
L=24.99' R=300.00'
L=52.21'
L=68.82

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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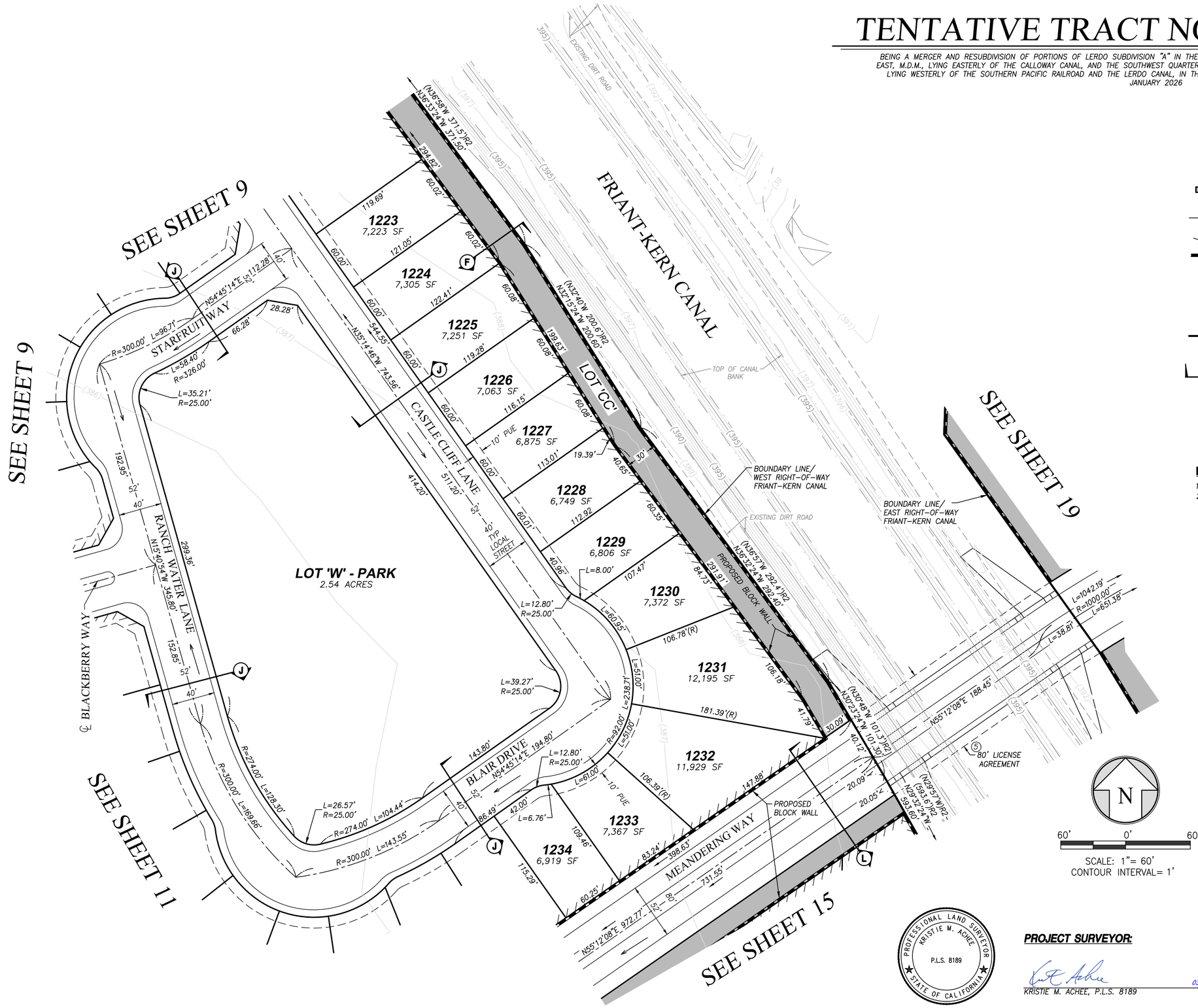

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

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SHEET 10 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

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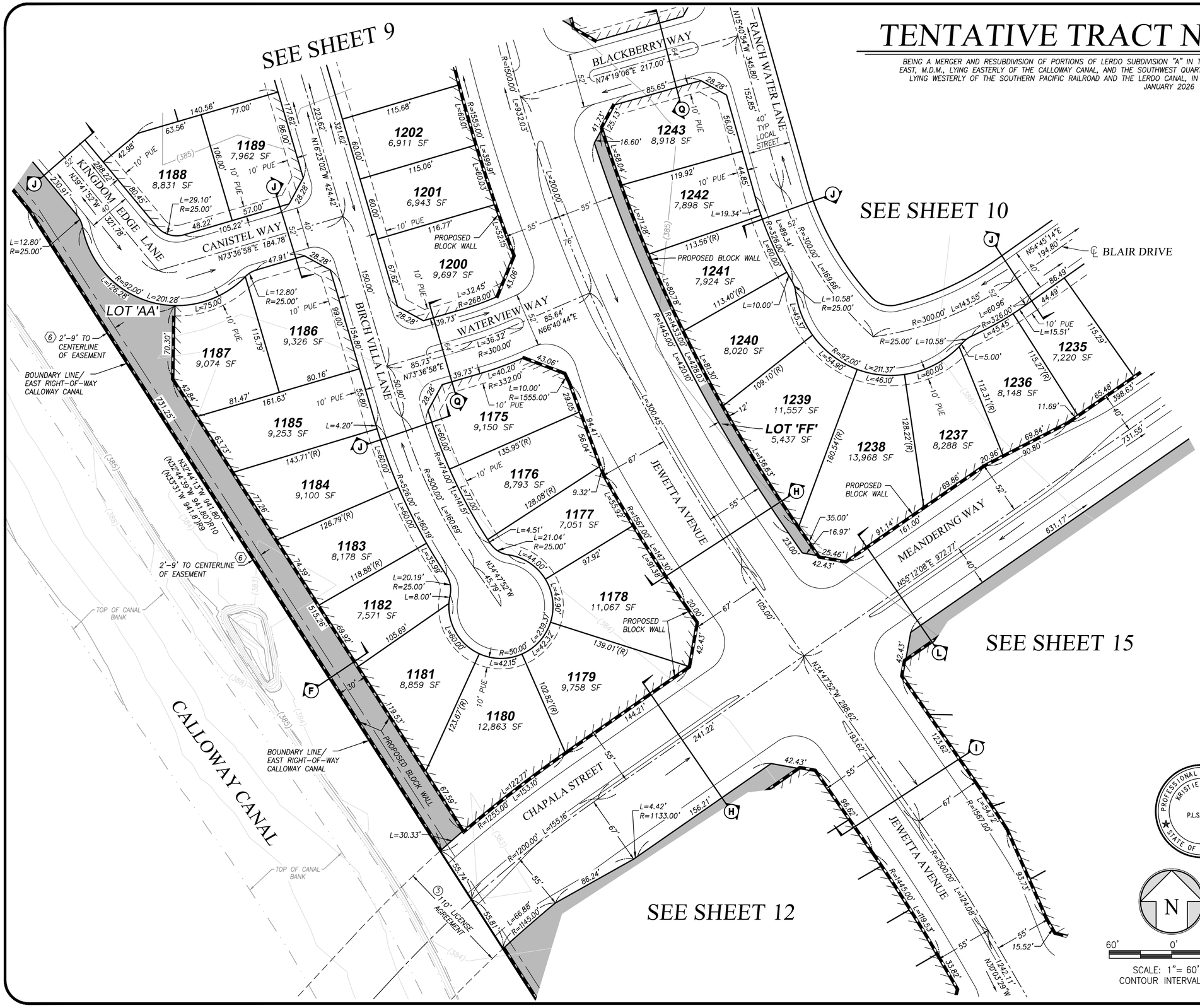

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

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PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

BY:

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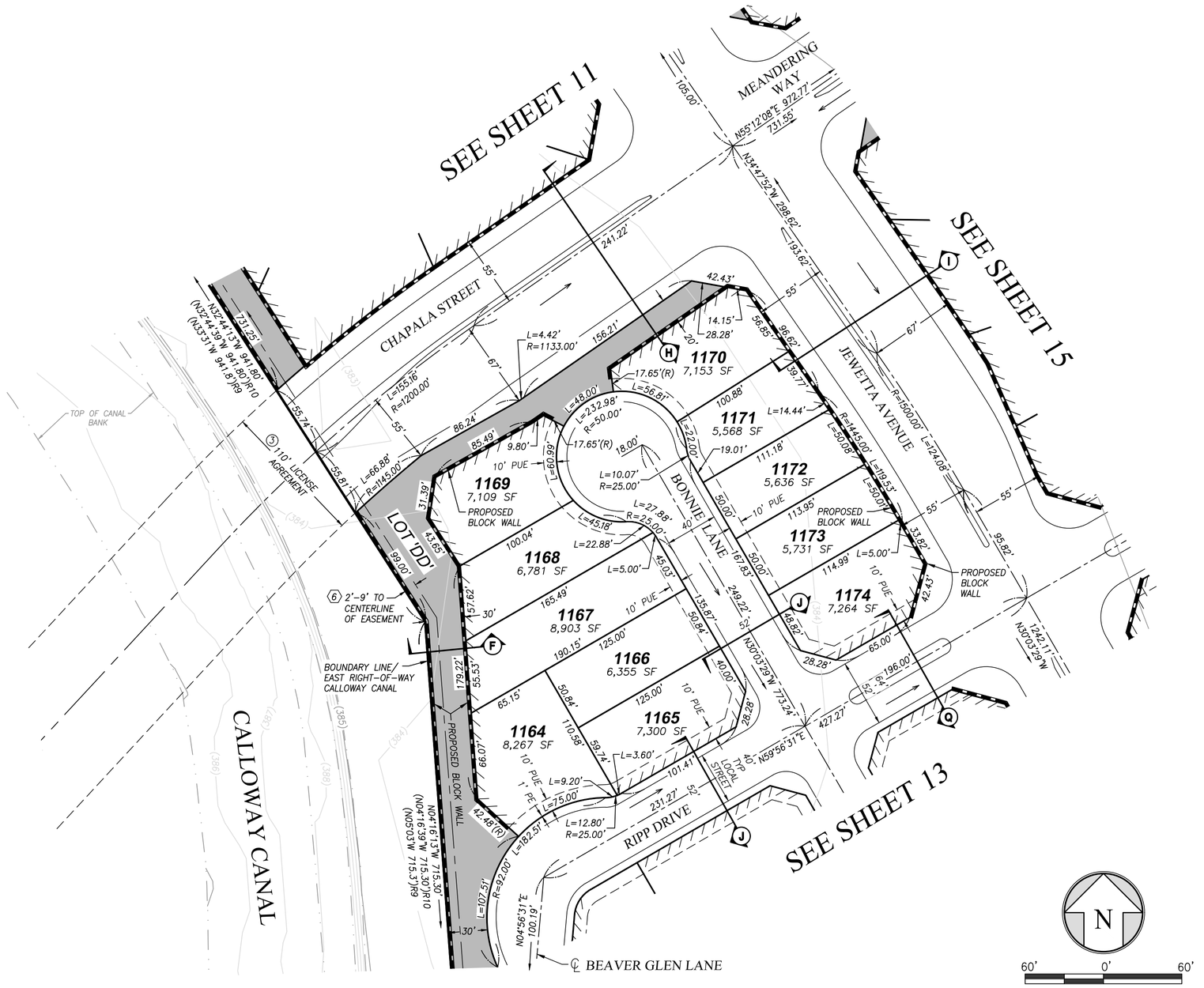
SHEET 11 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

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SHEET 12 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

SEE SHEET 14

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

PROFESSIONAL LAND SURVEYOR
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TENTATIVE TRACT NO. 7422 - PHASE 2

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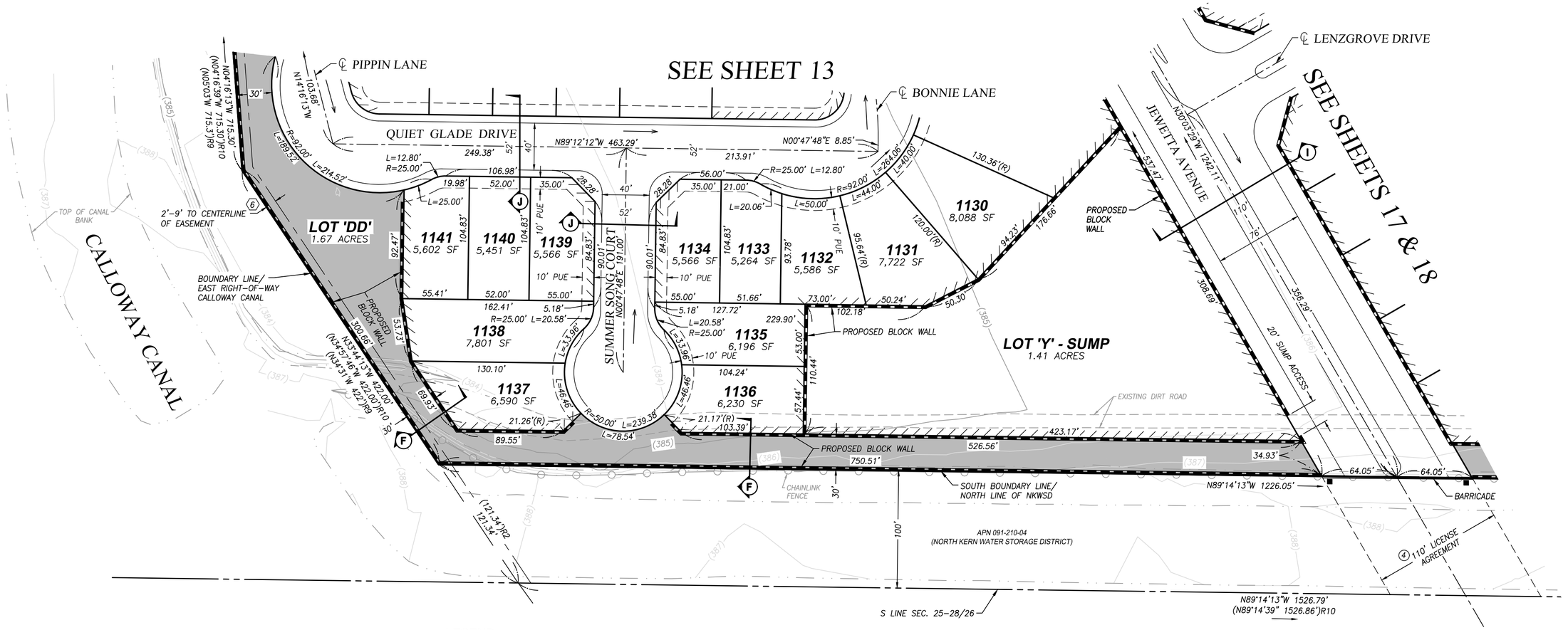

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BARRICADE
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

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SHEET 14 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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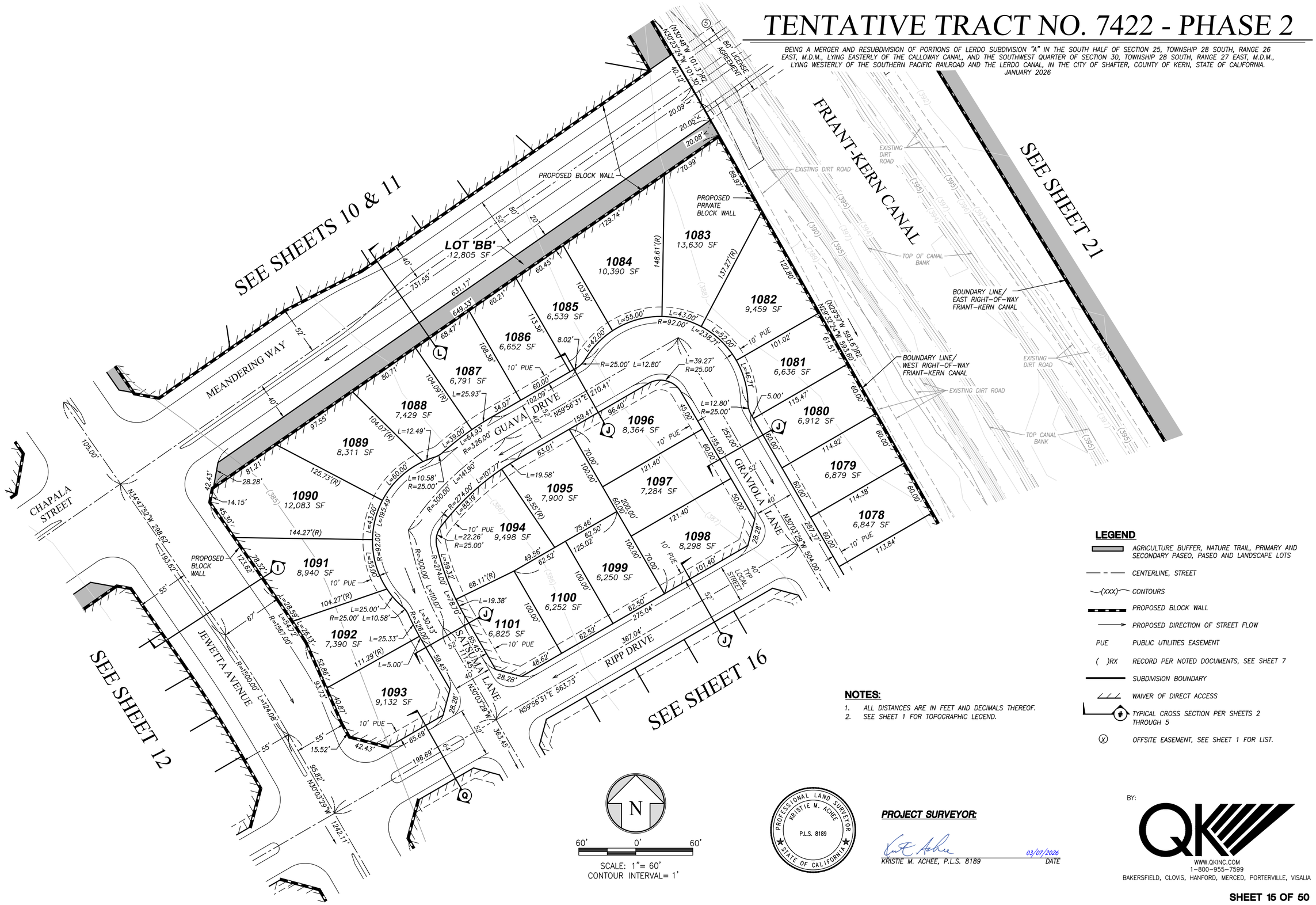

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
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N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

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STATE OF CALIFORNIA

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SHEET 15 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 2

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
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- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

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JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
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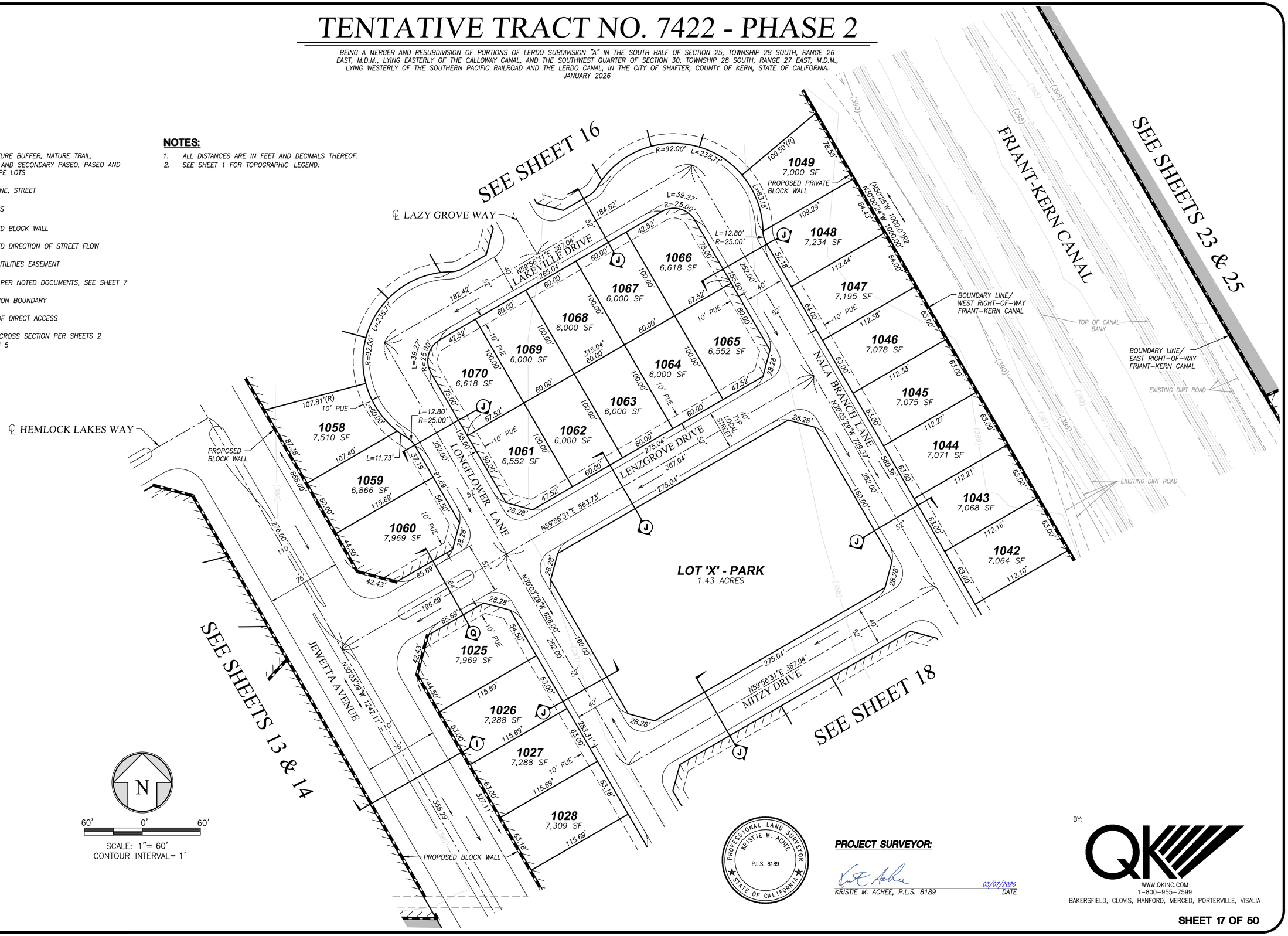

N

60' 0' 60'

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CONTOUR INTERVAL= 1'

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SHEET 17 OF 50

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LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BARRICADE
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
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- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
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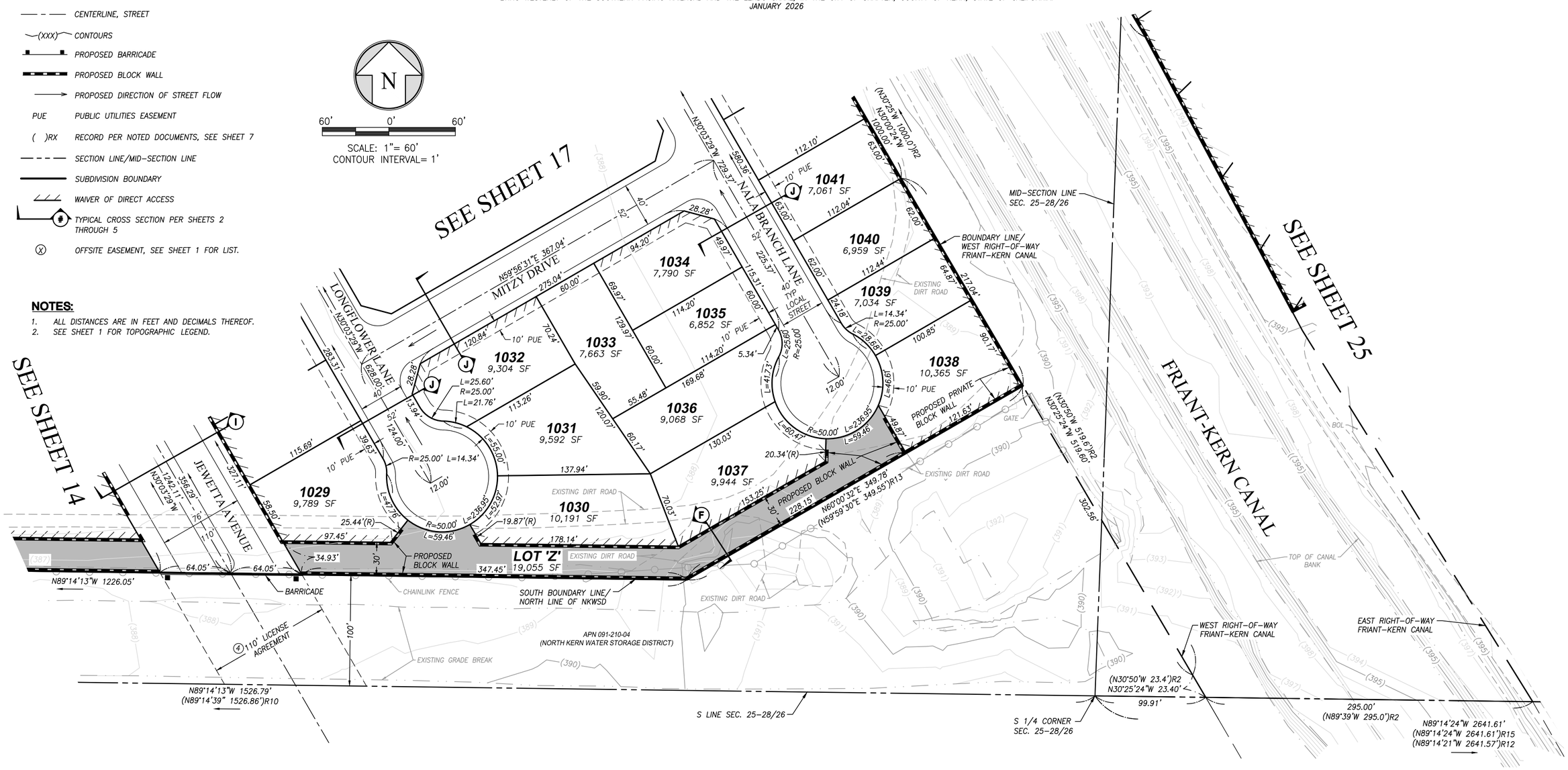

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JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- (X) OFFSITE EASEMENT, SEE SHEET 1 FOR LIST.

NOTES:

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N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
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SHEET 19 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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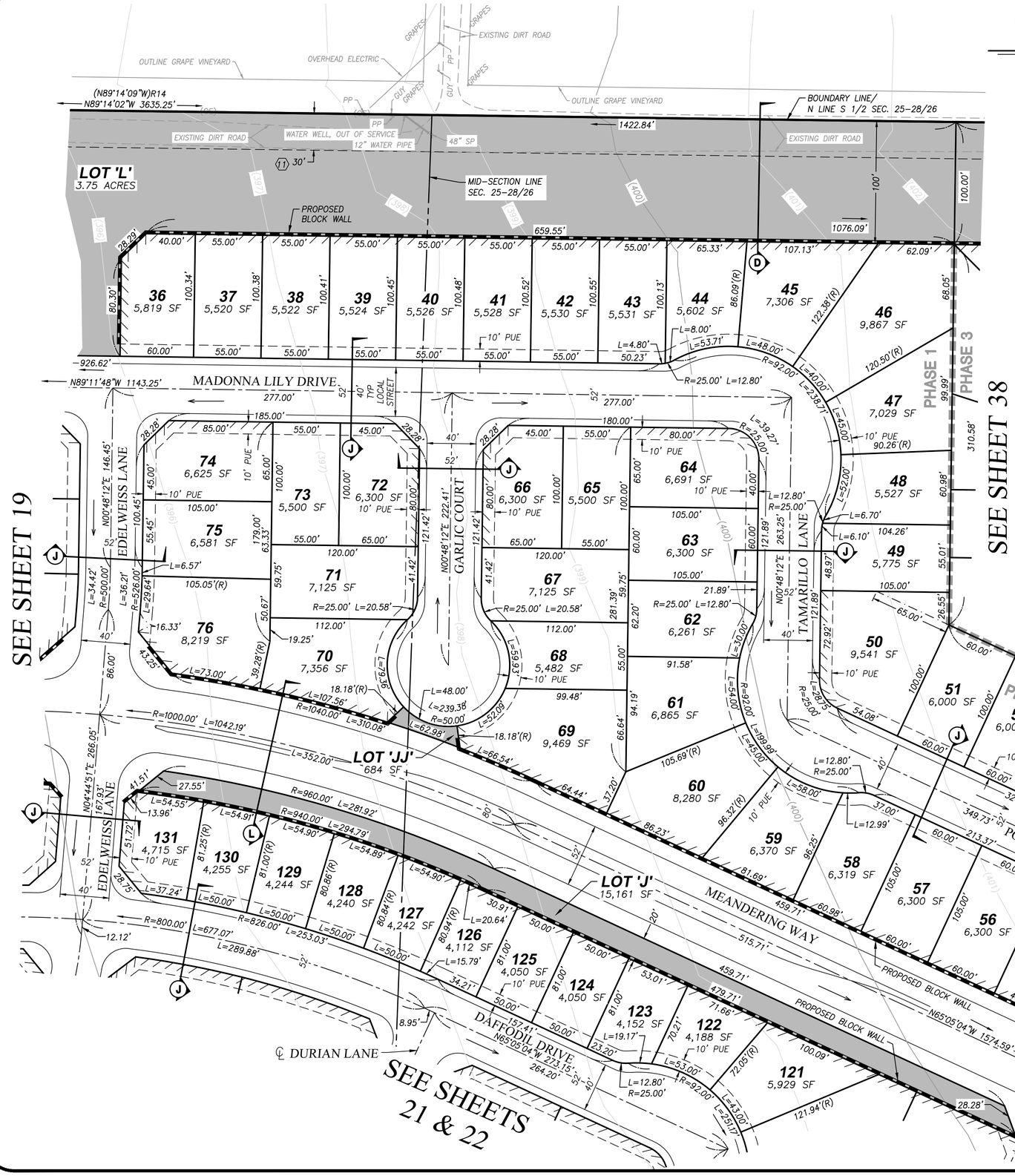

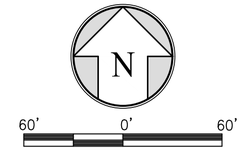

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

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SHEET 20 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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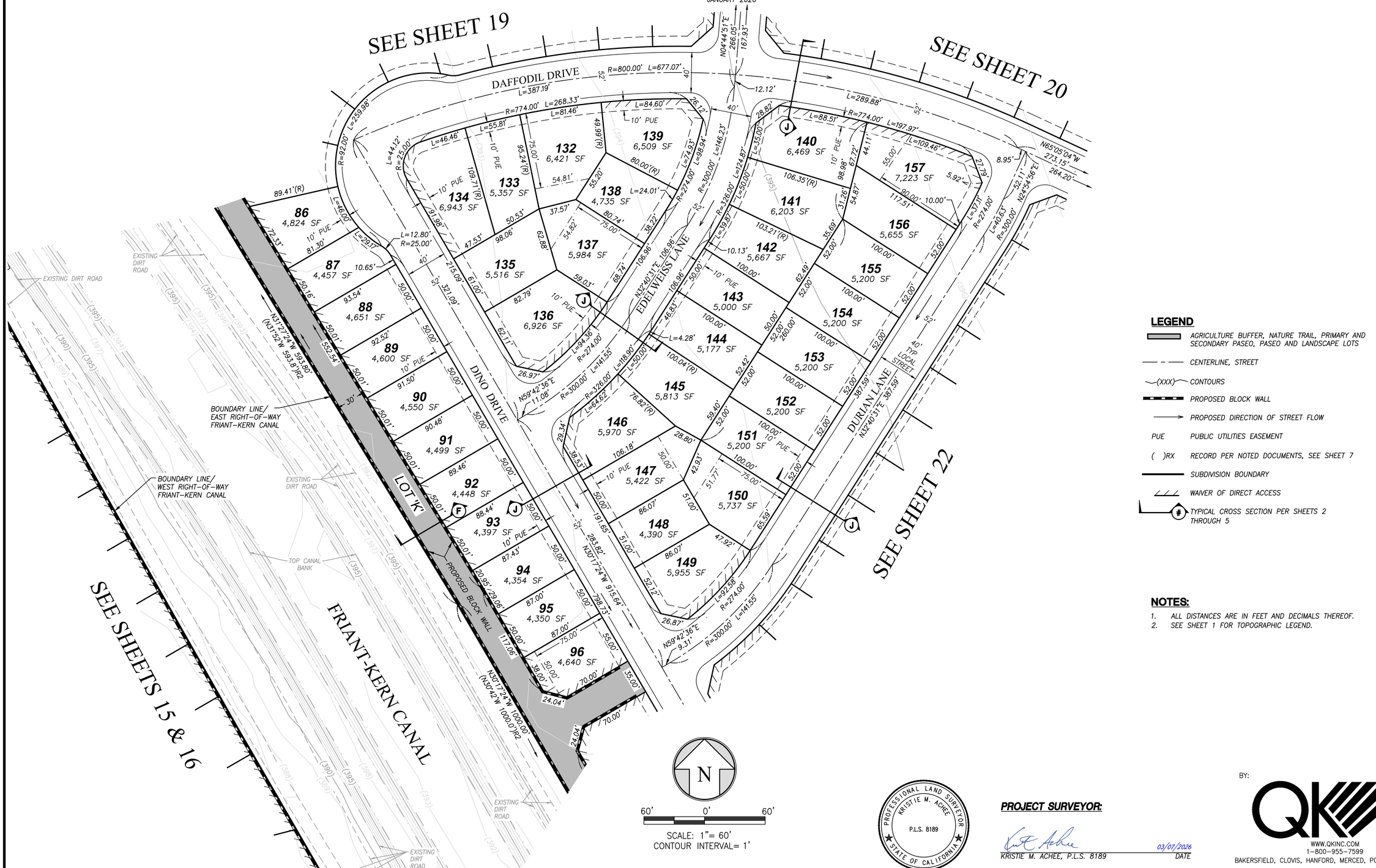

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

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SHEET 21 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

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JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PE PEDESTRIAN EASEMENT
- PROPOSED BLOCK WALL
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NOTES:

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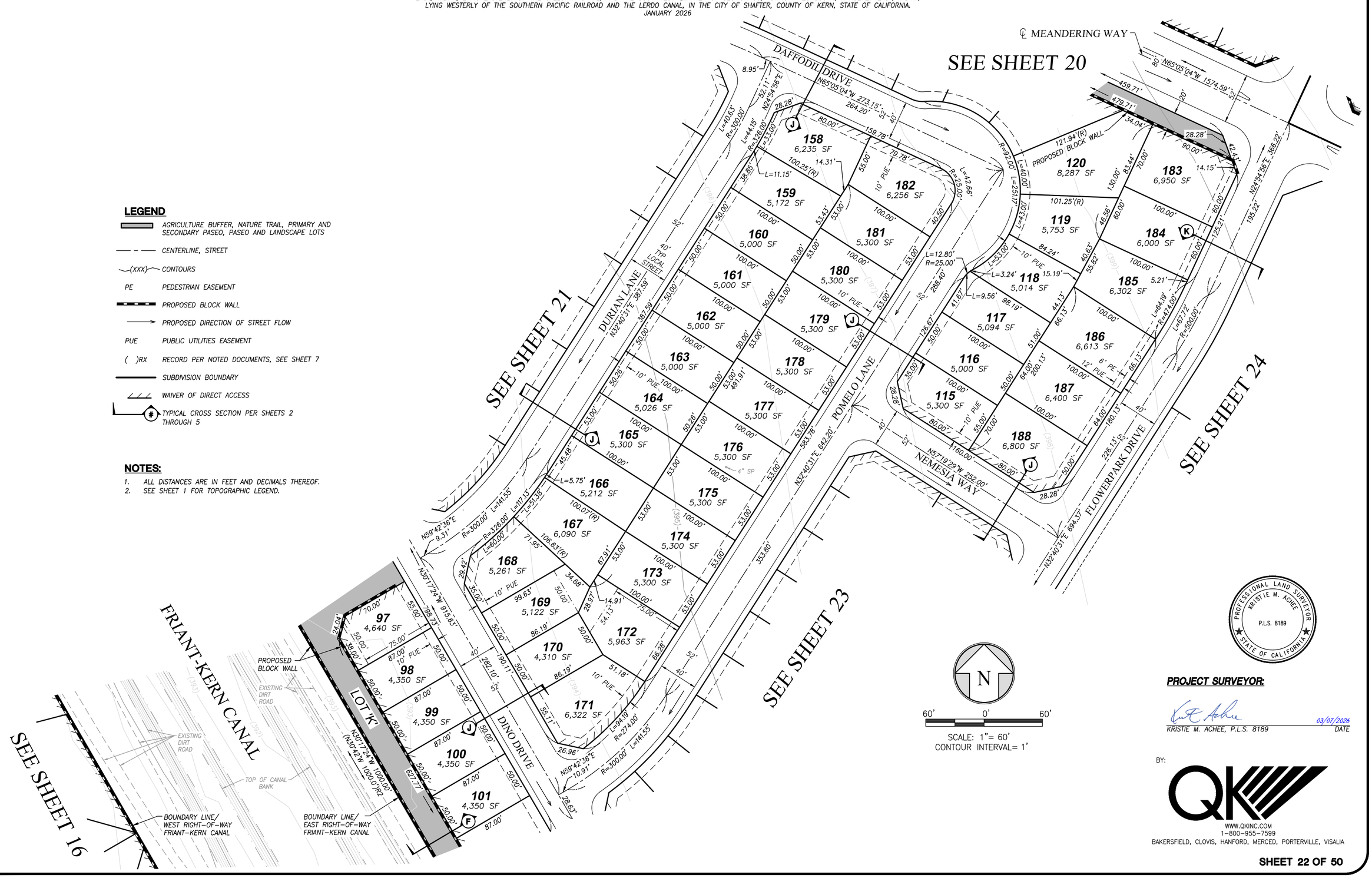

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

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SHEET 22 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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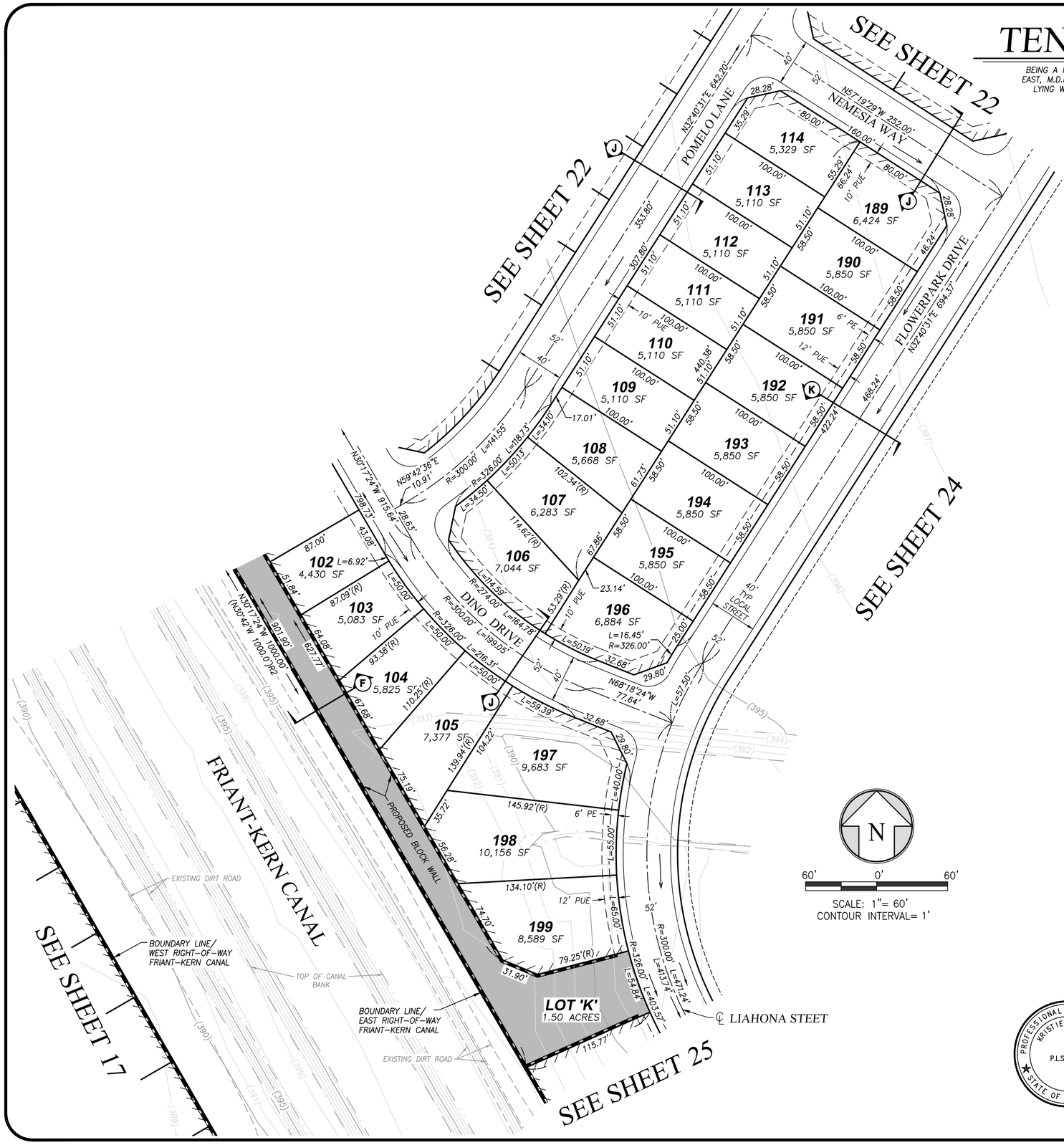

SCALE: 1"= 60'
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LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PE PEDESTRIAN EASEMENT
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- # TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

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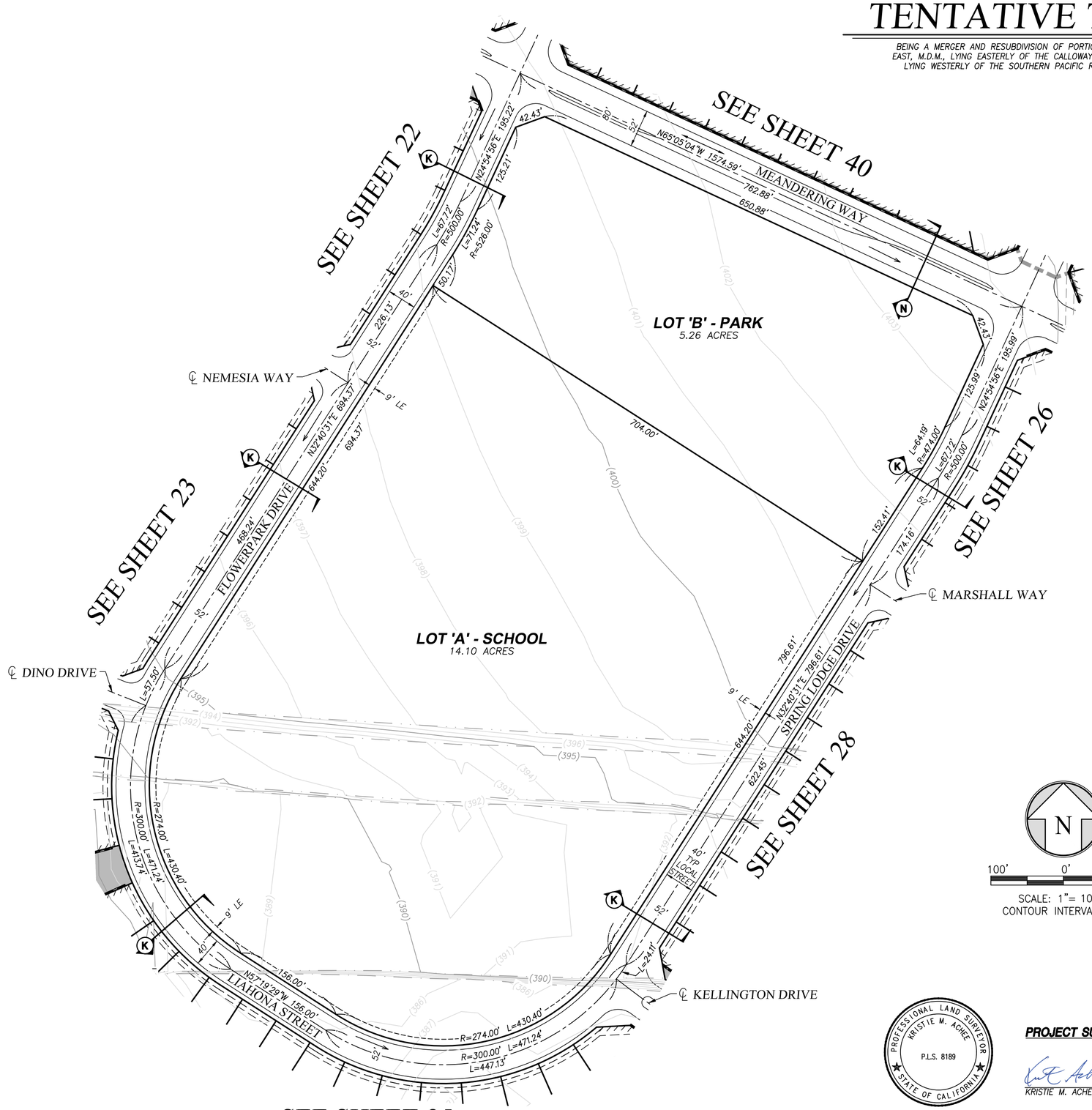
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 23 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- LE LANDSCAPE EASEMENT
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

100' 0' 100'

SCALE: 1"= 100'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

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1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 24 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

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JANUARY 2026

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

SEE SHEET 23

SEE SHEET 24

SEE SHEET 28

SEE SHEET 18

SEE SHEET 31

℄ SPRING LODGE DRIVE

LIAHONA STREET

KELLINGTON DRIVE

SOARING HEIGHTS WAY

FRIANT-KERN CANAL

200 8,029 SF
201 7,851 SF
202 9,603 SF
203 10,636 SF
204 11,569 SF
205 10,428 SF
206 9,197 SF
207 9,065 SF
208 11,262 SF
209 9,439 SF
210 8,139 SF
211 7,889 SF
212 8,630 SF
213 10,529 SF

LOT 'C' - SUMP
3.43 ACRES

BOUNDARY LINE/ EAST RIGHT-OF-WAY FRIANT-KERN CANAL

BOUNDARY LINE/ WEST RIGHT-OF-WAY FRIANT-KERN CANAL

TOP OF CANAL BANK

EXISTING DIRT ROAD

MID-SECTION LINE SEC. 25-28/26

PROPOSED PRIVATE BLOCK WALL

PROPOSED BLOCK WALL

6' PE

12' PUE

10' PUE

16' SUMP ACCESS

GATE

BOL STA 14+62 5 EAST

BOL

WV

WEST RIGHT-OF-WAY FRIANT-KERN CANAL

EAST RIGHT-OF-WAY FRIANT-KERN CANAL

SOUTH LINE OF BOUNDARY
NORTH LINE OF NKWSD

APN 091-210-03
(NORTH KERN WATER STORAGE DISTRICT)

80' LICENSE AGREEMENT

S 1/4 CORNER SEC. 25-28/26

S LINE SEC. 25-28/26

TRACT 7447
BOOK 68 OF MAPS,
PAGES 27-33, K.C.R

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PE PEDESTRIAN EASEMENT
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- # TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5
- X OFFSITE EASEMENT, SEE SHEET 1 FOR LIST

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SHEET 25 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

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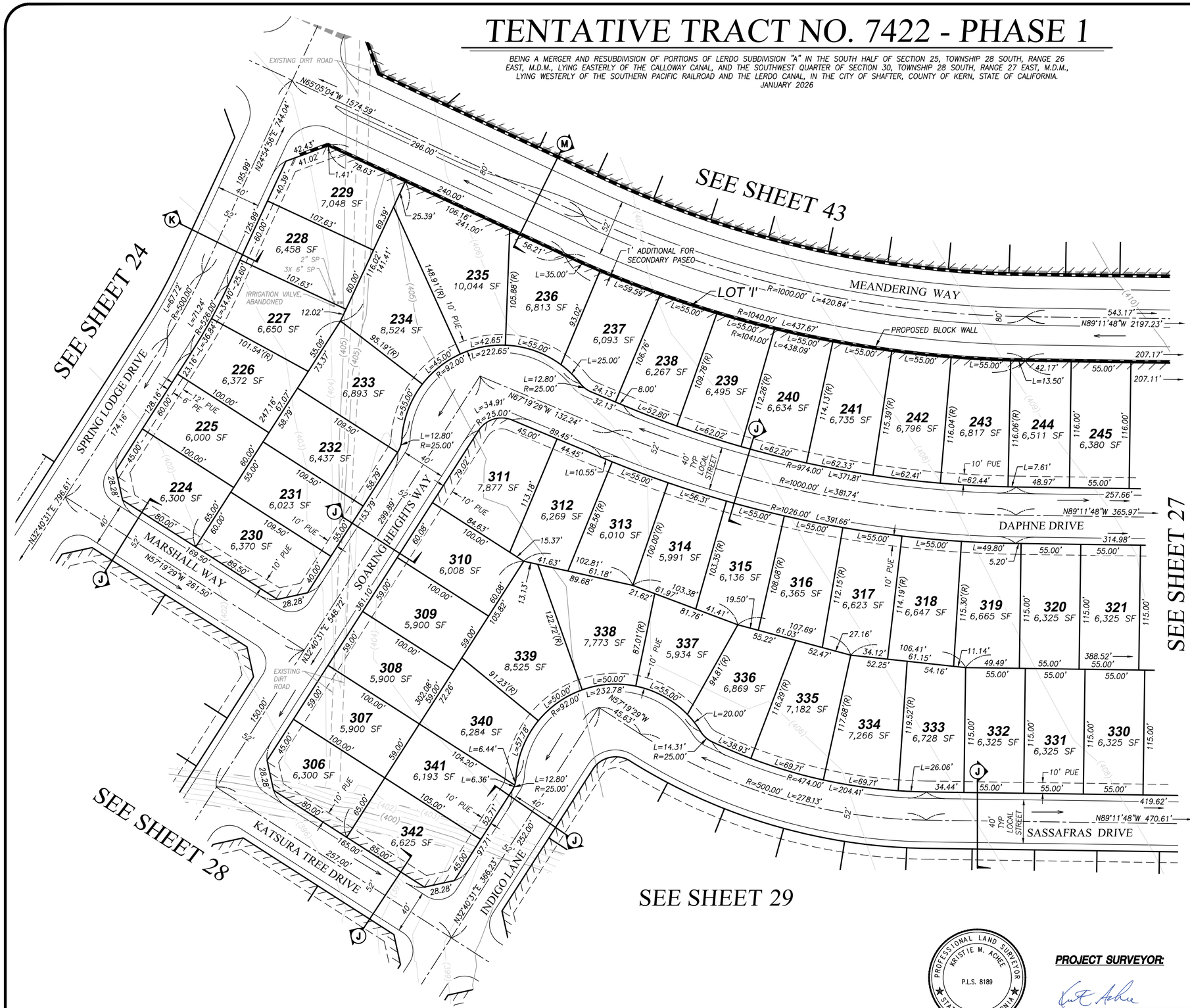

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60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

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SHEET 26 OF 50

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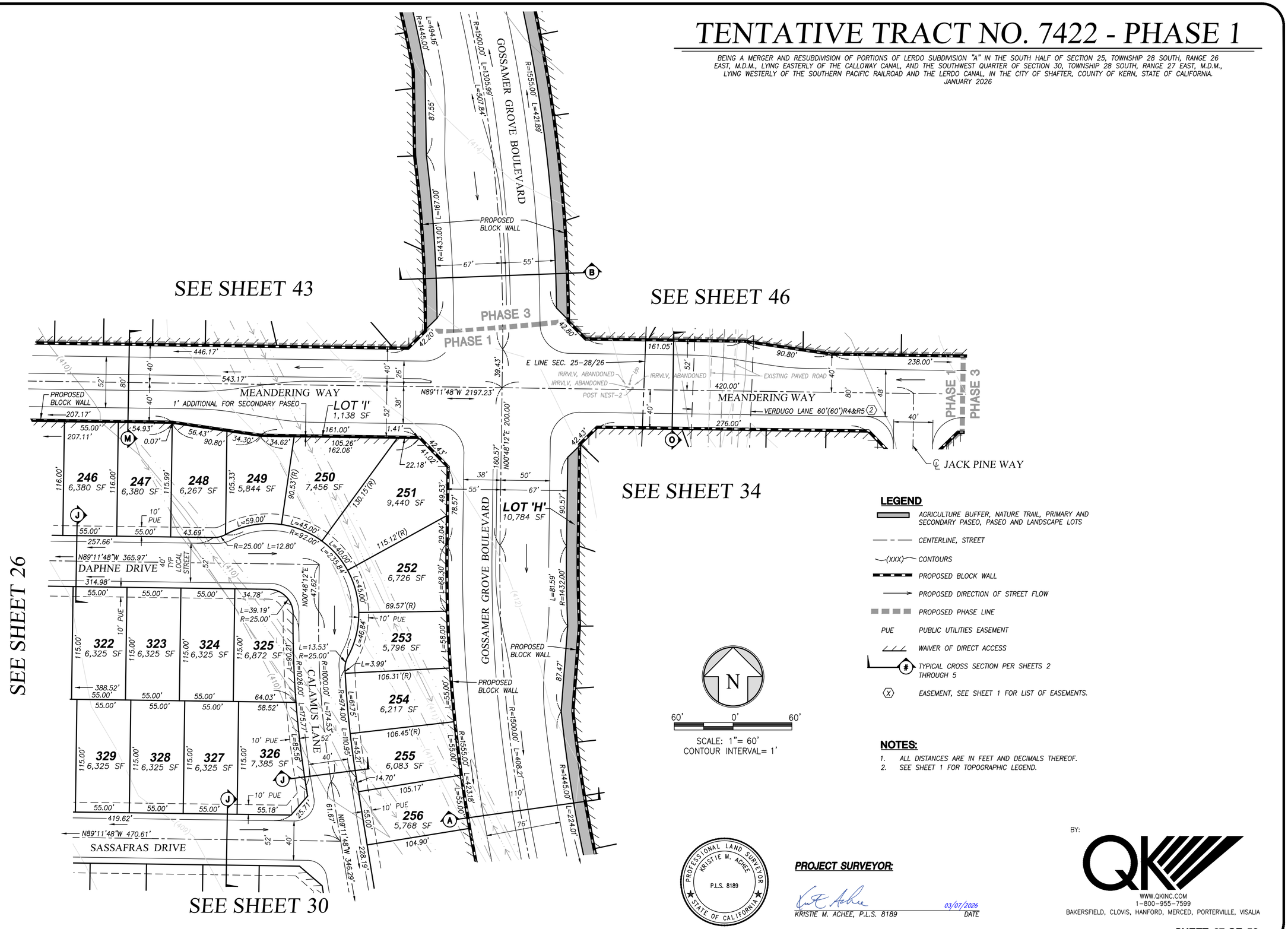

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SHEET 28 OF 50

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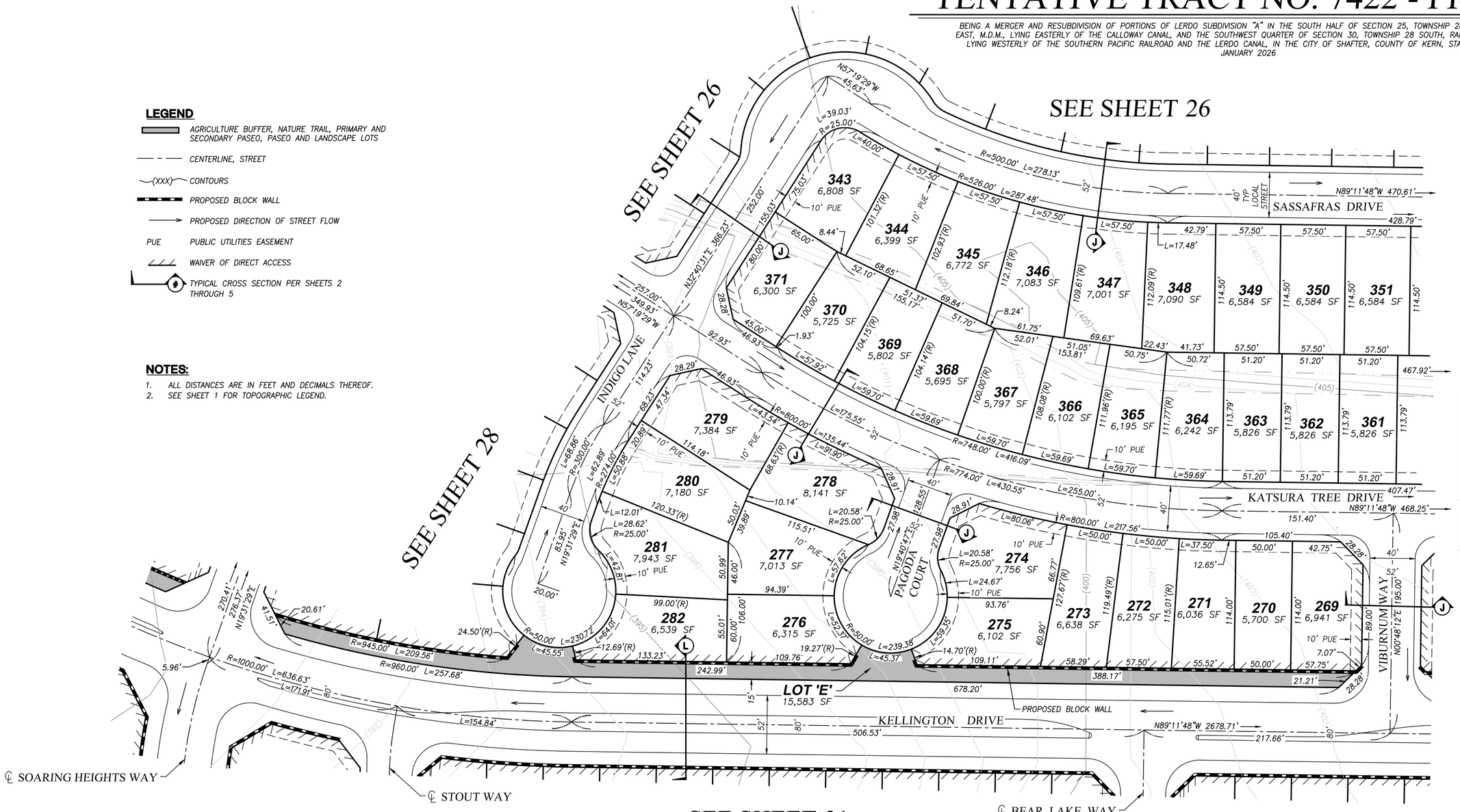

SCALE: 1"= 60'
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SHEET 29 OF 50

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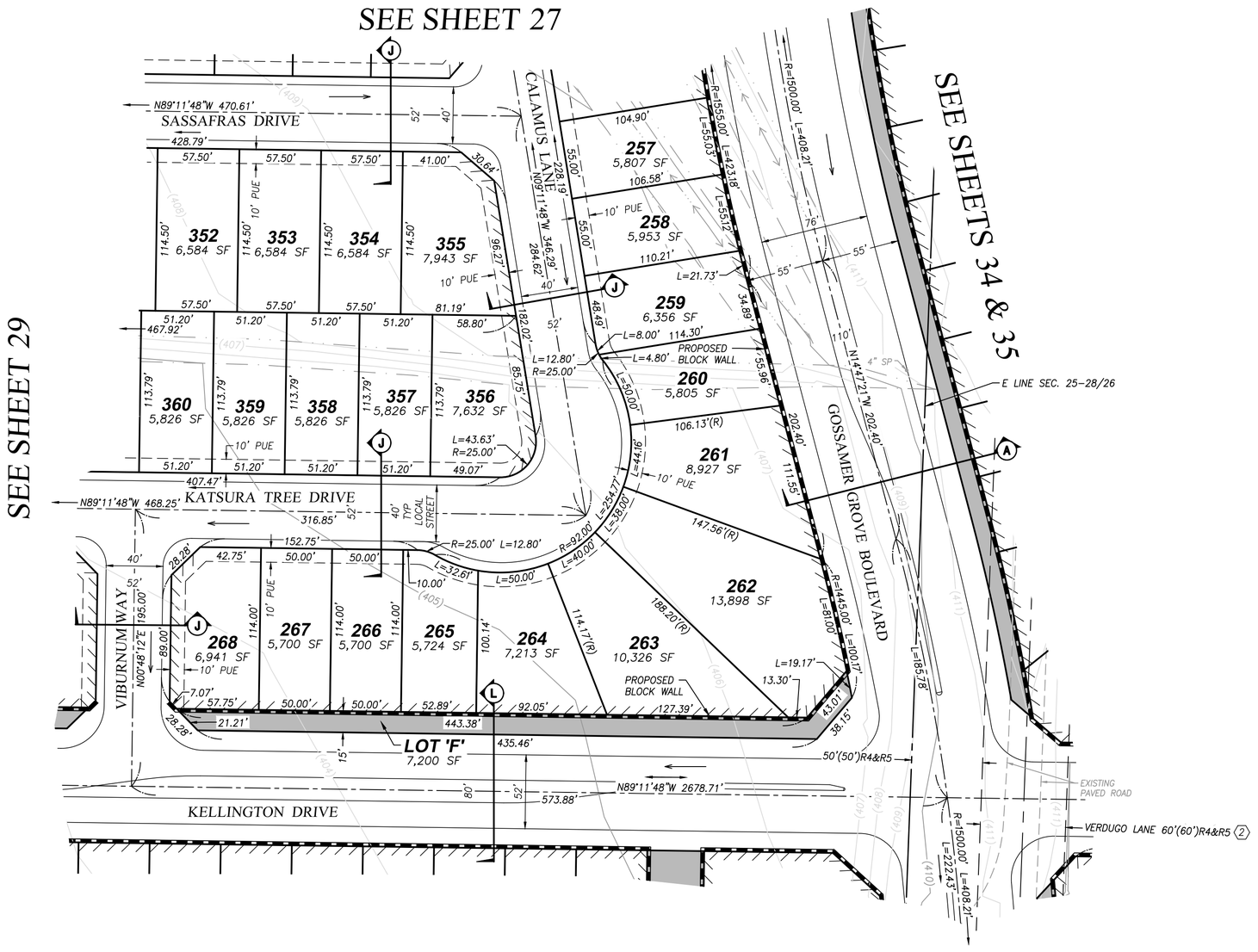

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SHEET 30 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 1

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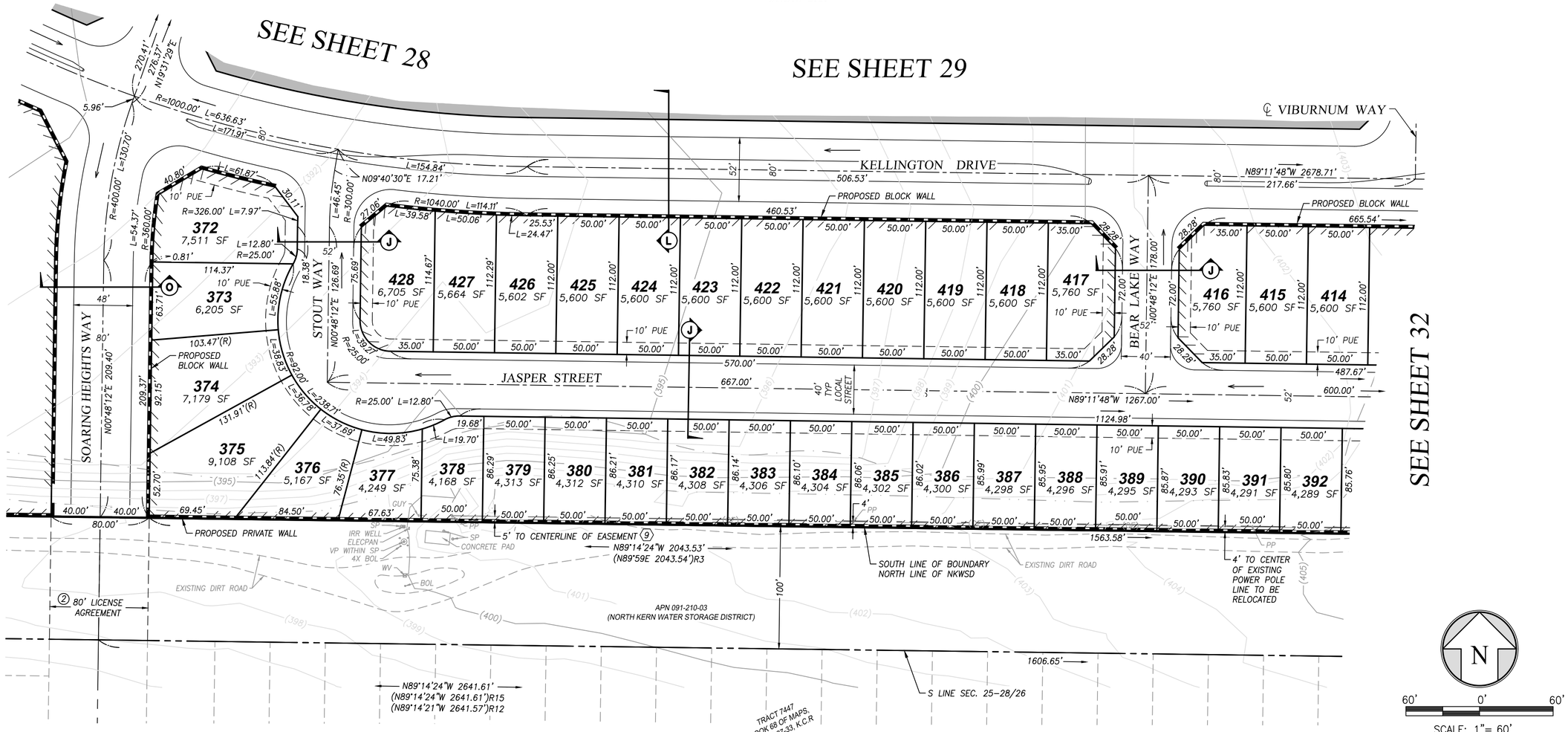

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SHEET 31 OF 50

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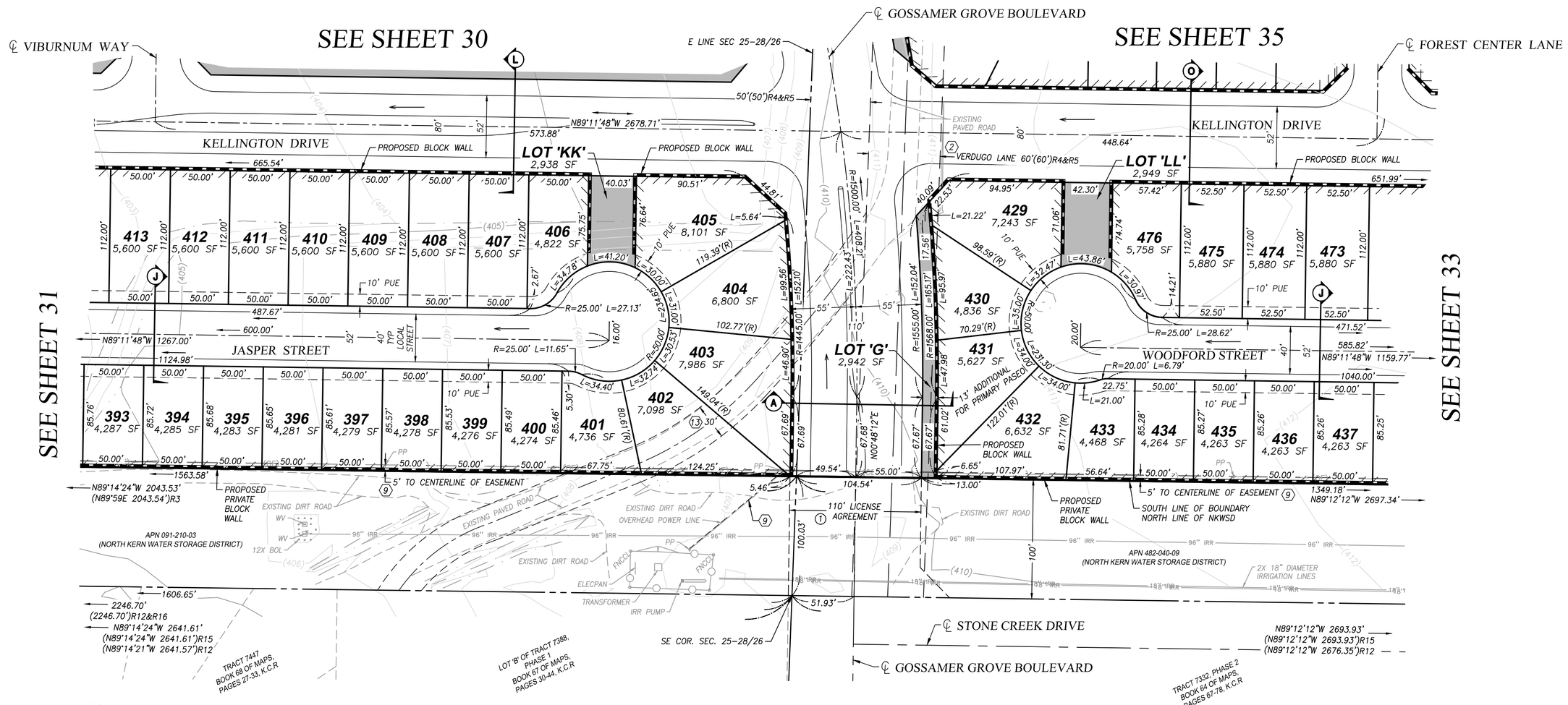

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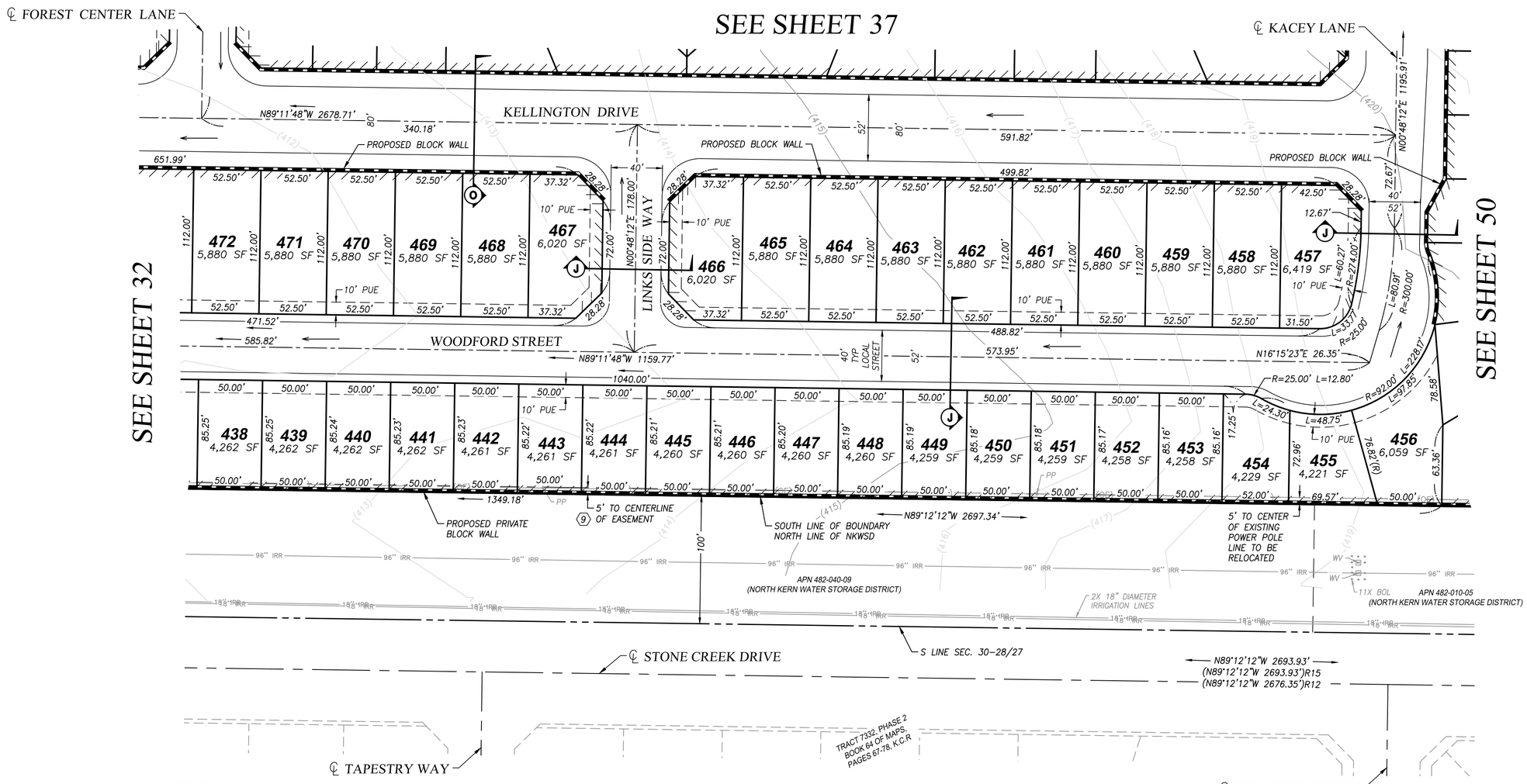

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SHEET 33 OF 50

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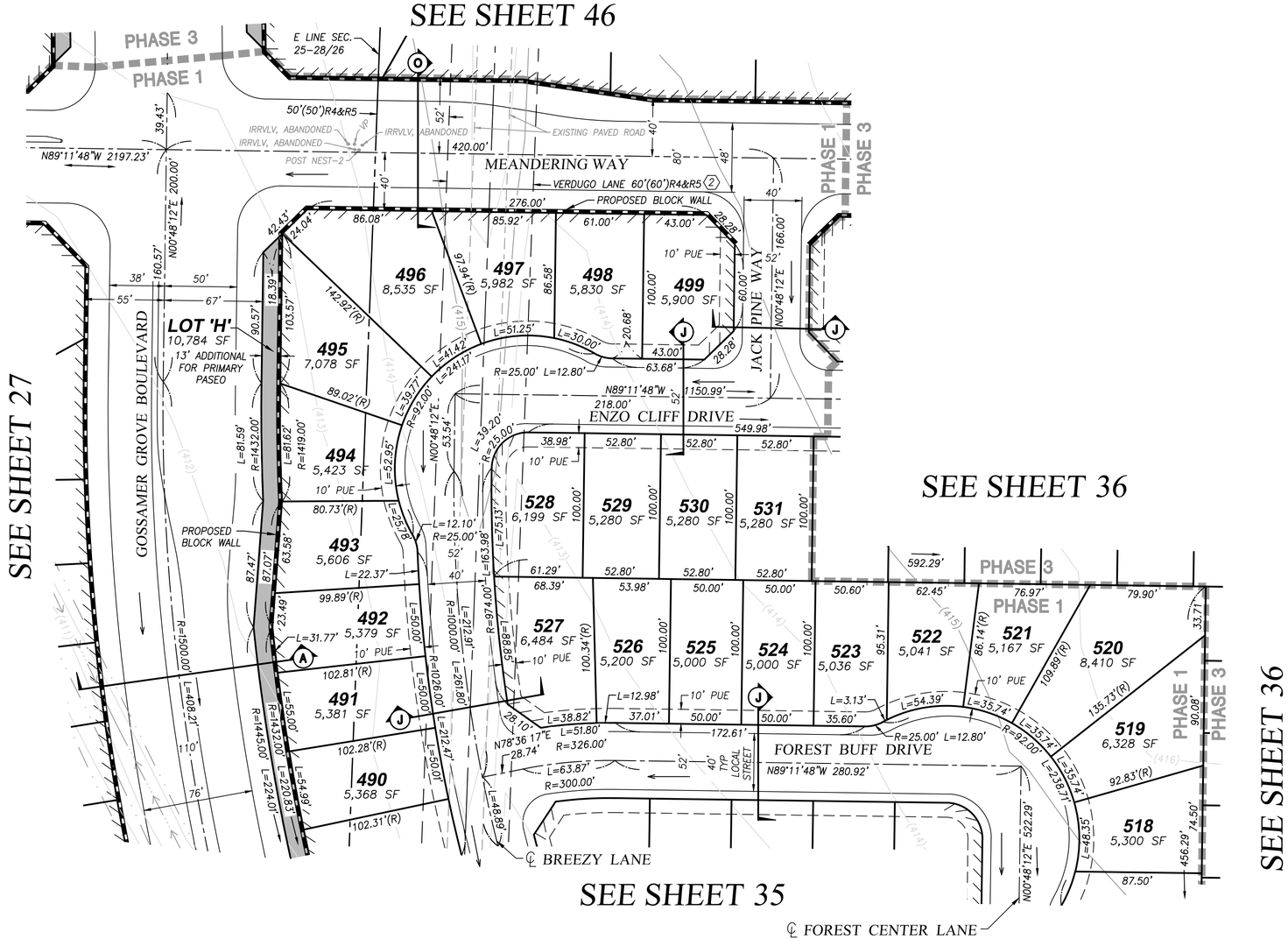

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SHEET 34 OF 50

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- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

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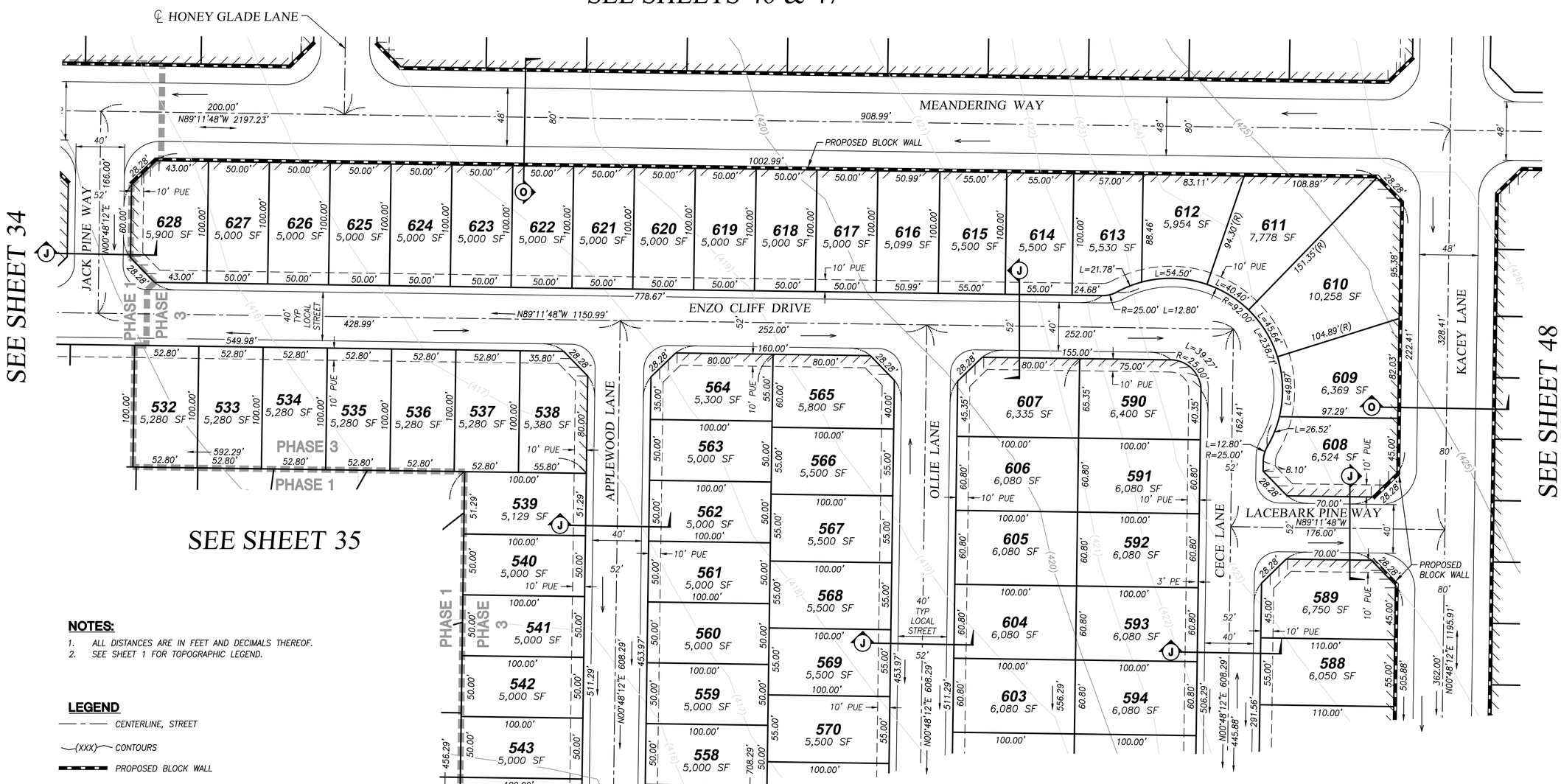
1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 35 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

SEE SHEETS 46 & 47



SEE SHEET 34

SEE SHEET 48

SEE SHEET 35

SEE SHEET 37

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

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TENTATIVE TRACT NO. 7422 - PHASE 3

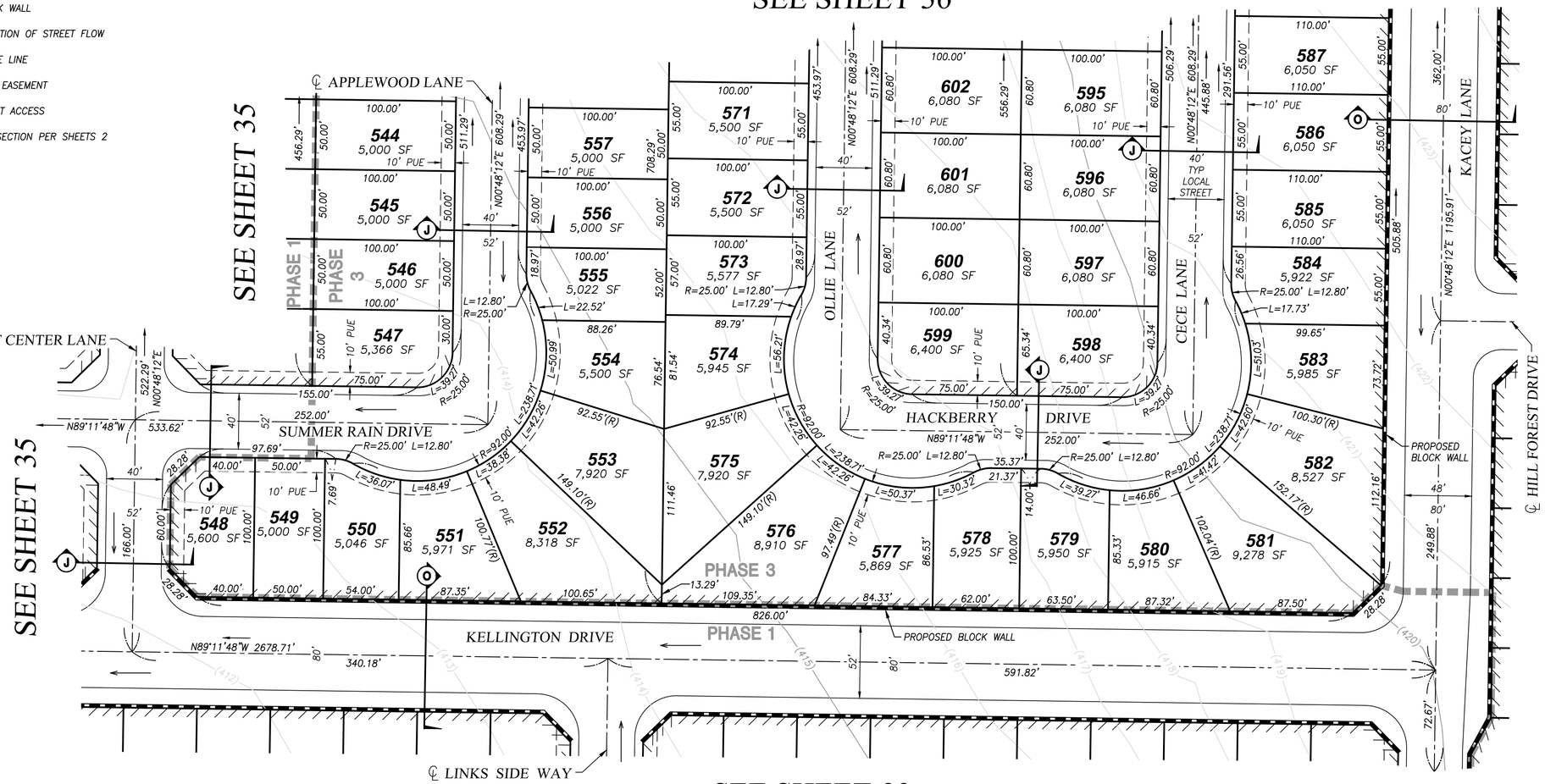
BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

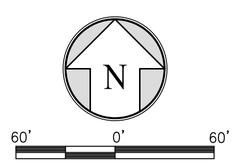
NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5





SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

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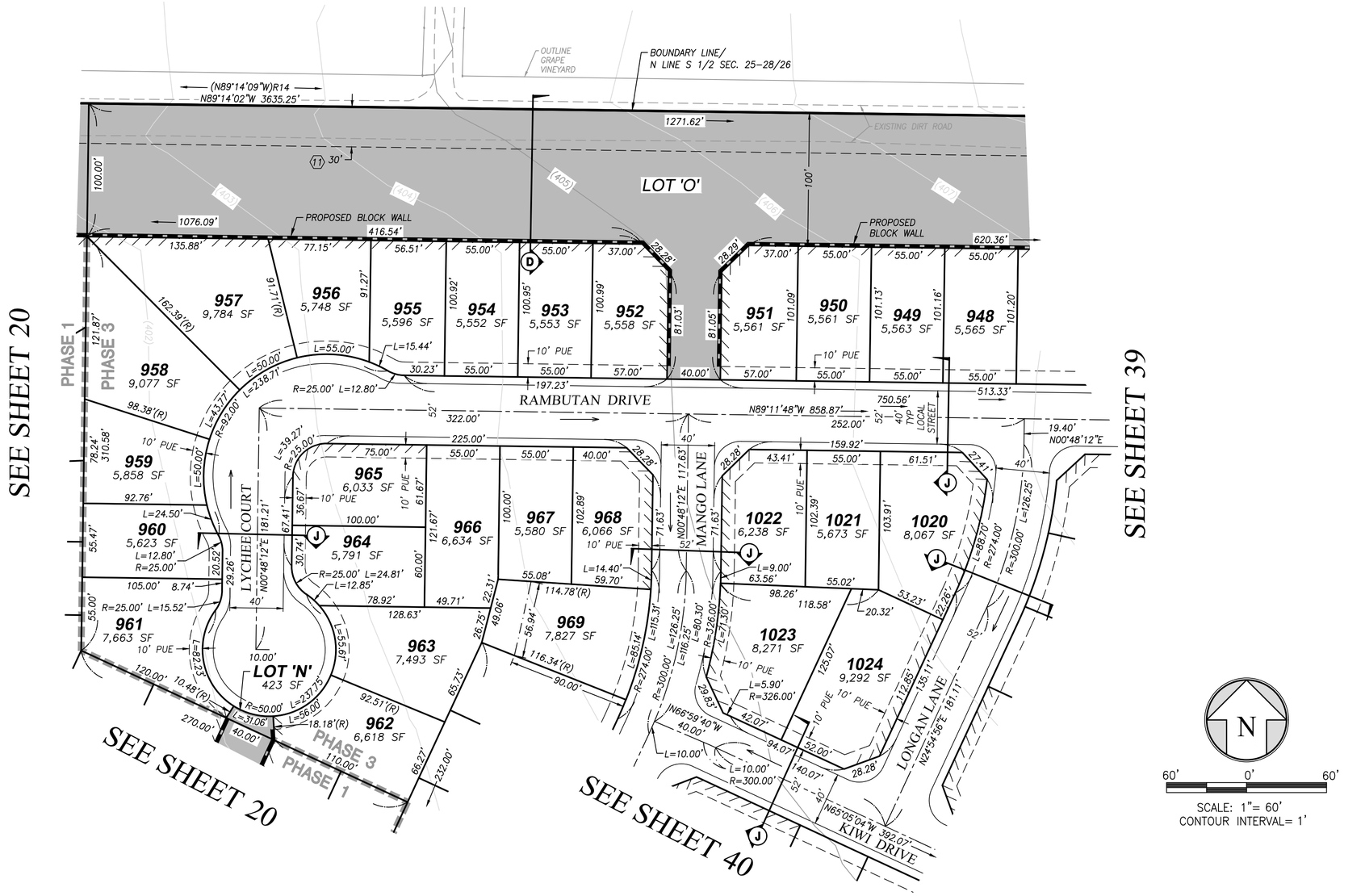
SHEET 37 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

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SHEET 38 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BARRICADE
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

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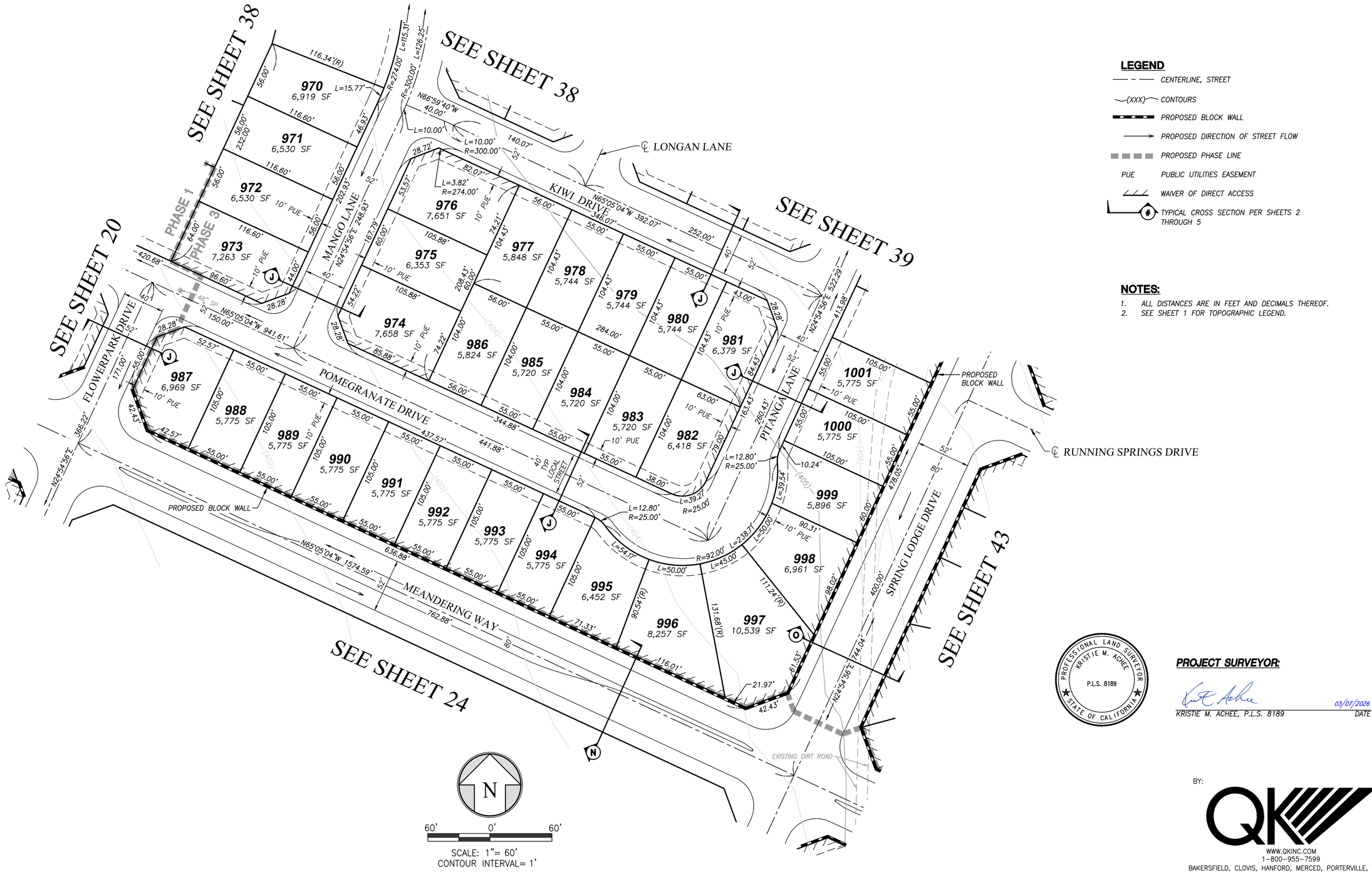
SHEET 39 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



LEGEND

- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PROPOSED PHASE LINE
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
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STATE OF CALIFORNIA

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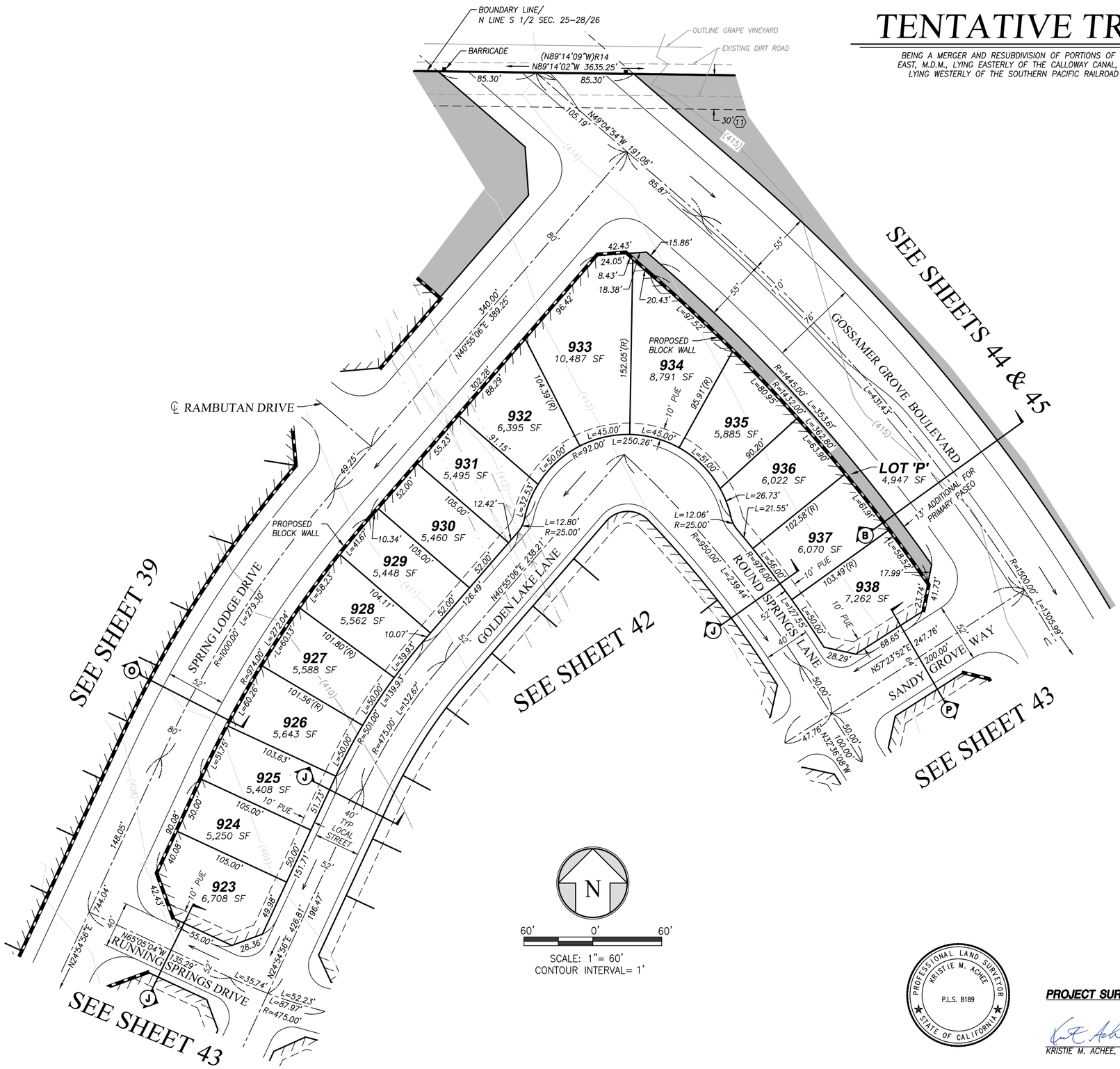
SHEET 40 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BARRICADE
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

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BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 41 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

LEGEND

- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

SEE SHEET 43

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

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TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO. PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- WAIVER OF DIRECT ACCESS
- # TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

SEE SHEET 40

SEE SHEETS 41 & 42

SEE SHEET 45

SEE SHEET 46

SEE SHEET 26

SEE SHEET 27

℄ GOLDEN LAKE LANE

℄ SANDY GROVE WAY

℄ GASTON WAY

SPRING LODGE DRIVE

RUNNING SPRINGS DRIVE

ROUND SPRINGS LANE

BIG SPRINGS DRIVE

MEANDERING WAY

GOSSAMER GROVE BOULEVARD

EXISTING DIRT ROAD

PROPOSED BLOCK WALL

877 6,691 SF
876 5,485 SF
875 5,486 SF
874 8,020 SF
873 9,355 SF
872 6,719 SF
871 5,847 SF
870 5,587 SF
869 5,581 SF
868 5,588 SF
867 5,591 SF
866 5,590 SF
865 5,584 SF
864 5,575 SF
863 5,368 SF
862 5,250 SF
861 5,250 SF
860 5,250 SF
859 5,522 SF
858 5,638 SF
857 8,669 SF
856 10,391 SF
855 6,808 SF
854 6,456 SF
853 6,026 SF
852 5,885 SF
851 5,751 SF
850 5,653 SF
849 5,590 SF
848 5,563 SF
847 5,570 SF
846 5,865 SF
845 7,247 SF
880 6,518 SF
881 5,945 SF
882 5,674 SF
883 5,770 SF
884 5,674 SF
885 5,622 SF
886 5,497 SF
887 5,200 SF
888 5,200 SF
889 6,210 SF
890 5,997 SF
891 5,529 SF
892 5,686 SF
893 5,310 SF
894 5,901 SF
895 5,392 SF
896 5,247 SF
897 5,819 SF
898 5,901 SF
899 5,352 SF
900 5,427 SF
901 5,954 SF
878 6,774 SF
879 5,721 SF

LOT 'Q' 9,852 SF
13' ADDITIONAL FOR PRIMARY PASEO

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

BY:

QK
WWW.QKINC.COM
1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

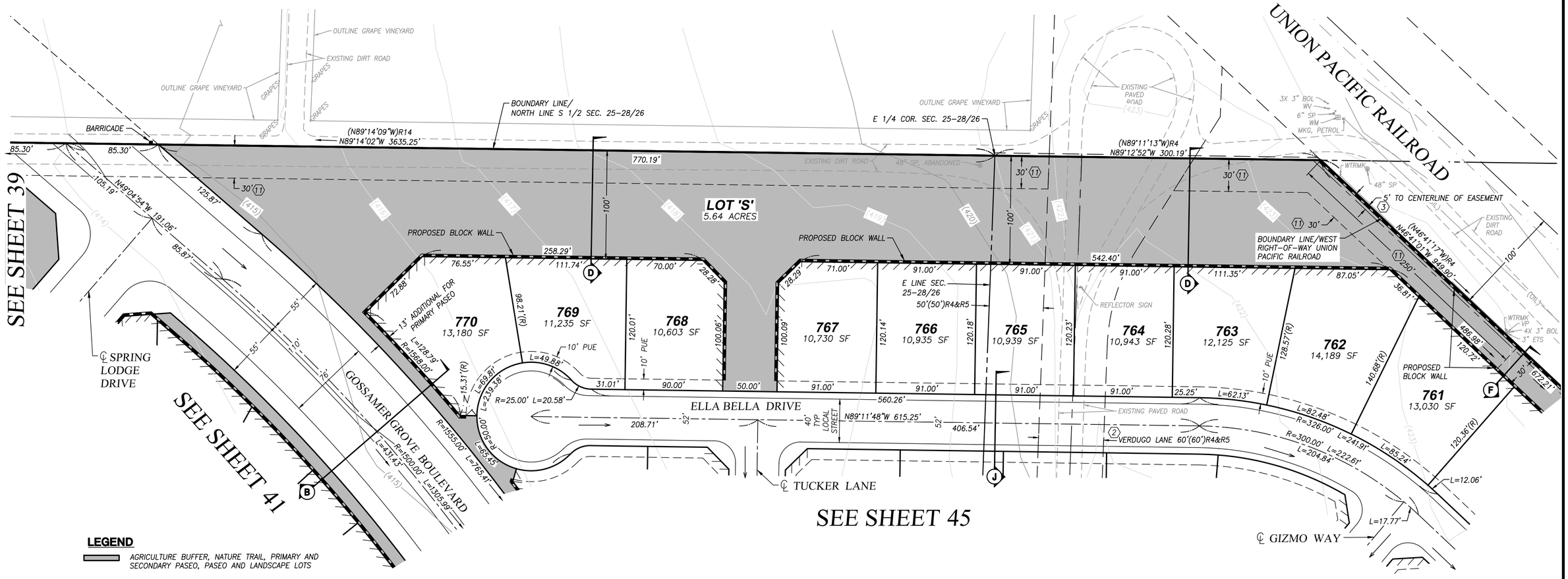
PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

SHEET 43 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BARRICADE
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

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SHEET 44 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026

SEE SHEET 44

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW

LEGEND CONTINUED

- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — DATE 03/07/2026

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

BY:
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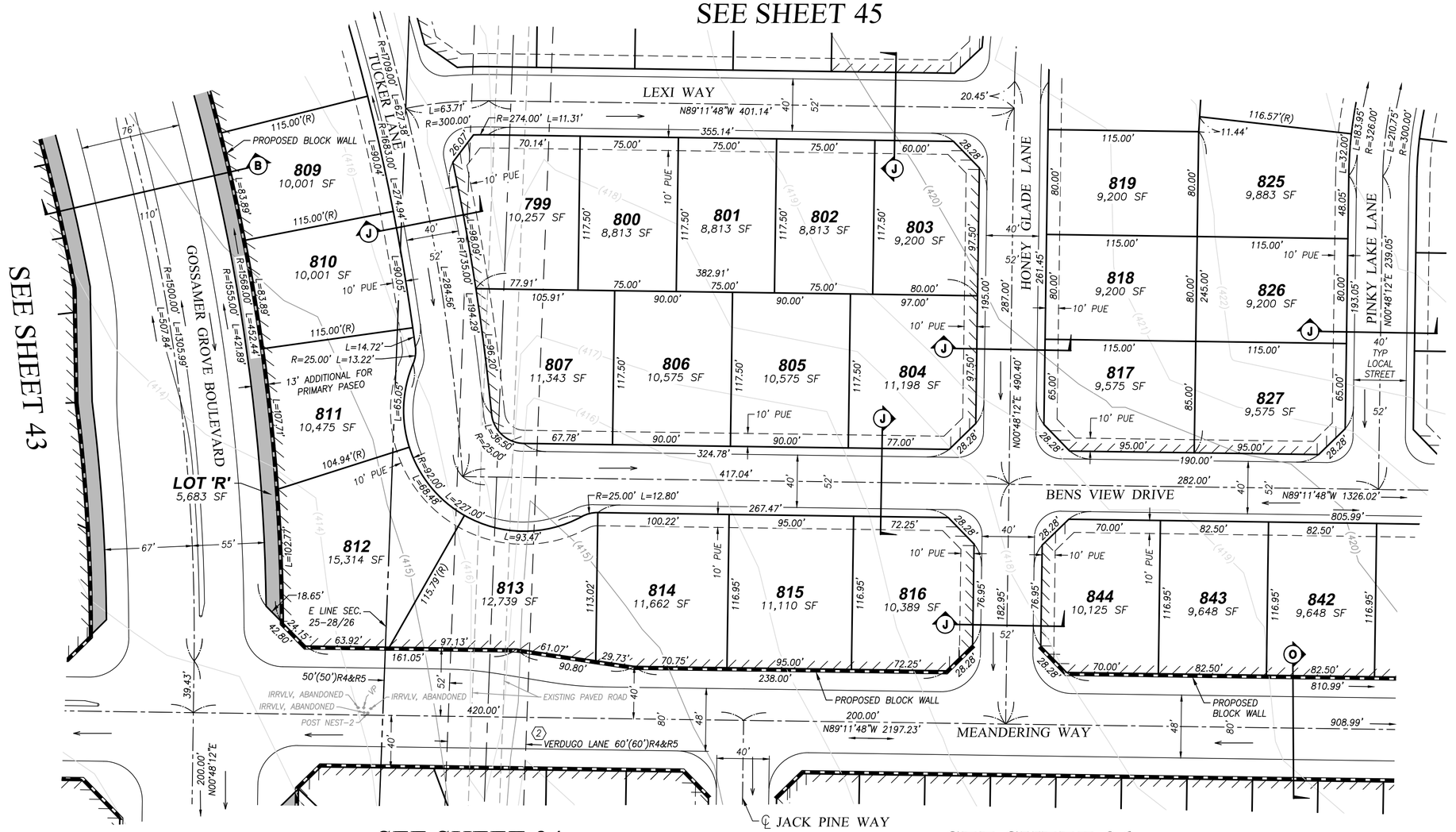
SHEET 45 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- SECTION LINE/MID-SECTION LINE
- WAIVER OF DIRECT ACCESS
- # TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/01/2026 DATE

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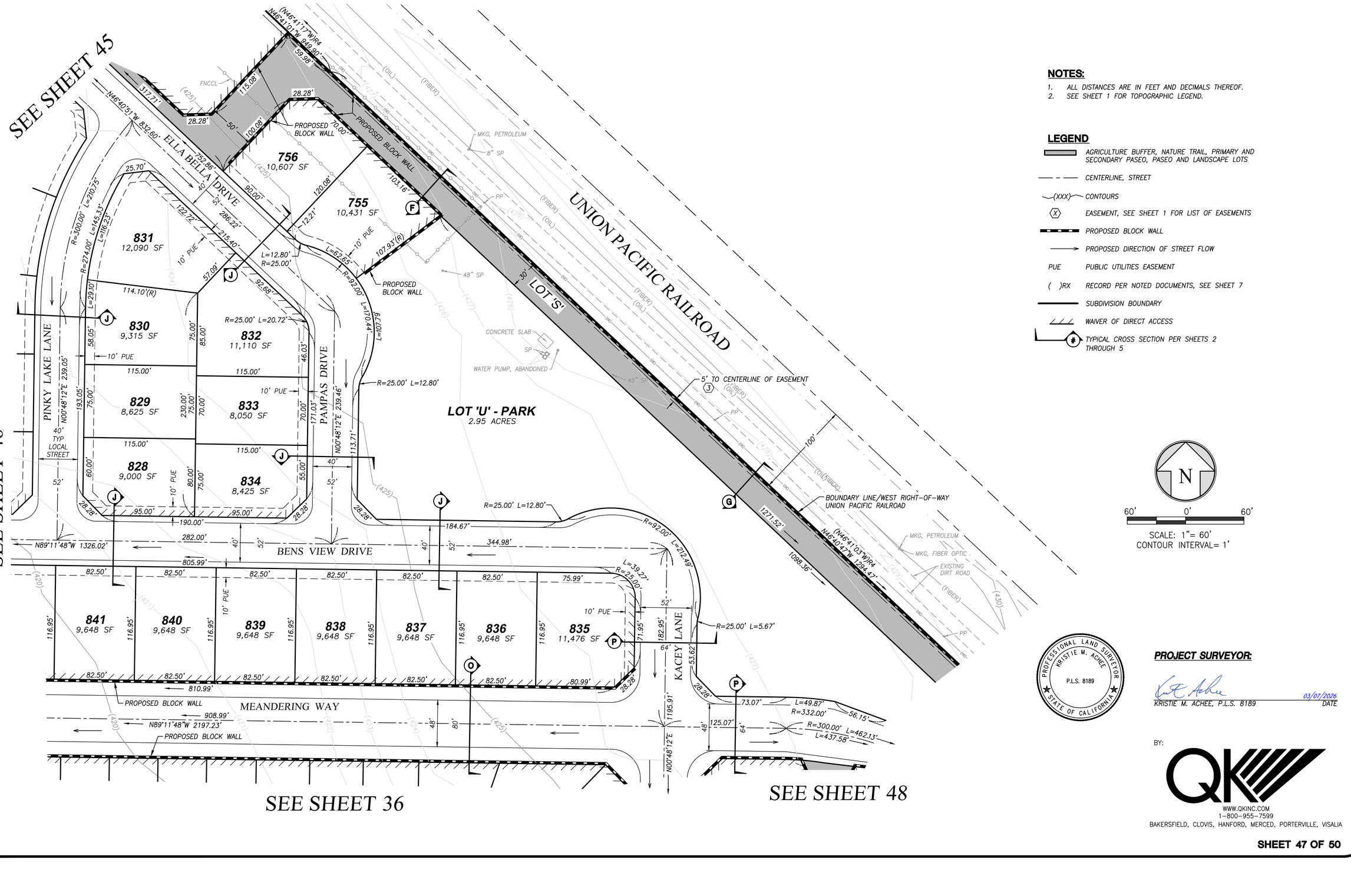
TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
JANUARY 2026



NOTES:

1. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
2. SEE SHEET 1 FOR TOPOGRAPHIC LEGEND.

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

N

60' 0' 60'

SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
P.L.S. 8189
STATE OF CALIFORNIA

PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — 03/07/2026 DATE

BY:

QK
WWW.QKINC.COM
1-800-955-7599
BAKERSFIELD, CLOVIS, HANFORD, MERCED, PORTERVILLE, VISALIA

SHEET 47 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

BEING A MERGER AND RESUBDIVISION OF PORTIONS OF LERDO SUBDIVISION "A" IN THE SOUTH HALF OF SECTION 25, TOWNSHIP 28 SOUTH, RANGE 26 EAST, M.D.M., LYING EASTERLY OF THE CALLOWAY CANAL, AND THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 28 SOUTH, RANGE 27 EAST, M.D.M., LYING WESTERLY OF THE SOUTHERN PACIFIC RAILROAD AND THE LERDO CANAL, IN THE CITY OF SHAFTER, COUNTY OF KERN, STATE OF CALIFORNIA.
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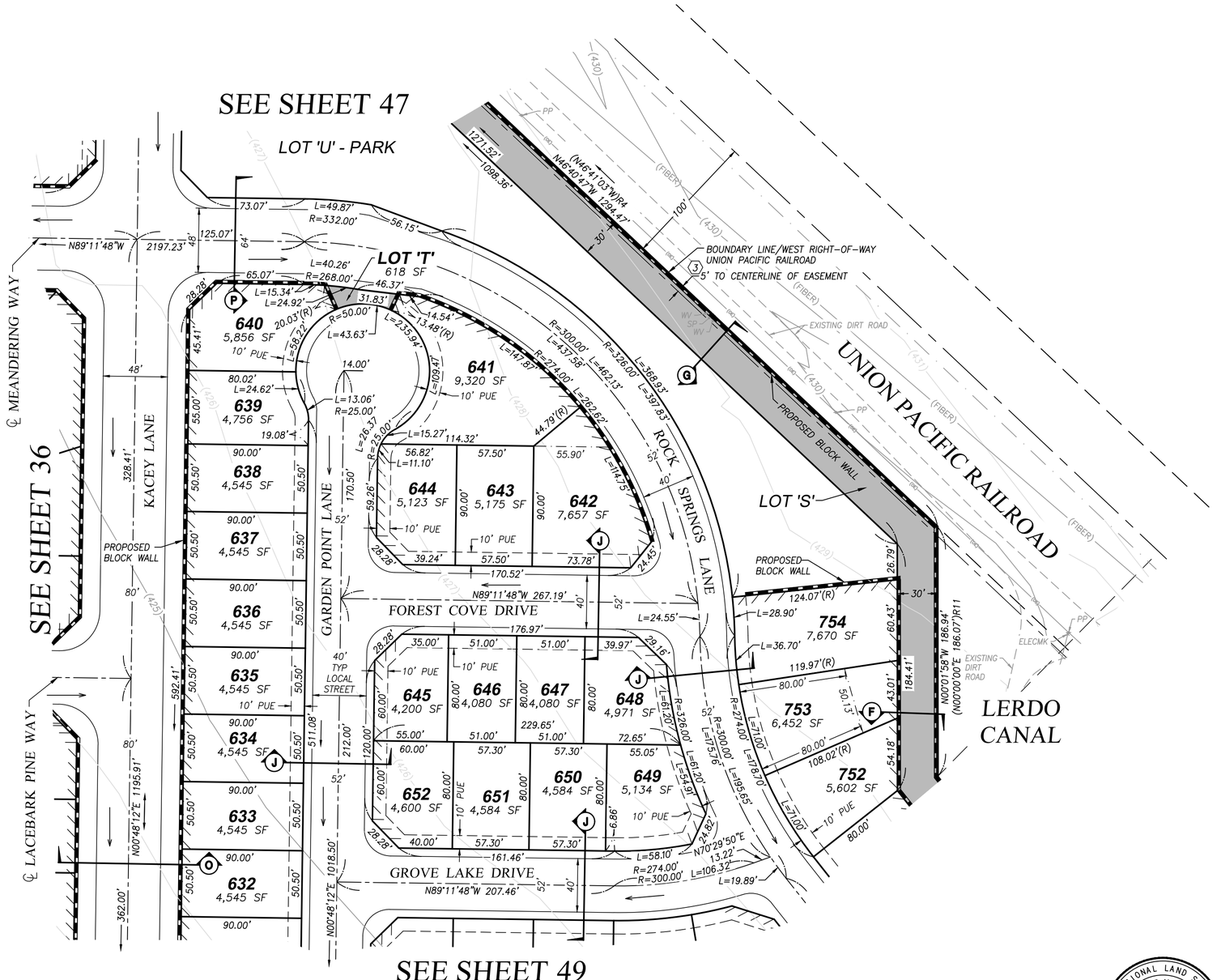

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LEGEND

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- CENTERLINE, STREET
- (XXX) CONTOURS
- (X) EASEMENT, SEE SHEET 1 FOR LIST OF EASEMENTS
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- PROPOSED DIRECTION OF STREET FLOW
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- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

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SCALE: 1"= 60'
CONTOUR INTERVAL= 1'

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SHEET 48 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

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JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED DIRECTION OF STREET FLOW
- PUE PUBLIC UTILITIES EASEMENT
- ( )RX RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- (#) TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

NOTES:

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PROFESSIONAL LAND SURVEYOR
KRISTIE M. ACHEE
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PROJECT SURVEYOR:

KRISTIE M. ACHEE, P.L.S. 8189 — DATE 03/07/2026

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SHEET 49 OF 50

TENTATIVE TRACT NO. 7422 - PHASE 3

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JANUARY 2026

LEGEND

- AGRICULTURE BUFFER, NATURE TRAIL, PRIMARY AND SECONDARY PASEO, ,PASEO AND LANDSCAPE LOTS
- CENTERLINE, STREET
- (XXX) CONTOURS
- PROPOSED BLOCK WALL
- PROPOSED PHASE LINE
- PROPOSED DIRECTION OF STREET FLOW

LEGEND (CONTINUED)

- PUE — PUBLIC UTILITIES EASEMENT
- ( )RX — RECORD PER NOTED DOCUMENTS, SEE SHEET 7
- SECTION LINE/MID-SECTION LINE
- SUBDIVISION BOUNDARY
- WAIVER OF DIRECT ACCESS
- # — TYPICAL CROSS SECTION PER SHEETS 2 THROUGH 5

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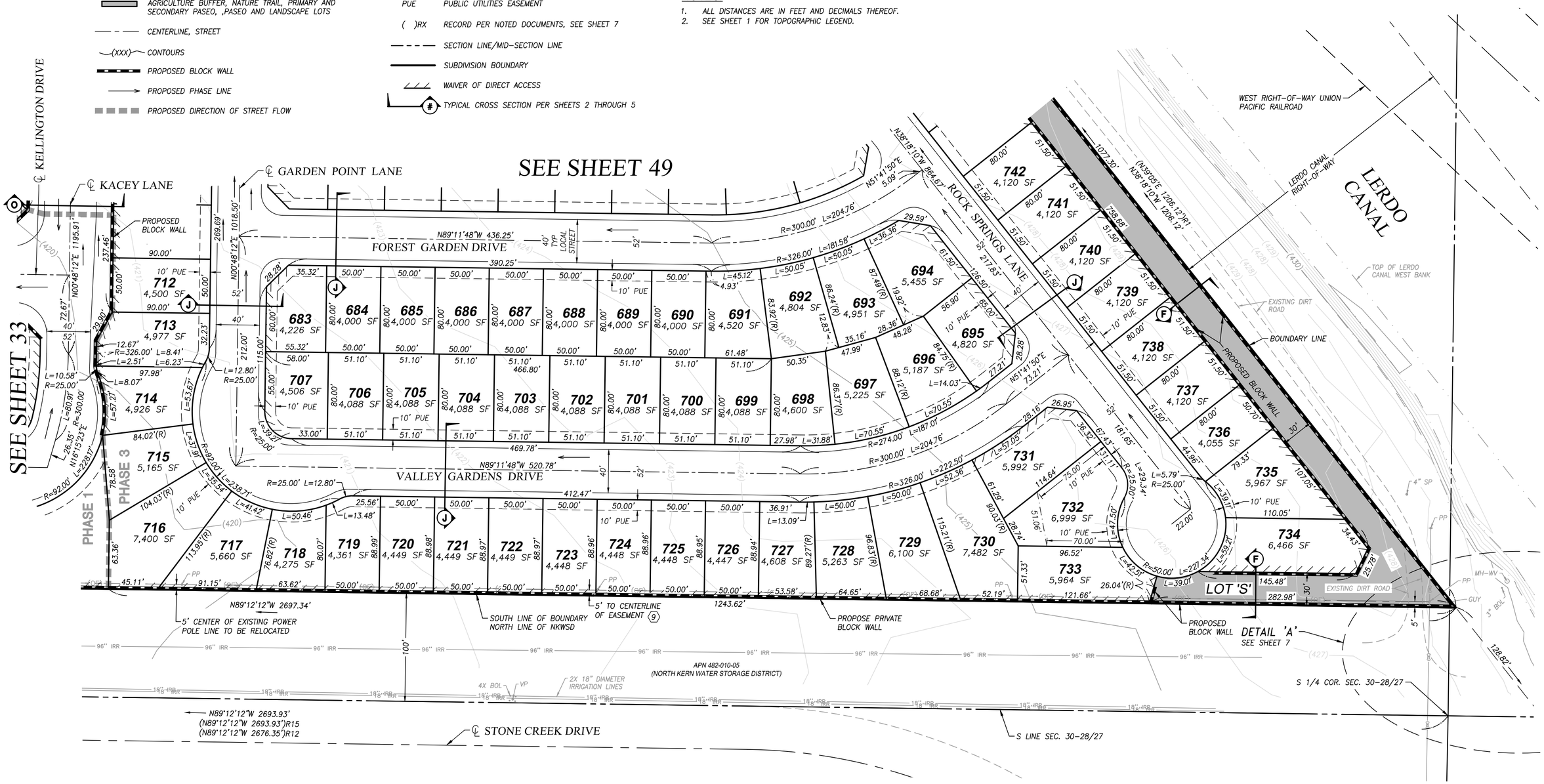

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SHEET 50 OF 50

EXHIBIT 'B'

CONDITIONS OF APPROVAL
TENTATIVE TRACT NO. 7422

GENERAL

1. The owner(s), project proponent(s), and/or applicant(s) (hereinafter referred to as "Developer"), solely at their cost and expense, shall defend, indemnify and hold harmless the City of Shafter (hereinafter referred to as "City"), its agents, legislative bodies, officers and employees regarding any legal or administrative action, claim or proceeding concerning approval of Tentative Tract No. 7422 and/or related actions including, without limitation, actions taken or not taken with respect to the California Environmental Quality Act (hereinafter referred to as "CEQA"); or, at its election and in the alternative, shall relinquish such approval. Developer shall assume the defense of the City in any such legal or administrative action, claim or proceeding with legal counsel paid for in the entirety by Developer, but subject to the City's reasonable approvals. Developer shall also reimburse the City, its agents, legislative bodies, officers and employees for any judgments, amounts paid in settlements, court costs and attorneys' fees which the City, its agents, legislative bodies, officers and employees may be required to pay or otherwise pay because of such action, claim, or proceeding. The City may, at its sole discretion, participate at its own expense in the defense of any such action, claim or proceeding, but such participation shall not relieve Developer's obligations under these conditions of approval (hereinafter referred to as "Conditions").

2. The Developer or the Developer's engineer shall submit a list of all contractors and/or subcontractors performing work on this project to the City Finance Department and such contractors and subcontractors shall obtain valid business licenses to do business and/or work in the City of Shafter.

3. The following disclosure shall be given as part of transfer of properties: "All your real property is near property used for agricultural operations, you may be subject to inconveniences or discomforts arising from such operations on any 24-hour basis. Said discomforts may include, but not be limited to equipment noises, odors from manure or other chemicals, and dust or smoke. The City has determined that the use of real property for agricultural operations is a high priority and favored use to the City and Kern County and will not be considered a nuisance for those inconveniences or discomforts arising from agricultural operations, provided such operations are consistent with accepted customs, standards, and laws."

4. Until all portions of the tentative tract have been developed, all vacant and undeveloped land, not being actively farmed, shall be maintained in a weed-free and clean manner by the Developer. Should said property not be so maintained, the City shall notify the property owner that the property is to be cleaned within thirty (30) days of receipt of said notice. If the property owner does not comply within the required time frame, City may then clear the land and bill the property owner for expenses incurred.

5. Unless a final map is recorded, this tentative tract shall expire twenty-four (24) months from the date of approval by the City Council, unless an extension is granted by the City Council or by state law. If a discretionary extension is requested, the Developer, not less than sixty (60) days prior to the expiration date, shall submit to the City, the applicable processing fees and a completed application requesting an extension of the map approval in accordance with the provisions of the Municipal Code and the Subdivision Map Act. PLEASE NOTE: This will be the only notice given for the above specific expiration date. The applicant is responsible for initiating an extension request.

6. All construction and development shall be consistent with the City of Shafter Gossamer Grove Specific Plan, the approved Tentative Tract No. 7422, and any approved alterations thereof.

PLANNING

7. Prior to initiating any grading or earthmoving within Tract No. 7422, the Developer shall provide the City of Shafter Planning Department with written confirmation from the San Joaquin Valley Air Pollution Control District (SJVAPCD) that the proposed development follows the requirements of the District's Rule 9510.

8. The Developer shall be required to permanently maintain all landscaping, except for landscaping included in the Community Facilities District, including the replacement of any trees or shrubs that do not survive.

9. Only the street names or alternate street names that have been approved on the Tentative Tract Map shall be shown on the Final Map(s) for Tract No. 7422. If the Developer wishes to change the street names at any point in time, a street name change request will need to be submitted to the Shafter Planning Department and approved prior to changing or using any proposed street names.

10. If the Developer proposes to make any substantial changes to the approved tentative map contents, the Developer shall submit a Substantial Conformance application to the Planning Director for review and approval. The Planning Department may request that the Developer apply for a Change of Conditions to update any affected conditions of approval, as necessary.

11. Approved access shall be provided for each lot in accordance with City standards.

12. All roof-mounted air conditioning equipment shall be located on the rear portion of the roof ridge line in such a manner as to be screened as much as practical from view from public streets.

13. With the exception of model houses, as provided in Section 3.080, Chapter 3, Title 16 (Subdivision Ordinance) of the Shafter Municipal Code, no building permit shall be issued by the City of Shafter until Tract No. 7422 has been recorded pursuant to the requirements of the California Subdivision Map Act and Title 16 (Subdivision Ordinance), of the Shafter Municipal Code.

14. If Condition No. 149 (Subdivision Improvement Agreement) is initiated by the Developer and executed by the City of Shafter, no building permit shall be issued until wet utilities have been installed, an all-weather surface roadway is completed on the subject property, and survey stakes or other form of temporary documentation will be provided for, and approved by the Building and Safety Inspector, to verify building location. Missing stakes or other temporary documentation will result in delays in inspection schedule.

15. The following note shall appear on the final map and all grading and construction plans:

    a. If during grading or construction, any plugged, abandoned, or unrecorded oil or gas wells are uncovered or damaged, the California Department of Conservation/Geologic Energy Management Division (CalGEM) shall be contacted to inspect and approve any remediation required.

    b. If any abandoned water wells are located within the development or discovered during excavation or grading, the Kern County Public Health Department - Environmental Health Services Program must be contacted to obtain information for the proper permitting and destruction procedures.

    c. Building setbacks on lots with existing plugged wells shall satisfy the requirements of the CalGEM. If the recommended setbacks cannot be satisfied, the Developer shall submit, concurrent with the submittal for a building permit for the impacted lot, written confirmation from the CalGEM that the setback provided is acceptable.

16. During grading operations, all activity shall be restricted to periods of low wind to reduce dust emissions. Verification of compliance will be the responsibility of the City of Shafter Building Inspection Division.

17. Prior to construction, the Developer shall submit plans for the public parks to be developed on Lots B, U, W, and X, approved under Tentative Tract No. 7422. The public park designs shall be approved by the City of Shafter. All public parks in Tract 7422 shall be fully constructed, landscaped, and completed by the Developer, consistent with the Gossamer Grove Specific Plan and all applicable standards, prior to the issuance of 75% of the Certificates of Occupancy for the subject phase that the park is located within.

18. The Developer of Tract No. 7422 shall comply with all requirements of the San Joaquin Valley Air Pollution Control District (SJVAPCD), prior to, and while grading and developing the site. It is the Developer's responsibility to contact the SJVAPCD to determine with which requirements/rules the Developer must comply.

19. Prior to recordation of the first phase final map for Tract No. 7422, the Developer shall enter into a development agreement with the City of Shafter, in a form and substance reasonably approved and required by the City, which shall provide for a minimum square footage of residential units within the subdivision, and which shall provide for payment of park fees, traffic fees, and any other fees deemed necessary by the City.

20. All utilities shall be designed and constructed in such a way as to allow for them to be extended into any future residential development areas.

21. The public landscape lots and Nature Trail system in Tract No. 7422 shall be planted with a combination of evergreen and deciduous trees at a density sufficient to provide a year-round visual buffer. Tree species and spacing shall be reviewed and approved by the City as part of the approval of the landscape plans for the tract.

22. If during development activities, any wells are encountered, the property owner is expected to immediately notify the CalGEM construction site well review engineer in the Inland district office, and file for Division review an amended site plan with well casing diagrams.

23. On all corner lots and/or reverse corner lots within the tract, fences/walls shall not be located within the first 5 feet of the Public Utility Easement behind the street side yard and front-yard property lines. A note stating this must be included on all site plans during building permit review. The City will not permit walls nor fences to be built within the first five (5) feet of the PUE dedication on the side-yard of corner/reverse corner lots.

24. Secondary entry monuments shall be designed and installed by the Developer on Gossamer Grove Boulevard at the northern tract boundary, on Jewetta Avenue at the northern tract boundary, and at the western tract boundary near the Calloway Canal. These entries shall provide a visual gateway into Gossamer Grove, and consist of a combination of signage, lighting, and landscaping elements. Plans for the entry monuments shall be reviewed by the City prior to construction, and shall be fully constructed prior to Notice of Completion for the subject phase.

BUILDING

25. Prior to issuing a certificate of occupancy for any building, the building address(es) shall be permanently installed and be clearly visible from the street.

26. Prior to issuance of the first building permit, the Developer shall provide written confirmation to the City from the SJVAPCD confirming that any and all applicable off-site mitigation fees for the subdivision have been paid in full.

27. No final inspection or issuance of a certificate of occupancy shall be approved for any lot until all required improvements have been completed by the Developer and accepted by the City.

28. Developer shall pay all development fees and impact fees adopted by the City in effect at the time of issuance of any building permit or Certificate of Occupancy.

29. Developer shall comply with the latest California Building Code, California Mechanical Code, California Plumbing Code, California Electrical Code, California Fire Code and all other applicable codes, ordinances, regulations, and development standards in effect at the time of issuance of relative permits.

30. Prior to issuance of each building permit for houses within Tract No. 7422, Developer shall submit a site plan to the City of Shafter Planning Department for review and approval. The information shown on the site plan shall include, but not be limited to: reference to the floor

plan layout and building elevation (including exterior building materials and colors), easement locations and widths, patios, porches, driveways, etc. for each of the single-family residences to be constructed within Tract No. 7422. The siting of each structure on the plans must comply with the applicable lot development standards of the latest Gossamer Grove Specific Plan. The architectural and landscaping design features of each residence within Tract 7422 must be in substantial compliance with the Gossamer Grove Specific Plan Chapter 5: Design Guidelines.

31. Private drives constructed of Portland cement concrete shall be constructed at a minimum width of 16 feet from the edge of public roadway pavement to the garage of each home.

32. A landscaping plan, including design of a permanent irrigation system, shall be submitted to and approved by the Planning Director and City Engineer. Said approved landscape and irrigation plan shall be implemented prior to receiving a final inspection for any house constructed within the subdivision. All landscaping is subject to the requirements for landscaping contained herein these conditions and with City Standards. Landscaping shall include an irrigation system for both the front-yard and the street side-yard (where applicable) provided the street side-yard is not obscured from sight from an adjacent street by fencing, for each lot within the subdivision. Landscaping shall comply with current State guidelines for residential landscaping.

33. Fiber Optic Installation for Dwelling Units: Owner agrees to install in each dwelling unit the following fiber optic requirements:

    a. Install a Dedicated City Fiber Enclosure adjacent to the other utility enclosures or a Common Communication Enclosure (collectively "Utility Enclosure") for the proposed communications utilities (phone, cable, fiber, etc.). The enclosure type shall be Benner-Nawman 14326W-UL or as approved by the City. The Utility Enclosure may face the garage exterior or interior and shall include one 120-volt, 15-amp convenience receptacle inside the enclosure mounted on either side of the wall. A surge-protected receptacle must be installed or verification that an equivalent surge protection device (SPD) has been installed as an integral part of the service equipment or located immediately adjacent to the service equipment to be in accordance with article 230.67 of the California Electrical Code.

    b. Install a wireless-transparent Structured Media Enclosure ("Media Enclosure"), such as models: Legrand 30" ENP3050, Legrand 42" ENP4250, Leviton 30" 49605-30W, Primex Verge 30" P3000, 42" Primex Verge P4200, or as approved by the City. The Media Enclosure shall be installed in the wall of a master bedroom closet or a laundry room furthest from the water supply and maintain a minimum 48-inch horizontal clearance between and 24-inch clearance above any metallic appliances or accessories. The Media Enclosure shall include one 120-volt, 15-amp convenience receptacle located inside the enclosure.

    c. Install a conduit pathway from the Utility Enclosure to the Media Enclosure with a minimum of one (1) 1-inch diameter non-metallic, flexible conduit which shall maintain a minimum 36-inch bend radius and protrude a minimum of 6-inches into the enclosures. The conduit shall be marked with orange Tyvek or plastic tags, labeled

"City Fiber 661-746-8929", tie wrapped to the conduit in plain view within the enclosures.

d. Install a continuous conduit without breaks or couplings from the existing City Fiber Distribution Enclosure located in the right-of-way ("Distribution Enclosure") to the bottom side of the Utility Enclosure. The conduit shall be installed a minimum of 36-inches below grade, protrude a minimum of 12-inches into the Utility Enclosure, be orange in color, and be factory labeled "City of Shafter 661-746-8929". If the conduit does not have an integrated tracer wire, a continuous external #12 AWG solid-conductor tracer wire with high-density polyethylene insulation rated for direct burial shall be installed along with the conduit leaving a minimum 15-feet of slack coiled in the Distribution Enclosure and 3-feet of slack coiled in the Utility Enclosure. The conduit and tracer wire shall be inspected by a City of Shafter representative before shading and backfilling.
   i. After backfilling, polyester cable pulling tape (Muletape), or equivalent, shall be installed in all conduit paths between the Distribution Enclosure and the Utility Enclosure. Mule tape shall be slack (no tension) and fastened to the plug or cap.
   ii. Couplings shall be used to repair damaged or short-length conduit only if approved by the City. Conduit couplings shall be an air-tight, water-tight, push-on compression fitting approved by the City. Tracer wire couplings shall be air-tight, water-tight, twist on or compression connector approved by the City. Coupling integrity shall be inspected by a City of Shafter representative.

e. Category 6 Unshielded Twisted Pair (CAT 6 UTP) cable (or as approved by the City) shall be installed according to industry standards and the requirements below, and shall not be pinched, stapled, bent sharply, or crossing any sharp, unprotected edges:
   i. Install a minimum of two (2) cables from the Utility Enclosure to the Media Enclosure.

34. Developer shall be responsible for complying with any and all Pacific Gas and Electric requirements, for any development activity adjacent to/or within PG&E owned property, facilities and easements.

ENGINEERING

35. Developer shall record offsite easements and provide copies of executed documents to the City of Shafter for the following:
   a. Friant-Kern Canal at Meandering Way license agreement, prior to Phase 1 final map recording.
   b. Calloway Canal at Chapala Street license agreement, prior to Phase 2 final map recording.
   c. Jewetta Avenue license agreement with the North Kern Water Storage District for access between Phase 2 and Marcona Preserve Specific Plan northern boundary, prior to Phase 2 final map recording.

   The design, construction, and installation of any crossings or improvements tied to these license agreements shall be subject to the City of Shafter approval and affected agencies' approval. The required improvements shall be completed prior to the Notice of Completion for the applicable phase.

36. Developer will be responsible for fully constructing a bridge west over the Calloway Canal into the Mission Lakes Specific Plan area if development of Tract 7422 Phase 2 begins before the Mission Lakes tract(s) associated with the bridge crossing. In such event, said bridge shall be completed by the Developer prior to the Notice of Completion for the 2nd phase of 7422. Developer of Tract 7422 shall bond for the required improvements prior to the Phase 2 final map recording.

37. Developer shall remove and replace any existing public or private improvements that may become damaged during any phase of construction, as required by the City Engineer. The contractor working within the public right-of-way shall obtain an encroachment permit from the City Engineer prior to commencing any such work.

38. Developer shall relocate and/or install all necessary infrastructure to provide utilities to the proposed project.

39. A ten (10) foot public utility easement, as shown on the tentative map, shall be provided in the front of all lots and on the street side of all corner lots/reverse corner lots as requested by the utility companies and the City Engineer. Easements shall be granted with the final map.

40. Easements to be given to the City or any other public utility agency for sewer, water, storm drain, electrical, or any other utility or similar purpose shall not cross private property without prior approval of the City Engineer.

41. Any above-ground utility cabinets or facilities to be located within the road right-of-way or public utility easement shall be permitted only upon approval by the City Engineer. Such approval will be made in writing, upon written request of the applicant and/or the affected utility company.

42. Any obstructions including utilities, irrigation lines, etc., shall be removed and/or relocated, if necessary, at the expense of the Developer.

43. No final inspection shall be approved until all required improvements have been completed by the applicant and accepted by the City of Shafter.

44. All new utilities shall be underground service.

45. During construction, vehicular access points shall be covered with decomposed granite, road oil, or some other treatment acceptable to the City Engineer, to prevent generation of dust during periods of vehicular activity and/or windy conditions and tracking of mud and dirt on public roadways.

46. Prior to the issuance of a Certificate of Occupancy on any lot of Tract No. 7422, all required improvements shall be completed and accepted by the City of Shafter. Required improvements shall be those improvements necessary to provide adequate City Services to the subject lot as determined by the City Engineer.

47. All improvements shall be complete within one (1) year from the date of filing of the final map for the development unless a time extension is granted by the City Engineer. The timing of improvements shall be subject to approval of the City Engineer.

48. Type and location of centralized mail delivery units shall be determined by the postal service. If the postal service requires special easements for the placement of the delivery units, then said easements shall be shown on the final map.

49. All road, landscaping, trail, sidewalk, block wall, and paseo improvements, required by and consistent with Tract No. 7422 and the Gossamer Grove Specific Plan, shall be constructed by the Developer and approved by the City of Shafter prior to recordation of the subject phase final map or shall be included as a public improvement in the subdivision improvement agreement. Wall plans, materials, and dimensions shall be consistent with the requirements of the Gossamer Grove Specific Plan and Tentative Tract No. 7422 and shall be approved by the City of Shafter prior to construction. The timing of improvements shall be subject to approval of the City Engineer. Construction of all improvements shall be completed by the Developer prior to the issuance of the Notice of Completion for the subject phase, unless stated otherwise in this Conditions of Approval document.

50. All landscaping, trail, sidewalk, block wall, paseo, and multi-use walkway improvement areas within the map boundary shall be dedicated to the City of Shafter with the recorded map for its respective phase. Areas located outside the tract map boundary shall be dedicated by separate instrument prior to, or concurrent with, recordation of the final map phase.

51. Developer shall place the entire subdivision within a new or add to an existing Community Facilities District (CFD) prior to the recordation of any final map and prior to acceptance of improvements by the City of Shafter. The maintenance district shall be set-up to cover the cost of street lighting, drainage basin maintenance, landscaping maintenance, and park maintenance, as well as all administrative costs associated with the City of Shafter's management of the District.

    a. The Developer shall be required to cover the cost of street lighting, maintain all landscaping, park maintenance, including the replacement of any trees or shrubs that do not survive, within public right-of-way and landscape easements for a period of one (1) year after final inspection of the landscape improvements, or until such time as the maintenance district is formed, whichever shall occur last.

    b. Developer shall be fully responsible for the formation, and formation cost of the Community Facilities District, as directed by the City Engineer.

    c. Developer shall be fully responsible for paying the cost of water for all landscaping and electricity for the streetlights for a period of one (1) year after issuance of Notice of Completion.

52. Engineered plans and building permits are required for all block walls greater than 6 feet in height. Block walls shall be built by the Developer at those locations consistent with the approved Tract No. 7422 and the approved Gossamer Grove Specific Plan.

53. Developer shall design and install a system of conduits, terminal enclosures, distribution enclosures, splice enclosures, connection points, and hand holes for a fiber optic network to each buildable lot within the development. Design and material specifications are available from the City of Shafter. Plans shall be submitted to and approved by the City of Shafter, prior to recordation of the final map, showing the proposed utility trench and all appurtenant hardware. The design shall include the following minimum specifications:

    a. A combination of fiber optic conduits shall minimally include 4" SDR-11 HDPE, 2" SDR-11 HDPE, 1.25" SDR-11 HDPE, and 7-Way bundled HPDE innerduct with attached tracer wire. Fiber optic conduits may be joint-trenched with other utility company pipes and/or conduits.
    b. All underground fiber optic conduits, innerduct bundles, etc. shall be factory-labeled "City of Shafter 661-746-8929". Conduits shall be identified by a permanent marking, with the address number of the residence they serve, within the distribution enclosures.
    c. All underground fiber optic conduit paths shall have tracer wire. If the conduit does not have an integrated tracer wire, a continuous external #12 AWG solid-conductor tracer wire with high-density polyethylene insulation rated for direct burial shall be installed along with the conduit leaving a minimum 15-feet of slack coiled in the endpoint enclosures.
    d. The ends of all fiber optic conduits and innerducts shall be plugged or capped to prevent dirt, debris, or foreign objects from entering.
    e. After backfilling, all conduits shall be checked for obstructions, and re-excavated and repaired or replaced as required. All conduits ½-inch or larger shall require polyester cable pulling tape (Muletape) or equivalent installed. Polyester cable pulling tape (Muletape) shall be slack (no tension) and fastened to the plug or cap. Innerducts shall be mandrel tested and are subject to inspection by a City of Shafter representative.
    f. A combination of underground utility enclosures shall minimally include 36"W x 60"L x 36"D polymer concrete enclosures with dual torsion covers, 36"W x 36"L x 24-36"D and 24"W x 36"L x 24-36"D High Density Polyethylene (HDPE) enclosures.
    g. All underground utility enclosures shall be factory-stamped "City Fiber".

54. Prior to construction, all improvement plans and landscaping plans shall be approved by the City of Shafter.

55. The side-yard fences constructed along local streets shall consist of a masonry block retaining wall topped with a wooden fence, or other material as approved by the City Engineer. Sufficient area behind the sidewalk shall be provided to accommodate the installation of community mailboxes, where required by the US Postal Service.

ENGINEERING: GRADING & DRAINAGE

56. Prior to review of any required improvement plans, both a drainage/hydrology study and a grading plan shall be submitted to and approved by the City Engineer. A master grading plan covering Tract No. 7422 shall be submitted and approved. Future development plans

shall be based upon the approved master plan. Any deviation from the approved master plan will require the approval of the City Engineer.

57. The drainage/hydrology study and hydraulic analysis for the project shall be performed by a registered civil engineer and submitted to the City Engineer for review and approval. The study shall demonstrate that any potential run-off will not impact surrounding properties. The study shall focus on the project property and any affected adjacent properties.

58. A soils report, prepared by a registered civil engineer shall be submitted along with the grading plan. Soils report shall be performed in compliance with the latest edition of California Building Code, and Chapter 15.28 of the Shafter Municipal Code. In addition, all site grading, earthwork and building design shall be performed in accordance with the recommendations of the soils report.

59. A grading permit shall be obtained from the City prior to commencement of any grading activity.

60. Prior to issuance of a building permit, the Developer shall file a "Rough Grade Certificate" with the City in accordance with the City Engineering Design Standards. Rough Grade Certificate shall be accompanied by certified soil compaction test data from an acceptable materials testing company and a certificate that the rough grade is in substantial conformance with the approved grading plan and Chapter 15.28 of the Shafter Municipal Code. Developer to obtain "Rough Grade Certificate" form from the City.

61. Prior to final approval, acceptance of work, or issuance of Certificate of Occupancy, the Developer's engineer shall file a "Final Grade Certificate" stating that all required grading has been done in accordance with the approved grading plan. Developer to obtain "Final Grade Certificate" form from the City.

62. The location and frequency of soils compaction testing shall be per the City Engineer. Soils compaction testing shall be provided by the Developer.

63. Minimum slopes across any flat surface shall be 1%. For slopes less than 1%, surface drainage shall be channeled into a concrete v-gutter, curb and gutter, underground storm drain, or similar drainage structure.

64. All building pads shall provide a minimum of 2% slope away from each house to an earth swale, and a minimum of 1% from the highest point in the swale to the street. A four-inch landscape drain may be used to replace the earth swale. The minimum pad height shall be twelve (12) inches above the adjacent curb.

65. Street side corner lots shall not have their side yard slope (finish grade to back of sidewalk) exceed 4 horizontal: 1 vertical. If maximum slope is exceeded, side yard shall be retained in an approved manner.

66. Wood retaining structures shall not be approved. Developer shall use masonry, keystone, concrete, or other approved material.

67. Engineered off-site drainage plans for Tentative Tract No. 7422 shall be submitted to and approved by the City of Shafter prior to recordation of a final map. The approved drainage facilities shall be constructed and approved by the City of Shafter prior to issuance of building permits.

68. All storm drain pipes and manholes shall be installed with the street paving. Catch basin shall be installed per city standards.

69. Drainage Basin:

    a. Developer shall construct a drainage basin on Lots C and Y as shown on the Tentative Tract Map No. 7422.
    b. Developer shall provide calculations showing all drainage areas utilizing the basin and show the percentage of the capacity utilized by Tract No. 7422. Basin size calculations shall be submitted by the Developer to the City Engineer for review and approval prior to final map recording.
    c. Developer shall construct permanent masonry walls around the proposed drainage basin on Lots C and Y. The masonry walls shall be a minimum height of 6-feet, shall enclose the entire sump, and shall include a minimum 16'-wide access controlled by a wrought-iron gate with metal screening. A lockable privacy gate, concrete driveway, access easements, and drainage easements shall be provided for access and storm drain lines to the drainage sump as required by the City Engineer.

70. The number and location of street-based siphons and cross gutters allowed, if any, will be determined during the grading and drainage review process. The minimum grade for allowed cross gutters shall be 0.6%.

71. Grading onto adjacent property shall not be done without written permission from the adjacent property owner.

72. The Office of the City Engineer shall be notified 24 hours in advance of the placement of any fill material.

73. Fill and/or import material shall be subject to the approval of the soils engineer.

74. Developer is responsible for the grading of lot pad areas to within 0.1 foot of the design elevations.

75. All areas in the site on which structures are to be placed must be compacted to 90% relative density, for a minimum distance of 5-feet in all directions from the foundations of the structure.

76. All fill material shall be moisture conditioned to at least 2% above optimum moisture and compacted to 90% relative density, as determined by test methods referenced in Chapter 15.28 of the Shafter Municipal Code, and so certified by test and report from the soils engineer.

77. The design engineer shall exercise sufficient supervisory control during grading operations to ensure compliance with the plans, specifications, and code within his purview.

78. The placement of fill shall be in 6-inch-maximum lifts, compacted with heavy compaction equipment approved by the City Engineer, unless specifically recommended otherwise in the preliminary soils report.

79. Compaction in proposed pavement areas should be per City standards and should extend to a minimum distance of 2-feet beyond the outside edges of pavement.

80. All cut and fill slopes shall not be steeper than 2 horizontal to 1 vertical.

81. All fill areas to be cleared of all vegetation and other unsuitable materials for a structural fill and the areas shall be scarified to a depth of 6-inches, unless specifically noted otherwise in the preliminary soils report.

82. All slopes in excess of three (3) feet shall be prepared and maintained to control against erosion.

83. Grading work shall be supervised as engineered grading in accordance with Chapter 15.28 of the Shafter Municipal Code.

84. During grading, reasonable searching should be performed for concealed subsurface obstructions. All abandoned subsurface obstructions should be removed. If terminus of any abandoned piping is outside the project limits, the piping should be removed within the project and properly capped at the project boundary.

85. Developer's attention is directed to the provisions of SJVAPCD's Regulation VIII - Fugitive PM 10 Prohibitions, which requires the submission of a Dust Control Plan for certain construction projects. Developer shall comply with all applicable SJVAPCD rules and regulations including the submission of a Dust Control Plan as may be applicable. Current SJVAPCD rules and regulations are available online at http://www.valleyair.org/rules/1ruleslist.htm.

86. It shall be the Developer's responsibility to prevent a dust nuisance from originating from the site of the work as a result of his operations. Preventative measures to be taken by the Contractor shall include but shall not be limited to the following:

    a. Water shall be applied to all unpaved areas as required to prevent the surface from becoming dry enough to permit dust formation.

    b. Paved surfaces over which vehicular traffic is permitted to travel shall be kept free of dirt.

    c. Temporary suspension of the work, either as a result of order by the Engineer or as a result of conditions beyond the control of the Contractor shall not relieve the Contractor from his responsibility for dust control as set forth herein.

87. Any temporary drainage basin serving the subdivision shall be surrounded by a chain link fence with privacy slats.

ENGINEERING: WATER/FIRE

88. The Developer shall install two water systems for the project together with such equipment, pipeline, and facilities, including individual water services, as may be necessary to ensure the development has a minimum supply of water for the purposes of the development including fire protection. One water system shall be developed exclusively for drinking or domestic water service. The other shall be for fire protection, irrigation of lawns, parks, and common landscape area and be provided by either existing or new wells. Developer shall submit water improvement plans to the City Engineer and Oildale Mutual Water Company for review and approval. Developer shall construct the public water system in accordance with Subdivision Engineering Design Manual for the subject property. The dual water system shall be constructed by the Developer and approved by the City of Shafter and Oildale Mutual Water Company prior to recordation of the final map.

89. To the greatest extent possible, above ground air-vac or air release valves required by Oildale Mutual Water Company shall be in public landscaping or entrances to Natural Trail areas, and not along residential property frontages. This requirement is subject to the approval of Oildale Mutual Water Company.

90. The Developer shall provide a Will Serve Letter from Oildale Mutual Water Company prior to any final map recording.

91. To the greatest extent possible, wet utilities (sewer, water, storm drain) shall be installed between the flowlines on all streets.

92. Fire protection shall be provided per Kern County Fire Department Standards for the type of development. A Certificate of Approval shall be obtained by the Developer from the Kern County Fire Department. Evidence of this Certificate of Approval shall be provided to the City prior to acceptance of the water system by the City.

93. Prior to installation, all water improvement plans shall be reviewed and approved by the Kern County Fire Department. The review includes hydrant locations and access into and out of the tract. A plan review permit, obtained from the Kern County Fire Department, must be applied and paid for prior to the review of any modified or new tract map.

94. The water line size, location and materials shall be subject to the approval of the City Engineer. The minimum water line size shall be in accordance with the Subdivision and Engineering Design Manual.

95. Tie-ins to existing water mains shall be constructed in a manner approved by the City Engineer.

96. Whenever possible, the water system shall be looped to minimize dead ends.

97. Separate dual water services shall be installed for each residential property.

98. No permanent structures shall be constructed over proposed or existing utility easements.

99. Prior to issuance of a building permit, water mains and fire hydrants to be installed by applicant shall be completed, tested, and accepted (CFC).

100. The Developer shall provide AWWA approved fire hydrants that comply with Kern County Development Standards (Clow 850 or equivalent).

101. The required fire hydrants shall be placed a maximum of 660 feet apart throughout the tract for firefighting purposes. Final hydrant locations shall be approved by Kern County Fire prior to installation.

102. The Developer shall install reflective markers to identify hydrant locations pursuant to California Health and Safety Code 13060.

103. The required fire hydrants shall provide a minimum fire flow of 1,500 gallons per minute for 2 hours with 20 PSI residual, or as required by the Kern County Fire Department.

104. The water system for the required fire hydrants shall be looped, if practicable.

105. The Developer shall install the required water, access and street signs prior to issuance of any building permit.

106. A fire flow test shall be performed and approved by the Kern County Fire Department prior to issuance of any building permit and before any Certificates of Occupancy are issued. The Kern County Fire Department shall be contacted for a fire flow test and approval prior to the commencement of construction.

107. All fire access roads to each parcel must meet specifications set forth in Section 503.2 of the California Fire Code and the applicable Appendix and Ordinance sections.

108. All new residential construction will require automatic fire sprinklers and shall meet all other fire requirements of the California Fire Code.

ENGINEERING: SEWER

109. No properties shall be served by a septic system.

110. Developer shall install a sewer system for the development together with such materials, pipelines, manholes, and individual services for the purposes of the development. Developer shall submit sewer improvement plans to the City Engineer for review and approval prior to recordation of the final map. Developer shall construct the public sewer system in accordance with the Shafter Subdivision Engineering Design Manual for the subject property.

111. All fees and costs necessary to connect to the sanitary sewer collection and treatment system shall be those in effect at the time the service connection is made.

112. Sewer line size, location, slope, and materials shall be subject to the approval of the City Engineer. Minimum sewer line size, location, slope, and materials shall also be in accordance with the Subdivision and Engineering Design Manual.

113. Tie-ins to existing sewer mains, manholes, or other structures shall be constructed as directed by the City Engineer.

114. Sewer pipelines and manholes shall be installed within the proposed street paving of the development.

115. Separate sewer services shall be installed for each property. At no time shall sewer be joint trenched with water.

116. Sewer lines shall not be permitted in easements between the backyards or side-yards of residential lots.

117. No permanent structures shall be constructed over proposed or existing utility easements.

ENGINEERING: STREET & TRAFFIC

118. Developer shall construct and provide rights-of-way for all streets, curb, gutter, cross gutter, drainage facilities, sidewalks, walls, landscaping, streetlights, drive approaches, intersections, and other related improvements consistent with Tentative Tract No. 7422 and the Gossamer Grove Specific Plan. Developer shall submit street improvement plans prepared by a registered civil engineer to the City Engineer for review and approval and shall include: Preliminary soils report, preliminary engineer's estimate of construction costs; and plan check and inspection fees.

119. Additional rights of way easements or dedications necessary for street and/or public utility improvements located outside the tract boundary shall be granted to the City of Shafter prior to a final map recording, unless stated otherwise herein.

120. The drawings shall include all proposed public street pavement, curb, gutter, driveways, streetlights, cross gutter, catch basins, striping, signage, traffic signals, and sidewalks along the perimeter of all streets adjacent to or within the project site. Said improvements shall be constructed as per the street improvement plans approved by the City Engineer in a manner consistent with the Subdivision and Engineering Design Manual.

121. All local streets shall be developed as full-width streets in accordance with standards and specifications of the Gossamer Grove Specific Plan and the City of Shafter, as approved by the City Engineer. All local streets shall be fifty-two (52) feet full right-of-way with forty (40) feet flowline to flowline.

122. Should a street transition to another street with a ninety (90) degree turn occur, that transition shall be a street knuckle and shall be shown on the final tract map and in the street improvement plans.

123. Cul-de-sac and street knuckle dimensions and radii to conform to the Subdivision and Engineering Design Manual and/or as approved by the City Engineer. The use of off-set cul-de-sacs is approved provided they meet the requirements of the City of Shafter.

124. Street signs shall be installed per City standards as required by the City Engineer.

125. During construction, the Developer shall maintain the project, including all adjacent streets in a dust free condition. This condition applies at all times including weekends, evenings, and nighttime hours. During construction operations, cleanup of soil from the public roadways shall be required, if deemed necessary, by the City Engineer.

126. All utilities proposed under paving shall be installed prior to paving. Cover over utilities shall be at a depth as approved by the City Engineer.

127. Driveway approaches shall be constructed in a manner consistent with the requirements for residential approaches as set forth in the City's Subdivision and Engineering Design Manual or as permitted by the City Engineer.

128. Sidewalk, including curb, shall be five (5) feet wide and shall be placed behind the curb, or as specified by the Gossamer Grove Specific Plan. Transitions at intersections and wheelchair ramps shall be provided and installed per the City's Subdivision and Engineering Design Manual.

129. Monument and monument covers shall be set per City Standards.

130. Temporary turnarounds, if required, including right-of-way, shall be granted, designed, and installed per the Subdivision and Engineering Design Standards.

131. Temporary barricades shall be installed at the north end of Jewetta Avenue, the south end of Jewetta Avenue, and the north end of Gossamer Grove Boulevard.

132. Property line locations shall be marked with a chiseled line on the top of curb for all property lines. The location of all sewer laterals shall be indicated on the top or face of curb with a stamped "S".

133. Street lighting shall be installed in accordance with the City Engineering and Subdivision Design Manual as directed by the City Engineer. Developer shall coordinate with Pacific Gas & Electric to ensure that the streetlights are established under the LS-2A rate schedule.

134. Secondary access easements shall be provided at the request of the City Engineer. Within any given phase of development, secondary access easements and additional improvements for circulation shall be provided by the Developer in a manner approved by the City Engineer. Access roads shall be twenty (20) feet in width and shall consist of three (3) inches of Class II aggregate base over six (6) inches of native material compacted to 90% relative maximum density.

135. Waivers of direct access shall be dedicated and shown on the final map(s) for Tract No. 7422 as approved on the tentative map, subject to change by the request of the City

Engineer. Said waivers of direct access shall also be shown on the individual plot plans during building permit application.

136. The Developer shall provide a secondary access to Tract No. 7422 from the Mission Lakes Specific Plan area via Chapala Street or from Marcona Preserve, fully constructed to City standards, prior to the issuance of a building permit for the 200th dwelling unit within Tract No. 7422 Phase 2.

137. The Developer shall provide the City Engineer with a traffic study prior to the recording of any final map. If the traffic study determines that traffic signals are necessary, it shall be the responsibility of the Developer to install traffic signals at those intersections as determined by the study. The design, construction, and installation of the traffic signals shall be subject to the City of Shafter approval. Within any phase of development, Certificates of Occupancy shall not be issued until any required signals are installed by the Developer and made fully operational.

138. Caltrans District 6 recommends the Developer perform a safety analysis that shows the impacts of the development to the surrounding areas. Please reference the Caltrans Local Development Review (LDR) Safety Review Practitioner's Guidance and send the scope of work for the safety analysis to Caltrans before the traffic study is conducted.

ENGINEERING: LANDSCAPING

139. Electrical Source for Landscaping:

    a. Developer shall supply and install landscaping electrical services to power any and all required timers, solenoids, pumps, motorized equipment. Cabinets and meter pedestals shall be approved by the City of Shafter. Developer shall contract with Pacific, Gas & Electric the location of each pedestal and make all arrangements for them to deliver power at each location.

140. Water Source for Landscaping:

    a. Landscaping water service point of connection shall be approved by the City Engineer. The water source shall be from the non-potable water system installed with the tract.

141. Landscaping Enclosure:

    a. Landscaping timers, electrical service fuses, breakers, etc., shall be installed within a commercial grade landscaping enclosure.

    b. Commercial grade landscaping enclosure shall be installed within the dedicated landscaping area adjacent to the water source and/or electrical source.

    c. Commercial grade landscaping enclosure shall be installed on a concrete foundation poured onto a minimum of six (6) inches of native subgrade compacted to 90% (or in accordance with manufacturer's recommendations, whichever is more stringent).

d. The City of Shafter Subdivision and Design Manual requires a 110-volt duplex electrical service within the enclosure.

142. The Developer shall comply with all requirements for grading and erosion control, including the prevention of sedimentation or potential damage to off-site property.

143. Sleeves shall be placed under the proposed paving for landscape piping or low voltage electrical per the City Engineer.

144. Public landscaping throughout Tract 7422 shall be reviewed and approved by the City of Shafter prior to installation. Plans shall show the locations of water and electrical services necessary to serve the landscaping and lighting needs of the areas. City Engineer may request that separate plan sheets be provided for the Natural Trail landscaping.

145. Landscape lots shall be equipped with a minimal number of benches, trash receptacles, water fountains, picnic tables, etc. as necessary. Details shall be worked out with the City during landscape plan review and approval.

146. Developer shall dedicate the public landscaping lots, nature trail, and paseos to the City of Shafter concurrent with the recording of the final map for the phase that said lot(s) is/(are) located in.

147. Developer shall dedicate the public park lots to the City of Shafter at the time of the recording of the final map for the phase that said public park(s) is/(are) located in. All park sites shall be improved to City of Shafter requirements/standards and built by Developer.

148. Developer shall be responsible for improving streets adjacent to the park sites (Lots B, U, W, and X) and adjacent to the school site (Lot 'A'), to City standards.

ENGINEERING: SUBDIVISION IMPROVEMENT AGREEMENT

149. The Developer shall furnish the City of Shafter acceptable security to guarantee the construction of public improvements in accordance with all applicable provisions of the City of Shafter Municipal Code and the California Subdivision Map Act. The Developer shall enter into a subdivision improvement agreement with the City of Shafter for public improvements that are not yet completed at the time of Final Map approval. The subdivision

improvement agreement must be approved by the Shafter City Council and recorded with the Kern County Assessor-Recorder.

NORTH KERN WATER STORAGE DISTRICT

150. The Developer shall plan for and install a 6'-high block wall between Tract 7422 and the adjacent NKWSD's Lerdo Canal, Calloway Canal, 8-1 Canals, and the 8-1 pipeline.
    a. The block walls and footings are to be outside of the District's property. No Public Utilities Easement (PUE) nor Wall Footing Easement (WFE) shall be placed on the NKWSD canal easement.
    b. The Developer shall install a sound barrier wall or an approved equivalent around the Water Well Site (Lot V) and for any other project areas that are adjacent to District-owned groundwater wells.

151. A concrete cut-off wall is required to be installed by the Developer within the Canal banks where pad elevations are lower than the canal's high-water elevation.

152. Appropriate access agreements shall be executed by the Developer with the NKWSD for any crossings of District facilities.

153. A Temporary Access agreement shall be entered into by the Developer and any contractors, to enter any District property or easement during development.

154. The following improvement plans shall be submitted by the Developer to NKWSD for review: Grading plan, Block wall plan, cut-off wall plan, Sewer, storm drain, water, dry utilities, and landscape plans.

155. The plan indicates a proposed crossing of the District's Calloway Canal at Chapala Street. Detailed bridge crossing plans must be submitted to the District for review and approval prior to construction.

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Giovanni Perez, Economic Development Coordinator

SUBJECT: ADOPTION OF THE CITY OF SHAFTER FIVE-YEAR ECONOMIC DEVELOPMENT STRATEGIC PLAN (EDSP)

RECOMMENDATION

Council finds that the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; adopts the City of Shafter's Five-Year Economic Development Strategic Plan

BACKGROUND

On November 18, 2025, the City Council approved a professional services agreement for the City to partner with Civic Solutions Partnership LLC ("CivicSol") to prepare Shafter's first formal Five-Year Economic Development Strategic Plan ("EDSP").

This major initiative began in recognition that Shafter is at an inflection point. Growth is occurring, major development activity continues, and the City remains well-positioned within the regional economy. The question before the City is how intentionally it will guide that growth to strengthen economic diversification, expand quality job opportunities, and ensure long-term community benefit. The EDSP gives the City a clear framework to take a more proactive role in shaping economic prosperity.

The EDSP was developed through a focused and accelerated planning process informed by peer benchmarking, aspirational benchmarking, quantitative and qualitative analysis, stakeholder engagement, and evaluation of Shafter's competitive assets, constraints, and strategic opportunities. In partnering with CivicSol, the City sought to prepare a practical strategy for advancing business attraction, business expansion, workforce alignment, infrastructure readiness, and long-term fiscal resilience. To put it simply, this strategy will help guide the City towards improving the quality of life, place, and opportunity in Shafter. The project also included development of a complementary CEDS framework to support future funding opportunities, but that component will be presented to City Council under a separate staff report.

This effort moved from project initiation to final plan development in just under five months, an accelerated timeline for a strategic effort of this scale. Staff and Civic Sol initiated the process with an early site visit, stakeholder interviews, formation of an internal executive-led Steering Committee, and discovery efforts to better understand Shafter's economic position, development trajectory, and long-term opportunities.

The project was organized into four phases: project launch, data and market analysis, community engagement, and final plan development and implementation readiness. Throughout this process, the analyses were tested and refined through fifteen one-on-one leadership interviews with city officials and key stakeholders, and seven sector-specific roundtables that brought together over 54 participants representing landowners, employers, educators, businesses, regional partners, and other local partners. The project also built on prior major City initiatives and coordination with other ongoing planning efforts, including the General Plan Update.

The resulting EDSP establishes a five-year framework for advancing Shafter's economic development priorities through six strategic goals, supported by implementation actions, measurable priorities, and a structure for ongoing performance tracking. Together, these goals build on Shafter's current strengths while advancing more intentional industry diversification, value-added growth, corridor identity, internal execution capacity, and long-term competitiveness. The plan also includes an implementation roadmap, a Year One work program, and key success indicators to support future dashboard reporting and progress updates.

Adoption of the EDSP will provide the City with a clear, Council-endorsed five-year direction for economic development. The five-year timeframe is intentional. It is long enough to establish meaningful direction and momentum, while still being short enough to remain practical, actionable, and actionable. This allows the City to focus on foundational actions that can influence near-term decisions while strengthening Shafter's long-term competitive position from an investment, land use, infrastructure, and overall economic development standpoint. In parallel, the City's ongoing General Plan Update with PlaceWorks creates an important opportunity to align the EDSP's near-term priorities with the City's longer-term vision for growth over the next 25 years.

Following the adoption of the EDSP, staff will begin advancing the Year One work plan, with an emphasis on foundational internal capacity and rollout actions during the first several months of implementation. Staff also anticipates using the EDSP as an active management tool to guide priorities, coordinate with partners, refine implementation strategies, and report back to Council on progress and actions as appropriate.

FISCAL IMPACT

No budget action is required. This action is the last formal step of the EDSP formation project covered by the Economic Development Division's Professional Services Budget.

CEQA ANALYSIS

The action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines because the action is the approval of a strategic planning document to guide economic development priorities, and therefore, it 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

ATTACHMENTS

1. Shafter, CA_EDSP_Spring 2026_withprintbleed
2. 260505_CCM_ShafterWhereIndustryMeetsOpportunity

Shafter
CALIFORNIA

Shafter — Where Industry Meets Opportunity

5-Year Economic Development Strategic Plan

SPRING 2026

Shafter —Where Industry Meets Opportunity.

Built to Produce. Rooted in Community.

Turning industrial strength into shared prosperity—connecting clusters, corridors, and careers across the Central Valley's most competitive platform.

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01 EXECUTIVE SUMMARY

Shafter — Where Industry Meets Opportunity.

Over the past two decades, Shafter made disciplined bets on infrastructure, land use, and industrial recruitment—and those bets paid off. Traded sectors—industries that sell goods or services outside the local market and bring new revenue into the community—generate over $1 billion in annual exports. World-class logistics operations anchor the employment base. Rail, highway, broadband, and airport assets rival those of cities many times Shafter's size. Three-quarters of Shafter's jobs are in traded sectors—far exceeding national averages—and a newly operational container exchange adds a structural efficiency advantage that no other Central Valley market currently offers.

But that industrial capacity has not yet translated into the broad-based prosperity the community needs. Wages remain below regional benchmarks despite strong export performance. Population growth is outpacing job creation. Growth is concentrated in logistics and agriculture—two clusters that anchor the economy but leave Shafter exposed if either faces disruption. And while traded sector concentration is exceptional, the economic value generated per job falls short of what those same sectors produce elsewhere. Shafter has built an export economy. The question this plan addresses is how to diversify that economy and increase the value it generates.

What We Did

This plan is grounded in both rigorous analysis and authentic community voice. CivicSol conducted industry cluster analyses across five export-oriented sectors, benchmarked Shafter against fifteen regional and aspirational peer communities, assessed global trends shaping each target sector, and evaluated land use and infrastructure conditions along Shafter's key economic corridors. That analytical foundation was tested and shaped through one-on-one leadership interviews with city officials and key stakeholders, seven sector-specific roundtables bringing together over 54 participants representing employers, educators, and regional partners, and iterative sessions with a Steering Committee that guided the plan from discovery through strategy. The result is a plan built not on outside assumptions but on Shafter's own strengths, constraints, and strategic opportunities—as understood by the people who know it best.

THE FRAMEWORK: SIX GOALS FOR SHAFTER'S NEXT CHAPTER

The strategy is organized around six interconnected goals. Each addresses a critical dimension of economic competitiveness, and each reinforces the others. Together, they ladder to a single vision: *Shafter—Where Industry Meets Opportunity. Built to Produce. Rooted in Community.*

Goal 1: The Logistics Advantage.

Scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations—deepening the competitive position that already sets Shafter apart.

Goal 2: From Field to Future.

Position Shafter as a hub for value-added agriculture and next-generation agricultural innovation—transforming a foundational sector into a platform for higher-value production and processing.

Goal 3: Make It Here.

Grow Shafter's role in aviation technologies and advanced manufacturing—capturing regional momentum in aerospace and precision manufacturing before it consolidates elsewhere.

Goal 4: Power the Whole Economy.

Support resilient energy systems while growing a cluster of companies that design and deploy these technologies—turning Kern County's energy assets into a competitive advantage for every sector in this plan.

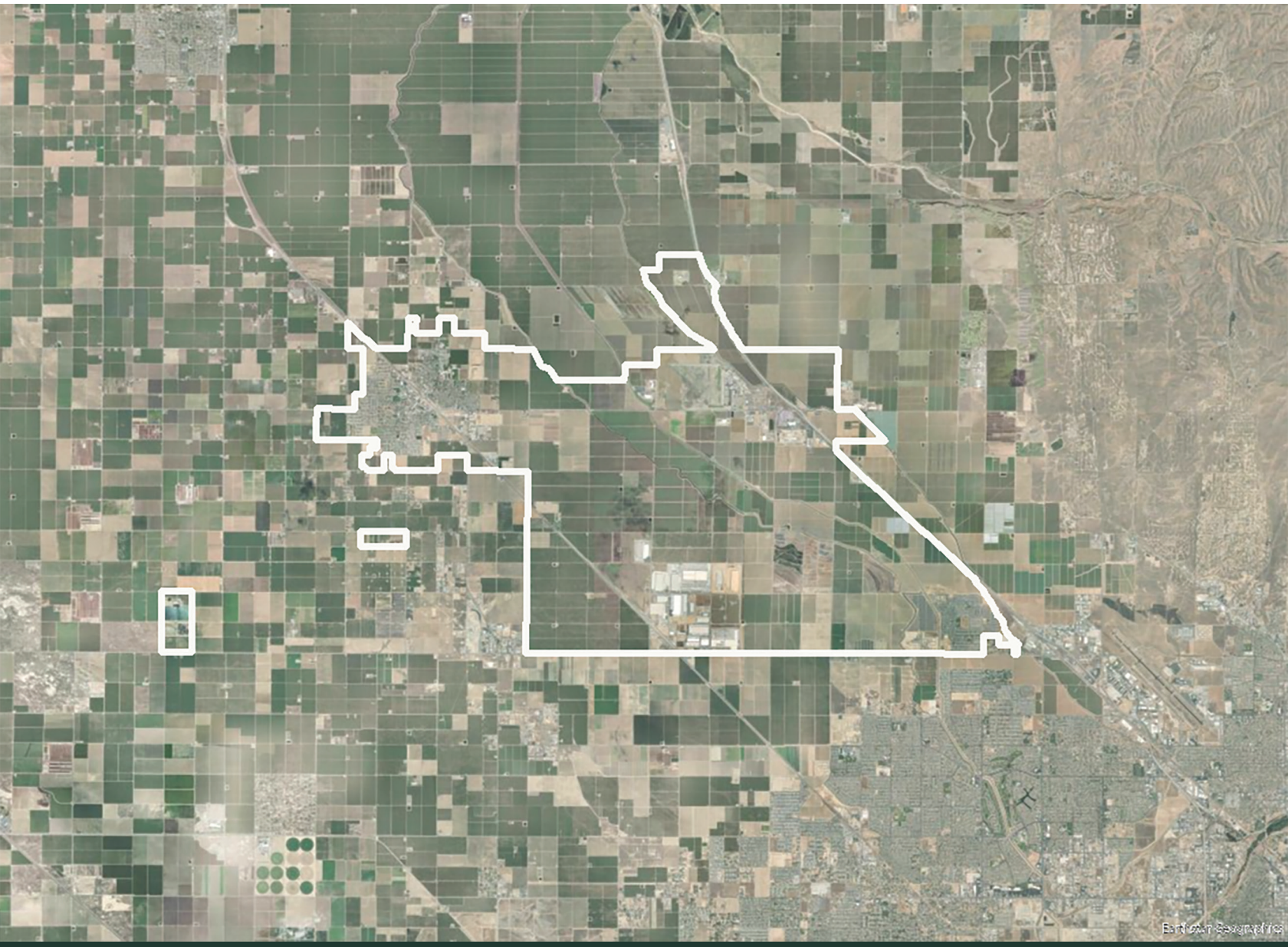
Goal 5: Corridors That Tell Our Story.

Transform Lerdo Highway and 7th Standard Road from industrial pass-throughs into economic destinations that support business growth and reflect the community Shafter is becoming.

Goal 6: Built to Execute.

Strengthen Shafter's economic development capacity to support businesses, deepen partnerships, and deliver this strategy—ensuring the city has the institutional infrastructure to match its physical infrastructure.

The goal is not to reinvent Shafter. It is to build on what Shafter has already proven it can do—and ensure that the next chapter of growth creates pathways to prosperity that are as deliberate and durable as the infrastructure that made it possible.



02 THE BIG PICTURE

Shafter's economic position is not an accident. Over the past two decades, the city made patient, forward-looking decisions—entitling industrial land before demand arrived, investing in infrastructure calibrated to logistics and manufacturing trends, and building a reputation for regulatory competence and follow-through that most communities of any size cannot match. Those decisions compounded into something real.

The Assets

The question is not whether Shafter can compete—it is how deliberately it chooses to do so.

A Multimodal Logistics Platform Few Peers Can Match.

The Wonderful Logistics Center, dual Class I rail, I-5 and Highway 99 access, a planned intermodal inland port, available industrial land, and efficient entitlement processes create a physical infrastructure position that appreciates as land-constrained competitors lose capacity.

A Young, Diverse, Growing Population.

Population grew 9% from 2018 to 2023—nearly three times faster than Kern County. The median age is the youngest among regional peers, with a prime-age workforce concentration well above the national average.

Technology-Ready Infrastructure.

A special-district-owned airport features 100+ acres of leasable greenfield land, full hangars, and operational flexibility for drone technology and applied aerospace—plus city-owned dark fiber broadband providing redundancy and connectivity most peer communities cannot offer.

An Energy-Rich Region.

Kern County's diversity of solar, wind, hydrocarbons, and emerging hydrogen assets makes energy not just a sector but a competitiveness platform underlying every cluster in this plan.

Anchor Employers and Institutional Partnerships.

The Wonderful Company provides employer stability, infrastructure investment, and a workforce development dimension rare for a city of Shafter's size. Regional partners—including B3K Prosperity, Kern Economic Development Corporation (EDC), Bakersfield College, and California State University, Bakersfield, among others—amplify what any single city can do alone.

Institutional Capacity Built for Speed.

Shafter's city government is widely regarded by developers, regional partners, and peer communities as responsive, disciplined, and capable of delivering. Public Works, Planning, and Building departments work in close coordination, entitlement timelines are predictable, and fiscal management is conservative and transparent. This is not cosmetic—it is competitive infrastructure. In a state where entitlement friction and fiscal instability regularly derail investment, Shafter's institutional credibility is itself an economic asset.

A Regional Land Position Extended Through Partnership.

Beyond city-owned inventory, Shafter sits within a broader land bank of greenfield acreage held by aligned, long-horizon owners. These are not passive landholdings. They represent coordinated development capacity at a scale few California cities can match. The City's role is to help these partners realize their strategic priorities in ways that advance shared economic goals—positioning Shafter to shape corridor-scale transformation rather than react to fragmented, parcel-by-parcel change.

The Competitive Position

Shafter is one of the few California cities where physical capacity, institutional capability, and regional partnership align at the same moment. Multimodal infrastructure, a young and growing workforce, technology-ready assets, energy-rich geography, and a credible development process sit alongside a coordinated land position that extends well beyond city boundaries. Few peers combine this many conditions at this scale. The result is a city positioned not simply to grow, but to choose how it grows—attracting higher-value clusters, absorbing corridor-scale investment, and converting regional advantage into local prosperity. The assets are the inputs. The competitive position is what they add up to.

The Challenge

Shafter's growth trajectory is real—but growth alone does not guarantee prosperity. Several structural tensions demand strategic attention:

Demographic Momentum has Not Translated Into Economic Prosperity.

Shafter is young, diverse, and fast-growing, but poverty rates remain elevated, median wages lag, and population growth is outpacing job creation by a factor of three.

Jobs Without Upward Mobility.

Three-quarters of Shafter's jobs sit in traded sectors, yet output per worker lags both regional and national benchmarks in those same sectors—a sign that the value embedded in each job has not kept pace with the scale of the base. Compounding the gap, the connection between residents and credentials remains the single largest structural weakness across peer comparisons, leaving too few accessible pathways into higher-wage roles. The result is an economy creating jobs faster than it is creating mobility.

Growth is Concentrated in Logistics, and Other Clusters Need Attention.

Recent employment gains are driven almost entirely by logistics. Agriculture faces projected decline. Manufacturing, aerospace, and energy show regional momentum but minimal local presence.

Local-Serving Business Has Not Kept Pace With Growth.

Traded sectors generate substantial economic activity, but a significant share of local spending is still captured outside the city. Residents routinely drive to Bakersfield for retail, dining, and services, and downtown and corridor commerce have not grown in proportion to the city's industrial and residential expansion. Without a stronger local-serving economy, Shafter risks building a job base that powers other cities' retail districts instead of its own.

Corridors Function as Pass-Throughs, Not Destinations.

Lerdo Highway and 7th Standard Road carry industrial traffic but offer limited services, identity, or community-facing amenities—a missed opportunity as residential development accelerates nearby.

The Imperative

The Risk is Not Decline. The Risk is Stagnation Amid Growth.

Shafter's industrial base will continue to generate activity. Logistics will grow. Population will increase. But without a strategic framework that connects industry growth to workforce outcomes, corridor investment to community identity, and institutional capacity to the complexity of the economy, Shafter risks a future where growth continues but prosperity does not follow.

This plan provides the intervention. It is built on what Shafter does best—disciplined, infrastructure-driven economic development—and extends that discipline to the workforce pathways, corridor development, and institutional strategies that will determine whether the next decade of growth produces something fundamentally better.

The path forward is building deliberately on what already works—connecting industrial capacity to workforce outcomes, corridor investment to community identity, and institutional capacity to the complexity of what Shafter is becoming.

03 OUR ENGAGEMENT: WHAT WE DID

This strategy only works if it reflects both what the data reveals and what the people closest to Shafter actually know. The engagement process was designed to ensure both—combining rigorous economic analysis with sustained, authentic dialogue with the business leaders, city officials, educators, regional partners, and community members who understand Shafter's trajectory from the inside.

The City of Shafter partnered with CivicSol to complete this work, guided throughout by a Steering Committee.

Rigorous Analysis

The analytical foundation of this plan draws on multiple research streams conducted in parallel.

Benchmarked Shafter against fifteen regional and aspirational peer communities—evaluating competitive position across talent, prosperity, and livability dimensions.

Evaluated five export-oriented industry clusters across competitiveness, talent, and resilience indicators.

Forecasted global trends in each target economic sector, examining megatrends, policy and funding flows, and capital and innovation activity to identify where opportunity is heading.

Assessed land use, zoning, infrastructure, and assets along key economic corridors, including Lerdo Highway and 7th Standard Road—identifying catalytic sites, policy gaps, and investment opportunities.

Deep Community Engagement

Conducted one-on-one leadership interviews with key Shafter leaders and stakeholders—capturing diverse perspectives on Shafter's trajectory, challenges, and opportunities.

Facilitated seven roundtables spanning target sectors, the Lerdo and 7th Standard corridor, and workforce and entrepreneurship—bringing together dozens of employers, operators, educators, and regional partners for sector-specific dialogue.

Facilitated a Steering Committee Collaborative Design Session to stress-test strategic goals, prioritize investments, and build shared ownership of the plan's direction.

Leveraged recent community engagement conducted through the City's General Plan update—ensuring that broader resident perspectives, priorities, and concerns were incorporated into the strategy without duplicating outreach efforts.

Every strategy in this plan is traceable to something we heard, something we measured, or both—grounded in the realities of the Shafter that exists today.

04 DISCOVERY INSIGHTS

The following insights emerge from months of research, analysis, and engagement. They are not a comprehensive inventory of everything we learned—they are the findings that most directly shaped the strategic choices in this plan. Some confirm what Shafter already knows about itself. Others point to structural gaps that the strategy is specifically designed to close.

DATA PROFILE: SHAFTER BY THE NUMBERS

- 80%+ of residents come from diverse backgrounds—the most among regional peers
- 9% population growth from 2018 to 2023—nearly 3x faster than Kern County
- 9 in 10 households include children—the highest concentration in the peer set
- 74% of jobs are in traded sectors—more than double the national average
- $250M in annual supply chain imports—leakage that represents local opportunity
- $1B+ in annual exports generated by Shafter's traded-sector economy
- 70% fewer bachelor's degree holders than the U.S. average—the widest structural gap
- 4.1% housing vacancy rate—the lowest among all peer communities

Source: U.S. Census Bureau American Community Survey 2023; Lightcast 2025

“People think this just happened, but it didn’t. It took years of decisions lining up.”

INSIGHT 1

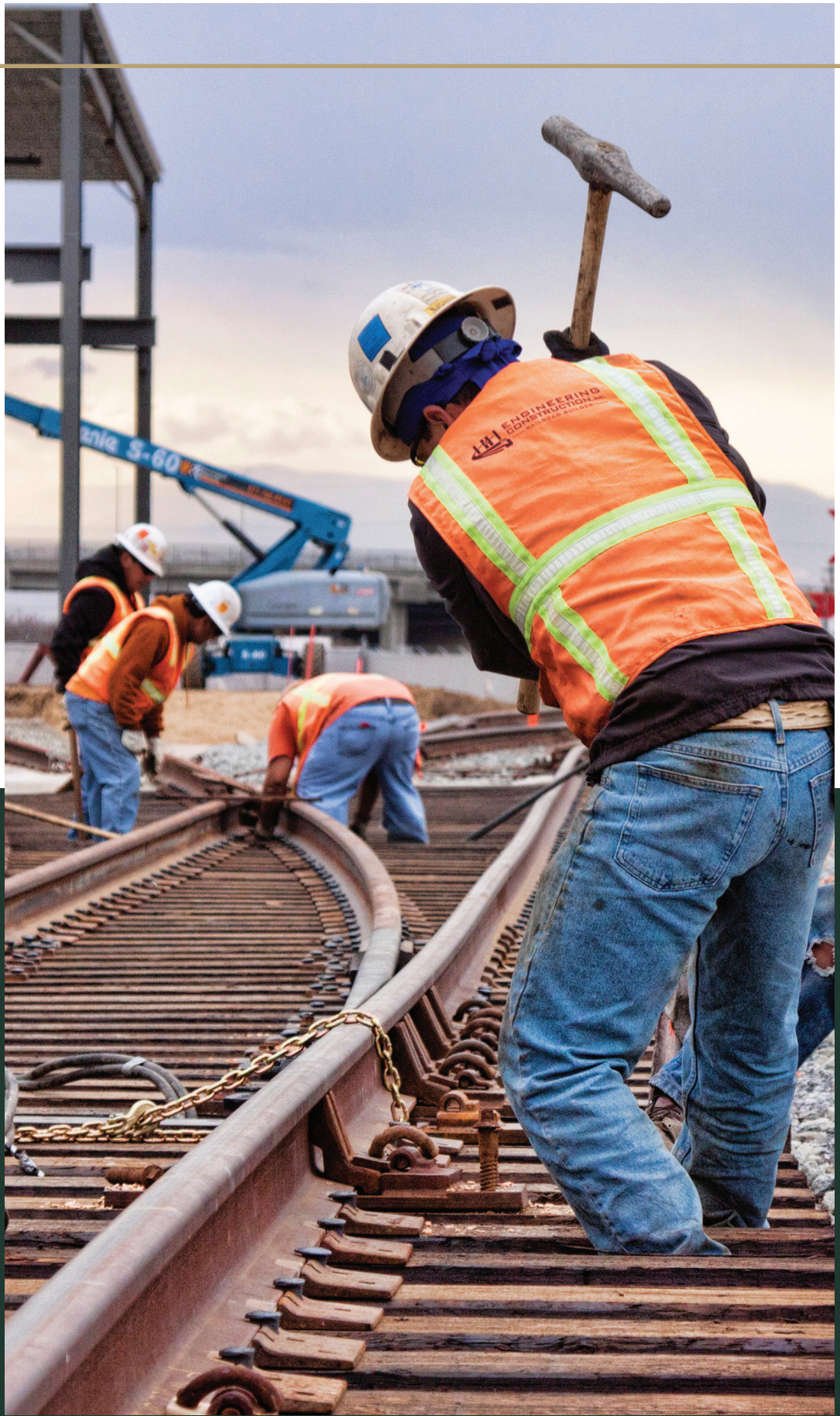
1. Shafter's Success was Not Accidental—and the Next Chapter Requires the Same Intentionality.

Decades of disciplined decisions built today's position. Stakeholders expect the same strategic intent applied to what comes next.

Shafter's economic position is the product of deliberate, patient decisions—entitling industrial land before demand arrived, investing in infrastructure to match logistics and manufacturing trends, and building a reputation for regulatory competence and follow-through that few communities of any size can match. Stakeholders consistently described this as the foundation of the city's credibility with developers and employers. What looks from the outside like "overnight success" was, in reality, the product of decades of planning and execution—particularly decisions to align rail access, freeway proximity, and entitled industrial land with emerging logistics trends before the market fully materialized.

That legacy now shapes expectations inside the community. There is broad confidence in Shafter's economic fundamentals, paired with a clear expectation that the same level of strategic intent will be applied to the next phase of economic evolution: workforce development, sector diversification, corridor activation, and quality of life. Stakeholders want to see that the city is thinking several moves ahead, not simply reacting to immediate opportunities. The strategy ahead must build on this legacy of intentionality while clearly articulating where new forms of strategic thinking are needed as the city's economy grows more complex.

"We built something solid. The question is how it keeps working when the people who built it aren't here anymore."



INSIGHT 2

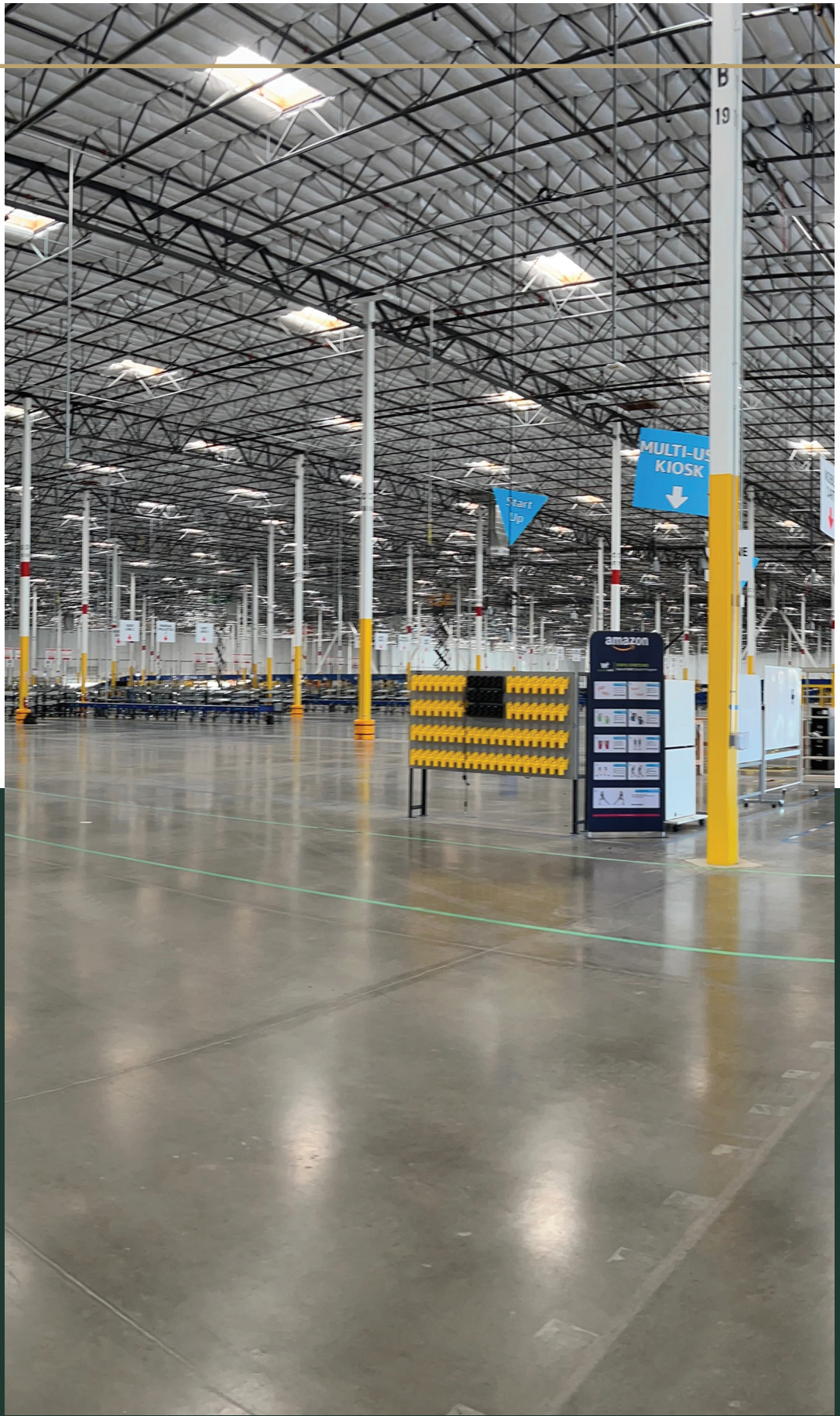
2. Demographic Momentum Hasn't Translated to Economic Prosperity.

Shafter is young, diverse, and growing fast—but growth alone hasn't produced broadly shared economic gains.

Shafter's demographic profile is a genuine strategic asset. Prime-age workforce participation runs 20% above the national average. More than 80% of residents come from diverse backgrounds, making it the most diverse community among its regional peers. Population grew 9% from 2018 to 2023—three times faster than Kern County as a whole. Nine in ten households include children, signaling a young, family-oriented community with long-term labor force potential that most communities would envy.

But the economic indicators tell a different story. Poverty remains elevated. Median earnings rank lowest among regional peers—37% below Clovis, the highest-earning comparable community. Population is outpacing job creation at a ratio of approximately 3:1. The housing vacancy rate is just 4.1%, the lowest among all peers, putting pressure on affordability and availability. The disconnect is structural: Demographic momentum has not yet been matched by the workforce pathways, wage levels, or economic complexity needed to translate population growth into broadly shared prosperity. Closing this gap—ensuring that Shafter's young, growing, diverse population can build careers and wealth locally rather than commuting to opportunity elsewhere—is the central challenge of this strategy.

"We know how to get projects through the door. The question is whether we're being strategic about which doors we open."



INSIGHT 3

3. Jobs are Here, but Value Per Job is Not.

Shafter has built a traded-sector employment base that most small cities would envy—but productivity and wages lag.

Three-quarters of Shafter's employment comes from traded sectors—more than double the national average—generating over $1B in annual exports. By conventional measures, this is an extraordinary economic base for a city of 22,000. Few communities of any size achieve this level of export-sector concentration.

But there is a mismatch between activity and value. In most export-oriented economies, traded-sector jobs generate significantly more gross regional product per worker than their employment share would suggest—each job punches above its weight in economic output. In both the Bakersfield Metropolitan Statistical Area and the U.S. overall, this pattern holds. In Shafter, however, output closely tracks job count rather than exceeding it. Traded sectors account for roughly equal shares of employment and Gross Regional Product, meaning jobs are present but value per job is lower than benchmarks. Productivity and wages lag regional and national averages across all five target clusters.

Shafter needs more jobs, and it needs better jobs; and the two are not in tension. Higher-value operations—automation-enabled logistics, food processing, specialized manufacturing, cold chain services, and supply chain functions—raise wages, improve fiscal returns per worker, and create career pathways rather than just paychecks. The next phase of growth should ensure that Shafter's residents can build careers locally rather than commuting to opportunity elsewhere, and that every new job contributes more economic value than the last.

"Why are we importing what we already know how to support?"

INSIGHT 4

4. $250M in Supply Chain Leakage is the Most Immediate Opportunity.

Shafter's traded sectors import approximately $250 million annually in goods and services that could be sourced locally or regionally—inputs flowing out of the community that represent unrealized employment, wages, and fiscal return.

These are not exotic products. They are inputs purchased to support industries that already operate here: maintenance services, packaging materials, component parts, professional services, and equipment that existing employers buy from outside the community because local suppliers don't yet exist.

This import leakage represents a fundamentally different kind of economic development opportunity than greenfield recruitment. The demand already exists. The purchasing relationships are established. The industries generating that demand are rooted in Shafter and unlikely to leave. What's missing is local supply—firms that can fulfill existing procurement needs with shorter lead times, lower logistics costs, and the responsiveness that proximity provides. Capturing even a fraction of that $250 million would generate local employment, strengthen fiscal returns, and reduce operating costs for the anchor employers whose purchasing creates the opportunity in the first place.

Supply chain capture also compounds across clusters. Each new local supplier deepens the cross-cluster integration that distinguishes Shafter from competing sites, where a single investment benefits from multiple overlapping systems rather than operating in isolation. The opportunity is concrete, measurable, and aligned with what Shafter already does. It requires execution, not reinvention.

Source: Lightcast 2025.

"The thing that Shafter was able to do better than most places is say, okay, this is who we are. This is what we have. And they stayed pretty focused."

INSIGHT 5

5. Shafter Wins On Capability, Not Industry Label.

Firms don't choose cities by industry label—they choose by whether the work gets done reliably. That is where Shafter wins.

Cities often pitch themselves by sector: an ag town, an energy hub, a logistics city. It is an intuitive move, but a weak one. Sector labels are broad, every region claims them, and they rarely describe the actual work a firm is shopping for when it chooses a location. What firms are really asking is more specific: Can this place process at scale? Store and move temperature-sensitive product? Run automated fulfillment? Maintain equipment in the field? Clear permits and stay compliant? Those are functions, not industries—and they are what location decisions actually turn on.

Shafter's economy already answers those questions well. It processes, stores, ships, maintains, assembles, and complies—at a scale few cities of its size can match. That is a sharper and more durable identity than "an agriculture city" or "an energy city," because functions outlast industry cycles. When ag technology evolves, Shafter's processing and cold chain capacity remain relevant. When energy markets shift, its infrastructure reliability and industrial land still matter. Competing on function gives Shafter something to sell that does not go out of style.

This framing also changes what Shafter competes on. Inland California will rarely beat Nevada, Arizona, or Texas on cost, and chasing that race dilutes the advantages Shafter actually holds. But firms today weigh execution risk as heavily as cost—whether water will be there, whether the grid will hold, whether permits will move, whether workers will show up trained. Shafter can answer those questions with evidence: water certainty in a state where water is scarce, infrastructure reliability in a region with grid constraints, California regulatory readiness treated as access to the nation's largest consumer market, and a workforce pipeline that already delivers. The competitive case is not that Shafter is the cheapest place to operate. It's that Shafter is one of the few places where complex operations get simpler.

"If we don't get the workforce right, none of the other strategies matter."

INSIGHT 6

6. Workforce is the Prerequisite, Not the Byproduct.

Every cluster analysis reached the same conclusion: Training capacity must be demonstrated before investment arrives.

Across all five target clusters, workforce availability emerged as the binding constraint on growth—not as one factor among many, but as the factor that determines whether investment materializes at all. Communities that demonstrate training capacity attract investment. Communities that promise future training lose to those with operational programs.

The workforce overlap across clusters is remarkable, and it represents one of Shafter's most significant untapped advantages. The same maintenance technicians, controls specialists, industrial electricians, welders, mechatronics specialists, and quality professionals serve logistics, manufacturing, energy, agriculture, and aerospace. A worker trained in energy systems maintenance can serve employers in manufacturing, logistics, and agricultural technology. This means workforce training should be built as a unified platform serving all five clusters—not five separate programs.

Because Shafter has 70% fewer bachelor's degree holders than the U.S. average, the pathway forward is certifications, apprenticeships, and stackable credentials—not four-year degrees. The Bakersfield College partnership must be formalized and operational before major recruitment efforts begin. And workforce cannot be separated from housing: Job growth without housing alignment creates the same vulnerability as housing growth without career pathways. When workers can't afford to live near where they work, recruitment pipelines break down regardless of training quality.

"It's not about walking away from what works. It's about making sure we're not boxed in."

INSIGHT 7

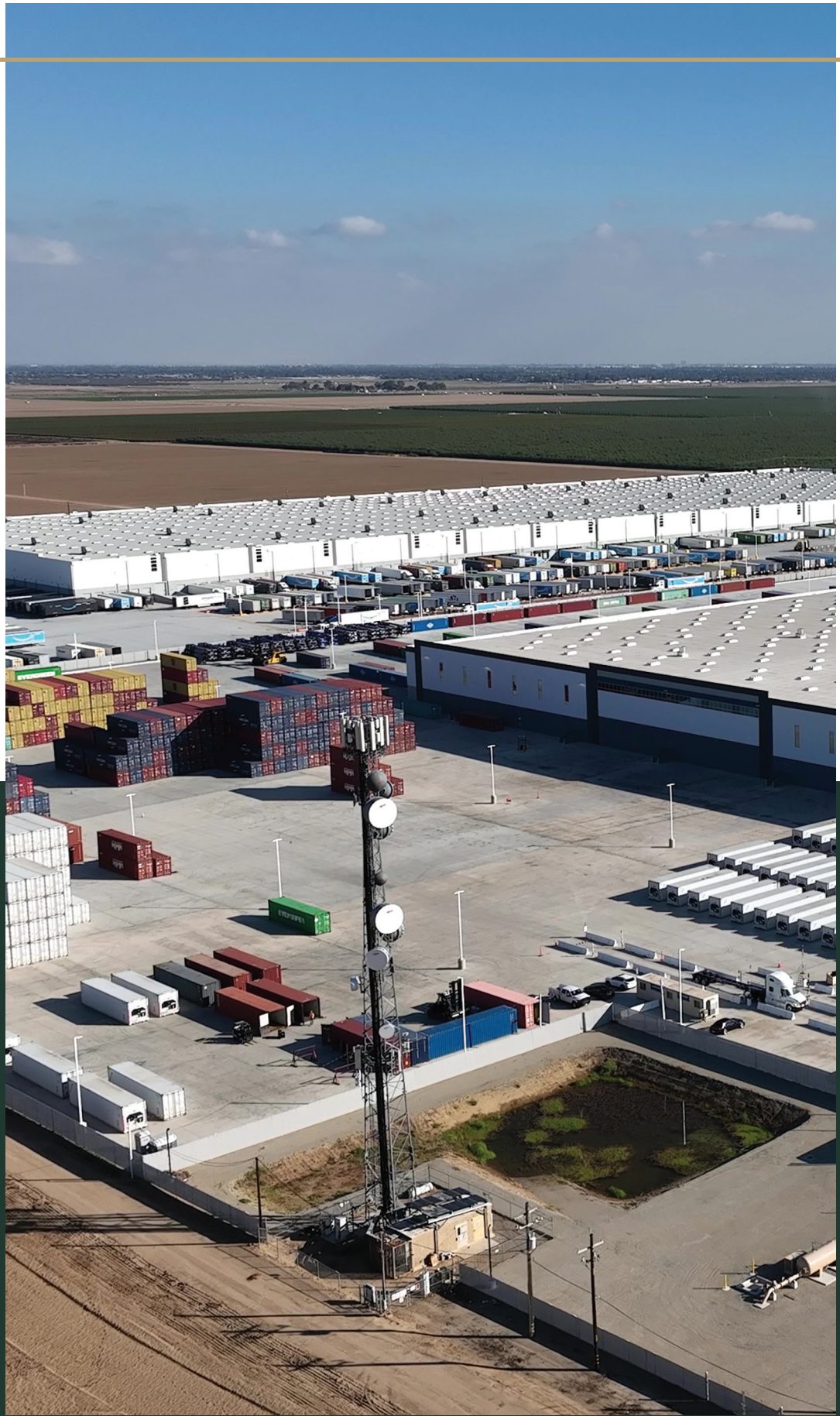
7. Cross-Cluster Integration is Shafter's Competitive Edge.

Five interconnected—not siloed—clusters create compounding resiliency advantages no other Central Valley community can match.

Shafter's five target clusters are not independent industries competing for attention and resources; they are interconnected systems that reinforce each other. Logistics serves agriculture, manufacturing, and energy. Manufacturing is the shared platform across all clusters, with overlapping workforce needs, supplier relationships, and technical skills. Energy infrastructure supports all industrial activity. Agricultural production generates the inputs that processing, cold chain, and distribution systems move to market. And the airport and airspace assets create flexibility for drone operations, agricultural aerial technology, and aerospace testing that complement ground-based industrial activity. That portability will make Shafter's economy structurally more durable than communities where a single cluster's contraction leaves the workforce with nowhere to go.

No other Central Valley community combines Shafter's specific mix of assets in a single location: I-5 and SR-99 highway access, dual Class I railroads, development-ready industrial land at lower costs than the Inland Empire or coastal California, proximity to $70B+ in Central Valley agricultural output, 20,000 MW of renewable energy capacity permitted or planned in Kern County, and rural airspace advantages for drone operations. The compounding effects are tangible: A cold chain fulfillment operation can source from local processors, use solar-powered refrigeration, maintain automated systems with locally trained technicians who also serve manufacturing clients, and ship via the same intermodal infrastructure supporting all five clusters. Each cluster makes the others more viable. The strategy should market Shafter as an integrated supply chain community—not a collection of separate industrial parks.

"Coming up with solutions where you can be in control of your own destiny—not having to rely on legacy power and being independent."



INSIGHT 8

8. Energy is Structural, Not Peripheral.

Every cluster depends on reliable, affordable power—and Kern County sits at the center of California's energy transition.

Energy is not simply another industry vertical for Shafter; it is a competitiveness platform that underlies every other cluster in the strategy. Irrigation systems, cold storage, food processing, warehouse automation, heavy industrial equipment, and freight movement all operate within tight cost margins shaped by electricity and fuel pricing. Shafter's economic base is disproportionately energy-intensive, and as prices fluctuate and regulatory requirements evolve, margin pressure intensifies across every cluster simultaneously.

Kern County remains one of the most energy-abundant geographies in California, producing 71% of the state's crude oil while hosting 4 GW+ of wind capacity and 20,000 MW of renewable energy permitted or planned. This creates a dual strategic posture. Defensively, energy strategy means protecting existing firms from cost escalation through microgrids, distributed generation, and wholesale procurement pilots. Offensively, energy represents a growth platform: manufacturing equipment, providing field services, integrating storage systems, and positioning for hydrogen as demand aggregation makes local production viable. The strategic question is not whether Shafter will engage energy strategically, but how deliberately it will prioritize near-term margin protection versus long-horizon energy sovereignty.

"We don't want to become just another place people drive past."

INSIGHT 9

9. Corridors Should Generate Value, Not Just Move Traffic.

Lerdo Highway and 7th Standard Road carry industrial traffic but don't yet function as economic destinations or community gateways.

Lerdo Highway and 7th Standard Road move goods and workers efficiently, but they operate as conduits rather than destinations. Workers travel them but do not stop along them. Residents pass through but shop elsewhere. As one corridor workshop participant described it, the corridors are a "means to an end"—useful, but not defining.

The risk is that as residential growth accelerates along 7th Standard and employment density increases along Lerdo, the disconnect between industrial function and livability becomes a strategic liability. Lerdo is the front door to Shafter for most visitors arriving from State Route 99, yet the visual narrative is fragmented, without a clear sense of arrival or economic identity. Along 7th Standard, residential development is outpacing the commercial and service infrastructure that new households need. If these corridors remain purely functional roadways, Shafter forfeits the opportunity to convert mobility into value capture and community identity.

Corridors also intersect directly with workforce strategy. Housing supply, type, and location along economic corridors must coordinate with employment growth. Stakeholders want phased, intentional investment: gateway treatments, wayfinding, streetscape improvements, and mixed-use nodes that anchor economic activity rather than allowing corridors to develop as generic, automobile-dependent strips. The goal is corridors that tell Shafter's story—not corridors that could be anywhere.

"We used to be able to coordinate over lunch. Now we need something more formal."

INSIGHT 10

10. Institutional Capacity Must Match the Complexity of the Economy.

Shafter cannot execute this strategy alone, but it also cannot execute it with informal systems designed for a simpler economy.

The stakeholder engagement surfaced two distinct but related findings. First, regional partnerships are essential. The same partners appeared in every cluster analysis: B3K Prosperity for clean energy and workforce development; Kern EDC for business attraction and incentive navigation; Bakersfield College for training and certifications; and CSU Bakersfield for four-year pathways. Kern County's energy transition, manufacturing modernization, and logistics expansion are regional challenges requiring regional solutions. Shafter's role is not to duplicate what these partners do. It is to position as the preferred site within the broader ecosystem—contributing development-ready land, workforce capacity, and regulatory competence that makes it the location where regional strategies become operational.

Second, Shafter's internal coordination must be formalized. The city's prior success was built through informal networks and responsive leadership—systems that worked when the economy was simpler and the leadership group was smaller. But managing five industry clusters, coordinating regional partnerships, aligning workforce and housing strategies, and executing corridor investments simultaneously exceeds what informal coordination can sustain. Stakeholders recognized this across every engagement channel. As one participant put it, "We used to be able to coordinate over lunch. Now we need something more formal." Leadership continuity, knowledge transfer, dedicated staff capacity, and structured coordination mechanisms are not administrative overhead—they are implementation infrastructure. Without them, even the best strategy stalls at execution.

05 STRATEGIC PLAN

A Framework for Shafter's Future

The strategy is organized around six interconnected goals—each addressing a critical dimension of economic competitiveness, and each reinforcing the others. The system logic matters: Strengthening logistics creates demand for manufacturing. Modernizing agriculture generates need for cold chain and processing infrastructure. Energy affordability protects margins across every cluster. Workforce development is the prerequisite that makes all four cluster strategies viable. Corridor investment shapes whether growth translates into community identity or simply more pass-through traffic. And institutional capacity determines whether the city can execute at the pace this strategy demands. No single goal succeeds in isolation.

Elements of the Strategy: How this Plan is Organized

VISION

A preferred future

GOALS

Desired outcomes

STRATEGIES

How we activate and measure impact

ACTIONS

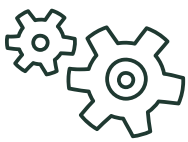
Steps, resources, partners

VISION STATEMENT

Built to Produce. Rooted in Community.

Turning industrial strength into shared prosperity—connecting clusters, corridors, and careers across the Central Valley's most competitive platform.

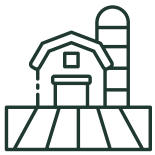
Goals



GOAL 1:

THE LOGISTICS ADVANTAGE

We will scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations.



GOAL 2:

FROM FIELD TO FUTURE

We will position Shafter as a hub for value-added agriculture and next-generation agricultural innovation.

GOAL 3:

MAKE IT HERE

We will grow Shafter's role in aviation technologies and advanced manufacturing.

GOAL 4:

POWER THE WHOLE ECONOMY

We will support resilient energy systems while growing a cluster of companies that design and deploy these technologies.

GOAL 5:

CORRIDORS THAT TELL OUR STORY

We will transform Lerdo Highway and 7th Standard Road from pass-throughs into economic destinations that support industrial growth and enhance quality of life.

GOAL 6:

BUILT TO EXECUTE

We will strengthen Shafter's economic development capacity to support businesses, partnerships, and the delivery of this strategy.

How Will We Know if We're Succeeding?

Clusters are Diversifying and Creating Higher-Value Jobs.

Shafter's economy is scaling automation-enabled logistics and food processing and diversifying into specialized manufacturing and energy services—raising wages and fiscal returns per worker.

Workforce Pipelines are Connecting Residents to Careers.

Bakersfield College partnerships are operational, certificate programs are enrolling, and employers across clusters are hiring locally trained technicians, operators, and specialists—not just recruiting from outside.

Corridors are Becoming Destinations.

Lerdo Highway and 7th Standard Road are showing visible signs of intentional investment: gateway improvements, new services, mixed-use activity, and an identity that signals Shafter's next chapter.

Regional Partnerships are Producing Measurable Outcomes.

B3K, Kern EDC, Bakersfield College, and other partners are collaborating on workforce programs, business attraction, and infrastructure investments with Shafter as a preferred implementation site.

Shafter's Story is Reaching the Right Audiences.

Site selectors, employers, and investors recognize Shafter as a cross-cluster industrial platform—not just a logistics address—and the city has the marketing tools and capacity to sustain that positioning.

Existing Businesses and Entrepreneurs are Supported.

Small businesses have access to resources, technical assistance, and city processes that help them start, grow, and stay in Shafter—and the entrepreneurship ecosystem is becoming more visible and intentional.

GOAL 1: THE LOGISTICS ADVANTAGE

We will scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations.

WHY IT MATTERS

Logistics is Shafter's dominant economic cluster—and its greatest strategic choice. The city's combination of I-5 and SR-99 access, dual Class I railroads, development-ready industrial land, and proximity to $70 billion in Central Valley agricultural output has already attracted significant warehouse and distribution investment. A newly operational container exchange and growing intermodal rail capacity add a structural efficiency advantage that no other Central Valley market currently offers.

But the national logistics industry is undergoing a structural transformation. The vast majority of North American warehouses have not yet adopted automation, and the Inland Empire's saturation is pushing operators to seek Central Valley locations with available land and freight corridor access. This creates both opportunity and risk. Shafter can capture the next wave as higher-value, technology-enabled fulfillment—automated distribution, cold chain operations, integrated warehouse management—or it can accept more commodity warehousing that locks the city into low-wage, low-multiplier activity. The wage gap between traditional warehousing and technology-enabled fulfillment is significant, and cold chain is the highest-wage, highest-growth segment. The choices Shafter makes now about infrastructure standards, tenant recruitment, and workforce preparation will determine which trajectory it follows.

Strategies

1.1 Build automation-ready logistics infrastructure, not commodity warehouse pads.

1.2 Anchor the cluster around cold chain and specialized fulfillment.

1.3 Build the logistics technology workforce before facilities arrive.

1.4 Leverage intermodal rail and the emerging trade gateway to expand Shafter's logistics reach.

1.5 Recruit strategically and market Shafter as an integrated supply chain community.

STRATEGY 1.1

Build automation-ready logistics infrastructure, not commodity warehouse pads.

Why It Matters:

Infrastructure standards determine the quality of investment a community attracts. Logistics facilities built to minimum specifications—low electrical capacity, no fiber connectivity, floors that cannot support robotic systems—lock tenants into manual operations with lower wages and shorter commitments. Facilities built to automation-ready standards attract technology-forward operators that are making longer-term capital investments, hiring higher-skilled workers, and generating stronger economic multipliers. Experience in other master-planned logistics communities confirms that upfront infrastructure investment generates substantially higher long-term returns than reactive permitting. California's regulatory environment reinforces this approach: operators who build to California's emissions, zero-emission vehicle, and energy efficiency standards can serve the entire North American market. Rather than treating regulation as a barrier, Shafter should market compliance-ready infrastructure as a competitive advantage.

What's Needed?

- Establish tiered development standards for new logistics facilities that support automation-ready operations—combining a baseline set of requirements (such as reinforced floors, high-capacity electrical service, fiber connectivity, and EV charging infrastructure) with enhanced standards that can be phased in or incentivized over time.
  - → Raises the quality and long-term competitiveness of logistics development while maintaining flexibility for smaller operators adopting automation incrementally.
- Position Shafter as a location where compliance is streamlined rather than burdensome. Operators who meet California's standards gain access to the nation's largest consumer market and can serve any market nationally..
  - → Turns regulatory complexity into a value proposition for operators already investing in electric fleets and energy-efficient facilities.
- Coordinate infrastructure investments with energy strategy (Goal 4), ensuring logistics facilities have access to renewable energy, microgrid connectivity, and distributed generation options.
  - → Reduces operating costs for energy-intensive cold chain and automation systems while reinforcing cross-cluster integration.

STRATEGY 1.2

Anchor the cluster around cold chain and specialized fulfillment.

Why It Matters:

Cold chain facilities generate higher wages, longer leases, more jobs per square foot, and stronger economic multipliers than conventional warehousing. Temperature-controlled logistics is among the fastest-growing segments in the industry, driven by e-commerce grocery, pharmaceutical distribution, and food safety requirements. Shafter's proximity to Central Valley agricultural production—combined with freight corridor access—creates a unique "farm-to-frozen-to-fulfillment" advantage that no other Central Valley community can replicate. A cold chain operation in Shafter can source from local processors, maintain automated systems with locally trained technicians, and ship via shared intermodal infrastructure. Setting technology and certification standards from the outset creates a premium market: Operators who invest in compliance-grade infrastructure make longer capital commitments and hire at higher skill levels.

What's Needed?

- Identify and prepare sites with dedicated cold chain infrastructure potential—proximity to agricultural inputs, power capacity for refrigeration, and freight corridor access—to signal market readiness to prospective operators.
  - → Creates a purpose-built environment that reduces development risk for cold chain operators evaluating Central Valley locations.
- Recruit a national cold chain operator as an anchor tenant, with infrastructure, permits, and workforce training aligned before active recruitment begins.
  - → Anchor operators catalyze complementary investment, once a major cold chain facility establishes presence, supplier and adjacent facilities follow.

STRATEGY 1.3

Build the logistics technology workforce before facilities arrive.

Why It Matters:

The logistics workforce gap is acute and widening. Industry analyses estimate up to 1.9 million U.S. manufacturing and logistics technology jobs could go unfilled over the next decade. Communities that build training capacity before facilities arrive capture investment from operators who consistently cite workforce availability as their top site selection factor. Shafter already has a foundation few small cities can match: High school students enroll in logistics and distribution programs, graduate with industry-recognized certifications, dual-enroll with Bakersfield College, and participate in mechatronics and robotics apprenticeships with national employers. This is not theoretical workforce development; it is operational alignment between employers and educators. The opportunity is to deepen and formalize these pipelines, targeting the technical roles—robotics technicians, automation maintenance specialists, data analysts—that command wages above $60,000 annually and serve every cluster in this plan.

What's Needed?

- Partner with Bakersfield College to expand logistics technology training—robotics maintenance, mechatronics, data analytics, warehouse management systems, and cold chain operations—with stackable credentials that create clear career pathways.
  - → Cross-cluster skill portability means workers trained for logistics automation also serve manufacturing, energy, and agricultural technology employers.
- Expand existing high school career and technical education (CTE) programs to include automation exposure, systems integration, and data literacy aligned with next-generation logistics operations.
  - → Builds on Shafter's existing K–12 workforce ecosystem, one of the city's strongest and least marketed assets.
- Develop employer-driven apprenticeship and on-the-job training programs with logistics operators, ensuring training matches actual job requirements rather than a generic curriculum.
  - → Employer involvement from program design through hiring commitment is what distinguishes effective workforce programs from performative ones.
- Market workforce pipeline capacity as a recruitment tool, documenting graduation rates, certification completions, and employer placement outcomes in business attraction materials.
  - → Transforms workforce development from a support function into a lead competitive advantage in site selection conversations.

STRATEGY 1.4

Leverage intermodal rail and the emerging trade gateway to expand Shafter's logistics reach.

Why It Matters:

Shafter's logistics position is evolving from a regional distribution hub into something structurally more significant. The Wonderful Logistics Center sits on the BNSF main rail line and has partnered to improve goods movement between the Central Valley and global markets. An international rail terminal expected to begin operations in 2026 will enable containers to move directly by rail between Shafter and the San Pedro Bay ports, reducing truck congestion at coastal facilities and strengthening export capacity for Central Valley agriculture. The facility effectively functions as an inland port, linking production, logistics, and international shipping through a rail-connected container exchange. This is a structural shift: from a community that stores and distributes goods to one that connects Central Valley producers directly to global markets. The question is whether Shafter capitalizes on this infrastructure to attract trade-dependent operations and higher-value freight activity or treats it as a standalone facility without broader economic integration.

What's Needed?

- Integrate the intermodal rail terminal and container exchange into Shafter's economic development positioning, marketing the city as a Central Valley trade gateway—not just a logistics park with available land.
  - → The rail-to-port connection is a structural competitive advantage that no other Central Valley community currently offers. Recruitment messaging should lead with it.
- Target trade-dependent operations—exporters, importers, customs brokers, freight forwarders, and 3PLs serving international supply chains—that benefit from direct rail access to coastal ports.
  - → These operations generate higher-value employment and deeper supply chain relationships than domestic-only distribution.
- Coordinate with the Wonderful Company and the major ports of California to ensure the container exchange facility is integrated into broader logistics recruitment and that capacity expansion aligns with demand growth.
  - → Partnership alignment ensures the facility serves Shafter's economic development objectives—not just the logistics needs of a single operator.
- Connect the intermodal advantage to agricultural export strategy (Goal 2), positioning Shafter as the point where Central Valley production meets global markets through integrated rail, cold chain, and processing infrastructure.
  - → The "farm-to-frozen-to-export" value chain becomes Shafter's defining logistics narrative—uniquely enabled by the rail-to-port connection.

STRATEGY 1.5

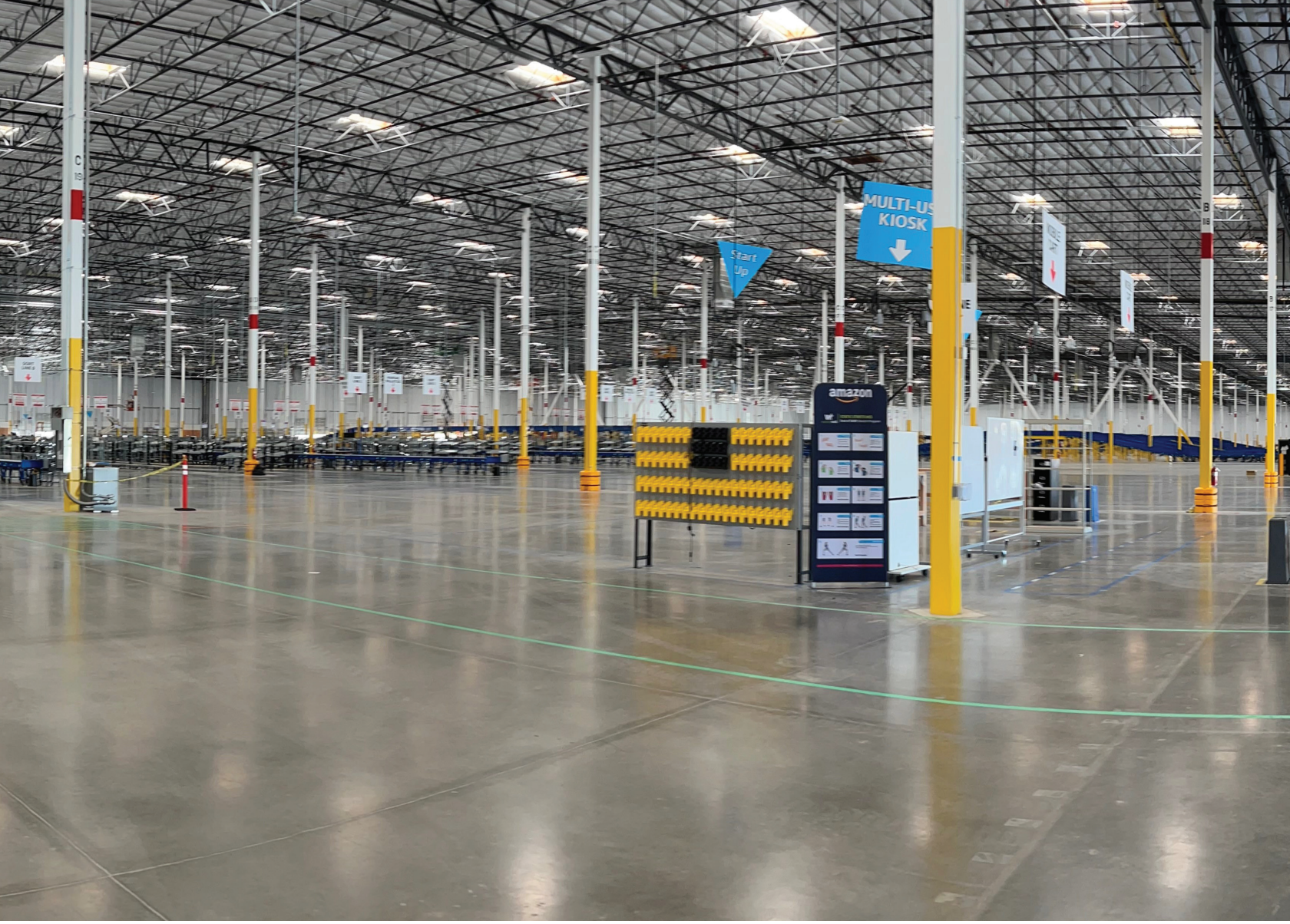
Recruit strategically and market Shafter as an integrated supply chain community.

Why It Matters:

Shafter's defining advantage over competing logistics locations is not cost—it is integration. Operators who locate in Shafter benefit from co-located agricultural processing (reducing inbound freight costs), a shared technical workforce (reducing training overhead), renewable energy access (reducing operating costs), and multimodal freight connectivity (reducing outbound distribution costs). No other Central Valley community offers this combination. But integration only becomes a competitive advantage if it is marketed deliberately. Site selectors and operators evaluating Central Valley locations need to understand Shafter as a supply chain platform—not just another logistics park with available land. Strategic recruitment also means being selective: pursuing operators who align with the city's automation, workforce, and quality standards, rather than accepting any project that simply adds square footage.

What's Needed?

- Use sector-specific marketing materials for logistics and fulfillment that articulate Shafter's cross-cluster value proposition—cold chain capability, freight access, co-located processing, shared workforce, intermodal rail, energy infrastructure—with data and case examples.
  - → Moves Shafter from competing on cost to competing on compound value, differentiating the city from other Central Valley warehouse sites.
- Pursue operator diversity across logistics segments—cold chain, technology-enabled fulfillment, 3PL, and specialized distribution—to build a diversified tenant base rather than concentrating in any single category.
  - → Two or more anchors across different logistics segments create resilience and catalyze complementary investment.
- Proactively address community impact—truck routing, emissions controls, air quality mitigation, visual buffers, and design standards—before opposition emerges.
  - → Warehouse development without community engagement generates opposition that can halt economic development entirely. Proactive management is strategic, not optional.
- Coordinate messaging with regional partners (Kern EDC, B3K Prosperity) to position Shafter within the broader Central Valley logistics corridor while maintaining a distinct identity.
  - → Regional positioning amplifies visibility while Shafter's unique cross-cluster integration differentiates it from competing sites.



Goal 1: Measuring Impact and Success

Logistics Value and Wage Growth

Track average wages in logistics and fulfillment operations, share of logistics jobs in technical/ automation roles (Tier 2), and fiscal revenue per logistics employee. Compare against baseline to measure whether new investment is raising value per job, not just job count.

Workforce Pipeline Activity

Measure Bakersfield College's logistics technology program enrollment, certification completions, apprenticeship placements, and employer satisfaction ratings. Track high school CTE participation rates and dual-enrollment numbers to monitor pipeline depth from entry through technical placement.

Infrastructure and Tenant Quality

Monitor share of new logistics development meeting automation-ready infrastructure standards, cold chain square footage as a share of total logistics inventory, average lease terms for new tenants, and capital investment per facility. Track operator diversity across cold chain, e-commerce, 3PL, and specialized segments.

We will position Shafter as a hub for value-added agriculture and next-generation agricultural innovation.

Why It Matters

Agriculture is foundational to Shafter and the Central Valley. But the most significant opportunities ahead are not driven by increased production—they are driven by where economic value is shifting within modern food systems. Processing, packaging, cold storage, distribution, and technology-enabled operations are capturing a growing share of food system value, while primary production faces mounting pressure from water constraints, labor costs, and commodity price volatility. Shafter sits next to $70 billion in annual Central Valley agricultural output, yet much of that output is shipped out for processing and shipped back as finished product. Co-locating processing, cold storage, and distribution eliminates that round-trip inefficiency.

The opportunity is to position Shafter as the place where Central Valley production becomes Central Valley product: where raw agricultural output is processed, packaged, certified, stored, and distributed through facilities that integrate with the city's logistics infrastructure and shared technical workforce. At the same time, the technology layer reshaping agricultural operations is increasingly seeking deployment sites closer to Central Valley production, creating a parallel opportunity in ag-tech services and innovation. This is not about expanding acreage or headcount. It is about capturing more value per unit of production through fewer but more capital-intensive facilities with higher productivity and wages.

Strategies

2.1 Position around processing and packaging, not primary production.

2.2 Lower barriers for small and mid-sized producers and emerging AgTech.

2.3 Train the food manufacturing workforce of the future.

2.4 Establish Shafter as a precision agriculture and ag-tech services hub.

STRATEGY 2.1

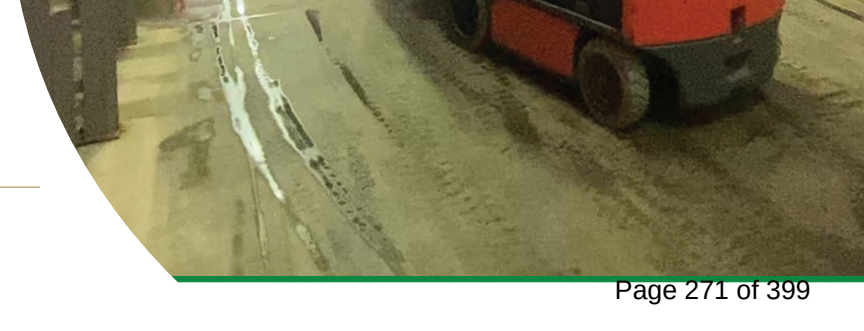
Position around processing and packaging, not primary production.

Why It Matters:

Successful agricultural communities do not try to "be" an industry; they define specific economic functions within larger value chains. The research consistently shows that economic value is moving downstream and becoming more capital-intensive, shifting from production toward processing, packaging, cold storage, and distribution. Shafter's advantage is not in growing more—it is in doing more with what the Central Valley already grows. Food processing is rapidly evolving into an advanced manufacturing activity, with robotics, AI, and capital-intensive production systems rewarding scale, specialization, and technical capability. "California-grown" branding commands 30%–50% price premiums in domestic and international markets. Shafter should position itself around processing, logistics, automation-enabled food manufacturing, and compliance-ready operations rather than branding itself broadly as a food hub.

What's Needed?

- Recruit firms positioned to leverage "California-grown" and "California-compliant" branding for premium domestic and export markets.
  - → Turns California's regulatory environment into a value proposition for processors serving quality-conscious buyers.
- Coordinate agricultural recruitment with logistics strategy (Goal 1) to market the "farm-to-frozen-to-fulfillment" value chain as a unified offering.
  - → Cross-cluster integration is Shafter's defining competitive advantage—marketing it deliberately differentiates the city from competing agricultural communities.



STRATEGY 2.2

Lower barriers for small producers and emerging AgTech.

Why It Matters:

Not every food producer can afford standalone processing, packaging, and compliance infrastructure. Co-packing facilities, shared commercial kitchens, and modular processing reduce capital barriers and enable small and mid-sized firms to access markets that require certified production environments. For Shafter, this approach complements the larger-scale recruitment in Strategy 2.1 by building a broader base of food producers, supporting local entrepreneurship, and creating a pipeline of growing firms that may eventually need their own facilities. The ag roundtable also surfaced a related need: AgTech ecosystem connectivity. Stakeholders described a need for someone to introduce startups to growers, vet technologies, organize pilot programs, and attract aligned capital. Shafter's active agricultural operations, logistics infrastructure, and available land create conditions that AgTech incubators are actively seeking: a living laboratory where innovation can be tested against real production environments.

What's Needed?

- Explore development of shared-use food processing infrastructure—co-packing facilities, commercial kitchens, cold storage access—designed for small and mid-sized producers.
  - → Reduces capital barriers for entrepreneurs and value-added producers who need certified facilities but cannot justify standalone investment.
- Connect small food producers with technical assistance, business development resources, and market access support through partnerships with regional organizations and Bakersfield College.
  - → Production capacity alone does not create market success—connecting producers to institutional buyers, retail channels, and export markets matters more than increasing output.
- Position Shafter as an AgTech testbed by connecting growers willing to host pilots with agricultural technology startups, partnering with educational institutions on applied research, and exploring partnership with an established incubator or accelerator to formalize the ecosystem over time.
  - → This begins as a coordination function, not a facility. If executed well, it evolves into a physical incubation presence—and Shafter becomes known not just as a production center but as a commercialization node where agricultural innovation is tested and scaled.

STRATEGY 2.3

Train the food manufacturing workforce of the future.

Why It Matters:

Food processing is becoming an advanced manufacturing activity. Automated packaging lines, robotic palletizing, AI-driven quality inspection, cold chain monitoring, and digital traceability systems require workers with technical skills that overlap significantly with logistics and manufacturing clusters. Industry analyses estimate that workforce availability and technical skills are a primary constraint on food system growth; firms invest where they can find workers capable of operating automated and regulated facilities. The same mechatronics technicians, industrial maintenance specialists, and quality control professionals needed in logistics (Goal 1) and manufacturing (Goal 3) serve food processing operations. Training should be built as a shared platform, not a standalone program.

What's Needed?

- Establish an Ag Sector Partnership connecting growers, food processors, education providers, and workforce intermediaries to identify emerging skill needs, co-design credentials, and aggregate training demand across small and mid-sized agricultural operations.
  - → Small farms cannot individually drive training program development. A structured partnership aggregates demand signals and ensures education providers build capacity aligned with where the industry is heading, not where it has been.
- Encourage the expansion of Bakersfield College workforce programs to include food manufacturing technology: automated processing, packaging systems, cold chain operations, food safety compliance, and quality control.
  - → Builds on the same technical training platform serving logistics and manufacturing, creating career mobility across clusters.
- Partner with existing food processors in the region to develop employer-driven apprenticeship and on-the-job training programs aligned with automation adoption timelines.
  - → Ensures training matches actual facility needs rather than generic curriculum, increasing placement rates and employer satisfaction.
- Market food manufacturing workforce capacity alongside logistics and manufacturing pipelines in business attraction materials, emphasizing cross-cluster skill portability.
  - → Workforce availability is the top site-selection factor—demonstrating a trained pipeline is more compelling than promising future training.

STRATEGY 2.4

Establish Shafter as a precision agriculture and ag-tech services hub.

Why It Matters:

The Central Valley produces $70 billion in annual agricultural output, but much of the technology enabling that production—drone-based crop monitoring, satellite imagery analytics, precision application systems, soil and water sensing—is developed elsewhere and deployed as a service from outside the region. Ag-tech firms headquartered in the Bay Area and Southern California are actively seeking inland pilot sites and demonstration partnerships closer to actual production. Shafter's combination of large-scale agricultural operations, industrial land, airport infrastructure, and proximity to Bakersfield College and CSU Bakersfield research capacity creates the conditions for a localized ag-tech services cluster. The opportunity is not to compete with Silicon Valley on software development—it is to become the place where ag technology is tested, demonstrated, commercialized, and deployed at field scale. This creates a natural bridge to the aviation and drone cluster, where agricultural aerial systems represent one of the most commercially viable near-term uncrewed aircraft systems (UAS) applications.

What's Needed?

- Identify and market sites suitable for ag-tech field testing, demonstration, and co-location—particularly parcels with proximity to both agricultural operations and airport/UAS infrastructure.
  - → Ag-tech firms need affordable space near real production environments. Proximity to Minter Field strengthens the value proposition for drone and aerial systems companies.
- Facilitate partnerships between Central Valley growers, ag-tech companies, and research institutions (Bakersfield College, CSU Bakersfield, UC Davis Extension) to host pilot deployments and applied research.
  - → Creating structured pilot opportunities keeps technology deployment—and the jobs and revenue it generates—anchored locally rather than managed remotely.
- Develop shared ag-tech infrastructure—data platforms, equipment access, testing facilities—that reduces adoption barriers for small and mid-sized farms unable to independently invest in precision systems.
  - → Large operators are already adopting precision technologies, but smaller farms lack the resources and technical support to participate. Shared infrastructure aggregates demand and lowers per-farm costs.
- Coordinate ag-tech positioning with the aviation and drone strategy to create a unified narrative around Shafter as a hub for applied agricultural technology and aerial systems.
  - → Positioning these together strengthens both clusters and avoids fragmented recruitment efforts.

Goal 2: Measuring Impact and Success

Agricultural Value Capture

Track food processing employment, wages, and output relative to primary agricultural production in the region. Measure growth in processing, packaging, and cold storage square footage. Monitor the share of Central Valley agricultural output processed locally versus shipped out for processing elsewhere.

Food Safety and Compliance Readiness

Measure the number of food processing facilities operating with FSSC 22000 or equivalent certification, digital traceability adoption rates, and water efficiency performance. Track Shafter's positioning in water-smart site selection conversations.

Small Producer and Entrepreneurship Activity

Monitor utilization of shared processing infrastructure, number of small food producers accessing certified facilities, business development program participation, and firms graduating from shared to standalone facilities.

GOAL 3: MAKE IT HERE

We will grow Shafter's role in aviation technologies and advanced manufacturing.

Why It Matters

Shafter's advanced manufacturing base is not aspirational—it is measurable. The cluster analysis shows a concentration of industrial activity tied to building materials, fabricated components, and energy-adjacent manufacturing. These firms are embedded in export supply chains that extend well beyond Kern County, benefiting from central market access, freight connectivity, available industrial land, and a workforce accustomed to production environments.

The opportunity analysis also identifies aerospace and advanced air mobility as a significant forward-looking opportunity. Kern County remains one of California's most aviation-intensive geographies, national projections show a structural shortage of aircraft maintenance technicians, and Shafter's airport presents a rare asset: greenfield land, leasing flexibility, agricultural adjacency for drone testing, and operational flexibility not available at larger commercial airports.

The sector is not starting from zero; it is starting from fragmentation. Shafter has industrial density but limited cluster cohesion, aviation adjacency but limited aerospace capture, workforce capacity but incomplete employer integration, and airport flexibility but no defined recruitment thesis. The strategies that follow are designed to organize these assets into a coherent platform.

Strategies

3.1 Formalize the manufacturing cluster narrative and recruit complementary firms.

3.2 Leverage the airport as an economic platform for applied aviation and drone technology.

3.3 Build shared manufacturing and aerospace workforce infrastructure.

3.4 Prepare sites and streamline processes to compete for reshoring investment.

STRATEGY 3.1

Formalize the manufacturing cluster narrative and recruit complementary firms.

Why It Matters:

Existing advanced manufacturers did not choose Shafter because of branding campaigns. They located here because of practical competitive advantages: proximity to raw materials, central access to West Coast markets, available natural gas, favorable weather conditions, and reliable labor. This is a deeply rational, materials-based competitive logic. But it has not yet been translated into a formal cluster narrative that builds density or recruitment momentum. Manufacturers operate successfully but largely independently. There is no shared identity around building products, industrial materials, or applied manufacturing systems. Industrial clusters do not form organically at scale—they are named, articulated, and reinforced. Formalizing this narrative enables targeted recruitment of complementary building product manufacturers, industrial component fabricators, and materials processors who benefit from supplier adjacency and shared infrastructure.

What's Needed?

- Develop an "Advanced Industrial Materials" positioning narrative that highlights raw material access, Central California logistics, a reliable industrial workforce, and favorable operating conditions.
  - → Creates a recruitment identity that connects existing manufacturers to a broader cluster story, making Shafter visible to complementary firms.
- Identify and prepare priority airport parcels for aviation uses requiring direct airfield access, including testing, flight operations, maintenance, and specialized aviation manufacturing-supported by pre-entitlements, utility planning, and long-term lease frameworks.
  - → The $250 million in annual supply chain imports represents a concrete supplier attraction opportunity—density reduces costs and strengthens retention.
- Engage existing manufacturers through Kern EDC and direct outreach to understand expansion plans, workforce needs, and supply chain relationships.
  - → Anchor employer retention through modernization support is often more impactful than recruiting new firms—existing employers who expand locally generate jobs faster and at lower public cost than greenfield recruitment.
- Coordinate manufacturing recruitment messaging with cross-cluster value proposition (Goals 1, 2, 4), emphasizing that manufacturers in Shafter benefit from shared logistics infrastructure, agricultural processing adjacency, and renewable energy access.
  - → Cross-cluster integration differentiates Shafter from competing manufacturing sites that offer land and labor but not compound value.

STRATEGY 3.2

Leverage the airport as an economic platform for applied aviation and drone technology.

Why It Matters:

Few communities possess underutilized airport land with leasing flexibility, adjacent agricultural testing grounds, and limited commercial congestion. Shafter does—with more than 100 acres of greenfield airport property available for long-term lease, hangar space at capacity with waiting lists, and operational flexibility for testing and experimentation. Shafter is unlikely to displace Mojave's defense-heavy aerospace legacy, and attempting to compete directly would misallocate resources. Instead, the city should define a targeted aerospace positioning centered on applied, civilian-facing aviation technologies: drone manufacturing and agricultural aerial systems, advanced air mobility testing, maintenance and repair operations aligned with FAA training capacity, and aviation-adjacent component manufacturing. The airport's leasing model—where operators lease rather than purchase land—lowers upfront capital requirements and creates a structural advantage for early-stage and capital-constrained aviation firms.

What's Needed?

- Define a clear aviation recruitment thesis centered on applied aviation—agricultural drones; advanced air mobility testing; maintenance, repair, and overhaul (MRO) operations; and aviation-adjacent component manufacturing—rather than broad "aerospace" positioning.
  - → Specificity enables proactive outreach to California-based advanced air mobility firms, drone manufacturers, and maintenance operators seeking lower capital entry costs.
- Identify and prepare priority airport parcels for aviation uses requiring direct airfield access, including testing, flight operations, maintenance, and specialized aviation manufacturing-supported by pre-entitlements, utility planning, and long-term lease frameworks.
  - → Converts the airport from a reactive leasing asset into a proactive economic development platform with clear target segments and ready sites.
- Market the airport as a flexible industrial campus, emphasizing greenfield acreage, agricultural adjacency for drone testing, rural airspace advantages, and proximity to FAA-certified training programs.
  - → These combined conditions are rare in California and create a differentiated positioning that competing airports cannot replicate.
- Position as part of the broader Kern County aerospace ecosystem rather than competing independently, partnering with Mojave and regional institutions to capture complementary activity.
  - → Regional approach is essential: Some opportunities require a critical mass that Shafter may not achieve alone, but partnership positions the city to capture specific segments.
- Advance a long-term vision for the airport as a core economic development asset, positioning the city to play a leadership role in guiding its future growth, partnerships, and investment.
  - → Strategic stewardship of the airport strengthens its role as a platform for aviation innovation, drone technology, aerospace manufacturing, and future logistics applications.

STRATEGY 3.3

Build shared manufacturing and aerospace workforce infrastructure.

Why It Matters:

Every successful manufacturing and aerospace case study demonstrates the same finding: Workforce infrastructure precedes industry attraction. Communities that wait for companies before building training capacity lose opportunities. The U.S. faces a potential shortfall of 1.9 million manufacturing workers by 2033, with skilled workforce availability ranking as the top site selection factor—ahead of taxes, tariffs, and regulations. Shafter already has building blocks: FAA-certified maintenance training nearby, Department of Labor–approved apprenticeship programs, and CTE pipelines. But apprenticeship programs are underutilized, manufacturers are not systematically connected to workforce intermediaries, and training capacity operates below its strategic potential. The same mechatronics technicians, computer numerical control (CNC) operators, welders, and quality professionals serve logistics, food processing, energy, and aerospace—training should be organized as a shared platform.

What's Needed?

- Establish a formal Sector Partnership anchored by the city, Bakersfield College, California Aeronautical University, airport leadership, major manufacturers, and emerging aviation stakeholders—serving as a workforce-forecasting intermediary, a recruitment-alignment forum, and a coordination platform.
  - → This is not a networking group. It is a structural convening mechanism that aligns training capacity with industrial growth strategy.
- Launch manufacturing and aerospace training programs before major recruitment efforts, targeting the highest-demand entry-level positions—quality inspection, CNC operation, composites technician, industrial maintenance—through short-term certificate programs.
  - → Short-term certificates get people working fast and let employers evaluate fit, with stackable credentials creating pathways to higher-wage technical roles.
- Develop incumbent worker training programs that enable existing manufacturers to transition to aerospace-adjacent production through targeted upskilling in composites, precision machining, and quality certification.
  - → Existing manufacturers represent the fastest pathway into aerospace supply chains—upskilling is faster and less risky than greenfield recruitment.

- Market workforce pipeline capacity—graduation rates, certification completions, apprenticeship placements, employer satisfaction—as a lead recruitment differentiator in manufacturing and aerospace business attraction.
    - → Workforce availability is the decisive factor. Demonstrating a trained pipeline is more compelling than promising future training.
- Expand K-12 career and technical education pathways aligned with advanced manufacturing and aviation, and increase employer participation in high school career signaling through facility tours, mentorship, and project-based learning.
    - → If aerospace and advanced manufacturing are to scale meaningfully over the next decade, upstream technical exposure must be treated as economic infrastructure, not a parallel conversation. Students who encounter manufacturing and aviation career pathways in high school are significantly more likely to enter local training programs and stay in the regional workforce.

STRATEGY 3.4

Prepare sites and streamline processes to compete for reshoring investment.

Why It Matters:

Approximately 63% of $1 trillion in announced advanced manufacturing investments will be within commuting distance of rural communities, creating a once-in-a-generation reshoring opportunity. But manufacturers choose locations where they can begin operations quickly. Site readiness—pre-developed parcels with utilities, access, entitlements, and environmental clearances in place—is a decisive competitive factor. Communities that have captured major reshoring investments have consistently won not through superior incentives, but because pre-developed sites enabled rapid operational start-up. Shafter has available industrial land and strong freight infrastructure, but site readiness must be proactive, not reactive. Layered incentives—state tax credits, local property tax agreements, training subsidies—are table stakes for competitive recruitment. Communities that combine ready sites with workforce partnerships and streamlined permitting capture reshoring investment; those that offer land alone lose to better-prepared competitors.

What's Needed?

- Pre-entitle and infrastructure-ready a citywide portfolio of industrial sites with utilities, access, and environmental clearances in place before recruitment—targeting parcels suitable for mid-scale manufacturing operations, reshoring investment, and aviation-adjacent manufacturing that does not require direct airport access.
  - → Eliminates the 12- to 18-month entitlement timeline that causes manufacturers to choose other locations with ready sites.
- Develop a streamlined permitting and approval process for manufacturing facilities, with clear timelines, single points of contact, and documented predictability.
  - → Speed and certainty matter more than incentive size for manufacturers evaluating multiple locations simultaneously.
- Coordinate with state incentive programs—California Competes Tax Credit, Manufacturing and R&D Equipment Sales Tax Exemption, Employment Training Panel—to assemble layered incentive packages competitive with other states.
  - → Individual incentives alone don't differentiate. Layered packages combining state credits, local agreements, and workforce support create a compelling total value proposition.

Goal 3: Measuring Impact and Success

Manufacturing Cluster Growth and Diversification

Track new manufacturing establishments, employment, wages, and capital investment. Monitor supply chain import substitution—the share of the $250 million in annual imports captured by local or newly recruited suppliers. Measure cluster density through firm count, supplier relationships, and cross-firm workforce sharing.

Airport and Aerospace Activation

Measure airport land under active lease for aviation-related manufacturing, maintenance, or technology operations. Track aviation-related employment, firm count, and capital investment. Monitor progress against defined recruitment thesis targets—drone, MRO, advanced air mobility, component manufacturing.

Workforce Pipeline and Site Readiness

Track manufacturing and aerospace training program enrollment, certification completions, apprenticeship starts, and employer placement rates. Monitor portfolio of pre-entitled, infrastructure-ready industrial sites and average time from inquiry to operational start-up for new manufacturers.

We will support resilient energy systems while growing a cluster of companies that design and deploy these technologies.

Why It Matters

Energy is not simply another industry vertical for Shafter. It is a competitiveness platform underlying every cluster in this plan. Irrigation systems, cold storage, food processing, warehouse automation, heavy industrial equipment, and freight movement all operate within tight margins shaped by electricity and fuel pricing. Shafter's economic base is disproportionately energy-intensive, and energy costs in California are among the highest in the nation.

At the same time, Kern County occupies a unique dual position in California's energy landscape. The region produces 71% of the state's crude oil while hosting 4+ GW of wind capacity and 20,000 MW of renewable energy permitted or planned—making it the state's energy transition pivot point. This creates a dual strategic opportunity. Defensively, Shafter must protect existing businesses from cost escalation through microgrids, distributed generation, and emerging wholesale procurement tools. Offensively, the city can pursue the manufacturing, field services, storage, and equipment assembly that support the region's expanding energy infrastructure. Construction jobs are temporary; manufacturing and services create permanent, higher-wage positions.

The strategic question is how deliberately Shafter prioritizes near-term margin protection alongside longer-horizon energy sovereignty and sector development.

Strategies

4.1 Protect existing businesses through microgrids, distributed generation, and energy cost management.

4.2 Target energy-adjacent manufacturing and field services—not generation.

4.3 Position hydrogen as a targeted pilot, not a speculative bet.

4.4 Build an energy systems workforce aligned with cross-cluster technical skills.

4.5 Assess municipal power feasibility for future growth areas.

STRATEGY 4.1

Protect existing businesses through microgrids, distributed generation, and energy cost management.

Why It Matters:

Microgrids are the most actionable near-term lever for business retention and margin protection. Unlike municipal power conversion for existing service areas—which involves litigation risk, capital-intensive infrastructure, and multi-year timelines—microgrids operate within existing utility frameworks and can be deployed now. They enhance reliability during outages, reduce peak demand exposure, and enable storage and alternative generation integration. In a state where outage risk and price volatility are part of the business environment, facilitating microgrid adoption is a tangible economic development strategy tied directly to retention and expansion. California's gradual expansion of wholesale market access adds another layer: Pilot programs allowing large users to procure power directly from wholesale markets have produced dramatic savings for participants. Energy management is becoming a strategic discipline, and firms that understand pricing structures, storage arbitrage, and hybrid supply models will outperform those that treat utilities as fixed overhead.

What's Needed?

- Establish an Energy Competitiveness Task Force composed of major industrial users, agricultural operators, logistics firms, utilities, and technical advisors—focused on coordination, not advocacy.
  - → Identifies firms most exposed to energy volatility, facilitates education around procurement pilots, and aligns city processes with distributed generation needs.
- Streamline permitting for distributed generation and storage, pre-identify industrial parcels suitable for microgrid clustering, and coordinate with utilities to clarify interconnection pathways.
  - → Moves the city from passive approval to active enablement—lowering friction signals Shafter's understanding of the operational realities of energy-intensive businesses.
- Explore partnership-based microgrid demonstration projects at city-owned or partner facilities to evaluate costs, reliability improvements, and potential applications for local industry.
  - → City-led demonstration reduces perceived risk for private operators and creates a visible proof point for business attraction.
- Facilitate education and advisory support for businesses interested in wholesale procurement pilots, storage integration, and behind-the-meter generation.
  - → Energy procurement capability may become a competitive differentiator among firms—businesses need knowledge and infrastructure to participate.

STRATEGY 4.2

Target energy-adjacent manufacturing and field services—not generation.

Why It Matters:

Every market analysis and case study confirms that the durable employment opportunity in clean energy lies in the industrial supply chain, not in power generation itself. Hosting solar farms or wind turbines provides minimal permanent employment. Manufacturing the equipment, assembling storage systems, providing field maintenance, and producing balance-of-plant components create permanent, higher-wage positions. With 20,000+ MW of renewable capacity permitted or planned in Kern County alone, the regional maintenance and field services market presents a significant employment opportunity that can be served from Shafter's industrial base. Clean energy manufacturing added 10,000 jobs nationally in 2024 while overall manufacturing declined. The wage profile for energy equipment manufacturing and specialized field services ($60,000–$95,000 for experienced technicians) aligns with this strategy's emphasis on career-wage employment.

What's Needed?

- Target specific manufacturing opportunities within the energy supply chain—equipment components, storage system integration, testing and certification services—that use the same industrial infrastructure and workforce skills as Shafter's existing manufacturing base.
  - → These are the higher-value, durable segments within the energy supply chain—and they use the same industrial infrastructure and workforce skills as Shafter's existing manufacturing base.
- Coordinate energy manufacturing recruitment with the broader industrial strategy (Goal 3), positioning energy equipment as a complementary segment within Shafter's Advanced Industrial Materials cluster.
  - → Cross-cluster integration means energy manufacturers benefit from shared workforce, logistics infrastructure, and supplier networks.
- Diversify across energy technologies—solar, wind, storage, hydrogen equipment—to reduce vulnerability to any single federal policy cycle.
  - → Recent experience with wind component manufacturers idling facilities for years at a time during federal tax credit lapses demonstrates the risk of single-technology dependence.

STRATEGY 4.3

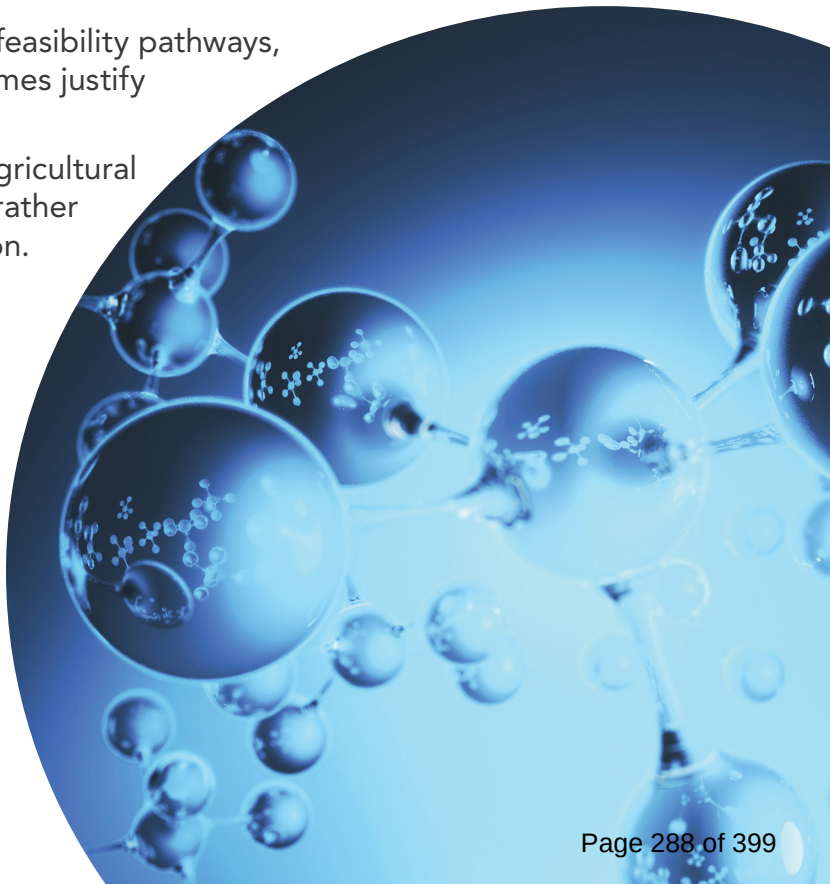
Position hydrogen as a targeted pilot, not a speculative bet.

Why It Matters:

Hydrogen presents a dual opportunity: infrastructure diversification and sector development. But its economics hinge on aggregated demand and defined use cases. The California ARCHES hydrogen hub program—originally $12.6 billion in combined investment—was disrupted by the cancellation of federal funding in 2025, though the state is pursuing alternative funding through cap-and-trade revenues and private investment. Rather than pursuing hydrogen as a broad narrative, Shafter should take a "watch, don't chase" approach while positioning for targeted pilots that could anchor both infrastructure resilience and a niche energy cluster. Hydrogen is viable when demand is aggregated—production economics improve dramatically when multiple off-takers coordinate. This creates a potential ecosystem opportunity if Shafter can identify concentrated demand.

What's Needed?

- Assess aggregated local hydrogen demand potential across fleet fueling, industrial use, and natural gas blending applications.
  - → Demand aggregation precedes production—understanding whether sufficient local off-takers exist determines a pilot's viability.
- Partner with existing regional initiatives to stay connected to evolving funding and technology pathways.
  - → Leverages Shafter's existing relationships with regional partners already advancing hydrogen strategies.
- Identify agricultural waste-to-hydrogen feasibility pathways, evaluating whether local feedstock volumes justify production investment.
  - → Connects hydrogen to Shafter's agricultural base, creating cross-cluster value rather than standalone energy speculation.
- Monitor state funding developments and position Shafter to respond quickly if cap-and-trade revenues or private investment create viable hydrogen deployment pathways.
  - → Being prepared matters more than being first. When funding materializes, communities with defined use cases and aggregated demand will capture investment.



STRATEGY 4.4

Build an energy systems workforce aligned with cross-cluster technical skills.

Why It Matters:

The clean energy workforce gap is the industry's binding constraint. Communities that demonstrate training capacity attract investment; those that promise future training lose opportunities. Critically, the energy systems workforce needs to overlap substantially with logistics, manufacturing, and food processing: The same industrial electricians, controls technicians, mechatronics specialists, and maintenance professionals serve all four clusters. Fewer than 5% of Bakersfield-area oil and gas workers are projected to find comparable employment in direct renewable energy production—but energy-adjacent manufacturing and services offer realistic transition pathways for workers with transferable industrial skills. Training should target career-wage occupations—energy equipment manufacturing technicians, industrial maintenance specialists, controls engineers, and field service technicians—where experienced workers command wages well above regional medians.

What's Needed?

- Formalize Bakersfield College partnership for energy systems training with short-term certificates in industrial electrical systems, energy equipment maintenance, and controls technology.
  - → Builds on the same cross-cluster technical training platform serving logistics, manufacturing, and food processing—creating career mobility across all industrial clusters.
- Leverage state workforce programs and displaced worker retraining grants to support training for workers transitioning from oil and gas into energy-adjacent manufacturing and services.
  - → Connects existing state funding to local workforce needs, reducing the cost of building training capacity.
- Develop employer-driven training partnerships with energy equipment manufacturers and field service operators, ensuring curriculum matches actual job requirements.
  - → Industry-designed curriculum improves placement rates and employer satisfaction—abstract training without employer input wastes resources.
- Market energy systems workforce capacity alongside manufacturing and logistics pipelines, emphasizing that Shafter's technical workers serve multiple clusters from a shared skills foundation.
  - → Cross-cluster workforce portability is Shafter's defining workforce advantage—a technician trained for energy equipment maintenance can serve logistics automation, food processing, and aerospace manufacturing.
- Formalize CSU Bakersfield partnership to monitor emerging energy technologies, industry conditions, and applied research opportunities.
  - → This provides regional intelligence on the ever-evolving energy industry, ensuring workforce training, infrastructure planning, and business attraction strategies remain aligned with current trends and industry demand.

STRATEGY 4.5

Assess municipal power feasibility for future growth areas.

Why It Matters:

Municipal power for existing service territory involves litigation, capital intensity, and extended timelines that make it impractical as a near-term strategy. But Shafter's growth trajectory includes master-planned developments and new industrial areas that are not yet served by any utility. For these greenfield areas, the calculus is different: The city could explore establishing city-controlled distribution zones from the outset, avoiding the conversion battles that derail most municipal power efforts. A feasibility assessment—not a commitment—would determine whether the economics, regulatory pathway, and operational requirements justify further pursuit. If viable, city-controlled energy in new growth areas would provide a structural cost advantage for recruiting energy-intensive employers and a long-term revenue tool for the city.

What's Needed?

- Commission a municipal power feasibility study focused exclusively on future growth areas: new master-planned developments, industrial expansion zones, and greenfield parcels not currently served by an existing utility.
  - → Narrowing the scope to unserved areas avoids the legal and political friction associated with converting existing utility customers, while testing whether city-controlled distribution is viable where development hasn't yet occurred.
- Model generation, transmission, and rate design scenarios to evaluate whether city-controlled distribution could offer competitive energy pricing for industrial and commercial users in new development areas.
  - → The value proposition for employers depends on rate competitiveness. Modeling must account for capital costs, wholesale procurement options, renewable integration, and long-term rate stability compared to incumbent utility pricing.
- Evaluate governance and operational requirements—staffing, regulatory compliance, infrastructure investment, and ongoing management—to determine whether Shafter has or can build the institutional capacity to operate as a municipal utility in targeted zones.
  - → Municipal power requires sustained operational commitment. A feasibility assessment should be candid about capacity requirements, not just financial projections.
- Coordinate findings with the Energy Competitiveness Task Force (Strategy 4.1) and long-term land use planning to ensure energy strategy and growth management are aligned.
  - → Energy infrastructure decisions in new growth areas should be made in conjunction with corridor planning, site readiness investments, and industrial recruitment targets.

Goal 4: Measuring Impact and Success

Energy Cost and Reliability

Track energy costs per unit of output for major industrial users, microgrid deployments and capacity, distributed generation adoption rates, and wholesale procurement participation. Monitor reliability metrics, including outage frequency and duration, for businesses participating in distributed generation programs.

Energy Manufacturing and Services

Measure energy-adjacent manufacturing employment, wages, and capital investment. Track number of energy equipment manufacturers, field service operators, and storage system integrators operating from Shafter. Monitor diversification across energy technologies to assess policy vulnerability.

Hydrogen and Long-term Positioning

Track progress against hydrogen pilot milestones: demand assessments completed, partnerships formalized, funding applications submitted. Monitor state funding developments and Shafter's readiness to respond when deployment pathways become viable. Track municipal power feasibility study completion, governance capacity assessment, and decision milestones for new growth area energy strategy.

We will transform Lerdo Highway and 7th Standard Road from pass-throughs into economic destinations that support industrial growth and enhance quality of life.

Why It Matters

Lerdo Highway and 7th Standard Road are not simply roadways. They are Shafter's economic frontage—the spatial stage on which the city's next phase of economic development will either consolidate or diffuse. Lerdo serves as the primary gateway from the 99 into the city and its industrial employment base. 7th Standard links emerging residential neighborhoods to job centers and regional retail markets. Together, they carry the daily flow of workers, freight, and households that sustain the local economy.

Yet these corridors operate as conduits rather than destinations. Workers travel them but do not stop along them. Residents pass through them but shop elsewhere. Industrial traffic flows across them, but little economic activity anchors to them. The risk is significant: If these corridors remain purely functional, Shafter forfeits the opportunity to convert mobility into value capture. Three structural tensions define their future. First, mobility versus value capture—traffic flows through, but economic activity along the corridors remains thin. Second, infrastructure sequencing versus market timing—growth ambitions are moving forward, but sewer capacity, electrical coordination, and grade separations must keep pace. Third, cohesion versus bifurcation—as new housing emerges along 7th Standard and industrial investment accelerates along Lerdo, the relationship between "new Shafter" and the historic core becomes more consequential.

These tensions do not suggest failure. They signal a transition—and the strategies that follow are designed to resolve them.

Strategies

5.1 Sequence infrastructure ahead of frontage activation.

5.2 Anchor catalytic nodes rather than attempt uniform corridor redevelopment.

5.3 Align corridor land use with industrial competitiveness and workforce capture.

5.4 Develop a unified corridor identity that bridges new growth and the historic core.

5.5 Launch a downtown activation program.

STRATEGY 5.1

Sequence infrastructure ahead of frontage activation.

Why It Matters:

Infrastructure capacity—sewer extensions, electrical coordination, water quality, grade separations, canal alignments—is the silent determinant of corridor evolution. Without coordinated sequencing, private development either stalls or bears disproportionate cost. Industrial expansion, residential development, and long-term diversification ambitions are all moving forward simultaneously, but the physical systems that support them must keep pace. With poorly sequenced investment, financial feasibility stalls. With anticipatory investment, the city creates development-ready corridors that attract private capital rather than repelling it. This is not about widening roads—it is about ensuring that land use ambition and infrastructure capacity move in parallel.

What's Needed?

- Adopt a formal Corridor Infrastructure Strategy aligned with the General Plan update, mapping phased sewer and utility expansion west along Lerdo and fully through 7th Standard.
  - → Creates a documented public investment timeline that developers and investors can rely on when making location and timing decisions.
- Align grade separations and north–south arterial improvements with economic node development, prioritizing intersections designated as catalytic nodes (Strategy 5.2).
  - → Concentrates infrastructure investment where it will generate the greatest frontage activation and private capital response.
- Identify financing mechanisms—including enhanced infrastructure financing districts or similar tools—that distribute cost across future assessed value rather than front-loading burden onto early frontage projects.
  - → Reduces the financial penalty for being the first developer along the corridor, enabling earlier private investment.
- Coordinate infrastructure phasing with industrial site preparation (Goal 3) and energy infrastructure planning (Goal 4) to avoid redundant investment and ensure industrial parcels along Lerdo maintain utility capacity for advanced manufacturing and logistics uses.
  - → Cross-goal coordination prevents corridor infrastructure from inadvertently constraining industrial competitiveness.

STRATEGY 5.2

Anchor catalytic nodes rather than attempt uniform corridor redevelopment.

Why It Matters:

The Lerdo Highway and 7th Standard Road corridors are both long, linear systems. Attempting to activate them evenly will dilute investment and produce incremental, inconsistent frontage. The more effective approach is strategic concentration—formally designating 2–3 priority nodes at key intersections as corridor anchors. These nodes function as mixed-use service clusters that serve workers and residents, visually distinct gateways that signal entry into Shafter, and sites for coordinated public-private investment. By concentrating infrastructure upgrades, streetscape standards, and development incentives at specific intersections, Shafter can convert traffic volume into visible economic centers rather than dispersed strip activity.

What's Needed?

- Formally designate priority nodes—particularly at intersections such as Lerdo & Cherry and 7th Standard & Cherry—as corridor anchors with concentrated public investment, design standards, and development incentives.
  - → Strategic concentration creates visible proof points that build investor confidence and market momentum along the broader corridor.
- Develop node-specific development frameworks that define desired uses, density, design standards, and public realm improvements for each designated intersection.
  - → Provides clear expectations for developers, reducing negotiation time and creating predictable outcomes that attract private capital.
- Concentrate workforce-serving and visitor-serving commercial uses at designated nodes—food service, child care, convenience retail, health care access, lodging, and fuel—that capture spending from daily worker flows along Lerdo, residential growth along 7th Standard, and the business travelers, operators, and freight traffic generated by Shafter's industrial base.
  - → Converts the estimated 10,000+ daily worker trips along Lerdo—plus visiting operators, business travelers, and freight-related traffic—into local economic activity rather than leakage to Bakersfield.
- Use public realm investments at nodes—streetscape, lighting, landscaping, gateway signage—as catalytic anchors that signal quality expectations for adjacent private development.
  - → Public investment in the right locations sets the standard for private development rather than reacting to it.

STRATEGY 5.3

Align corridor land use with industrial competitiveness and workforce capture.

Why It Matters:

Lerdo sits adjacent to Shafter's industrial base—an adjacency that is a competitive advantage, but one that requires discipline. Premature parcel fragmentation or speculative strip-commercial zoning along Lerdo undermines large-lot industrial flexibility that logistics, manufacturing, and food processing operators require. At the same time, intentionally layering complementary uses—workforce-serving retail, flex office, small-format food and service businesses—in proximity to employment clusters allows the corridor to remain industrially competitive while capturing multiplier effects from daily worker flows. On 7th Standard, zoning and frontage policy must anticipate residential density sufficient to support retail viability. Rooftops alone will not produce a commercial spine—density thresholds and frontage quality standards must align. The structural goal is coherence among land use, wage composition, and retail capture.

What's Needed?

- Protect large-lot industrial flexibility along Lerdo's south side, avoiding premature commercial zoning that fragments parcels needed for logistics, manufacturing, and food processing expansion.
  - → Industrial land is a finite, non-renewable competitive asset—once fragmented into strip-commercial parcels, it cannot be reassembled.
- Intentionally layer workforce-serving commercial uses along Lerdo's north side and at designated nodes, creating service density that captures daily worker spending without competing with industrial land.
  - → Calibrated layering allows the corridor to serve both industrial competitiveness and retail capture objectives simultaneously.
- Align 7th Standard zoning and frontage policy with residential density thresholds sufficient to support sustainable retail—ensuring that housing growth translates into commercial viability rather than additional leakage.
  - → Without sufficient density, commercial frontage along 7th Standard will fail to attract tenants, producing vacancy rather than activation.
- Coordinate corridor land use decisions with the General Plan update to ensure economic development priorities, zoning frameworks, and infrastructure investments are mutually reinforcing.
  - → The concurrent timing of the Economic Development Strategic Plan and General Plan creates a rare alignment opportunity—misalignment now will create conflicts for a decade.

STRATEGY 5.4

Develop a unified corridor identity that bridges new growth and the historic core.

Why It Matters:

Participants consistently expressed concern about a perceived divide between newer residential areas and older parts of Shafter. The corridors physically mediate that relationship—they are the connective tissue between "new Shafter" and the historic core. If corridor evolution orients outward toward Bakersfield, leakage deepens. If it aligns inward, corridors reinforce citywide cohesion. Identity is not cosmetic. It influences investor perception, household orientation, and long-term retail loyalty. A corridor that feels unmistakably Shafter reinforces internal cohesion and reduces outward leakage. Today, both corridors signal utility more than identity—they read as rural-industrial edge rather than economic gateway. Lerdo is the front door to Shafter, yet drivers experience miles without a clear sense of arrival. Along 7th Standard, drivers may not know when they are in Shafter versus surrounding jurisdictions.

What's Needed?

- Adopt a Corridor Identity Framework that establishes cohesive standards for lighting, landscaping, and signage along both corridors—integrating agricultural heritage and industrial strength into gateway elements.
    - → Creates visual continuity from the 99 to downtown, making the corridor experience communicate Shafter's identity rather than generic suburban development.
- Design gateway treatments at key entry points—particularly the Lerdo/99 interchange and 7th Standard approaches—that signal arrival into a confident, intentional community.
    - → First impressions shape investor perception, business attraction conversations, and resident pride—a strong gateway communicates that growth is managed, not accidental.
- Reinforce north–south connections that link new residential areas along 7th Standard to the historic core, downtown, and Mannel Park, preventing the emergence of functionally separate communities.
    - → Physical connectivity sustains social and economic cohesion as the city grows—without it, "new Shafter" and "old Shafter" become separate markets with separate loyalties.
- Integrate the airport into the corridor's identity and development patterns, creating visible signals of aviation and advanced manufacturing as part of Shafter's economic story.
    - → The airport is a latent diversification asset whose relationship to corridor identity is currently underexpressed—making it visible reinforces the city's forward-looking economic narrative.

STRATEGY 5.5

Launch a downtown activation program.

Why It Matters:

Downtown Shafter has strong bones and existing momentum: First Fridays draw residents into the core, and the city's façade grant program signals investment in the area. But stakeholders consistently noted that downtown struggles to compete for attention and resources in a city focused primarily on major industrial projects. Small businesses and local retail are what make Shafter feel like home, not just a place to work. Activation doesn't require major capital investment upfront—it requires consistent programming that builds foot traffic, tests demand, and gives residents reasons to spend locally rather than drive to Bakersfield.

What's Needed?

- Build on First Fridays by expanding regular community programming—markets, seasonal events, vendor nights—that establishes downtown as a consistent social anchor rather than an occasional destination.
  - → Consistent programming builds habit. Residents who come regularly begin to see downtown as theirs—and that loyalty creates the spending base that attracts permanent businesses.
- Create a pop-up and temporary-use program that lowers barriers for small vendors and food entrepreneurs to test concepts in downtown spaces before committing to permanent leases.
  - → Reduces vacancy risk, generates foot traffic, and builds a pipeline of businesses that may become permanent tenants as demand grows.
- Coordinate downtown activation with corridor strategy (Goal 5) and small business support (Strategy 6.3) to ensure that programming, permitting, and business development resources work together rather than in parallel.
  - → Downtown and corridors serve different functions but the same community—coordinated investment prevents competition for limited resources.
- Implement small-scale placemaking improvements—temporary seating, parklets, lighting, murals, and shade structures—to make downtown spaces more comfortable for gathering and events.
  - → People stay longer in places that feel welcoming and comfortable. Low-cost placemaking improvements can significantly increase dwell time and support downtown businesses during events and daily activity.

Goal 5: Measuring Impact and Success

Corridor Infrastructure and Activation

Track infrastructure investments completed along Lerdo and 7th Standard—sewer extensions, utility upgrades, grade separations, canal alignments. Measure linear feet of corridor with development-ready infrastructure. Monitor private development applications and investment at designated catalytic nodes.

Value Capture and Retail Performance

Measure retail sales tax capture along both corridors relative to baseline. Track new commercial establishments, square footage, and employment at corridor nodes. Monitor retail leakage reduction—the share of local spending retained within Shafter versus captured by Bakersfield.

Identity and Cohesion

Track implementation of Corridor Identity Framework elements: gateway treatments installed, streetscape standards adopted, signage and wayfinding deployed. Monitor resident and business perception of corridor quality through periodic surveys. Assess north–south connectivity improvements linking new residential areas to the historic core.

We will strengthen Shafter's economic development capacity to support businesses, partnerships, and the delivery of this strategy.

Why It Matters

The first five goals of this plan define what Shafter should pursue. This goal defines how. Every cluster analysis, engagement summary, and case study in this plan converges on the same structural finding: The assets are present, but coordination is the missing ingredient. Apprenticeship programs are underutilized. Manufacturers operate independently. Airport land lacks a defined recruitment thesis. Regional partners exist, but relationships are informal. Existing businesses receive limited systematic support. Marketing materials do not yet reflect the city's competitive position.

Shafter's early growth model centered on land, infrastructure, and project attraction. The next phase requires ecosystem management: convening, coordinating, aligning policy, and managing complexity across five industry clusters, two corridors, and a network of regional partners. This may require dedicated staff capacity focused on sector strategy, formal convening structures beyond ad hoc meetings, clear performance metrics tied to value capture rather than job counts alone, and state and federal alignment strategy around available funding programs. Economic development is no longer only about attracting the next warehouse or facility. It is about managing a system. If Shafter intends to lead across logistics, agriculture, manufacturing, energy, and aviation, it must invest in the institutional capacity to do so.

Strategies

6.1 Formalize regional partnerships and define Shafter's role within the Kern County ecosystem.

6.2 Build sector-specific marketing and storytelling that positions Shafter competitively.

6.3 Support small business and entrepreneurship as economic development infrastructure.

6.4 Build internal institutional capacity to manage a multi-cluster economic development strategy.

STRATEGY 6.1

Formalize regional partnerships and define Shafter's role within the Kern County ecosystem.

Why It Matters:

No cluster in this plan can be pursued alone. The same regional partners appeared in every analysis: B3K Prosperity for clean energy, advanced manufacturing, and workforce development; Kern EDC for business attraction, incentive navigation, and regional positioning; Bakersfield College for workforce training, certificates, and apprenticeships; CSU Bakersfield for four-year pathways and research partnerships. Kern County's energy transition, manufacturing modernization, and logistics expansion are regional challenges requiring regional solutions. But partnerships require intentionality—without clear objectives and consistent engagement, they become performative rather than productive. Shafter should position itself as the preferred industrial site within a broader Kern County ecosystem, leveraging regional training, incentives, and employer relationships through a division of labor, not duplication.

What's Needed?

- Formalize partnership agreements with B3K Prosperity, Kern EDC, Bakersfield College, and CSU Bakersfield that define specific roles, shared objectives, and coordination mechanisms for each cluster strategy.
  - → Converts informal relationships into structured collaboration with clear expectations—ensuring regional partners actively support Shafter's cluster strategies rather than operating in parallel.
- Coordinate with Kern EDC on business attraction, incentive navigation, and site selector engagement—contributing Shafter-specific site data, workforce capacity information, and cross-cluster value propositions to regional marketing efforts.
  - → Positions Shafter within regional conversations rather than competing independently, increasing the city's visibility in site selection processes that it would not reach alone.

- Participate actively in B3K Prosperity's implementation teams for clean energy, advanced air mobility, advanced manufacturing, and workforce development—ensuring Shafter's priorities are reflected in regional programming.
    - → Regional implementation teams allocate resources and set priorities—consistent participation ensures Shafter captures its share of regional investment and programming.
- Engage the Wonderful Company, major employers, and agricultural stakeholders as strategic partners beyond their roles as individual employers—incorporating their expertise, networks, and resources into cluster strategy execution.
    - → Large employers and institutional partners have capabilities and connections that amplify city-led initiatives—formalized engagement ensures these assets are leveraged systematically.
- Develop a coordinated state and federal policy advocacy strategy—in partnership with Kern EDC, B3K Prosperity, California Association for Local Economic Development (CALED), and industry groups—focused on protecting freight rail capacity, ensuring energy reliability for industrial users, positioning the region for emerging fuel and electrification transitions, and capturing available economic development funding.
    - → California's regulatory and funding landscape presents both friction and opportunity across every cluster in this plan. Communities that engage proactively on freight, energy, workforce, and industrial policy help shape rules rather than simply comply with them. A coordinated regional posture amplifies Shafter's voice on issues no single small city can influence alone.

STRATEGY 6.2

Build sector-specific marketing and storytelling that positions Shafter competitively.

Why It Matters:

Generic marketing does not win business attraction competitions. Site selectors and businesses need specific information—workforce data, cost comparisons, available sites, incentives, cross-cluster value propositions—presented professionally and persuasively. Sector-specific materials demonstrate that Shafter understands what different industries need and can articulate competitive advantages. But marketing is not just external. Celebrating wins and communicating progress builds internal momentum. Annual reporting that showcases economic development achievements demonstrates accountability, builds community pride, and creates a narrative of momentum that attracts additional investment. When residents, businesses, and stakeholders see tangible progress, they become advocates for continued growth. Shafter has extraordinary assets—but these strengths mean nothing without strategic communication that makes them visible.

What's Needed?

- Develop sector-specific one-pagers for each priority cluster—logistics, agriculture/food systems, manufacturing/aerospace, energy—that articulate workforce, cost, infrastructure, site availability, and cross-cluster value propositions.
  - → Provides targeted materials for site selector conversations and business attraction outreach, demonstrating that Shafter understands what each industry needs.
- Create a comprehensive community profile with detailed demographic, economic, workforce, quality of life, and infrastructure data organized for business decision-making.
  - → Serves as the authoritative reference document that answers common business attraction questions with credible data—replacing ad hoc responses with professional materials.
- Design site inventory materials with professional specifications, maps, utility capacity, and development timelines for key industrial and commercial sites along Lerdo, 7th Standard, and the airport.
  - → Removes uncertainty about where businesses can locate and demonstrates site readiness—a critical differentiator when competing against communities with more mature marketing programs.
- Produce annual economic development reporting that highlights business attraction outcomes, workforce pipeline metrics, corridor progress, partnership milestones, and strategic plan implementation progress.
  - → Creates accountability, builds community pride, and generates the narrative of momentum that sustains political support and attracts additional investment.

STRATEGY 6.3

Support small business and entrepreneurship as economic development infrastructure.

Why It Matters:

Traded-sector recruitment and anchor tenant attraction are essential—but they are not the whole economy. Small and existing businesses employ the majority of Shafter's workforce, serve local households, activate corridors, and provide the commercial density that makes a community function. Entrepreneurship creates pathways for residents—particularly in a community where barriers to educational attainment limit access to corporate employment but do not limit ambition or capability. Small business support is not a separate program from economic development strategy—it is infrastructure. Reducing friction in permitting and licensing, connecting entrepreneurs to capital and technical assistance, and creating visible support systems for local business formation signal that Shafter invests in its own residents, not just outside recruitment. Every corridor node (Goal 5) needs local businesses to activate it. Every workforce program (Goals 1–4) produces workers who may eventually start their own businesses. Small business strategy reinforces every other goal in this plan.

What's Needed?

- Streamline permitting, licensing, and business formation processes—creating clear timelines, single points of contact, and documented guidance for entrepreneurs starting or expanding businesses in Shafter.
  - → Reducing friction is the single most impactful thing a city can do for small business—complexity and unpredictability discourage formation more than cost.
- Connect small business owners and aspiring entrepreneurs to regional resources—Small Business Development Centers, SCORE mentorship, Kern EDC programs, and Bakersfield College business development services.
  - → Shafter does not need to build all capacity internally—connecting entrepreneurs to existing regional infrastructure multiplies impact at minimal cost.

- Develop a small business retention and expansion program that systematically engages existing businesses to understand needs, identify expansion opportunities, and address challenges before they become relocations.
    - → Retaining and growing existing businesses is more cost-effective than recruitment—systematic engagement ensures the city learns about problems early enough to act.
- Support local business activation at corridor nodes (Goal 5)—prioritizing food service, child care, health care access, and workforce-serving retail that captures spending from daily worker flows.
    - → Corridor activation depends on small businesses filling commercial space at designated nodes—without targeted support, nodes remain planned but unactivated.
- Promote local spending and visibility for Shafter businesses through initiatives such as shop-local campaigns, business spotlight programs, and coordinated promotions that highlight local entrepreneurs.
    - → Increasing awareness of local businesses helps retain more spending within the community and strengthens the long-term viability of Shafter's small business ecosystem.

STRATEGY 6.4

Build internal institutional capacity to manage a multi-cluster economic development strategy.

Why It Matters:

This plan asks the City of Shafter to coordinate five industry clusters, two corridor strategies, a network of regional partnerships, and an accountability system—simultaneously. That represents a fundamentally different organizational demand than the project-by-project attraction model that built the city's initial industrial base. Managing sector partnerships, convening stakeholders, maintaining business retention relationships, tracking performance metrics, coordinating with regional partners, and executing marketing strategy requires dedicated staff capacity, defined roles, and management systems designed for ecosystem complexity. Without intentional investment in internal capacity, strategies will be adopted but under-executed—not because of insufficient ambition, but because of insufficient bandwidth.

What's Needed?

- Assess current economic development staffing against the implementation demands of this plan and identify capacity gaps—particularly in sector strategy management, business retention, stakeholder coordination, and marketing.
  - → The gap between strategy ambition and organizational capacity is the most common reason economic development plans underperform. An honest assessment ensures the city invests in execution, not just planning.
- Define dedicated roles or responsibilities for sector partnership management, ensuring that each cluster's convening structure (logistics, agriculture, manufacturing/aerospace, energy) has a consistent city point of contact.
  - → Sector partnerships lose momentum without consistent staffing. Convening structures that depend on ad hoc availability rather than assigned responsibility become performative rather than productive.
- Develop and maintain a centralized, real-time inventory of available sites—including specifications, utility capacity, ownership status, and development timelines—to support business attraction, site selection, and internal decision-making.
  - → Serves as a core operating system for economic development, enabling rapid response to site selectors, aligning infrastructure investment, and ensuring consistent, accurate information across all outreach and recruitment efforts.
- Invest in professional development and technical capacity for economic development staff—including training in incentive navigation, site selection processes, data analysis, and stakeholder facilitation.
  - → The sophistication of this strategy requires staff who can engage credibly with site selectors, regional partners, state agencies, and industry leaders across multiple sectors.

- Establish management systems that enable consistent implementation oversight without depending on institutional memory, including shared project tracking and knowledge management tools.
    - → Systems reduce the vulnerability created by staff turnover and ensure that implementation progress, partnership commitments, and pipeline activity are transferable.
- Establish an economic development concierge program that provides businesses and investors with a single coordinated point of contact and structured project support throughout the development process—from initial inquiry through permitting, site selection, incentive navigation, and ongoing relationship management.
    - → Reduces friction for businesses navigating city processes and signals that Shafter treats economic development as a service, not just a regulatory function.
- Create a concise economic development priorities and incentive reference guide that outlines target sectors, development standards, and the conditions under which incentives or negotiated support may be considered—replacing the current case-by-case approach with a transparent, standardized framework.
    - → Gives staff a consistent decision-making tool, gives businesses and site selectors a clear picture of what Shafter is looking for, and serves as the front door to the full EDSP.
- Conduct a supply chain mapping initiative across all five target clusters—identifying the goods, services, and components that existing local industries currently purchase from outside the region and building a targeted recruitment list of supplier companies that could fill those gaps locally.
    - → Converts the $250 million supply chain leakage finding into an actionable recruitment pipeline. When the city knows exactly which precision machinery, specialized components, maintenance services, or packaging suppliers its employers need, business attraction becomes targeted outreach rather than general marketing.

Goal 6: Measuring Impact and Success

Partnership Activity and Regional Positioning

Track formalized partnership agreements, joint initiatives executed with regional partners, business leads generated through Kern EDC and B3K Prosperity collaboration, and Shafter's participation rate in regional implementation teams and workforce programs.

Marketing and Business Attraction Readiness

Measure completion and deployment of sector-specific marketing materials, community profile, and site inventory. Track website engagement, site selector inquiries, and business attraction conversations generated through marketing efforts. Monitor annual report production and distribution.

Small Business and Entrepreneurship

Track new business formations, permitting and licensing timelines, small business retention and expansion program participation, and local business activation at designated corridor nodes. Monitor connections made to regional business development resources.

Institutional Capacity and Implementation Readiness

Track economic development staffing levels against plan implementation requirements. Monitor sector partnership meeting frequency, participation rates, and action item completion. Assess management system adoption and utilization. Conduct annual capacity review to identify emerging gaps as strategy execution matures.

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VP OF BUSINESS DEVELOPMENT, KERN ECONOMIC DEVELOPMENT CORPORATION

GEORGIA PETROPOULOS*
PRESIDENT & CEO, B3K PROSPERITY

PAUL FAHLEY
CHIEF OPERATING OFFICER, JD RUSH

VALARIE LABRENTZ*
ASSISTANT PRINCIPAL OF INSTRUCTION
SHAFTER HIGH SCHOOL

JEFF MARTIN
CO-OWNER
AMERICAN REFUSE

ZACH MCNINCH
PRINCIPAL, SHAFTER HIGH SCHOOL

Corridors Development and Investment Focus Group

WESLEY MCDONALD, ASU COMMERCIAL

GEORGIA PETROPOULOS,* B3K PROSPERITY

TIM SULLIVAN, BIDART BROS

EDWIN CAMP, CAMP

MICHAEL HAIR, INTERSTATE LAND COMPANY

MARCUS DOKOLAS, INTERSTATE LAND COMPANY

WALTER DIAMOND
LENNAR HOMES OF CALIFORNIA

JONATHAN HUDSON
MINTER FIELD AIRPORT DISTRICT

PHILIP JIMENEZ
SHAFTER PARKS AND RECREATION DISTRICT

BRIAN ALEXANDER
7TH STANDARD ROAD INVESTORS

ETHAN HOGG, 7TH STANDARD ROAD INVESTORS

TONY HOGG, 7TH STANDARD ROAD INVESTORS

BRET SILL, SILL PROPERTIES

BRIAN BRUNT, SUBURBAN LAND RESERVE

DANNY OWEN, SUBURBAN LAND RESERVE

MIKE WIDHALM,* WONDERFUL ORCHARDS

Ag-Tech and Food Systems Focus Group

NICOL SILVA, BAKERSFIELD COLLEGE

DR. RICHARD MCCROW, BAKERSFIELD COLLEGE

GEORGIA PETROPOULOS,* B3K PROSPERITY

DR. AARON HEGDE,*
CALIFORNIA STATE UNIVERSITY, BAKERSFIELD

JENNY HOLTERMANN,
KERN COUNTY FARM BUREAU

DAVID HIGDON, KERN VENTURE GROUP

HANNAH TIKALSKY, THE RESERVOIR

MIKE WIDHALM,* WONDERFUL ORCHARDS

Logistics Focus Group

GEORGIA PETROPOULOS,* B3K PROSPERITY

NICHOLAS SIMS, BNSF

MITCHELL MORETTI
KERN HIGH SCHOOL DISTRICT CTEC/ROC

IGNACIO VILLA, WALMART

CINDY PALACIOS, WONDERFUL CAREER CENTER

JOHN GUINN,*
WONDERFUL REAL ESTATE DEVELOPMENT

Advanced and Aviation Manufacturing Focus Group

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SKIP MATHIAS DURAND, CALIFORNIA AERONAUTICAL UNIVERSITY, BAKERSFIELD

SEAN MARREN, GAF

DAVE SWAROOP, GMC ROOFING

ANTHONY COURTIS, JD RUSH

Energy Focus Group

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JASON CAUDLE,
FIRST PUBLIC HYDROGEN AUTHORITY

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NORMA DUNN, KERN WOMEN'S BUSINESS CENTER

DR. DAVID FRANZ, CITY OF SHAFTER

MAXINE KOZLER,
KERN WOMEN'S BUSINESS CENTER

ADAM STARRH, LISTEN TO SHAFTER

YULI MARCELA CARDENAS, PRIME FUTURE BUSINESS

BOB MEADOWS, VALLEY STRONG CREDIT UNION

Project Consultant

CIVIC SOLUTIONS PARTNERSHIP, LLC

Members serving in multiple capacities are noted with an asterisk.*

Where Industry Meets Opportunity

5-Year Economic Development Strategic Plan
City of Shafter

Prepared for Shafter, CA City Council
Shafter Economic Development & Civic Solutions Partnership LLC
May 5, 2026

Shafter is at an Inflection Point

What Shafter Has Built

Strong asset base and industrial momentum

Top-tier public safety

Growing housing and infrastructure base

Strength in logistics and agriculture

Strong financial stewardship and city services

Pro-business governance and a high-performing team

The Decision Point

Growth is already happening.

Growth remains concentrated and reactive

OR

Growth becomes more diversified, intentional, and community-serving

Why This Plan Matters

Better jobs - more quality jobs available

Higher quality of life

More people living and spending in Shafter

Capture more long-term value

Diversify the economic base

Industry-aligned infrastructure and land use

Give Shafter a clear, proactive 5-year direction

Assets, Challenges, and Strategic Imperatives

The Assets

What Shafter has built

→ Multimodal logistics platform with dual Class I rail, I-5/SR-99, and a newly operational container exchange

→ Young, diverse, fast-growing population (9% growth, 2018–2023)

→ Technology-ready infrastructure: airport with 100+ leasable acres and city-owned dark fiber

→ Energy-rich region anchoring every cluster

→ Anchor employers and regional partners (Wonderful, B3K, Kern EDC, Bakersfield College, CSUB)

→ Institutional capacity built for speed

→ Expanded land position through partnerships

The Challenges

Where growth falls short

→ Population growing 3x faster than job creation

→ Traded-sector jobs outpace national averages, but value per job lags

→ Credentials gap is the single largest structural barrier

→ Ag, manufacturing, aviation, and energy need attention

→ Corridors function as pass-throughs, not destinations

The Imperative

Why this plan matters now

→ The risk is not decline—it is stagnation amid growth

→ Without intervention, Shafter builds jobs but not careers, and investment but not enough value

→ The path forward is strategic evolution, not transformation

From Discovery to Delivery in Five Months

A fast-moving, rigorous, community-grounded process conducted across late 2025 and early 2026.

1

FOUNDATION | Nov – Dec
Steering Committee formed

15 one-on-one interviews (leadership + stakeholder)

15 peer benchmarking comparisons (aspirational + regional)

2

ANALYSIS | Jan
5 industry clusters evaluated

Global trends assessed across all 5 target sectors

3

LISTENING | Jan – Feb
7 roundtables conducted

General Plan community insights incorporated

4

SYNTHESIS | Feb - Mar
Steering Committee Collaborative Design Session

Strategic goals stress-tested and prioritized

5

DELIVERY | Apr – May
EDSP Completed

Companion CEDS prepared

Implementation roadmap prepared

Council presentation

Data Profile: Shafter by the numbers

A community with the assets to compete and the growth to sustain it.

9%

population growth from 2018–2023—nearly 3x faster than Kern County

80%+

of residents are from diverse backgrounds—the most among regional peers

9 in 10

households include children—the highest concentration in the peer set

74%

of jobs are in traded sectors—more than double the national average

$1B+

in annual exports generated by Shafter's traded-sector economy

$250M

in annual supply chain imports—leakage that represents local opportunity

70%

fewer bachelor's degree holders than the U.S. average—the widest structural gap

4.1%

housing vacancy rate—the lowest among all peer communities

Source: U.S. Census Bureau American Community Survey 2023; Lightcast 2025

10 Insights that Drove this strategy

1. Shafter's success was not accidental—and the next chapter requires the same intentionality.
2. Demographic momentum hasn't translated to economic prosperity.
3. Jobs are here, but value per job is not.
4. $250M in supply chain leakage is the most immediate opportunity.
5. Shafter wins on capacity—not industry label.
6. Workforce is the prerequisite, not the byproduct.
7. Cross-cluster integration is Shafter's competitive edge.
8. Energy is structural, not peripheral. Every cluster depends on reliable, affordable power.
9. Corridors should generate value, not just move traffic.
10. Institutional capacity must match the complexity of the economy.

Renewed Focus

SHAFTER – WHERE INDUSTRY MEETS OPPORTUNITY.

Built to Produce. Rooted in Community.

Turning industrial strength into shared prosperity—connecting clusters, corridors, and careers across the Central Valley's most competitive platform.

Strategic Framework

Six goals that translate Shafter's strengths into broad-based prosperity.

GOAL 1 **THE LOGISTICS ADVANTAGE**	We will scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations.
GOAL 2 **FROM FIELD TO FUTURE**	We will position Shafter as a hub for value-added agriculture and next-generation agricultural innovation.
GOAL 3 **MAKE IT HERE**	We will grow Shafter's role in aviation technologies and advanced manufacturing.
GOAL 4 **POWER THE WHOLE ECONOMY**	We will support resilient energy systems while growing a cluster of companies that design and deploy these technologies.
GOAL 5 **CORRIDORS THAT TELL OUR STORY**	We will transform Lerdo Highway and 7th Standard Road from pass-throughs into economic destinations that support industrial growth and enhance quality of life.
GOAL 6 **BUILT TO EXECUTE**	We will strengthen Shafter's economic development capacity to support businesses, partnerships, and the delivery of this strategy.

Implementation Approach

USE THE PLAN

- Five-Year framework with sequenced actions, clear partners, and defined deliverables
- Year 1 focuses on readiness, convenings, and partnership formalization before capital-intensive work in Years 2-5

TRACK PROGRESS

- Progress tracked through implementation milestones and a performance dashboard
- Dashboard captures projects, economic indicators, project success metrics, partnership outcomes, and other implementation measures
- Six long-term outcome indicators help show how the strategy is working over time (See Appendix A)

ENABLE EXECUTION

- Implementation roadmap and a Year 1 Workplan to support execution sequencing
- Goal 6 capacity-building actions establish ownership, systems, and accountability
- Execution is designed to be operational, not aspirational

Execution Roadmap: Year 1 & Beyond

Internal Launch

Build internal ownership, tracking, and implementation readiness

Tools & Partners

Put foundational partnerships, marketing tools, and process improvements in place

Activate Programs

Launch outward-facing programs, business engagement, and market-ready materials

Adopt Frameworks

Deliver the more technical, policy, and standards-based work that needs the full runway of Year 1

BEYOND YEAR 1

SCALE AND SUSTAINED EXECUTION

Year 1 builds the capacity, partnerships, and tools needed to accelerate recruitment, physical development, technical programs, and capital-intensive work in Years 2-5.

Who Helped Shape This Plan

Reflecting input from City leadership, employers, educators, landowners, regional partners, and community voices.

City Leadership & Project Team
City Council
City Manager
Economic Development
Finance
Planning
Building
Community Services
Core Project Team

Industry & Major Employers
The Wonderful Company
California Resources Corporation
Agilitech
GAF
JD Rush
BNSF
Walmart DC
California Paper
GMC Roofing

Education & Workforce Partners
Bakersfield College
CSU Bakersfield
Shafter High School
Richland School District
Kern High School District CTEC/ROC
Wonderful Career Center
California Aeronautical University
TalentBase

Corridor & Land Use Partners
Sill Properties
DM Camp & Sons
Bidart Bros/Family
Lennar Homes
Suburban Land Reserve
7th Standard Road Investors
Interstate Land Company
ASU Commercial

Regional & Institutional Partners
Kern EDC
B3K Prosperity
Minter Field Airport District
First Public Hydrogen Authority
Kern County Farm Bureau
The Reservoir
Kern Venture Group
SoCal Gas
Shafter Parks and Rec District

Small Business & Community Voice
General Plan Com. Engagement Findings
Bakersfield College Launchpad
Kern Women's Business Center
Access Plus Capital
Cen Cal Finance
Valley Strong Credit Union
American Refuse
Listen to Shafter
Prime Future Business

Project Consultant Civic Solutions Partnership, LLC

**Full names and acknowledgments are included in the full EDSP report.*

Conclusion

A roadmap built on what makes Shafter prosper.

Built to guide growth, strengthen opportunity, and support the community Shafter is proud to be.

Recommendation to Council

Adopt and approve the City of Shafter's 5-Year Economic Development Strategic Plan as the City's guiding framework for economic development priorities and implementation

Appendix

Six Outcome Indicators

Not the only indicators, but below are six strong outcome indicators that signal whether the plan is working from a holistic point of view.

- Clusters are diversifying and creating higher-value jobs
- Workforce pipelines are connecting residents to careers
- Corridors are becoming destinations
- Regional partnerships are producing measurable outcomes
- Shafter's story is reaching the right audiences
- Existing businesses and entrepreneurs are supported

Performance Monitoring Metrics

The EDSP is designed to track both implementation activity and long-term outcomes across all six goals, with baseline measures in 2026 and annual updates through Year 5. The information below is only a sample of all the metrics to track.

Goal 1: The Logistics Advantage

What will be tracked (sample):

- Automation-ready facility standards
- Permitting timelines
- Logistics workforce training and trade gateway utilization
- New advanced logistics firms

Goal 2: From Field to Future

What will be tracked (sample):

- Food processing employment and wages
- Shared processing / cold storage utilization
- Food manufacturing training outcomes
- AgTech pilots and firm growth

Goal 3: Make It Here

What will be tracked (sample):

- New manufacturing and aviation firms
- Airport land utilization and aviation activity
- Workforce training and apprenticeship placements
- Pre-entitled sites and time from inquiry to start-up

Goal 4: Power the Whole Economy

What will be tracked (sample):

- Energy cost, reliability, and distributed generation adoption
- Energy-adjacent manufacturing and service growth
- Hydrogen pilots and funding readiness
- Energy systems workforce outcomes

Goal 5: Corridors That Tell Our Story

What will be tracked (sample):

- Corridor infrastructure delivery and utility readiness
- Private investment and catalytic node activity
- Retail sales capture and reduced leakage
- Corridor identify improvements, downtown activation, and foot traffic

Goal 6: Built to Execute

What will be tracked (sample):

- Regional partnership agreements and joint initiatives
- Marketing material deployment and site selector engagement
- Business formation, retention, and entrepreneurship activity
- EDSP milestone completion

Year 1 Work Plan Details

Some, not all, key outputs are listed below. This Year 1 Work Plan and EDSP is entirely subject to change as implementation progresses.

3 MONTHS *Put internal ownership and operating systems in place*	• Capacity assessment completed • Sector leads assigned across all target sectors • CRM/Project Management System Live • Energy Competitiveness Task Force convened • Staff engaged in regional implementation roundtables
6 MONTHS *Put the core partnerships, marketing tools, and process improvements in place*	• MOUs executed with KEDC, B3K, Bakersfield College, CSU Bakersfield, and more • One-pagers completed for all 5 clusters • Community profile completed • Business process audit and improvements adopted • Sector partnerships launched
9 MONTHS *Launch outward-facing programs, site marketing, and business engagement*	• Joint recruitment protocol with Kern EDC established • Site inventory package complete and real-time database live • BRE program launched • Concierge program operational • Incentive guide and regulatory navigation guide adopted • Supply chain gap analysis and advanced materials narrative completed • Entrepreneur support connections in place
12 MONTHS *Deliver the more technical and standards-based work that needs the full Year 1*	• Automation-ready development standards adopted • First technical training cohort enrolled • Streamlined manufacturing permitting process adopted • Corridor infrastructure strategy nearing completion • General Plan crosswalk and coordination

Implementation Risk Profile

Primary risks to EDSP implementation and the mitigation approach.

Organizational Capacity
Risk: Implementation could outpace current staffing, ownership, and internal coordination.
Mitigation: Capacity assessment, assigned sector leads, and shared tracking systems strengthen accountability and reduce reliance on institutional memory.

Funding and Infrastructure Readiness
Risk: Priority infrastructure, site readiness, and corridor improvements may require resources and sequencing beyond current budget capacity.
Mitigation: The plan pairs local prioritization with grant readiness (CEDS), corridor strategy work, site inventory, and phased infrastructure planning.

Market and Industry Conditions
Risk: Logistics volatility, agricultural pressures, and emerging aviation markets could shift recruitment assumptions over time.
Mitigation: The strategy diversifies targets, emphasizes applied opportunities, and ties recruitment timing to infrastructure and workforce readiness.

Regulatory and Partnership Alignment
Risk: Zoning, permitting complexity, and inconsistent partner alignment could slow execution or weaken coordination.
Mitigation: The plan calls for zoning and process improvements, concierge-style navigation, and more formal regional partnership agreements.

Workforce and Supply Chain Capture
Risk: Shafter may continue generating jobs and industrial activity without fully capturing local supplier growth or resident upward mobility.
Mitigation: Year 1 includes supply chain analysis, workforce partnerships, resident-to-job alignment efforts, and performance tracking tied to outcomes.

Benchmarking Peer Sets Summary

Aspirational Peer Set	**Regional Peer Set**
1. Austin, TX 2. Bend, OR 3. Boise, ID 4. Bozeman, MT 5. Chattanooga, TN 6. Denver, CO 7. Flagstaff, AZ 8. Frisco, TX 9. Salt Lake City, UT 10. San Diego, CA	1. Bakersfield, CA 2. Clovis, CA 3. Fresno, CA 4. Modesto, CA 5. Tulare, CA 6. Kern County, CA

7 Insights

1. Shafter is growing faster than both regional and aspirational peers while remaining small enough to shape outcomes.
2. Shafter's demographic structure represents a long-term workforce advantage that is not yet translating into economic mobility.
3. Shafter is the most diverse community in both peer sets, but diversity is not yet yielding peer-level economic outcomes.
4. The primary labor market gap is driven by participation and job access, not unemployment.
5. Income and earnings levels lag peers today, but growth trends signal some early momentum.
6. Educational attainment is the single largest structural divide shaping Shafter's economic trajectory.
7. Housing affordability remains a relative advantage, but low supply and high cost burdens signal mounting pressure.

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Giovanni Perez, Economic Development Coordinator

SUBJECT: COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) AND AUTHORIZING SUBMISSION TO THE U.S. ECONOMIC DEVELOPMENT ADMINISTRATION FOR REVIEW

RECOMMENDATION

Council finds that the action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines; adopt Resolution No. 3077, accepting the City of Shafter Comprehensive Economic Development Strategy ("CEDS") and authorizing submission to the U.U.S. Economic Development Administration ("EDA") for review.

BACKGROUND

On January 20, 2026, the City Council adopted Resolution No. 3057 authorizing the formation of a U.S. Economic Development Administration ("EDA") compliant Comprehensive Economic Development Strategy ("CEDS") and CEDS Committee, and nominated Mayor Pro Tem Gustavo Olvera to serve on the Committee.

As part of the City's broader Economic Development Strategic Plan ("EDSP") project, the CEDS was prepared as a complementary and aligned deliverable to support implementation and expand future funding competitiveness. While the EDSP serves as the City's primary five-year economic development roadmap, the CEDS is written to align with publicly available EDA guidelines and position Shafter more competitively for eligible federal economic development funding opportunities.

This city-specific effort also provides a more focused platform for Shafter than relying solely on the broader county-level CEDS framework.

The completed CEDS was shaped through the CEDS Committee and a broader project engagement process. Beyond City staff, the Committee included representatives from major employers, education, and regional economic development partners, including The Wonderful Company, Shafter High School, B3K Prosperity, American Refuse, Kern Economic Development Corporation, and JD Rush Company. This cross-sector input helped ensure the document reflected Shafter-specific priorities, realities, opportunities, and implementation needs.

The CEDS includes the four main CEDS elements: summary background, SWOT analysis, strategic direction and action plan, and evaluation framework. The current

guidance also emphasizes economic resilience throughout the document. Staff and Civic Solutions Partnership LLC ("CivicSol") validated the City's CEDS structure against the required elements and reviewed peer CEDS examples to help confirm that the document addresses the major requirements and overall intent of the framework.

The CEDS is now ready for Council acceptance and submission to EDA for review. Acceptance of the document does not guarantee EDA approval. However, Staff believes the document is well aligned with publicly available EDA guidance and structured to support a strong federal review package.

If Council accepts the CEDS, staff will:
1. Finalize the Council-approved CEDS packet
2. Submit the adopted resolutions and final CEDS document to EDA for review
3. Coordinate with EDA during its typical 60-day review period and respond to any comments or requested refinements
4. Return with updates as appropriate based on EDA's response

FISCAL IMPACT

No budget action is required. This action was included within the broader EDSP project scope and budget.

CEQA ANALYSIS

The action is not defined as a "project" per Section 15378(b)(5) of the CEQA Guidelines because the action is the acceptance of a strategic planning document and authorization to submit that document for federal review, and therefore, it 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

ATTACHMENTS

1. Resolution No. 3077
2. Shafter, CA_CEDS Packet_Spring 2026
3. 260505_CCM_CEDS Acceptance

RESOLUTION NO. 3077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHAFTER ACCEPTING THE CITY OF SHAFTER COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS) AND AUTHORIZING SUBMISSION TO THE U.S. ECONOMIC DEVELOPMENT ADMINISTRATION FOR REVIEW

WHEREAS, on January 20, 2026, the City Council of the City of Shafter ("City") adopted Resolution No. 3057 authorizing the formation of a U.S. Economic Development Administration ("EDA") Comprehensive Economic Development Strategy ("CEDS") and CEDS Committee; and

WHEREAS, the City and Civic Solutions Partnership LLC ("CivicSol") prepared the CEDS document as part of its broader Five-Year Economic Development Strategic Plan ("EDSP") as a complementary and aligned deliverable intended to support implementation, expand future funding competitiveness, and ensure economic resilience for submission to the U.S Department of Commerce, EDA; and

WHEREAS, the completed CEDS was shaped through the CEDS Committee and broader project engagement process, with participation from City staff and representatives from employers, small businesses, education, and regional economic development partners; and

WHEREAS, the CEDS aligns with publicly available EDA guidance and content expectations, including the major components of summary background, SWOT analysis, strategic direction and action plan, and evaluation framework, with economic resilience and metrics incorporated throughout the document; and

WHEREAS, the City Council desires to formally accept the completed CEDS and authorize Staff to submit the document, this Resolution, and other documentation as necessary to EDA for review; and

WHEREAS, acceptance and submission of the CEDS does not guarantee EDA approval, but will allow the City to proceed with federal review and respond to any comments or requested refinements as needed.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHAFTER HEREBY RESOLVES AS FOLLOWS:

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

Section 2. The City of Shafter City Council hereby accepts the City of Shafter Comprehensive Economic Development Strategy ("CEDS").

Section 3. The City of Shafter City Council hereby approves and authorizes the City Manager or City Manager's designee to submit the CEDS, this Resolution, and other necessary documentation to the U.S. Department of Commerce Economic Development Administration for review and to take related administrative actions necessary to support the review process.

Section 4. Acceptance of the CEDS and authorization to submit it for review does not constitute approval of any specific project or funding application. Any future action involving funding commitments or other implementation measures requiring City Council approval shall be brought back to the City Council separately, as appropriate.

Section 5. Severability. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications, and to this end, the provisions of this Resolution are declared to be severable.

Section 6. This Resolution shall become effective immediately.

PASSED, APPROVED, AND ADOPTED THIS 5th DAY OF MAY, 2026.

_____
Chad Givens, Mayor

ATTEST:

_____
Yazmina Pallares, City Clerk

APPROVED AS TO FORM:

_____
Marco Martinez, City Attorney

CITY OF SHAFTER, CALIFORNIA

Comprehensive Economic Development Strategy

Shafter—Where Industry Meets Opportunity.
Built to Produce. Rooted in Community.

Spring 2026

Shafter
CALIFORNIA

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Executive Summary

Section 1: Summary Background

Section 2: SWOT Analysis

Section 3: Strategic Direction and Action Plan

Section 4: Evaluation Framework

Section 5: Acknowledgments

Shafter — Where Industry Meets Opportunity.

Over the past two decades, Shafter made disciplined bets on infrastructure, land use, and industrial recruitment—and those bets paid off. Traded sectors generate over $1 billion in annual exports. World-class logistics operations anchor the employment base. Rail, highway, broadband, and airport assets rival those of cities many times Shafter's size. Three-quarters of Shafter's jobs are in traded sectors—far exceeding national averages—and a newly operational container exchange adds a structural efficiency advantage that no other Central Valley market currently offers.

But that industrial capacity has not yet translated into the broad-based prosperity the community needs. Wages remain below regional benchmarks despite strong export performance. Population growth is outpacing job creation—and while Shafter has a strong pipeline of single-family development, the next phase of growth will require a broader mix of housing options to support the workforce, retain existing residents, and keep pace with economic expansion. Growth is concentrated in logistics and agriculture—two clusters that anchor the economy but leave Shafter exposed if either faces disruption. And while traded sector concentration is exceptional, the economic value generated per job falls short of what those same sectors produce elsewhere. Shafter has built an export economy—the question this plan addresses is how to diversify it, raise the value it generates, and ensure that growth in industry translates into rising wages, expanding opportunity, and broadly shared prosperity for every household.

The Framework: Six Goals for Shafter's Next Chapter

The strategy is organized around six interconnected goals. Each addresses a critical dimension of economic competitiveness, and each reinforces the others. Together, they ladder to a single vision: Shafter—Where Industry Meets Opportunity. Built to Produce. Rooted in Community.

Goal 1: The Logistics Advantage. Scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations—deepening the competitive position that already sets Shafter apart.

Goal 2: From Field to Future. Position Shafter as a hub for value-added agriculture and next-generation agricultural innovation—transforming a foundational sector into a platform for higher-value production and processing.

Goal 3: Make It Here. Grow Shafter's role in aviation technologies and advanced manufacturing—capturing regional momentum in aerospace and precision manufacturing before it consolidates elsewhere.

Goal 4: Power the Whole Economy. Support resilient energy systems while growing a cluster of companies that design and deploy these technologies—turning Kern County's energy assets into a competitive advantage for every sector in this plan.

Goal 5: Corridors That Tell Our Story. Transform Lerdo Highway and 7th Standard Road from industrial pass-throughs into economic destinations that support business growth and reflect the community Shafter is becoming.

Goal 6: Built to Execute. Strengthen Shafter's economic development capacity to support businesses, deepen partnerships, and deliver this strategy—ensuring the city has the institutional infrastructure to match its physical infrastructure.

The goal is not to reinvent Shafter. It is to build on what Shafter has already proven it can do—and ensure that the next chapter of growth creates pathways to prosperity that are as deliberate and durable as the infrastructure that made it possible.

How This Plan Was Built

This plan is grounded in both rigorous analysis and authentic community voice. CivicSol conducted industry cluster analyses across five export-oriented sectors, benchmarked Shafter against fifteen regional and aspirational peer communities, assessed global trends shaping each target sector, and evaluated land use and infrastructure conditions along Shafter's key economic corridors. That analytical foundation was tested and shaped through twelve one-on-one leadership interviews with city officials and key stakeholders, seven sector-specific roundtables bringing together employers, educators, and regional partners, and iterative sessions with a Steering Committee that guided the plan from discovery through strategy. The result is a plan built not on outside assumptions but on Shafter's own strengths, constraints, and strategic opportunities—as understood by the people who know it best.

SECTION 1: SUMMARY BACKGROUND

This section provides a summary background of the economic conditions of Shafter and its regional context, satisfying the requirement under 13 C.F.R. § 303.7(a)(1).

Shafter's Economic Position: Built Deliberately.

Shafter's economic position is not an accident. Over the past two decades, the city made patient, forward-looking decisions—entitling industrial land before demand arrived, investing in infrastructure calibrated to logistics and manufacturing trends, and building a reputation for regulatory competence and follow-through that most communities of any size cannot match. Those decisions compounded into something real.

The Assets

The question is not whether Shafter can compete—it is how deliberately it chooses to do so.

A Multimodal Logistics Platform Few Peers Can Match.

The Wonderful Industrial Park, dual Class I rail, I-5 and Highway 99 access, a newly operational container exchange, available industrial land, and efficient entitlement processes create a physical infrastructure position that appreciates as land-constrained competitors lose capacity.

A Young, Diverse, Growing Population.

Population grew 9% from 2018–2023—nearly three times faster than Kern County. The median age is the youngest among regional peers, with prime-age workforce concentration well above national averages.

Technology-Ready Infrastructure.

A special-district-owned airport with 100+ acres of leasable greenfield land, full hangars, and operational flexibility for drone technology and applied aerospace—plus city-owned dark fiber broadband providing redundancy and connectivity most peer communities cannot offer.

An Energy-Rich Region.

Kern County's diversity of solar, wind, natural gas, and emerging hydrogen assets makes energy not just a sector but a competitiveness platform underlying every cluster in this plan.

Anchor Employers and Institutional Partners.

The Wonderful Company provides employer stability, infrastructure investment, and a workforce development dimension rare for a city of Shafter's size. Regional partners, including B3K Prosperity, Kern EDC, Bakersfield College, and CSU Bakersfield, among others, amplify what any single city can do alone.

The Challenges

Shafter's growth trajectory is real—but growth alone does not guarantee prosperity. Several structural tensions demand strategic attention:

Demographic Momentum Has Not Translated into Economic Prosperity.

Shafter is young, diverse, and fast-growing—but poverty rates remain elevated, median wages lag, and population growth is outpacing job creation by a factor of three.

The Jobs are Here, but the Value Per Job is Not.

Three-quarters of Shafter's jobs are in traded sectors, yet economic output per worker falls short of what those same sectors produce regionally and nationally.

Career Pathways Haven't Kept Pace with the Economy's Demands.

Across both regional and aspirational peer comparisons, the connection between residents and credentials is the single largest structural gap—requiring accessible career pathways and industry-recognized certifications, not just traditional degrees.

Growth is Concentrated in Logistics, and Other Clusters Need Attention.

Recent employment gains are driven almost entirely by logistics. Agriculture faces projected decline. Manufacturing and aerospace show regional momentum but minimal local presence.

Corridors Function as Pass-Throughs, Not Destinations.

Lerdo Highway and 7th Standard Road carry industrial traffic but offer limited services, identity, or community-facing amenities—a missed opportunity as residential development accelerates nearby.

Housing Mix Is Not Yet Fully Aligned with Workforce and Economic Needs.

Residential growth has been a key driver of population expansion, and Shafter has a strong pipeline of single-family development. But as job creation accelerates, a broader range of housing options will be needed to attract and retain the workers that industry growth demands.

Local-Serving Business Has Not Kept Pace with Growth.

Traded sectors generate significant economic activity, but a substantial share of local spending is captured outside the city—meaning that dollars earned in Shafter leave Shafter. Closing this gap requires deliberate support for local entrepreneurs that gives residents somewhere to spend locally.

The Imperative

The risk is not decline. The risk is stagnation amid growth.

Shafter's industrial base will continue to generate activity. Logistics will grow. Population will increase. But without a strategic framework that connects industry growth to workforce outcomes, corridor investment to community identity, and institutional capacity to the complexity of the economy, Shafter risks a future where growth continues but prosperity does not follow.

An economy that produces jobs but not careers. That attracts investment but not value. That builds infrastructure but not community. That outcome is not inevitable, but it is the default trajectory without intervention.

This plan provides the intervention. It is built on what Shafter does best—disciplined, infrastructure-driven economic development—and extends that discipline to the workforce pathways, corridor development, and institutional strategies that will determine whether the next decade of growth produces something fundamentally better.

Shafter by the Numbers

The data tells a story of momentum—a community with the assets to compete and the growth to sustain it, if strategic choices connect industrial strength to shared prosperity.

9%
population growth from 2018–2023—nearly 3x faster than Kern County.

80%
of residents are people of color—the most diverse city among regional peers.

9 in 10
households include children—the highest concentration in the peer set.

74%
of jobs are in traded sectors—more than double the national average.

$1B+
in annual exports generated by Shafter's traded-sector economy.

$250M
in annual supply chain imports—leakage that represents local opportunity.

70%
fewer bachelor's degree holders than the U.S. average—the widest structural gap.

4.1%
housing vacancy rate—the lowest among all peer communities.

Source: U.S. Census Bureau American Community Survey 2023; Lightcast 2025

Discovery Insights: What the Data and Community Told Us

The following insights emerge from months of research, analysis, and engagement. They are not a comprehensive inventory of everything we learned—they are the findings that most directly shaped the strategic choices in this plan.

INSIGHT 1

Shafter's Success Was Not Accidental—and the Next Chapter Requires the Same Intentionality.

"People think this just happened, but it didn't. It took years of decisions lining up."

Shafter's economic position is the product of deliberate, patient decisions—entitling industrial land before demand arrived, investing in infrastructure to match logistics and manufacturing trends, and building a reputation for regulatory competence and follow-through that few communities of any size can match. What looks like "overnight success" from the outside was, in reality, the product of decades of planning and execution—particularly decisions to align rail access, freeway proximity, and entitled industrial land with emerging logistics trends before the market fully materialized. Stakeholders consistently described this as the foundation of the city's credibility with developers and employers. The strategy ahead must build on this legacy of intentionality while clearly articulating where new forms of strategic thinking are needed as the city's economy grows more complex.

INSIGHT 2

Demographic Momentum Hasn't Translated to Economic Prosperity.

"We built something solid. The question is how it keeps working when the people who built it aren't here anymore."

Shafter's demographic profile is a genuine strategic asset. Prime-age workforce participation runs 20% above the national average. More than 80% of residents are people of color, making it the most diverse community among its regional peers. Population grew 9% from 2018 to 2023—three times faster than Kern County as a whole. Nine in ten households include children, signaling a young, family-oriented community with long-term labor force potential that most communities would envy.

But the economic indicators tell a different story. Poverty remains elevated. Median earnings rank lowest among regional peers—37% below Clovis, the highest-earning comparable community. Population is outpacing job creation at a ratio of approximately 3:1. Closing this gap—ensuring that Shafter's young, growing, diverse population can build careers and wealth locally rather than commuting to opportunity elsewhere—is the central challenge of this strategy.

INSIGHT 3

Jobs Are Here, But Value Per Job is Not.

"We know how to get projects through the door. The question is whether we're being strategic about which doors we open."

Three-quarters of Shafter's employment comes from traded sectors—more than double the national average—generating over $1B in annual exports. But there is a mismatch between activity and value. In most export-oriented economies, traded-sector jobs generate significantly more gross regional product per worker than their employment share would suggest. In Shafter, however, output closely tracks job count rather than exceeding it: traded sectors account for roughly equal shares of employment and GRP, meaning jobs are present but value per job is lower than benchmarks. Productivity and wages lag regional and national averages across all five target clusters.

INSIGHT 4

$250M in Supply Chain Leakage Is the Most Immediate Opportunity.

"Why are we importing what we already know how to support?"

Shafter's traded sectors import approximately $250 million annually in goods and services that could be sourced locally or regionally—inputs flowing out of the community that represent unrealized employment, wages, and fiscal return. These are not exotic products. They are inputs purchased to support industries that already operate here—maintenance services, packaging materials, component parts, professional services, and equipment that existing employers buy from outside the community because local suppliers don't yet exist. This import leakage represents a fundamentally different kind of economic development opportunity than greenfield recruitment. The demand already exists. The purchasing relationships are established. The industries generating that demand are rooted in Shafter and unlikely to leave.

INSIGHT 5

Shafter Wins on Capability, Not Industry Label.

"The thing that Shafter was able to do better than most places is say, okay, this is who we are. This is what we have. And they stayed pretty focused."

Cities often pitch themselves by sector: an ag town, an energy hub, a logistics city. It is an intuitive move, but a weak one. Sector labels are broad, every region claims them, and they rarely describe the actual work a firm is shopping for when it chooses a location. What firms are really asking is more specific: Can this place process at scale? Store and move temperature-sensitive product? Run automated fulfillment? Maintain equipment in the field? Clear permits and stay compliant? Those are functions, not industries—and they are what location decisions actually turn on. Rather than marketing against peer communities on cost—a race that inland California will rarely win against Nevada, Arizona, or Texas—Shafter should position around execution advantages that reduce risk for firms: water certainty, infrastructure reliability, California regulatory compliance as a competitive differentiator, workforce readiness, and cross-cluster integration.

INSIGHT 6

Workforce is the Prerequisite, Not the Byproduct.

"If we don't get the workforce right, none of the other strategies matter."

Across all five target clusters, workforce availability emerged as the binding constraint on growth. Communities that demonstrate training capacity attract investment. Communities that promise future training lose to those with operational programs. The workforce overlap across clusters is remarkable: the same maintenance technicians, controls specialists, industrial electricians, welders, mechatronics specialists, and quality professionals serve logistics, manufacturing, energy, agriculture, and aerospace. This means workforce training should be built as a unified platform serving all five clusters—not five separate programs. Because Shafter has 70% fewer bachelor's degree holders than the U.S. average, the pathway forward is certifications, apprenticeships, and stackable credentials—not four-year degrees.

INSIGHT 7

Cross-Cluster Integration is Shafter's Competitive Edge.

"It's not about walking away from what works. It's about making sure we're not boxed in."

Shafter's five target clusters are not independent industries competing for attention and resources—they are interconnected systems that reinforce each other. No other Central Valley community combines Shafter's specific mix of assets in a single location: I-5 and SR-99 highway access, dual Class I railroads, development-ready industrial land, proximity to $70B+ in Central Valley agricultural output, 20,000 MW of renewable energy capacity permitted or planned in Kern County, and rural airspace advantages for drone operations. That portability will make Shafter's economy structurally more durable than communities where a single cluster's contraction leaves the workforce with nowhere to go.

INSIGHT 8

Energy is Structural, Not Peripheral.

"Coming up with solutions where you can be in control of your own destiny—not having to rely on legacy power and being independent."

Energy is not simply another industry vertical for Shafter—it is a competitiveness platform that underlies every other cluster in the strategy. Kern County remains one of the most energy-abundant geographies in California—producing 71% of the state's crude oil while hosting 4 GW+ of wind capacity and 20,000 MW of renewable energy permitted or planned. This creates a dual strategic posture. Defensively, energy strategy means protecting existing firms from cost escalation. Offensively, energy represents a growth platform for manufacturing, field services, and storage integration.

INSIGHT 9

Corridors Are Economic Strategy, Not Just Infrastructure.

"We don't want to become just another place people drive past.

Lerdo Highway and 7th Standard Road move goods and workers efficiently—but they operate as conduits rather than destinations. Workers travel them but do not stop along them. Residents pass through but shop elsewhere. As residential growth accelerates along 7th Standard and employment density increases along Lerdo, the disconnect between industrial function and livability becomes a strategic liability. Corridors also intersect directly with workforce strategy: housing supply, type, and location along economic corridors must coordinate with employment growth.

INSIGHT 10

Institutional Capacity Must Match the Complexity of the Economy.

"We used to be able to coordinate over lunch. Now we need something more formal."

Shafter cannot execute this strategy alone—but it also cannot execute it with informal systems designed for a simpler economy. Regional partnerships are essential: the same partners appeared in every cluster analysis—B3K Prosperity, Kern EDC, Bakersfield College, and CSU Bakersfield. Shafter's role is not to duplicate what these partners do. It is to position as the preferred site within the broader ecosystem—contributing development-ready land, workforce capacity, and regulatory competence that makes it the location where regional strategies become operational. Second, Shafter's own internal coordination must formalize. Managing five industry clusters, coordinating regional partnerships, aligning workforce and housing strategies, and executing corridor investments simultaneously exceeds what informal coordination can sustain.

SECTION 2: SWOT ANALYSIS

The following SWOT analysis synthesizes findings from the research, benchmarking, industry cluster analysis, and stakeholder engagement process. It satisfies the in-depth regional analysis requirement under 13 C.F.R. § 303.7(a)(2). Strengths and weaknesses reflect internal conditions—assets and gaps within Shafter's direct control or influence. Opportunities and threats reflect external dynamics—market forces, policy environments, and competitive trends that Shafter must respond to strategically.

	THE GOOD	THE NOT SO GOOD
WHAT WE HAVE	**Strengths** *What resources can we deploy? What are our advantages? What's working well?* • Multimodal logistics platform: dual Class I rail, I-5 and SR-99 access, newly operational container exchange • Development-ready industrial land with efficient entitlement processes • Wonderful Industrial Park and anchor employer stability • City-owned dark fiber broadband network • Minter Field Airport with 100+ acres of greenfield leasable land and UAS-capable airspace • Kern County energy abundance (solar, wind, natural gas, emerging hydrogen) • Youngest median age and highest prime-age workforce participation among regional peers • Most diverse community (80%+ residents of color) among regional peer set • Track record of regulatory competence and permit efficiency • 74% traded-sector employment—more than double national average • $1B+ in annual traded-sector exports • Strong K–12 CTE programs including logistics, agriculture, and manufacturing pathways • Established regional partnerships with B3K Prosperity, Kern EDC, Bakersfield College, CSU Bakersfield	**Weaknesses** *What abilities are we lacking? Where are we starting to struggle? How can we overcome these?* • Wages rank lowest among regional peers—37% below highest-earning comparable community • Population growth outpacing job creation at approximately 3:1 ratio • Economic output per traded-sector worker lags regional and national benchmarks • 70% fewer bachelor's degree holders than the U.S. average • Limited post-secondary education and certification infrastructure locally • $250M in annual supply chain leakage to outside suppliers • Corridors (Lerdo Highway, 7th Standard Road) function as pass-throughs rather than destinations • Infrastructure gaps (sewer, electrical, grade separations) constraining corridor development • Limited institutional capacity for multi-cluster economic development management • Manufacturing and aerospace clusters present but fragmented—no formal cluster identity • Small business ecosystem underdeveloped relative to industrial base • Housing vacancy rate of 4.1%—lowest among all peer communities, constraining workforce housing

WHAT IS OUT THERE

Opportunities

Who might most value our strengths? What trends work in our favor?

- Inland Empire logistics market saturation pushing operators to seek Central Valley locations
- $250M supply chain leakage convertible to local supplier development
- Cold chain fulfillment as the highest-wage, highest-growth logistics segment
- Central Valley's $70B+ in agricultural output driving demand for processing and cold storage
- National UAS/drone regulatory framework expanding agricultural and commercial applications
- Reshoring and near-shoring trends creating demand for domestic advanced manufacturing
- Kern County positioned at center of California's energy transition—20,000 MW renewable permitted or planned
- Federal and state funding availability for workforce, clean energy, infrastructure, and logistics
- Corridor development opportunity as residential growth creates service demand along 7th Standard
- Workforce growth driving demand for more diverse housing types beyond single-family development
- Cross-cluster workforce platform serving all five clusters from shared skills foundation
- AgTech testbed potential connecting growers, startups, and research institutions
- Regional partnerships providing amplified capacity beyond what Shafter can achieve independently
- California regulatory compliance as a competitive differentiator for national market access

Threats

What headwinds do we face? What might pose a challenge? What could go wrong?

- Logistics automation reducing entry-level job count in warehouse and fulfillment operations
- Sector concentration risk: logistics and agriculture together represent majority of employment base
- Competition from Nevada, Arizona, and Texas on cost and regulatory environment
- SGMA (Sustainable Groundwater Management Act) water constraints intensifying across Central Valley
- California grid reliability constraints and energy cost escalation for industrial users
- Oil and gas employment decline in Kern County with limited direct renewable energy job substitution
- Stagnation risk: population and industrial growth continuing without shared prosperity outcomes
- Housing affordability pressure undermining workforce pipeline as workers can't afford to live locally
- Failure to formalize regional partnerships and internal coordination systems before strategy stalls
- Loss of key institutional knowledge and leadership continuity as the economy grows more complex
- Industrial land fragmentation or inappropriate zoning undermining large-lot logistics and manufacturing capacity

Economic Resilience

Economic resilience—the ability of regions to anticipate, withstand, and bounce back from economic shocks—is embedded throughout this strategy rather than treated as a standalone concern. Shafter faces two distinct vulnerability profiles that the CEDS specifically addresses:

First, sector concentration risk. With logistics and agriculture together representing the dominant share of employment, Shafter is exposed to disruption in either cluster. The strategy directly addresses this through deliberate diversification—growing manufacturing, energy services, and AgTech—while reinforcing the cross-cluster workforce platform that allows workers to move between sectors if one contracts.

Second, structural prosperity risk. Shafter's current trajectory produces growth without broadly shared economic gains. The strategy builds resilience to this form of stagnation through workforce pathways, supply chain leakage capture, and small business ecosystem development—ensuring that industrial activity generates careers and wealth across the community, not just employment statistics.

Both resilience dimensions are addressed across all six strategic goals. Goal 7 specifically targets institutional resilience—ensuring that the city has the organizational capacity, coordination systems, and leadership continuity to execute a complex multi-cluster strategy over a five-year horizon.

SECTION 3: STRATEGIC DIRECTION AND ACTION PLAN

The following strategic direction and action plan builds directly on the findings from the SWOT analysis and incorporates elements from land use planning, workforce development, transportation, energy, and corridor investment frameworks. It satisfies the requirement under 13 C.F.R. § 303.7(a)(3). For each goal, an implementation overview table identifies responsible stakeholders, timetables, and funding opportunities—including local, state, and federal resources.

A Framework for Shafter's Future

The strategy is organized around six interconnected goals—each addressing a critical dimension of economic competitiveness, and each reinforcing the others. The system logic matters: strengthening logistics creates demand for manufacturing. Modernizing agriculture generates need for cold chain and processing infrastructure. Energy affordability protects margins across every cluster. Workforce development is the prerequisite that makes all four cluster strategies viable. Corridor investment shapes whether growth translates into community identity or simply more pass-through traffic. And institutional capacity determines whether the city can execute at the pace this strategy demands. No single goal succeeds in isolation.

Shafter — Where Industry Meets Opportunity.

Built to Produce. Rooted in Community.

Turning industrial strength into shared prosperity—connecting clusters, corridors, and careers across the Central Valley's most competitive platform.

How We Will Know if We're Succeeding

Clusters are diversifying and creating higher-value jobs. Shafter's economy is scaling automation-enabled logistics and food processing and diversifying into specialized manufacturing and energy services—raising wages and fiscal returns per worker.

Cluster growth is anchored by the attraction of leading firms in each target sector, establishing a foundation for supplier networks, workforce alignment, and follow-on investment over time.

Workforce pipelines are connecting residents to careers. Bakersfield College partnerships are operational, certificate programs are enrolling, and employers across clusters are hiring locally trained technicians, operators, and specialists—not just recruiting from outside.

Corridors are becoming destinations. Lerdo Highway and 7th Standard Road are showing visible signs of intentional investment—gateway improvements, new services, mixed-use activity, and an identity that signals Shafter's next chapter. Priority nodes—particularly at key intersections such as Lerdo & Cherry, 7th Standard & Cherry, Lerdo & Zerker Road, 7th Standard & Zerker Road, and Downtown—are being advanced as corridor anchors.

Regional partnerships are producing measurable outcomes. B3K, Kern EDC, Bakersfield College, and other partners are collaborating on workforce programs, business attraction, and infrastructure investments with Shafter as a preferred implementation site.

Shafter's story is reaching the right audiences. Site selectors, employers, and investors recognize Shafter as a cross-cluster industrial platform—not just a logistics address—and the city has the marketing tools and capacity to sustain that positioning.

Existing businesses and entrepreneurs are supported. Small businesses have access to resources, technical assistance, and city processes that help them start, grow, and stay in Shafter—and the entrepreneurship ecosystem is becoming more visible and intentional.

City processes remain a competitive advantage. Shafter continues to offer a coordinated, high-touch development experience—bringing together all relevant departments early in the process and maintaining continuity through project delivery. As activity scales, sustaining this level of responsiveness and predictability remains critical to preserving the City’s reputation for execution.

Goal 1: The Logistics Advantage

We will scale Shafter's logistics advantage by supporting automation-driven, technology-enabled distribution and supply chain operations.

Why It Matters

Logistics is Shafter's dominant economic cluster—and its greatest strategic choice. The city's combination of I-5 and SR-99 access, dual Class I railroads, development-ready industrial land, and proximity to $70 billion in Central Valley agricultural output has already attracted significant warehouse and distribution investment. A newly operational container exchange and growing intermodal rail capacity add a structural efficiency advantage that no other Central Valley market currently offers.

But the national logistics industry is undergoing a structural transformation. The vast majority of North American warehouses have not yet adopted automation, and the Inland Empire's saturation is pushing operators to seek Central Valley locations with available land and freight corridor access. This creates both opportunity and risk. Shafter can capture the next wave as higher-value, technology-enabled fulfillment—automated distribution, cold chain operations, integrated warehouse management—or it can accept more commodity warehousing that locks the city into low-wage, low-multiplier activity.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
1.1 Build automation-ready logistics infrastructure	City of Shafter, Wonderful Real Estate Development, BNSF, private developers	Year 1 (standards development) ongoing	EDA Public Works, USDOT BUILD grants, CA Freight Infrastructure Program, SB 1 freight funds
1.2 Anchor cluster around cold chain and specialized fulfillment	City of Shafter, Kern EDC, private logistics operators, Wonderful Real Estate Development	Years 2–5	USDA Value-Added Producer Grants, USDA Rural Development, EDA, CA infrastructure bank
1.3 Build logistics technology workforce before facilities arrive	Bakersfield College, Kern High School District CTEC/ROC, City of Shafter, logistics employers	Years 1-5	Perkins V CTE funds, CA Strong Workforce Program, DOL apprenticeship grants, EDD displaced worker funds
1.4 Leverage intermodal rail and trade gateway	City of Shafter, BNSF, Kern EDC, CA Trade & Commerce Agency	Years 2–5	EDA Public Works, USDOT BUILD grants, state trade development funds
1.5 Recruit strategically and market as integrated supply chain community	City of Shafter, Kern EDC, B3K Prosperity	Year 1 (materials) Year 2-5 (deployment)	EDA planning grants, GO-Biz site marketing, regional economic development funds

Strategy 1.1—Build Automation-Ready Logistics Infrastructure

Why It Matters

Infrastructure standards determine the quality of investment a community attracts. Logistics facilities built to minimum specifications lock tenants into manual operations with lower wages and shorter commitments. Facilities built to automation-ready standards attract technology-forward operators making longer-term capital investments, hiring higher-skilled workers, and generating stronger economic multipliers. California's regulatory environment reinforces this approach: operators who build to California's emissions, zero-emission vehicle, and energy efficiency standards can serve the entire North American market. Rather than treating regulation as a barrier, Shafter should market compliance-ready infrastructure as a competitive advantage.

What's Needed

- Establish tiered development standards for new logistics facilities that support automation-ready operations—combining a baseline set of requirements (such as reinforced floors, high-capacity electrical service, fiber connectivity, and EV charging infrastructure) with enhanced standards that can be phased in or incentivized over time.
- Assist incoming operators with regulatory navigation, positioning Shafter as a location where compliance is streamlined rather than burdensome.
- Coordinate infrastructure investments with energy strategy (Goal 4), ensuring logistics facilities have access to renewable energy, microgrid connectivity, and distributed generation options.

Strategy 1.2—Anchor the Cluster Around Cold Chain and Specialized Fulfillment

Why It Matters

Cold chain facilities generate higher wages, longer leases, more jobs per square foot, and stronger economic multipliers than conventional warehousing. Temperature-controlled logistics is among the fastest-growing segments in the industry, driven by e-commerce grocery, pharmaceutical distribution, and food safety requirements. Shafter's proximity to Central Valley agricultural production—combined with freight corridor access—creates a unique "farm-to-frozen-to-fulfillment" advantage that no other Central Valley community can replicate.

What's Needed

- Identify and prepare sites with dedicated cold chain infrastructure potential—proximity to agricultural inputs, power capacity for refrigeration, and freight corridor access.
- Recruit a national cold chain operator as an anchor tenant, with infrastructure, permits, and workforce training aligned before active recruitment begins.

Strategy 1.3—Build the Logistics Technology Workforce Before Facilities Arrive

Why It Matters

Communities that build training capacity before facilities arrive capture investment from operators who consistently cite workforce availability as their top site selection factor. Shafter already has a foundation few small cities can match: high school students enroll in logistics and distribution programs, graduate with industry-recognized certifications, dual-enroll with Bakersfield College, and participate in mechatronics and robotics apprenticeships with national employers. The opportunity is to deepen and formalize these pipelines, targeting technical roles—robotics technicians, automation maintenance specialists, data analysts—that command wages above $60,000 annually and serve every cluster in this plan.

What's Needed

- Partner with Bakersfield College to expand logistics technology training—robotics maintenance, mechatronics, data analytics, warehouse management systems, and cold chain operations—with stackable credentials that create clear career pathways.
- Expand existing high school CTE programs to include automation exposure, systems integration, and data literacy aligned with next-generation logistics operations.
- Develop employer-driven apprenticeship and on-the-job training programs with logistics operators, ensuring training matches actual job requirements rather than generic curriculum.
- Build on existing mechatronics and robotics apprenticeships with national employers, formalizing these as multi-employer training models that can scale across the cluster.

Strategy 1.4—Leverage Intermodal Rail and the Emerging Trade Gateway

Why It Matters

Shafter's dual Class I rail access and emerging intermodal capacity represent a logistics infrastructure position that most Central Valley communities cannot match. As nearshoring and domestic freight routing patterns shift, communities with developed intermodal capacity will gain first-mover advantage in attracting inland distribution operations serving national and international supply chains.

What's Needed

- Work with BNSF and regional freight partners to understand planned rail capacity investments and align land use, site preparation, and infrastructure sequencing with intermodal expansion timelines.
- Market intermodal rail access and the container exchange as integrated capabilities in business attraction materials targeting national logistics operators.
- Identify sites with direct rail spur access as priority industrial recruitment parcels.

Strategy 1.5—Recruit Strategically and Market Shafter as an Integrated Supply Chain Community

Why It Matters

Shafter's competitive differentiation is not cost alone—it is the integration of infrastructure, workforce, energy access, and agricultural proximity in a single location. Marketing this integration requires a deliberate, sector-specific narrative that positions Shafter in the site selector's mental model as a cross-cluster supply chain platform, not a generic industrial park.

What's Needed

- Develop sector-specific marketing materials targeting cold chain operators, 3PL providers, and technology-enabled fulfillment companies, emphasizing the logistics platform's unique integrated advantages.
- Participate in logistics industry trade shows, site selector events, and national real estate forums with a consistent, evidence-based value proposition.
- Coordinate marketing with Kern EDC and B3K Prosperity to ensure Shafter's recruitment messaging aligns with regional positioning.
- Build a site inventory with detailed infrastructure data, permit timelines, and workforce pipeline documentation that reduces due diligence friction for prospective operators.

Goal 2: From Field to Future

We will position Shafter as a hub for value-added agriculture and next-generation agricultural innovation.

Why It Matters

Agriculture is Shafter's foundational sector—the anchor of the regional economy, the source of much of the freight that flows through Shafter's logistics infrastructure, and the production platform that makes cold chain, precision technology, and processing investment viable. But the sector is under pressure: primary crop production faces cost increases, water constraints, and projected employment decline as mechanization accelerates. The opportunity is not to protect primary agriculture as-is. It is to capture more value from it—through processing, cold chain, and agricultural technology—while building the capacity to serve the broader Central Valley's $70 billion in annual agricultural output.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
2.1 Attract food processors, cold chain operators, and value-added agriculture	City of Shafter, Kern EDC, Wonderful Orchards, regional ag producers	Years 2–5	USDA Value-Added Producer Grants, USDA Rural Development, EDA, CA CDFA grants
2.2 Lower barriers for small producers and emerging AgTech	City of Shafter, Bakersfield College, CSU Bakersfield, Kern Venture Group, The Reservoir	Years 2–5	USDA RBEG, SBA grants, CDFA small farm programs, EDA, private foundation funds
2.3 Train the food manufacturing workforce of the future	Bakersfield College, Kern High School District, food processors, City of Shafter	Years 1-5	Perkins V, CA Strong Workforce, DOL sector partnership grants, USDA workforce funds
2.4 Establish Shafter as a precision agriculture and ag-tech services hub	City of Shafter, CSU Bakersfield, UC Davis extension, Minter Field Airport District, ag-tech firms	Years 2–5	USDA AFRI, SBIR/STTR ag-tech programs, EDA, USDA Rural Development

Strategy 2.1—Attract Food Processors, Cold Chain Operators, and Value-Added Agricultural Operations

Why It Matters

Processing, packaging, and cold chain infrastructure are the highest-value economic activities that can be layered onto existing agricultural production. Processed food commands significantly higher economic value than raw commodity—and the processing operations that create that value generate more jobs per acre, higher wages, stronger multipliers, and greater fiscal returns than primary production alone. Shafter's combination of agricultural output, freight infrastructure, available industrial land, and water infrastructure creates conditions that food processors and cold chain operators actively seek.

What's Needed

- Market Shafter's "farm-to-frozen-to-fulfillment" value chain—the combination of local agricultural inputs, cold chain infrastructure, and intermodal freight access—as a unified competitive advantage.
- Coordinate agricultural recruitment with logistics strategy (Goal 1) to position the integrated value chain as a differentiated offering.

Strategy 2.2—Lower Barriers for Small Producers and Emerging AgTech

Why It Matters

Not every food producer can afford standalone processing, packaging, and compliance infrastructure. Co-packing facilities, shared commercial kitchens, and modular processing reduce capital barriers and enable small and mid-sized firms to access markets that require certified production environments. For Shafter, this approach complements the larger-scale recruitment in Strategy 2.1 by building a broader base of food producers, supporting local entrepreneurship, and creating a pipeline of growing firms that may eventually need their own facilities. Shafter's active agricultural operations, logistics infrastructure, and available land also create conditions that AgTech incubators are actively seeking.

What's Needed

- Connect small food producers with technical assistance, business development resources, and market access support through partnerships with regional organizations and Bakersfield College.
- Position Shafter as an AgTech testbed by connecting growers willing to host pilots with agricultural technology startups, partnering with educational institutions on applied research.

Strategy 2.3—Train the Food Manufacturing Workforce of the Future

Why It Matters

Food processing is becoming an advanced manufacturing activity. Automated packaging lines, robotic palletizing, AI-driven quality inspection, cold chain monitoring, and digital traceability systems require workers with technical skills that overlap significantly with logistics and manufacturing clusters. The same mechatronics technicians, industrial maintenance specialists, and quality control professionals

needed in logistics (Goal 1) and manufacturing (Goal 3) serve food processing operations. Training should be built as a shared platform, not a standalone program.

What's Needed

- Establish an Ag Sector Partnership connecting growers, food processors, education providers, and workforce intermediaries to identify emerging skill needs, co-design credentials, and aggregate training demand.
- Expand Bakersfield College workforce programs to include food manufacturing technology—automated processing, packaging systems, cold chain operations, food safety compliance, and quality control.
- Partner with existing food processors to develop employer-driven apprenticeship and on-the-job training programs aligned with automation adoption timelines.

Strategy 2.4—Establish Shafter as a Precision Agriculture and Ag-Tech Services Hub

Why It Matters

The Central Valley produces $70 billion in annual agricultural output, but much of the technology enabling that production is developed elsewhere and deployed as a service from outside the region. Ag-tech firms headquartered in the Bay Area and Southern California are actively seeking inland pilot sites and demonstration partnerships closer to actual production. Shafter's combination of large-scale agricultural operations, industrial land, airport infrastructure, and proximity to Bakersfield College and CSU Bakersfield research capacity creates the conditions for a localized ag-tech services cluster.

What's Needed

- Identify and market sites suitable for ag-tech field testing, demonstration, and co-location—particularly parcels with proximity to both agricultural operations and airport/UAS infrastructure.
- Facilitate partnerships between Central Valley growers, ag-tech companies, and research institutions to host pilot deployments and applied research.
- Coordinate ag-tech positioning with the aviation and drone strategy to create a unified narrative around Shafter as a hub for applied agricultural technology and aerial systems.

Goal 3: Make It Here

We will grow Shafter's role in aviation technologies and advanced manufacturing.

Why It Matters

Shafter's advanced manufacturing base is not aspirational—it is measurable. The cluster analysis shows a concentration of industrial activity tied to building materials, fabricated components, and energy-adjacent manufacturing. These firms are embedded in export supply chains that extend well beyond Kern County, benefiting from central market access, freight connectivity, available industrial land, and a workforce accustomed to production environments.

The opportunity analysis also identifies aerospace and advanced air mobility as a significant forward-looking opportunity. Kern County remains one of California's most aviation-intensive geographies, national projections show a structural shortage of aircraft maintenance technicians, and Shafter's airport presents a rare asset: greenfield land, leasing flexibility, agricultural adjacency for drone testing, and operational flexibility not available at larger commercial airports.

The sector is not starting from zero. It is starting from fragmentation. Shafter has industrial density but limited cluster cohesion, aviation adjacency but limited aerospace capture, workforce capacity but incomplete employer integration, and airport flexibility but no defined recruitment thesis. The strategies that follow are designed to organize these assets into a coherent platform.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
3.1 Formalize the manufacturing cluster narrative and recruit complementary firms	City of Shafter, Kern EDC, existing manufacturers, B3K Prosperity	Year 1 (narrative and BRE); ongoing recruitment)	EDA, CA GO-Biz, SBA, regional industrial development funds
3.2 Leverage the airport as an economic platform for aviation and drone technology	Minter Field Airport District, City of Shafter, CAU Bakersfield, ag-tech firms	Years 2–5	FAA UAS programs, DOD aerospace and AFWERX grants, EDA, CA Aerospace Workforce Initiative
3.3 Build shared manufacturing and aerospace workforce infrastructure	Bakersfield College, CAU Bakersfield, Kern High School District, manufacturers	Years 1-5	Perkins V, CA Strong Workforce, DOL apprenticeship grants, DOD workforce programs
3.4 Prepare sites and streamline processes to compete for reshoring investment	City of Shafter, Planning Dept., Kern EDC, CA EDD	Year 1 (inventory/ streamlining) Years 2-5 (recruitment)	EDA site readiness, CA industrial development bonds, SBA programs

Strategy 3.1—Formalize the Manufacturing Cluster Narrative and Recruit Complementary Firms

Why It Matters

Existing advanced manufacturers did not choose Shafter because of branding campaigns. They located here because of practical competitive advantages: proximity to raw materials, central access to West Coast markets, available natural gas, favorable weather conditions, and reliable labor. But this has not yet been translated into a formal cluster narrative that builds density or recruitment momentum. Manufacturers operate successfully but largely independently. Industrial clusters do not form organically at scale—they are named, articulated, and reinforced.

What's Needed

- Develop an "Advanced Industrial Materials" positioning narrative that highlights raw material access, Central California logistics, reliable industrial workforce, and favorable operating conditions.
- Identify supply chain gaps among existing manufacturers and target recruitment of complementary firms that reduce import leakage and strengthen local supplier networks.
- Engage existing manufacturers through Kern EDC and direct outreach to understand expansion plans, workforce needs, and supply chain relationships.
- Coordinate manufacturing recruitment messaging with cross-cluster integration positioning—manufacturing is the shared technical platform across all five clusters.

Strategy 3.2—Leverage the Airport as an Economic Platform for Applied Aviation and Drone Technology

Why It Matters

Minter Field is a differentiated economic asset. 100+ acres of leasable greenfield land, full hangars, agricultural adjacency enabling drone field testing, and airspace without the congestion constraints of commercial airports represent a combination that aviation and drone-technology firms are actively seeking. The FAA UAS Integration Pilot Program and subsequent regulatory frameworks have created viable commercial applications for drone operations in agriculture, infrastructure inspection, and package delivery—all sectors with strong Kern County presence.

What's Needed

- Work with Minter Field Airport District to develop a formal aviation and aerospace economic development strategy—defining target tenants, infrastructure requirements, lease frameworks, and workforce alignment.
- Market available hangar and greenfield land to UAS operators, agricultural technology firms, MRO operators, and aviation training providers.
- Establish Minter Field as a designated UAS testing and demonstration zone, attracting drone technology firms seeking rural airspace access near real agricultural operations.

- Partner with California Aeronautical University to align aviation workforce pipelines with airport tenant needs.

Strategy 3.3—Build Shared Manufacturing and Aerospace Workforce Infrastructure

Why It Matters

Advanced manufacturing and aerospace share a workforce foundation with logistics and energy: mechatronics, precision machining, industrial maintenance, welding, and quality systems. Building workforce training as a shared cross-cluster platform means that the investment in any single training program serves multiple employer sectors. This dramatically improves the return on investment for training providers and creates career flexibility for workers.

What's Needed

- Formalize Bakersfield College and California Aeronautical University partnerships for manufacturing and aerospace workforce programs, targeting precision machining, mechatronics, welding certification, quality management, and aviation maintenance.
- Develop employer-driven training programs with existing manufacturers, connecting curriculum to actual facility needs rather than generic programming.
- Build on the cross-cluster workforce platform: workers trained for manufacturing also serve logistics automation, food processing, and energy equipment maintenance.

Strategy 3.4—Prepare Sites and Streamline Processes to Compete for Reshoring Investment

Why It Matters

National trends in reshoring and near-shoring are creating real demand for domestic advanced manufacturing capacity. Communities that can demonstrate shovel-ready sites, streamlined permitting, available workforce, and favorable operating conditions capture investment that once went offshore. California's regulatory environment creates barriers, but Shafter's demonstrated track record of regulatory efficiency is a genuine differentiator.

What's Needed

- Reduce permitting timelines for advanced manufacturing uses, establishing clear processing timelines and single-point-of-contact coordination.
- Develop sector-specific incentive criteria for manufacturing recruitment, with transparent conditions and standardized processes.
- Coordinate with state and regional partners on available site certification programs that signal market readiness to national site selectors.

Goal 4: Power the Whole Economy

We will support resilient energy systems while growing a cluster of companies that design and deploy these technologies.

Why It Matters

Energy is not simply another industry vertical for Shafter—it is a competitiveness platform that underlies every other cluster in the strategy. Irrigation systems, cold storage, food processing, warehouse automation, heavy industrial equipment, and freight movement all operate within tight cost margins shaped by electricity and fuel pricing. Shafter's economic base is disproportionately energy-intensive, and as prices fluctuate and regulatory requirements evolve, margin pressure intensifies across every cluster simultaneously.

Kern County remains one of the most energy-abundant geographies in California—producing 71% of the state's crude oil while hosting 4 GW+ of wind capacity and 20,000 MW of renewable energy permitted or planned. This creates a dual strategic posture. Defensively, energy strategy means protecting existing firms from cost escalation through microgrids, distributed generation, and wholesale procurement pilots. Offensively, energy represents a growth platform—manufacturing equipment, providing field services, integrating storage systems, and positioning for hydrogen as demand aggregation makes local production viable.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
4.1 Establish an Energy Competitiveness Task Force and action agenda	City of Shafter, B3K Prosperity, SoCal Gas, energy employers, Wonderful Real Estate	Year 1 (task force and agenda); ongoing	EDA planning, CA Energy Commission grants, CA CPUC technical assistance
4.2 Develop commercial and industrial energy resilience programs	City of Shafter, SoCal Gas, solar/microgrid providers, industrial employers	Years 2–5	CA CPUC programs, CA Energy Commission distributed generation programs, USDA REAP loan, SBA programs
4.3 Position Shafter for hydrogen and long-term energy opportunities	City of Shafter, B3K Prosperity, First Public Hydrogen Authority, CA Resources Corporation	Year 1 (monitoring); Years 3-5 (pilots and investment)	CA cap-and-trade revenues, CA Energy Commission hydrogen programs, private investment partnerships
4.4 Build energy systems workforce aligned with cross-cluster technical skills	Bakersfield College, CSU Bakersfield, energy employers, City of Shafter	Years 1-5	CA Strong Workforce Program, EDD displaced worker retraining, Perkins V, DOE Office of Manufacturing and Energy Supply Chains workforce programs

4.5 Assess municipal power feasibility for future growth areas	City of Shafter, legal counsel, utility consultants	Years 1–2	EDA planning grants, CA Energy Commission feasibility funds

Strategy 4.1—Establish an Energy Competitiveness Task Force and Near-Term Action Agenda

Why It Matters

Energy cost and reliability are top concerns for every sector in this strategy. Without a coordinated approach, individual firms manage energy challenges in isolation, missing opportunities for aggregated procurement, shared infrastructure, and collective advocacy. A task force creates a structured mechanism for identifying near-term actions, coordinating with utilities and energy providers, and positioning Shafter for state and federal energy programs as they become available.

What's Needed

- Convene major industrial energy users, utility providers, and city staff to assess energy cost and reliability conditions and identify immediate actions.
- Develop an energy competitiveness agenda with specific near-term priorities—rate structure advocacy, pilot program participation, and infrastructure investment.
- Engage state energy agencies and utilities (SoCal Gas, regional electrical providers) on industrial rate programs, distributed generation pilots, and reliability investments.
- Connect with B3K Prosperity's energy transition work to ensure Shafter's agenda aligns with regional strategy and amplifies collective influence.

Strategy 4.2—Develop Commercial and Industrial Energy Resilience Programs

Why It Matters

Microgrids, distributed solar, battery storage, and wholesale procurement arrangements can meaningfully reduce energy costs and improve reliability for energy-intensive industries. Communities that facilitate access to these solutions become more competitive for industrial investment and better protect existing employers from margin pressure.

What's Needed

- Identify opportunities for shared solar and microgrid development in key industrial districts, reducing per-unit costs through aggregated investment.
- Explore wholesale energy procurement arrangements for industrial users, aggregating demand to access better pricing than individual firm contracts allow.
- Assist existing businesses with available clean energy incentive programs—federal IRA credits, USDA Rural Energy for America Program (REAP), and state CPUC programs.

- Coordinate energy resilience investments with corridor infrastructure planning (Goal 5) to ensure new growth areas have energy-efficient infrastructure from the outset.

Strategy 4.3—Position Shafter for Hydrogen and Long-Term Energy Opportunities

Why It Matters

Hydrogen as a distributed fuel source remains speculative in the near term, but Kern County's natural gas infrastructure, agricultural waste streams, and renewable energy capacity create real conditions for eventual viability. Shafter should not make premature infrastructure commitments—but it should build the relationships, use case documentation, and demand aggregation capacity needed to respond quickly when funding and deployment pathways materialize.

What's Needed

- Work with B3K Prosperity, the First Public Hydrogen Authority, and CA Resources Corporation to develop concrete Shafter-based hydrogen use cases—agricultural irrigation, industrial heat processes, freight movement—that can serve as the basis for grant applications.
- Explore hydrogen demand aggregation across agricultural, industrial, and transit users to make local production more economically viable.
- Monitor state funding developments and position Shafter to respond quickly if cap-and-trade revenues or private investment create viable hydrogen deployment pathways.

Strategy 4.4—Build Energy Systems Workforce Aligned with Cross-Cluster Technical Skills

Why It Matters

The clean energy workforce gap is the industry's binding constraint. Critically, energy systems workforce needs overlap substantially with logistics, manufacturing, and food processing: the same industrial electricians, controls technicians, mechatronics specialists, and maintenance professionals serve all four clusters. Fewer than 5% of Bakersfield-area oil and gas workers are projected to find comparable employment in direct renewable energy production—but energy-adjacent manufacturing and services offer realistic transition pathways for workers with transferable industrial skills.

What's Needed

- Formalize Bakersfield College partnership for energy systems training with short-term certificates in industrial electrical systems, energy equipment maintenance, and controls technology.
- Leverage state workforce programs and displaced worker retraining grants to support training for workers transitioning from oil and gas into energy-adjacent manufacturing and services.
- Develop employer-driven training partnerships with energy equipment manufacturers and field service operators, ensuring curriculum matches actual job requirements.

- Formalize CSU Bakersfield partnership to monitor emerging energy technologies, industry conditions, and applied research opportunities—ensuring workforce training and infrastructure planning remain aligned with industry demand.

Strategy 4.5—Assess Municipal Power Feasibility for Future Growth Areas

Why It Matters

Municipal power for existing service territory involves litigation, capital intensity, and extended timelines that make it impractical as a near-term strategy. But Shafter's growth trajectory includes master-planned developments and new industrial areas that are not yet served by any utility. For these greenfield areas, the calculus is different: the city could explore establishing city-controlled distribution zones from the outset. A feasibility assessment—not a commitment—would determine whether the economics, regulatory pathway, and operational requirements justify further pursuit.

What's Needed

- Commission a municipal power feasibility study focused exclusively on future growth areas—new master-planned developments, industrial expansion zones, and greenfield parcels not currently served by an existing utility.
- Model generation, transmission, and rate design scenarios to evaluate whether city-controlled distribution could offer competitive energy pricing for industrial and commercial users.
- Evaluate governance and operational requirements—staffing, regulatory compliance, infrastructure investment—to determine whether Shafter has or can build the institutional capacity to operate as a municipal utility in targeted zones.
- Coordinate findings with the Energy Competitiveness Task Force and long-term land use planning to ensure energy strategy and growth management are aligned.

Goal 5: Corridors That Tell Our Story

We will transform Lerdo Highway and 7th Standard Road from pass-throughs into economic destinations that support industrial growth and enhance quality of life.

Why It Matters

Lerdo Highway and 7th Standard Road are not simply roadways. They are Shafter's economic frontage—the spatial stage on which the city's next phase of economic development will either consolidate or diffuse. Lerdo serves as the primary gateway from the 99 into the city and its industrial employment base. 7th Standard links emerging residential neighborhoods to job centers and regional retail markets. Together, they carry the daily flow of workers, freight, and households that sustain the local economy.

Yet these corridors operate as conduits rather than destinations. Workers travel them but do not stop along them. Residents pass through them but shop elsewhere. Industrial traffic flows across them, but little economic activity anchors to them. Three structural tensions define their future: mobility versus value capture; infrastructure sequencing versus market timing; and cohesion versus bifurcation as new housing and historic core relationships evolve.

Integration with Other Plans

The corridor strategies below are specifically designed to integrate with and leverage other planning frameworks: the General Plan update (land use alignment), the transportation network (grade separations, arterial improvements), workforce development strategy (housing-jobs alignment), and energy infrastructure planning (utility sequencing). This cross-plan integration is not aspirational—it is required for any of these corridor investments to be financially viable.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
5.1 Sequence infrastructure ahead of frontage activation	City of Shafter (Public Works, Planning), CA State (sewer/utility programs)	Year 1 (strategy adoption); Years 2-5 (implement)	EDA Public Works, CDBG, CA SB 1 local streets, enhanced infrastructure financing districts
5.2 Anchor catalytic nodes rather than uniform corridor redevelopment	City of Shafter, private developers, B3K Prosperity, local businesses	Years 1–2	EDA, CDBG, HUD place-based investment, state Main Street programs
5.3 Align corridor land use with industrial competitiveness and workforce capture	City of Shafter (Planning Dept.), Kern County, property owners	Years 1–5	Planning grants, General Plan update funds, state housing programs

5.4 Develop a unified corridor identity	City of Shafter, B3K Prosperity, local businesses, design consultants	Years 2–5	EDA, CDBG, CA transportation enhancement funds, private sponsorship
5.5 Launch a downtown activation program	City of Shafter, local business owners, B3K Prosperity, Kern EDC	Years 2–5	CDBG, CA Main Street program, SBA small business programs, local BID formation

Strategy 5.1—Sequence Infrastructure Ahead of Frontage Activation

Why It Matters

Infrastructure capacity—sewer extensions, electrical coordination, water quality, grade separations, canal alignments—is the silent determinant of corridor evolution. Without coordinated sequencing, private development either stalls or bears disproportionate cost. Industrial expansion, residential development, and long-term diversification ambitions are all moving forward simultaneously, but the physical systems that support them must keep pace.

What's Needed

- Adopt a formal Corridor Infrastructure Strategy aligned with the General Plan update, mapping phased sewer and utility expansion west along Lerdo and fully through 7th Standard.
- Align grade separations and north–south arterial improvements with economic node development, prioritizing intersections designated as catalytic nodes.
- Identify financing mechanisms—including enhanced infrastructure financing districts or similar tools—that distribute cost across future assessed value rather than front-loading burden onto early frontage projects.
- Coordinate infrastructure phasing with industrial site preparation (Goal 3) and energy infrastructure planning (Goal 4) to avoid redundant investment.

Strategy 5.2—Anchor Catalytic Nodes Rather Than Attempt Uniform Corridor Redevelopment

Why It Matters

The Lerdo Highway and 7th Standard Road corridors are both long, linear systems. Attempting to activate them evenly will dilute investment and produce incremental, inconsistent frontage. The more effective approach is strategic concentration—formally designating 2–3 priority nodes at key intersections as corridor anchors that function as mixed-use service clusters, visually distinct gateways, and sites for coordinated public-private investment.

What's Needed

- Formally designate priority nodes—particularly at intersections such as Lerdo & Cherry and 7th Standard & Cherry—as corridor anchors with concentrated public investment, design standards, and development incentives.

- Develop node-specific development frameworks that define desired uses, density, design standards, and public realm improvements for each designated intersection.
- Concentrate workforce-serving and visitor-serving commercial uses at designated nodes—food service, childcare, convenience retail, healthcare access, lodging, and fuel.
- Use public realm investments at nodes—streetscape, lighting, landscaping, gateway signage—as catalytic anchors that signal quality expectations for adjacent private development.

Strategy 5.3—Align Corridor Land Use with Industrial Competitiveness and Workforce Capture

Why It Matters

Lerdo sits adjacent to Shafter's industrial base—an adjacency that is a competitive advantage, but one that requires discipline. Premature parcel fragmentation or speculative strip-commercial zoning along Lerdo undermines large-lot industrial flexibility that logistics, manufacturing, and food processing operators require. At the same time, intentionally layering complementary uses—workforce-serving retail, flex office, small-format food and service businesses—in proximity to employment clusters allows the corridor to remain industrially competitive while capturing multiplier effects from daily worker flows.

What's Needed

- Update zoning and design standards along Lerdo to protect large-lot industrial capacity on parcels suitable for logistics, manufacturing, and food processing, while designating specific corridor segments for mixed-use workforce-serving development.
- Coordinate land use planning with residential development along 7th Standard—ensuring that housing density, commercial zoning, and frontage standards create a viable environment for neighborhood-serving retail and services.
- Develop design standards that differentiate the industrial gateway feel of Lerdo from the mixed-use residential feel of 7th Standard.

Strategy 5.4—Develop a Unified Corridor Identity That Bridges New Growth and the Historic Core

Why It Matters

Shafter's corridors currently lack a visual identity that signals the city's economic character or connects its industrial strength to its community values. As one corridor workshop participant described it, the corridors are a "means to an end"—useful, but not defining. A unified design identity—gateway treatments, wayfinding, landscape standards, and consistent signage—signals investment, builds community pride, and creates the sense of arrival that anchors economic activity.

What's Needed

- Develop a Corridor Identity and Design Standards document that establishes visual standards, gateway treatment locations, signage specifications, and landscape requirements for both Lerdo and 7th Standard.
- Invest in early gateway and wayfinding improvements at the Lerdo/SR-99 entry point as a visible proof of commitment.
- Engage the community in a participatory design process that reflects Shafter's agricultural roots, industrial strength, and diverse cultural identity in the corridor design.
- Coordinate corridor identity with marketing strategy (Goal 6) to ensure physical investment and brand positioning reinforce each other.

Strategy 5.5—Launch a Downtown Activation Program

Why It Matters

Downtown Shafter represents the historic core of the community—a place where local businesses, civic institutions, and community gathering spaces define the city's identity. As residential growth and industrial investment accelerate on the corridors, downtown risks being bypassed rather than reinforced. An activation program focused on reducing friction for small businesses, improving public realm, and increasing foot traffic creates a complement to corridor investment rather than a competitor.

What's Needed

- Streamline permitting and business formation processes for downtown businesses, establishing clear timelines and single-point coordination for new operators.
- Support public realm improvements in downtown—streetscape, lighting, seating, events infrastructure—that increase dwell time and spending.
- Connect downtown business owners to regional small business resources, technical assistance, and financing through Kern EDC and B3K Prosperity.
- Explore a Business Improvement District or similar mechanism to fund ongoing marketing, maintenance, and activation programming.

Goal 6: Built to Execute

We will strengthen Shafter's economic development capacity to support businesses, partnerships, and the delivery of this strategy.

Why It Matters

This plan asks the City of Shafter to coordinate five industry clusters, two corridor strategies, a network of regional partnerships, and an accountability system—simultaneously. That represents a fundamentally different organizational demand than the project-by-project attraction model that built the city's initial industrial base. Managing sector partnerships, convening stakeholders, maintaining business retention relationships, tracking performance metrics, coordinating with regional partners, and executing marketing strategy requires dedicated staff capacity, defined roles, and management systems designed for ecosystem complexity. Without intentional investment in internal capacity, strategies will be adopted but under-executed—not because of insufficient ambition, but because of insufficient bandwidth.

Implementation Overview

Strategy	Lead Stakeholders	Timeframe	Funding Opportunities
6.1 Build regional partnerships and position Shafter as the preferred implementation site	City of Shafter, Kern EDC, B3K Prosperity, Bakersfield College, CSU Bakersfield	Year 1 (agreements); Years 2-5 (ongoing)	EDA planning grants, state partnership grants, regional workforce funds
6.2 Develop a marketing and business attraction program	City of Shafter, Kern EDC, GO-Biz, private marketing consultants	Year 1 (materials) Years 2-5 (deployment)	EDA, GO-Biz marketing support, local economic development funds
6.3 Support existing businesses and build the entrepreneurship ecosystem	City of Shafter, B3K Prosperity, SBDC, Kern Women's Business Center, Bakersfield College	Years 1–5	SBA programs, CDBG, EDA, CA microlending programs, CDFI funds
6.4 Build internal institutional capacity for multi-cluster strategy management	City of Shafter (city manager, economic development dept.)	Year 1 (foundation); ongoing	EDA planning and technical assistance, state capacity building grants

Strategy 6.1—Build Regional Partnerships and Position Shafter as the Preferred Implementation Site

Why It Matters

The same partners appeared in every cluster analysis: B3K Prosperity for clean energy and workforce development, Kern EDC for business attraction and incentive navigation, Bakersfield College for training and certifications, and CSU Bakersfield for four-year pathways. Kern County's energy transition, manufacturing modernization, and logistics expansion are regional challenges requiring regional solutions. Shafter's role is not to duplicate what these partners do. It is to position as the preferred site within the broader ecosystem—contributing development-ready land, workforce capacity, and regulatory competence.

What's Needed

- Formalize partnership agreements with Kern EDC, B3K Prosperity, Bakersfield College, and CSU Bakersfield—establishing roles, referral protocols, joint marketing commitments, and shared accountability mechanisms.
- Position Shafter as the preferred implementation site for regional strategies, contributing development-ready sites, workforce training pipeline access, and regulatory efficiency to regional partnership value.
- Participate actively in regional economic development forums and workforce planning bodies, ensuring Shafter's priorities are represented in regional funding applications and investment decisions.
- Establish regular coordination cadence with regional partners—quarterly partnership meetings, annual goal alignment, and co-reporting on shared metrics.

Strategy 6.2—Develop a Marketing and Business Attraction Program

Why It Matters

Shafter's story has not kept pace with Shafter's reality. The city's integrated logistics platform, cross-cluster manufacturing base, agricultural technology potential, and energy infrastructure position are not widely known among site selectors, national employers, or regional investors. A deliberate marketing program—grounded in data, sector-specific, and consistently reinforced—closes the gap between what Shafter is and what the market believes Shafter to be.

What's Needed

- Develop sector-specific marketing materials for each of the five target clusters, emphasizing functional competitive advantages rather than general location attributes.
- Build a maintained site inventory with detailed infrastructure, permitting timeline, and workforce pipeline data that reduces due diligence burden for site selectors.
- Participate in national logistics, manufacturing, food processing, and energy industry trade events with a consistent evidence-based pitch.
- Develop an annual economic development report that documents progress, highlights wins, and sustains Shafter's visibility with state and regional partners.

- Conduct a supply chain mapping initiative across all five target clusters—identifying goods, services, and components that existing local industries currently import—and build a targeted recruitment list of supplier companies that could fill those gaps locally.

Strategy 6.3—Support Existing Businesses and Build the Entrepreneurship Ecosystem

Why It Matters

Small businesses are the primary employment pathway for residents who lack access to corporate employment but have the skills, drive, and community knowledge to build their own economic futures. Small business support is not a separate program from economic development strategy—it is infrastructure. Reducing friction in permitting and licensing, connecting entrepreneurs to capital and technical assistance, and creating visible support systems for local business formation signal that Shafter invests in its own residents, not just outside recruitment. Every corridor node (Goal 5) needs local businesses to activate it.

What's Needed

- Streamline permitting, licensing, and business formation processes—creating clear timelines, single points of contact, and documented guidance for entrepreneurs starting or expanding businesses in Shafter.
- Connect small business owners and aspiring entrepreneurs to regional resources—Small Business Development Centers, SCORE mentorship, Kern EDC programs, and Bakersfield College business development services.
- Develop a small business retention and expansion program that systematically engages existing businesses to understand needs, identify expansion opportunities, and address challenges before they become relocations.
- Support local business activation at corridor nodes—prioritizing food service, childcare, healthcare access, and workforce-serving retail that captures spending from daily worker flows.
- Promote local spending and visibility for Shafter businesses through shop-local campaigns, business spotlight programs, and coordinated promotions.

Strategy 6.4—Build Internal Institutional Capacity to Manage a Multi-Cluster Economic Development Strategy

Why It Matters

This plan asks the City of Shafter to coordinate five industry clusters, two corridor strategies, a network of regional partnerships, and an accountability system simultaneously. Managing sector partnerships, convening stakeholders, maintaining business retention relationships, tracking performance metrics, coordinating with regional partners, and executing marketing strategy requires dedicated staff capacity, defined roles, and management systems designed for ecosystem complexity.

What's Needed

- Assess current economic development staffing against the implementation demands of this plan and identify capacity gaps—particularly in sector strategy management, business retention, stakeholder coordination, and marketing.
- Define dedicated roles or responsibilities for sector partnership management, ensuring that each cluster's convening structure has a consistent city point of contact.
- Invest in professional development and technical capacity for economic development staff—including training in incentive navigation, site selection processes, data analysis, and stakeholder facilitation.
- Establish management systems that enable consistent implementation oversight without depending on institutional memory, including shared project tracking and knowledge management tools.
- Establish an economic development concierge program providing businesses and investors with a single coordinated point of contact and structured project support throughout the development process.
- Create a concise economic development priorities and incentive reference guide that outlines target sectors, development standards, and the conditions under which incentives or negotiated support may be considered—replacing the current case-by-case approach with a transparent, standardized framework.
- Create a concise economic development priorities and incentive reference guide that outlines target sectors, development standards, and conditions under which incentives may be considered.
- Conduct a supply chain mapping initiative across all five target clusters—identifying the goods, services, and components that existing local industries currently purchase from outside the region and building a targeted recruitment list of supplier companies that could fill those gaps locally.

SECTION 4: EVALUATION FRAMEWORK

The following evaluation framework identifies performance measures used to evaluate the implementation of this CEDS and its impact on Shafter's regional economy, satisfying the requirement under 13 C.F.R. § 303.7(a)(4). Metrics are organized by strategic goal and include both process measures (tracking implementation activity) and outcome measures (tracking economic impact). This CEDS will be reviewed annually, with a full update no less than every five years.

Overall System Indicators

At the system level, the strategy's success will be measured against improvements in Shafter's fundamental economic conditions across the following headline indicators:

Indicator	Baseline (2023)	5-Year Target Direction
Median household wages	Lowest among regional peers (37% below Clovis)	Increase toward regional peer median
Traded-sector output per worker	Tracks employment share; lags benchmarks	Increase to exceed employment share (sector productivity growth)
Employment diversity	Concentrated in logistics and agriculture	Growth in manufacturing, food processing, and energy employment shares
Educational and credential attainment	70% fewer BA holders than U.S. avg.; limited certifications	Increase in workforce credentials and certifications
Population-to-job growth ratio	~3:1 population growth vs. job creation	Reduce toward 1.5:1 over plan horizon
Supply chain leakage	$250M annually	Measurable reduction through local supplier development

Goal-Level Performance Measures

Goal 1: The Logistics Advantage

LOGISTICS CLUSTER GROWTH

Track new and expanded logistics facility square footage, with differentiation between commodity warehouse space and automation-ready, cold chain, or specialized fulfillment space. Monitor average wages for new logistics positions compared to existing cluster median. Measure job creation by role type, distinguishing technical operations roles from general warehouse positions.

AUTOMATION AND TECHNOLOGY ADOPTION

Track number of logistics facilities operating with automation systems, robotics, or advanced warehouse management technology. Monitor EV charging infrastructure deployment and fleet transition milestones for logistics operators.

COLD CHAIN CLUSTER DEVELOPMENT

Measure cold storage facility square footage, number of cold chain operators, and employment and wage levels in temperature-controlled logistics. Track share of local agricultural output processed through cold chain facilities in Shafter versus shipped elsewhere for processing.

WORKFORCE PIPELINE

Track enrollment and completion in logistics technology training programs at Bakersfield College and high school CTE programs. Monitor employer hiring from local training pipelines versus external recruitment. Track apprenticeship program participation rates and completion.

Goal 2: From Field to Future

AGRICULTURAL VALUE CAPTURE

Track food processing employment, wages, and output relative to primary agricultural production in the region. Measure growth in processing, packaging, and cold storage square footage. Monitor the share of Central Valley agricultural output processed locally versus shipped out for processing elsewhere.

SMALL PRODUCER AND ENTREPRENEURSHIP ACTIVITY

Monitor utilization of shared processing infrastructure, number of small food producers accessing certified facilities, business development program participation, and firms graduating from shared to standalone facilities.

AGTECH ECOSYSTEM DEVELOPMENT

Track number of ag-tech pilot partnerships established, research institutions engaged, and startups co-located in or operating from Shafter. Monitor deployment of precision agriculture technologies among local operators.

Goal 3: Make It Here

MANUFACTURING CLUSTER GROWTH

Track new advanced manufacturing firm recruitment, expansion of existing manufacturers, and employment and wage growth in the cluster. Monitor supply chain leakage reduction as local supplier firms are recruited and developed.

AEROSPACE AND AVIATION DEVELOPMENT

Measure new tenants and employment at Minter Field Airport, specifically in aviation technology, MRO, and drone operations. Track UAS pilot programs established, research partnerships activated, and FAA regulatory milestones relevant to commercial operations.

RESHORING AND SITE READINESS

Track permitting timeline performance for advanced manufacturing uses. Monitor number of shovel-ready industrial sites available and their time-to-occupancy for new operators.

MANUFACTURING WORKFORCE PIPELINE

Measure enrollment and completion in precision manufacturing, mechatronics, and aerospace workforce programs. Track employer-sourced apprenticeship participation and placement rates.

Goal 4: Power the Whole Economy

ENERGY COST AND RELIABILITY

Track energy costs per unit of output for major industrial users, microgrid deployments and capacity, distributed generation adoption rates, and wholesale procurement participation. Monitor reliability metrics including outage frequency and duration for businesses participating in distributed generation programs.

ENERGY MANUFACTURING AND SERVICES

Measure energy-adjacent manufacturing employment, wages, and capital investment. Track number of energy equipment manufacturers, field service operators, and storage system integrators operating from Shafter. Monitor diversification across energy technologies to assess policy vulnerability.

HYDROGEN AND LONG-TERM POSITIONING

Track progress against hydrogen pilot milestones—demand assessments completed, partnerships formalized, funding applications submitted. Monitor state funding developments and Shafter's readiness to respond when deployment pathways become viable. Track municipal power feasibility study completion, governance capacity assessment, and decision milestones for new growth area energy strategy.

Goal 5: Corridors That Tell Our Story

INFRASTRUCTURE SEQUENCING

Track completion of Corridor Infrastructure Strategy, sewer and utility extension milestones, and grade separation and arterial improvement project timelines. Monitor alignment of infrastructure investments with catalytic node designations.

CATALYTIC NODE DEVELOPMENT

Measure private investment activity at designated nodes—new commercial development, renovation permits, and active businesses. Track foot traffic and consumer spending at node locations. Monitor progress on public realm improvements at designated anchor intersections.

CORRIDOR LAND USE AND IDENTITY

Track adoption and compliance with corridor design standards. Monitor residential and commercial development approvals for consistency with corridor land use strategy. Measure Corridor Identity and Design Standards completion and early implementation milestones.

DOWNTOWN ACTIVATION

Track downtown business occupancy rates, new business formations, and permit activity. Monitor downtown foot traffic and event programming frequency. Assess small business program utilization and downtown-focused resource connections.

Goal 6: Built to Execute

PARTNERSHIP ACTIVITY AND REGIONAL POSITIONING

Track formalized partnership agreements, joint initiatives executed with regional partners, business leads generated through Kern EDC and B3K Prosperity collaboration, and Shafter's participation rate in regional implementation teams and workforce programs.

MARKETING AND BUSINESS ATTRACTION READINESS

Measure completion and deployment of sector-specific marketing materials, community profile, and site inventory. Track website engagement, site selector inquiries, and business attraction conversations generated through marketing efforts. Monitor annual report production and distribution.

SMALL BUSINESS AND ENTREPRENEURSHIP

Track new business formations, permitting and licensing timelines, small business retention and expansion program participation, and local business activation at designated corridor nodes. Monitor connections made to regional business development resources.

INSTITUTIONAL CAPACITY AND IMPLEMENTATION READINESS

Track economic development staffing levels against plan implementation requirements. Monitor sector partnership meeting frequency, participation rates, and action item completion. Assess management system adoption and utilization. Conduct annual capacity review to identify emerging gaps as strategy execution matures.

Reporting and Review Process

The City of Shafter commits to an annual CEDS review process including: (1) annual progress report produced by the Economic Development Director and presented to City Council, documenting implementation status for all six goals; (2) annual CEDS Committee review of progress metrics, emerging conditions, and implementation priorities for the coming year; (3) stakeholder engagement at major review milestones to assess community alignment with strategic direction; and (4) a full CEDS update no less than every five years, or upon significant changes in regional economic conditions that materially affect the strategy's relevance.

SECTION 5: ACKNOWLEDGMENTS

CEDS Committee

Kamal Siada, Economic Development Director, City of Shafter

Giovanni Perez, Senior Strategy and Investment Specialist, City of Shafter

Michael James, Assistant City Manager, City of Shafter

Alex Gonzalez, Public Works Director, City of Shafter

Gustavo Olvera, Mayor Pro-Tem, City of Shafter

John Guinn, Executive Vice President, Wonderful Real Estate Development

Richard Chapman, President & CEO, Kern Economic Development Corporation

Melinda Brown, VP of Business Development, Kern Economic Development Corporation

Georgia Petropoulos, President & CEO, B3K Prosperity

Paul Fahey, Chief Operating Officer, JD Rush

Valarie Labrentz, Assistant Principal of Instruction, Shafter High School

Zach McNinch, Principal, Shafter High School

Jeff Martin, Co-Owner, American Refuse

Project Champion

Kamal Siada, Economic Development Director

Project Management and Core Team

Giovanni Perez, Senior Strategy and Investment Specialist (Project Manager)

Alicia Ramirez, Senior Economic Development Specialist

Vanessa Uribe, Executive Assistant, City Manager

Isarel Perez-Hernandez, Deputy Finance Director

Alan Cazares, Senior Planner

Shafter
CALIFORNIA

Complementary Tool for Economic Development

Comprehensive Economic Development Strategy (“CEDS”)
City of Shafter

Prepared for Shafter, CA City Council
Shafter Economic Development & Civic Solutions Partnership LLC
May 5, 2026

CEDS as a Funding Enabler

CEDS = Comprehensive Economic Development Strategy

For Shafter

A separate but aligned deliverable that expands funding pathways and supports EDSP implementation.

Federal Alignment

Translates local priorities into a federally recognized economic development framework.

Funding Beyond Local Sources

Helps position Shafter to pursue funding beyond the General Fund, enterprise funds, CIP, or other City funds.

Shafter-Specific Focus

Centers City's priorities and projects rather than relying on broad county-level strategies.

Proven Value

Builds on the 2021 CEDS, which supported road improvements and enabled an alternate platform for future projects.

EDA Framework, Council Action, and Next Steps

EDA Required Framework	Background, SWOT, strategic direction & action plan, and evaluation framework Economic resilience is embedded throughout
Council Action Tonight	Adopt Resolution accepting Shafter's CEDS Authorize submission to the U.S. EDA for review
Next Steps	Submit the CEDS package to EDA for review Respond to any comments or requested revisions Use and update the CEDS as implementation advances

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Lance Lippincott, City Manager

SUBJECT: LOCAL AGENCY FORMATION COMMISSION (LAFCO) APPOINTMENT

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; and appoint one Council Member to serve as the City's representative on the Local Agency Formation Commission (LAFCO); and appoint one alternate representative.

BACKGROUND

The Local Agency Formation Commission (LAFCO) is a state-mandated agency responsible for coordinating orderly growth and development within the county. LAFCO oversees boundary changes, annexations, incorporations, and special district formations to promote efficient service delivery and discourage urban sprawl.

Each city within the county may be represented on LAFCO, either as a regular member or through a rotational/shared representation structure, depending on the county’s LAFCO composition. Representatives typically serve fixed terms and are expected to attend regular meetings and participate in regional governance decisions.

The City of McFarland's term will be expiring this year. Next in line is the City of Shafter, necessitating a new appointment.

FISCAL IMPACT

There is minimal to no direct fiscal impact associated with this appointment.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is the appointment of an individual to LAFCO and therefore, it is 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

No

ATTACHMENTS

LOCAL AGENCY FORMATION COMMISSION (LAFCO) APPOINTMENT

None

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: Lance Lippincott, City Manager

SUBJECT: REMOTE ACCESS NETWORK BOARD (RAN) APPOINTMENT

RECOMMENDATION

Council find the action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines; and appoint one Council Member to the Remote Access Network Board.

BACKGROUND

The board manages funds related to technology and, specifically, the Cal-ID/RAN system, which provides law enforcement with remote access to identification networks. The board includes representation from various local agencies, including city selections, such as the City of Ridgecrest, with terms often extending to June 2026. Appointing a representative ensures continuity in regional coordination and provides the City with a voice in matters that may impact local programs, funding opportunities, and policy development.

FISCAL IMPACT

There is no direct fiscal impact associated with this appointment.

CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is the appointment of an individual to RAN and therefore, it is 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

No

ATTACHMENTS

None

CITY OF SHAFTER
CITY COUNCIL REPORT

MEETING DATE: May 5, 2026

DEPARTMENT: David Franz, Community Services Director

SUBJECT: 3RD OF JULY SPECIAL EVENT PERMIT AND IN-KIND/DIRECT SPONSORSHIP FOR SHAFTER LIONS FIREWORKS SHOW

RECOMMENDATION

Council find the action is not defined as a “project” pursuant to Section 15378(b)(5) of the CEQA Guidelines; approve a Special Event Permit for the Shafter Lions Fireworks Show to be held at Sequoia Elementary School; approve in-kind contributions from City of Shafter in the amount of $8,847 (Shafter Police Department), and $5,500 (Shafter Public Works); and approve a sponsorship in the amount of $35,000 to support the event.

BACKGROUND

The City has received an application for a Special Event Permit for the Shafter Lions Fireworks Show, proposed to take place at Sequoia Elementary School on July 3, 2026. The event is anticipated to attract approximately 1,000 attendees and requires City Council approval due to the size of the gathering and the closure of public roads.

The event will consist of a community fireworks display. No vendors are proposed as part of the event. While the launch site for the fireworks is outside of the City limits, the event itself still has an impact within the City due to the volume of attendees and related activity.

As part of the event operations, traffic control measures will be implemented to ensure public safety. Road closures are proposed on Mannel Avenue between Fresno Avenue and Madera Avenue, and on Beech Avenue between Fresno Avenue and Madera Avenue. Access to the area will be managed through designated entry points, with parking and circulation controlled by flaggers. Advance warning signage and no-parking zones will be established along Fresno Avenue and surrounding areas.

City departments, including Police and Public Works, will coordinate with the event organizer to ensure appropriate safety measures, traffic control, and emergency access are maintained throughout the event. The Police Department estimates in-kind costs for staffing, vehicles, and fuel for the event at $8,847. Public Works costs are estimated to be $5,500.

FISCAL IMPACT

The applicant is requesting a City sponsorship in the amount of $35,000 from the General Fund to support the event in addition to in-kind contributions of City staff time and equipment.

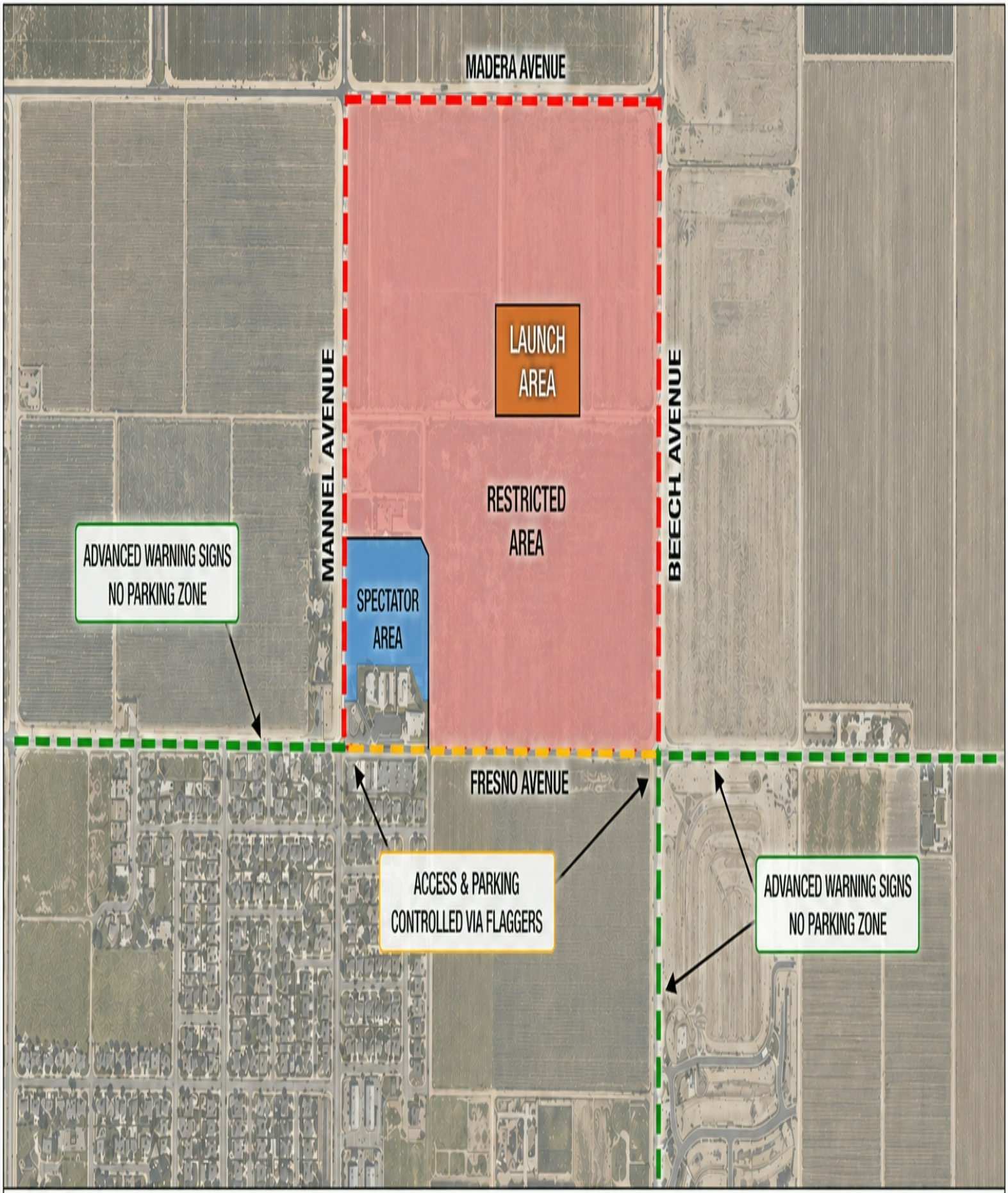
CEQA ANALYSIS

The action is not defined as a “project” per Section 15378(b)(5) of the CEQA Guidelines because the action is the approval of a special events permit and therefore, it is 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

ATTACHMENTS

1. July 3 2026 site plan
2. Special Event Permit - 59 (2)



LEGEND

- ROAD CLOSURE
- ACCESS & PARKING ROUTE
- ACCESS & PARKING CONTROLLED BY FLAGGERS

SHAFTER LIONS FIREWORKS SHOW

Sequoia Elementary School

July 3, 2026

NORTH

Special Event Permit

Approval Summary

Administrative Approval: Approved

Planning Approval: Approved with Conditions

Planning Cost Estimate: $0.00

Public Works Approval: Approved with Conditions

Public Works Cost Estimate:$5,500.00

Police Department Approval: Approved

Police Department Cost Estimate: $8,847.00

Risk Management Approval: Approved

Council Approval
Ready for Council Approval

Total Cost Estimate
$14,347.00

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 will not require alterations to roads or public right-of-ways, 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 alter roads or public right-of-ways, 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 Community Services Department at (661) 746-5019.

Here's what you need to know:

- You will need to submit your completed application at least 30 days before the event*.
- If you are planning a Community Event, submit your application at least 60 days before the event*. A Community Event is an event with 1 or more food vendors that is of civic, political, public, or educational nature such as fairs, festivals, circuses and other public gathering events. **This allows you time to obtain all required permits and insurance, gives City staff time to review and approve your application, and, when necessary, provides enough time for City Council to review and approve the 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, that require alterations to the roads of public right-of-ways, or will be 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 Lions Foundation

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

Host Organization Website
https://shafterlionsclub.com

Event Contact(s)

Untitled

Event Contact 1

Name
Gustavo Olvera

Phone
(661) 910-4999

Email
gustavoolverajr@yahoo.com

Step 2 - Event Information

Event Details

Event Name
Shafter Lions Fireworks Show

Event Description
Shafter Lions Fireworks Show

Untitled
Check here if your event requires an alteration to any street or public right-of-way.

Alterations to roads or public right of ways require Council review and approval.

Event Location
Sequoia Elementary School

***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

1,000

Event Activities (Check all that apply)
Amplified Music/Speech

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

Event Set-Up Date
7/3/2026

Event Set-Up Time (Start and End time)
4:00pm

Event Date
7/3/2026

Event Time (Start and End Time)
10:00pm

Multiple Event Dates Indicator

Event Tear-Down Date
7/3/2026

Event Tear-Down Time (Start and End Time)
9:30pm

Alterations of Public Streets and/or Right-of-Ways (Encroachment)

Encroachment Details

Describe your requested alteration of public streets and/or right of ways. (For example, “closing the parking lot at the Green Hotel for a farmers market”):
Road Closures if Beech, Madera, and Mannel.

Alteration Start Date
7/3/2026

Alteration Start Time
5:00pm

Alteration End Date
4/3/2026

Alteration End Time
10:00pm

Please submit a map or drawing of the alteration/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 Alteration/Encroachment Location
July 3 2026 site plan.png

Materials and Services

Check all items requested from the City.
Barricades
Cones
Portable Lighting
Traffic Control Signs
Traffic Delineators

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
GO

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
Go

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
GO

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 herby applies for a permit to place, erect, and/or maintain an encroachment on public property right-of-way as therein defined.

Initial
GO

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
GO

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
GO

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
4/30/2026

Gustavo Olvera

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.
d. If automobiles will be used in the performance under the permit, applicant shall provide business automobile liability coverage for owned, non-owned, and hired autos using ISO Business Automobile Coverage form CA 00 01 (or equivalent) with a limit of not less than $1,000,000 each accident. The policy shall be endorsed naming the City as additional insureds. The policy shall provide and be endorsed to include a waiver of subrogation in favor of the City.
e. If applicant employs staff, statutory worker’s compensation and employer’s liability insurance in the minimum amount of $1,000,000 each accident or disease is required.

- **Minimum commercial general liability 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
IMG_2107.png

25-26 GL Additional Insured Endorsement - Premises - Shafter.pdf

25.26 Certificate for Shafter CA LIons Club - All Lions Club Events (1).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

Conditions of Approval

Item 1

Condition(s)
Submit an updated COI before 7/3/2026

Administrative Representative Name
Mila Aleman

Administrative Representative Title
Admin Assistant

Signature

Date
4/28/2026

Mila Aleman

Planning Review

Planning 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)
Greater than 300 people at any given time and therefore, requires City Council approval.

Cost Estimate
$0.00

Planning Representative Name
Steve Esselman

Planning Representative Title
Planning Director

Signature

Date
4/28/2026

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)
Traffic Control to be provided upon approval of City Council

Cost Estimate
$5,500.00

Public Works Representative Name
Alex Gonzalez

Public Works Representative Title
Public Works Director

Signature

Date
4/30/2026

Engineering Review

Engineering 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)
Need to implement a traffic control plan approved by the City Engineer prior to the event.

Cost Estimate
$0.00

Engineering Representative Name
Ravi Pudipeddi

Engineering Representative Title
City Engineer

Signature

Date
5/1/2026

Police Department Review

Police Department Approval
Approved

Cost Estimate
$8,847.00

Police Department Representative Name
Brian Knox

Police Department Representative Title
Assistant Chief of Police

Signature

Date
5/1/2026

Risk Management Review

Risk Management Approval
Approved

Condition(s) of Approval

Risk Management Representative Name
Angelica Torres

Risk Management Representative Title
Risk Management Coordinator

Signature

Date
5/1/2026

City Council Review

City Council Approval

Council Member Name

Council Member Title

Signature

Date