

LEMOORE

CALIFORNIA

**LEMOORE CITY COUNCIL  
COUNCIL CHAMBER  
429 C STREET  
June 19, 2023  
5:30 P.M.**

## **SPECIAL MEETING AGENDA**

*Please silence all electronic devices as a courtesy to those in attendance. Thank you.*

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- a. **CALL TO ORDER**
- b. **INVOCATION**
- c. **PLEDGE OF ALLEGIANCE**
- d. **ROLL CALL**
- e. **AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS**

### **CLOSED SESSION**

- 1. Government Code Section 54956.9  
Conference with Legal Counsel – Anticipated Litigation  
Initiation of Litigation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9  
One Case

### **1 – STUDY SESSION**

- SS-1 Review of Fiscal Year 2023-2024 Draft Proposed Budget (Speer)

### **PUBLIC COMMENT**

**Public comment will be in accordance with the attached policy.** This time is reserved for members of the audience to address the City Council on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Council. It is recommended that speakers limit their comments to three (3) minutes each and it is requested that no comments be made during this period on items on the Agenda. The Council is prohibited by law from taking any action on matters discussed that are not on the Agenda. Prior to addressing the Council, any handouts for Council will be provided to the City Clerk for distribution to the Council and appropriate staff. The public will have an opportunity to comment on items on the agenda once the item has been called and the Mayor opens the item to the public.

### **2 – CEREMONIAL / PRESENTATION**

No Ceremonies or Presentations.

### **3 – DEPARTMENT AND CITY MANAGER REPORTS**

- 3-1 Department & City Manager Reports

### **4 – CONSENT CALENDAR**

Items considered routine in nature are placed on the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Council member or member of the public requests individual consideration.

- 4-1 Approval – Minutes – Regular Meeting – May 16, 2023
- 4-2 Approval – Second Reading – Ordinance 2023-02 – Adopting Zoning Map Amendment No. 2023-01, Changing a Portion of the Zoning Map from Mixed-Use (MU) to Regional

4-3 Approval – Appointment of Lemoore Parks and Recreation Commissioner  
4-4 Approval – Facility Rental Fee Reduction for the Kings County Elections Office for the 2024 Election Cycle

Report, discussion and/or other Council action will be taken.

Report, discussion and/or other Council action will be taken.



## CITY COUNCIL SPECIAL MEETING JUNE 19, 2023 @ 5:30 p.m.

*The City Council will hold its public meetings in person, with a virtual option for public participation based on availability. The City of Lemoore utilizes Zoom teleconferencing technology for virtual public participation; however, the City makes no representation or warranty of any kind, regarding the adequacy, reliability, or availability of the use of this platform in this manner. Participation by members of the public through this means is at their own risk. (Zoom teleconferencing/attendance may not be available at all meetings.)*

The meeting may be viewed through the following Zoom Meeting:

- Please click the link below to join the webinar:
- <https://us06web.zoom.us/j/89279339781?pwd=MS9aN3oxaVpYSnpXQ1JiNUUlcHZoQT09>
- Meeting ID: 892 7933 9781
- Passcode: 506819
- Phone: +1 669 900 6833

If you wish to make a general public comment or public comment on a particular item on the agenda, **participants may do so via Zoom during the meeting** or by **submitting public comments by e-mail to: [cityclerk@lemoore.com](mailto:cityclerk@lemoore.com)**. In the subject line of the e-mail, please state your name and the item you are commenting on. If you wish to submit a public comment on more than one agenda item, please send a separate e-mail for each item you are commenting on. Please be aware that written public comments, including your name, may become public information. Additional requirements for submitting public comments by e-mail are provided below.

### General Public Comments & Comments on City Council Business Items

For general public comments and comments regarding specific City Council Business Items, public comments can be made via Zoom during the meeting or all public comments must be received by e-mail no later than 5:00 p.m. the day of the meeting. Comments received by this time will be read aloud by a staff member during the applicable agenda item, provided that such comments may be read within the normal three (3) minutes allotted to each speaker. Any portion of your comment extending past three (3) minutes may not be read aloud due to time restrictions. If a general public comment or comment on a business item is received after 5:00 p.m., efforts will be made to read your comment into the record. However, staff cannot guarantee that written comments received after 5:00 p.m. will be read. All written comments that are not read into the record will be made part of the meeting minutes, provided that such comments are received prior to the end of the City Council meeting.

### Public Hearings

For public comment on a public hearing, all public comments must be received by the close of the public hearing period. All comments received by the close of the public hearing period will be read aloud by a staff member during the applicable agenda item, provided that such comments may be read within the normal three (3) minutes allotted to each speaker. Any portion of your comment extending past three (3) minutes may not be read aloud due to time restrictions. If a comment on a public hearing item is received after the close of the public hearing, such comment will be made part of the meeting minutes, provided that such comment is received prior to the end of the meeting.

**\*PLEASE BE AWARE THAT ANY PUBLIC COMMENTS RECEIVED THAT DO NOT SPECIFY A PARTICULAR AGENDA ITEM WILL BE READ ALOUD DURING THE GENERAL PUBLIC COMMENT PORTION OF THE AGENDA.\***



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# Staff Report

Item No: SS-1

**To:** Lemoore City Council  
**From:** Michelle Speer, Assistant City Manager/Administrative Services Dir.  
**Date:** June 8, 2023 **Meeting Date:** June 19, 2023  
**Subject:** Review of Fiscal Year 2023-2024 Draft Proposed Budget

**Strategic Initiative:**

<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
<input checked="" type="checkbox"/> Fiscally Sound Government	<input type="checkbox"/> Operational Excellence
<input type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

**Proposed Motion:**

Information Only.

**Subject/Discussion:**

City staff will present a draft of the proposed Fiscal Year 2023-2024 annual operating budget. The presentation will include an opportunity for City Council and the public to review the budget before adoption.

The proposed Fiscal Year 2023-2024 budget can be accessed by clicking the link below:  
<https://city-lemoore-ca-budget-book.cleargov.com/11087>

**Financial Consideration(s):**

Not Applicable.

**Alternatives or Pros/Cons:**

Not Applicable.

**Commission/Board Recommendation:**

Not Applicable.



**Staff Recommendation:**  
Information Only.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☐ Other
- List:

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☒ Finance

**Date:**

6/15/2023  
6/15/2023  
6/12/2023  
6/13/2023

## May 16, 2023 Minutes Lemoore City Council Meeting

### CALL TO ORDER:

*At 5:30 p.m., the meeting was called to order.*

**ROLL CALL:** Mayor: MATTHEWS  
Mayor Pro Tem: GORNICK (arrived at 5:35 p.m.)  
Council Members: GARZA, LYONS, ORTH

City Staff and contract employees present: City Manager Olson; City Attorney Lerner; Public Works Director Rivera; Police Chief Kendall; Management Analyst Reeder; City Clerk Avalos.

### **AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS**

*Ceremonies and presentations was moved up on the agenda to take place prior to Study Session.*

### **1 – CEREMONIAL / PRESENTATION**

1-1 Westlands Water District Scholarship Recipients (Matthews)

*City Council recognized the 2023 Westlands Water District High School Scholarship Recipients – Chloe Cota, Hailey Couch, and Jenna Nickell.*

1-2 Lemoore Hardware Recognition (Matthews)

*City Council recognized Lemoore Hardware for 50 years of service in Lemoore.*

### **STUDY SESSION**

SS-1 Potential Zoning Ordinance Changes to Encourage Housing Development (Brandt)

*Steve Brandt, City Planner discussed potential Zoning Ordinance changes to encourage Housing Development which included:*

- *Challenge No. 1*
  - *Work on the grants is to be completed by September 30, 2023*
- *Challenge No. 2*
  - *We are in the middle of a Housing Element update. The Regional Housing Needs Assessment to be completed; the Housing Element needs to be adopted by January 2024.*
- *Challenge No. 3*
  - *RHNA*
  - *This represents the number (by income level) of new homes Lemoore must plan or in the period of June 30, 2023 through January 31, 2032 (8 years, 7 months)*
  - *Lemoore – Total Units 2,329*
- *Challenge No. 4*
  - *Make policy and ordinance changes that encourage more housing for all income levels while also maintaining Lemoore's uniqueness and positive attributes.*

## **PUBLIC COMMENT**

*Alex Walker provided updates with Lemoore Rotary. Supervisor Doug Verboon spoke at the rotary meeting regarding the water and flooding. He invited the Council Members to attend Rotary meetings every Tuesday from 12-1pm. Rotary is currently in the process of transitioning to new leadership team. Proud to be serving the community. He stated that he proud of Lemoore and happy to celebrate and recognize the scholars tonight. He wished them good luck.*

## **2 – DEPARTMENT AND CITY MANAGER REPORTS**

*Police Chief Kendall stated that the Peace Officer Memorial is being held on May 17<sup>th</sup> at 10 am at the Kings County Government Center. May 31<sup>st</sup> is the Liberty Middle School graduation. June 1<sup>st</sup> is the Lemoore High School graduation. He stated that there will be increased traffic in the area. Both events will be heavily staffed. He thanked the Seniors and Senior Center for hosting a lunch for the Police Department. It was a great lunch.*

*City Manager Olson met with Key Writing for grants. The river is down a couple of feet. Looking good so far. West Hills College may be a potential site for displaced families. County will be meeting with the College to do sandbags and ensure it is a flood free zone. Two Council Members are unavailable to attend the June 6<sup>th</sup> meeting. He asked for consensus to cancel the June 6<sup>th</sup> and June 20<sup>th</sup> meetings and to schedule special meetings for June 19<sup>th</sup> and June 27<sup>th</sup> for the budget. The first meeting in July falls on 4<sup>th</sup> of July. A cancellation will also be posted for that meeting due to the holiday.*

## **3 – CONSENT CALENDAR**

- 3-1 Approval – Minutes – Regular Meeting – May 2, 2023
- 3-2 Approval – Budget Amendment – CIP 5013 – Bush Street Overlay
- 3-3 Approval – Administrative Policy 2023-02 – Donation and Gift Policy
- 3-4 Approval – Resolution 2023-13 – To Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therein
- 3-5 Approval – Local Road Safety Plan (LRSP)
- 3-6 Approval – Acceptance of SB 179 - \$2 Million Dollar Grant Funding from Senator Hurtado's Office
- 3-7 Approval – Resolution 2023-14 – Adopting a List of Projects for Fiscal Year 2023-2024 Funded by SB 1: The Road and Repair and Accountability Act of 2017
- 3-8 Approval – Notice of Completion – Tract No. 921 – Brisbane East – Woodside 06N, LP A California Limited Partnership

*Items 3-4 and 3-8 were pulled for separate consideration.*

*Motion by Council Member Lyons, seconded by Mayor Pro Tem Gornick, to approve the Consent Calendar, except items 3-4 and 3-8.*

*Ayes: Lyons, Gornick, Garza, Orth, Matthews*

- 3-4 Approval – Resolution 2023-13 – To Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therein

*Motion by Council Member Lyons, seconded by Council Member Orth, to approve Resolution 2023-13, to Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therin.*

*Ayes: Lyons, Orth, Garza, Gornick, Matthews*

3-8 Approval – Notice of Completion – Tract No. 921 – Brisbane East – Woodside 06N, LP A California Limited Partnership

*Motion by Council Member Lyons, seconded by Mayor Pro Tem Gornick, to approve the Notice of Completion for Tract No. 921 – Brisbane East – Woodside 06N, LP A California Limited Partnership.*

*Ayes: Lyons, Gornick, Orth, Matthews*

*Abstain: Garza*

#### **4 – PUBLIC HEARINGS**

4-1 Public Hearing – Resolution 2023-15 – Approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 and First Reading of Ordinance 2023-02, Approving Zoning Map Amendment No. 2023-01 (Brandt)

*Public Hearing Opened: 7:39 p.m.*

*No one spoke.*

*Public Hearing Closed: 7:39 p.m.*

*Motion by Council Member Orth, seconded by Mayor Pro Tem Gornick, to approve Resolution 2023-15 – Approving General Plan Amendment No. 2023-01, Conditional Use Permit No. 2023-01, and Major Site Plan Review No. 2023-01 and First Reading of Ordinance 2023-02, Approving Zoning Map Amendment No. 2023-01.*

*Ayes: Orth, Gornick, Garza, Lyons, Matthews*

#### **5 – NEW BUSINESS**

*No New Business.*

#### **6 – BRIEF CITY COUNCIL REPORTS AND REQUESTS**

6-1 City Council Reports / Requests

*Council Member Garza attended Rockin' the Arbor on May 5<sup>th</sup>. He is looking forward to the next one. He had an orientation with Mr. Garner for KCAO. His first meeting will be May 17<sup>th</sup>. He attended the City County Coordinating meeting on May 10<sup>th</sup> with Mayor Matthews, Mayor Pro Tem Gornick and City Manager Olson.*

*Council Member Lyons stated that everything is going well with Commission on Aging. He welcomed Mr. Greenlee back to work.*

*Council Member Orth stated it was awesome to see Ray Greenlee back to work. He went through the process of getting a business license from the City. He thanked staff for all their hard work. He fears the day for budget. He stated that staff is doing a good job. He plans on attending the Rockin' the Arbor on Friday.*

*Mayor Pro Tem Gornick attended the City County Coordinating meeting. There was a great discussion on homelessness. It was great to recognize the Badasci Family. He hopes to do that for more businesses. He went on a tour with the SGMA group. Reality hit when he saw the number of homes in the island district with sandbags.*

*Mayor Matthews echoed what her fellow Council Members stated. She attended Hope Grows Gala and spoke with someone who deals with the Police Department on a regular basis and stated that she had nothing but excellent things to say about the department and officers. It is noticed that our officers go above and beyond and care about our community. She attended the Captain Peterson's change of command out at LNAS with City Manager Olson and Council Member Orth. CalCities South San Joaquin Meeting will be on Thursday and she will be attending. Rockin' the Arbor is on Friday. June 3<sup>rd</sup> the Kings Lions will be hosting the Brewfest. Tickets are \$50.*

*City Manager Olson stated City Offices will be closed on June 30, July 3, and July 4 due to year-end close and software implementation. This Saturday from 9-10:30 am there will be a Poker Run coming through Lemoore in front of the Veteran's Hall. The eastbound lane on D Street in front of the Veteran's Hall will be closed for a short period of time. There will be a lot of motorcycles.*

### **7 – CLOSED SESSION**

*No Closed Session.*

### **ADJOURNMENT**

*At 7:47 p.m., Council adjourned.*

*Approved the 19<sup>th</sup> day of June 2023.*

APPROVED:

\_\_\_\_\_  
Patricia Matthews, Mayor

ATTEST:

\_\_\_\_\_  
Marisa Avalos, City Clerk



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## Staff Report

**Item No: 4-2**

**To: Lemoore City Council**

**From: Steve Brandt, City Planner**

**Date: May 30, 2023**

**Meeting Date: June 19, 2023**

**Subject: Second Reading – Ordinance 2023-02 – Adopting Zoning Map Amendment No. 2023-01, Changing a Portion of the Zoning Map from Mixed-Use (MU) to Regional Commercial (RC) and Light Industrial (ML) Located at the Northeast Corner of 19<sup>th</sup> Avenue and Iona Avenue in the City of Lemoore**

**Strategic Initiative:**

- |  |   |
|--|---|
| <input type="checkbox"/> Safe & Vibrant Community            | <input checked="" type="checkbox"/> Growing & Dynamic Economy |
| <input type="checkbox"/> Fiscally Sound Government           | <input type="checkbox"/> Operational Excellence               |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                       |

**Proposed Motion:**

Approve the second reading of Ordinance 2023-02, approving Zoning Map Amendment No. 2023-01.

**Subject/Discussion:**

After holding a public hearing, the City Council introduced and approved the first reading of Ordinance 2023-02 at its regular meeting of May 16, 2023. The Council also approved a General Plan Amendment and a conditional use permit for a gas station/minimart.

The project site is a 20.5-acre property located on the northeast corner of 19th Avenue and Iona Avenue. The project requests a Zone Change/General Plan Amendment from Mixed Use to Regional Commercial for an approximately 4.13-acre portion of the site and approval of a Conditional Use Permit to allow for the construction and development of a gas station/mini-mart. The first phase of the project would include an 8,952-square-foot building with fuel canopies for gas and diesel pumps, as well as service for RV disposal. Phase two would add a fast-food restaurant with a drive-through lane and an additional set of pumps on the western island.

The 4.13-acre parcel for the development of the Maverik fueling station will be acquired from Kevin King, the current property owner. The remaining 16.37-acre eastern portion

of the site will continue to be held by the property owner and is proposed to change from Mixed Use to Light Industrial, allowing for the future development of an industrial park that would accommodate future light industrial uses. The industrial parcel could be divided into as many as 23 separate lots with the approval of a commercial parcel map.

**Zoning/General Plan:**

City staff supports the change of zone. The MU zone, while well intended when it was added to the Zoning Ordinance as a new zone in 2012 has not resulted in any new development. Later this year, Staff will be proposing that all other MU zoned sites be rezoned to other zones.

**Environmental Assessment:**

The City Council adopted a Mitigated Negative Declaration for the project at its May 16, 2023, regular meeting after holding a public hearing.

**Alternatives or Pros/Cons:**

The alternative to approval is to reject the proposal, which would void the previously approved conditional use permit.

**Commission/Board Recommendation:**

The Planning Commission held a public hearing on April 24, 2023, and voted 5-0 to recommend approval of the project.

**Staff Recommendation:**

City staff recommends approval of the second reading of Ordinance 2023-02, Approving Zoning Map Amendment No. 2023-01.

**Attachments:**

- ☐ Resolution:
- ☒ Ordinance: 2023-02
- ☐ Map
- ☐ Contract
- ☒ Other

**Review:**

- |   |           |
|---|-----------|
| <input type="checkbox"/> Asst. City Manager       |           |
| <input checked="" type="checkbox"/> City Attorney | 6/15/2023 |
| <input checked="" type="checkbox"/> City Clerk    | 6/15/2023 |
| <input checked="" type="checkbox"/> City Manager  | 6/12/2023 |
| <input checked="" type="checkbox"/> Finance       | 6/13/2023 |

**Date:**

List:



## **ORDINANCE NO. 2023-02**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMOORE ADOPTING ZONING MAP AMENDMENT NO. 2023-01, CHANGING A PORTION OF THE ZONING MAP FROM MIXED-USE (MU) TO REGIONAL COMMERCIAL (RC) AND LIGHT INDUSTRIAL (ML) LOCATED AT THE NORTHEAST CORNER OF 19TH AVENUE AND IONA AVENUE IN THE CITY OF LEMOORE.**

#### **THE CITY COUNCIL OF THE CITY OF LEMOORE HEREBY DOES ORDAIN:**

#### **SECTION 1. FINDINGS.**

- (a) Kevin King, owner of the parcel located at the northeast corner of 19<sup>th</sup> Avenue and Iona Avenue (APNs 023-310-012 and 023-310-011), has requested Zoning Map Amendment No. 2023-01.
- (b) On April 24, 2023, the Planning Commission of the City of Lemoore held a public hearing, reviewed the proposal, and recommended approval of the zoning map amendment to the City Council.
- (c) This zoning map amendment is consistent with the City of Lemoore General Plan, Lemoore Municipal Code, and the Zoning Ordinance and would not be detrimental to the public interest, health, safety, convenience, and welfare of the City.
- (d) A Mitigated Negative Declaration has been prepared and adopted in accordance with the California Environmental Quality Act (CEQA).

#### **SECTION 2.**

The property located at the northeast corner of 19<sup>th</sup> Avenue and Iona Avenue (APNs 023-310-012 and 023-310-011) is hereby zoned with the eastern 4.13 acres as Regional Commercial (RC) and the remaining 16.37 acres as Light Industrial as depicted in the attached map.

#### **SECTION 3.**

The official Zoning Map shall be amended to reflect this change.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Lemoore held on the 16<sup>th</sup> day of May 2023 and was passed and adopted at a special meeting of the City Council held on the 19<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

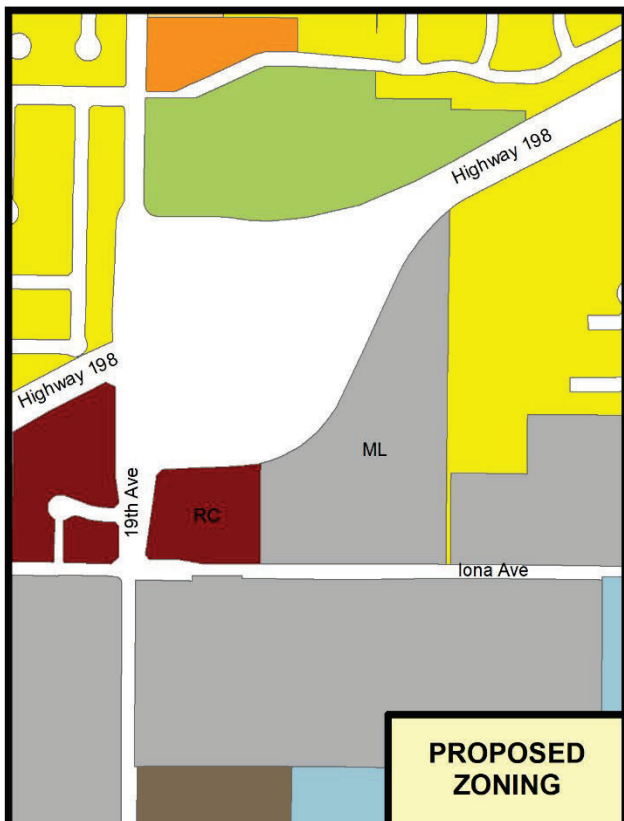
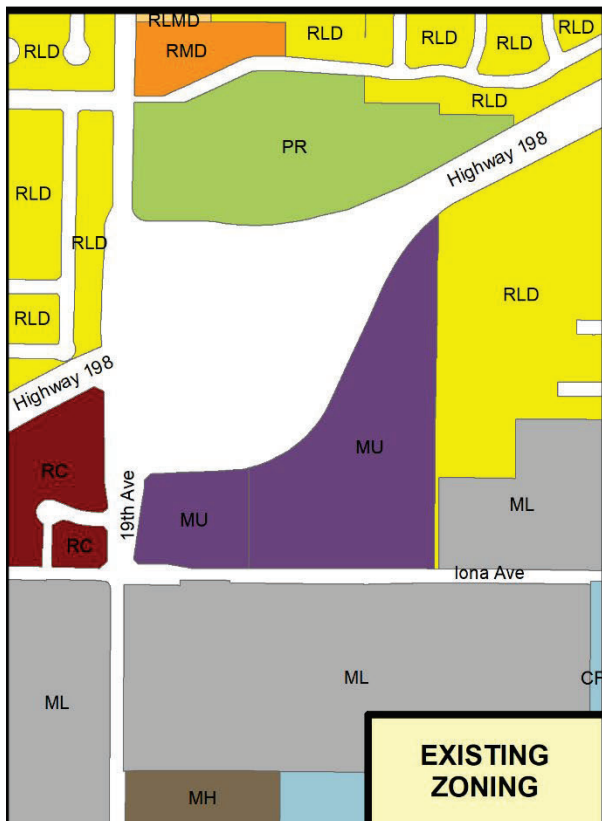
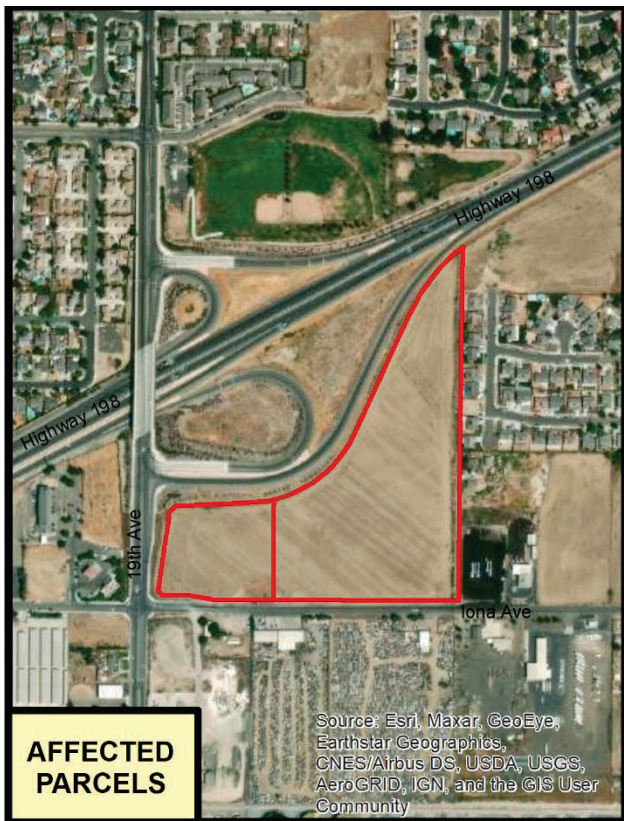
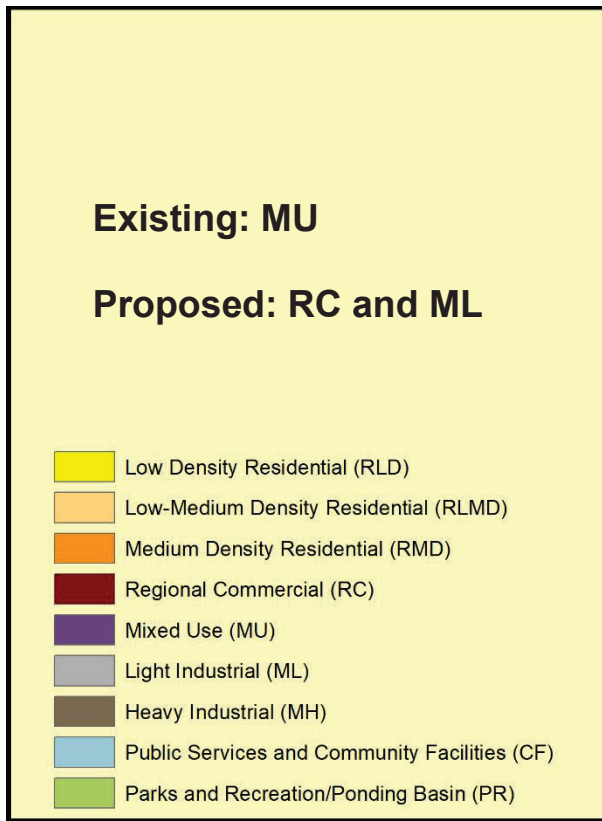
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Marisa Avalos  
City Clerk

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Patricia Matthews  
Mayor

**ZONING MAP AMENDMENT  
No.2023-01**





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## Staff Report

**Item No: 4-3**

**To: Lemoore City Council**

**From: Marisa Avalos, City Clerk / Executive Assistant**

**Date: June 7, 2023**

**Meeting Date: June 19, 2023**

**Subject: Appointment of Lemoore Parks and Recreation Commissioners**

**Strategic Initiative:**

- |  |  |
|--|--|
| <input type="checkbox"/> Safe & Vibrant Community            | <input type="checkbox"/> Growing & Dynamic Economy         |
| <input type="checkbox"/> Fiscally Sound Government           | <input checked="" type="checkbox"/> Operational Excellence |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                    |

**Proposed Motion:**

Approve the appointment to the Parks and Recreation Commission, as recommended by Mayor Matthews.

**Subject/Discussion:**

The Recreation Commission currently has one vacancy. The vacancy was posted at City Hall, Cinnamon Municipal Complex, and the City website. Three applications were received. The applicants are:

Racheal Fierro  
Juan Limon  
Michael Wallace

Mayor Matthews is recommending appointment of Mr. Wallace.

Concurrence of at least two Council Members is required for the appointments to be official.

**Financial Consideration(s):**

None. The appointments are volunteer positions.

**Alternatives or Pros/Cons:**

**Pros:**

- Fills vacancies on the Parks and Recreation Commission

**Cons:**

- None noted.

**Alternative:**

- Council could choose to discuss other applicants for appointment.

**Commission/Board Recommendation:**

Not applicable.

**Staff Recommendation:**

No recommendation.

**Attachments:**

☐ Resolution:

☐ Ordinance:

☐ Map

☐ Contract

☒ Other

List: Applications

**Review:**

☐ Asst. City Manager

☒ City Attorney

☒ City Clerk

☒ City Manager

☒ Finance

**Date:**

6/15/2023

6/15/2023

6/12/2023

6/13/2023





**Public Service Appointment Application**  
**Page 2**

List employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

Lakes RV & Golf Resort - Bookkeeper/Office Manager - Weekly payroll, weekly deposits, A/P and A/R. Kings Mobile Home Estates - Property Manager - Enforce mobile home standards in accordance with The Department of Housing and Community Development & the Mobile Home Residency law. Serve 3 & 60 day notices, lockouts, lien sales & monthly maintenance and budget reports.  
Fresno Police Dept - Tow Coord. - Review CA VC to determine if a vehicle impound is legal. Facilitate monthly first time offenders DUI class through Fresno Superior Court.

Have you been, or are you now a member of a governmental board, commission or committee? If so, please provide name and dates service.

No.

REMARKS: Please indicate any further information that will be of value regarding your appointment.

I do not own a local business so I left that section blank. However I am currently employed with the Fresno Police Department and can provide employment information if necessary.

Name Rachael Fierro Date 3/1/2023  
Sig 



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Office of the City Manager

## APPLICATION FOR PUBLIC SERVICE APPOINTMENT

TO A MUNICIPAL BOARD /COMMISSION/COMMITTEE/ADVISORY TASK FORCE

Name Juan Limon

Address [REDACTED] Telephone# [REDACTED]

E-mail address [REDACTED] Cell # [REDACTED]

Business Name \_\_\_\_\_

Business Address \_\_\_\_\_

Position Held \_\_\_\_\_ Business Phone # \_\_\_\_\_

How long have you resided in Lemoore 31 years Are you a registered voter yes

Would you be available for meetings in the ☐ daytime ☒ evenings ☐ both

Please indicate the Commission or Advisory Committee for which you wish to apply:

☐ City Council ☐ Planning Commission ☒ Parks & Recreation Commission

District \_\_\_\_\_ ☐ Downtown Merchants Advisory Committee

What are your principle areas of interest in our City government:

Youth Soccer

List education, training or special knowledge which might be relevant to this appointment:

Please see attached coaching resume.

Public Service Appointment Application  
Page 2

List employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

- Board member at Large on the Lemoore Youth Soccer league ALSO outdoor.
- Program Director + Advisor for Lemoore High School Boys Soccer program

Have you been, or are you now a member of a governmental board, commission or committee? If so, please provide name and dates service.

NO

REMARKS: Please indicate any further information that will be of value regarding your appointment.

Name JUAN LIMON  
(Please print)

Date 4/1/2023

Signature \_\_\_\_\_



# Juan Limon

## **Coaching License:**

National C License / National D License / National E License / CYSA F License

Sideline Sports Certificate of Youth Soccer Injury Recognition

Introduction to Grassroots Coaching/ Grassroots 4 v 4 / Grassroots 7 v 7/ Grassroots 9 v 9/

Grassroots 11 v 11

## **Coaching Experience:**

LYSL Head Coach U8 boys & U10 girls

Lemoore youth indoor soccer head coach U8 boys & U10 girls

Cosmos Saturn U9 Assistant Head Coach 2015 - 2016

Cosmos Pluto U10 Head Coach 2016 - 2017

Cosmos Mercury U11 Head Coach 2017 – 2018

Valley United 08B Black Head Coach 2018 – 2019

Futsal Underground Elite Head Coach 2019 – 2020

West All Star Team Head Coach 2022 – 2023

Lemoore High School Junior Varsity Head Coach 2017 – 2019

Lemoore High School Varsity Head Coach 2019 - Present

## **Accomplishments:**

2017 Stockton Classic Tournament 3rd Place U11 boys

2017 Clovis Summer Classic Tournament 2<sup>nd</sup> Place U11 boys

2018 Garces Junior Varsity Tournament 1<sup>st</sup> Place

2019 Zamora Junior Varsity Tournament 1<sup>st</sup> Place

2019 Odyssey Futsal Tournament 1<sup>st</sup> Place Champions

2019 Juventus Coppa de Presidenti 1<sup>st</sup> Place Champions

2019 Norcal State Cup Premier #4 Finalist

2022 Cats & Hounds Tournament Silver Bracket Finalist

## **Playing Experience:**

Lemoore High School Soccer 1998-2001

Lemoore Competitive Traveling Team

**Coaching Philosophy:**

Respect, Tradition, Hard Work, Integrity, & Discipline

I believe in instilling these important values in our young generation giving them high expectations & challenging them to be the best soccer player they can be. I teach & encourage what I have been taught & not only will these lessons not help them but excel in the sport & in life as an adult.

My experience in soccer education may not be a reflection in not playing or coaching professionally nor either on a piece of paper or diploma. I am the first generation Mexican American from Mexican immigrants. Who came to the United States believing in the Land of Opportunity and a better way of life in education & employment. My determination & energy to learn and help others has been nothing but blessings in my life. By the grace of God who never left me, who continues to lead me and assure me that I belong where he as planted me! He will continue to bless & grow my relationships within my community for soccer to grow in opportunities for the next generation!





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Office of the City Manager

## APPLICATION FOR PUBLIC SERVICE APPOINTMENT

TO A MUNICIPAL BOARD /COMMISSION/COMMITTEE/ADVISORY TASK FORCE

Name Michael Wallace

Address [REDACTED] Telephone# [REDACTED]

E-mail address [REDACTED] Cell # [REDACTED]

Business Name Reef Sunset Unified School District

Business Address 205 N Park Lane, Avenal

Position Held District Athletic Director and Activities Coord. Business Phone # 559-386-9083

How long have you resided in Lemoore 21 yrs Are you a registered voter Yes

Would you be available for meetings in the ☐ daytime ☐ evenings ☒ both

Please indicate the Commission or Advisory Committee for which you wish to apply:

☐ City Council ☐ Planning Commission ☒ Parks & Recreation Commission

District        ☐ Downtown Merchants Advisory Committee

What are your principle areas of interest in our City government:

Provide athletic/recreation/activities leadership; collaborate and contribute to the improvement and expansion of recreational opportunities in the City of Lemoore. Provide professional experience, education and training to provide the needed resources to the Parks and Recreation Department, the citizens of Lemoore and the City of Lemoore.

List education, training or special knowledge which might be relevant to this appointment:

School District Athletic Director & Activities Coordinator - Oversight of school district recreational, athletic and community activities; engage in community partnerships - promote district & community wide use of facilities, activities, athletics, transportations and other multi-disciplinary platforms. Former Lemoore Police Officer - familiarity and commitment to bettering the City of Lemoore. Former Coordinator for the Kings County Office of Education - at risk youth education programming. Career athletic coach and administrator; assisted over 100 student athletes move onto collegiate athletics.

**Public Service Appointment Application**  
**Page 2**

List employment, membership in service or community organizations or volunteer work which might be relevant to this appointment:

School District Athletic Director and Activities Coordinator  
Kings County Office of Education  
Reef-Sunset Unified School District  
National Youth Athletics Administrator  
Lemoore Police Department  
United States Navy

Have you been, or are you now a member of a governmental board, commission or committee? If so, please provide name and dates service.

Co-Chair California Foster Youth Educational Task Force  
Association of California School Administrators  
Youth Athletic Executive Board - President  
Avenal Family Engagement Center Board of Advisors  
Kings County Executive Advisory Council for Foster and McKinney Youth (Kings County Office of Education)  
Lemoore Police Officers Association Board

REMARKS: Please indicate any further information that will be of value regarding your appointment.

Looking forward to improving the quality of life of the citizens of Lemoore by working in collaboration with our citizens, local business and city administration.

Name Michael Wallace  
(Please print)

Date 3/28/2023

Signature \_\_\_\_\_

A large black rectangular box redacting the signature.





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## Staff Report

**Item No: 4-4**

**To:** Lemoore City Council  
**From:** Marisa Avalos, City Clerk  
**Date:** June 8, 2023 **Meeting Date:** June 19 ,2023  
**Subject:** Facility Rental Fee Reduction for the Kings County Elections Office for the 2024 Election Cycle

**Strategic Initiative:**

<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
<input type="checkbox"/> Fiscally Sound Government	<input checked="" type="checkbox"/> Operational Excellence
<input checked="" type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

**Proposed Motion:**

Approve a reduction in facility rental fees for the Kings County Elections Office for the 2024 Election cycle.

**Subject/Discussion:**

The Lemoore Civic Auditorium has been used in previous elections for Kings County residents, and specifically, City of Lemoore residents on numerous occasions. The facility has been widely used by residents of the City of Lemoore and is a valued location for the Kings County Elections Office.

Lupe Villa, Registrar of Voters, has requested that City Council consider a reduction in facility rental fees for the upcoming elections in 2024. The Kings County Elections office has requested to book the Civic from February 29, 2024 through March 6, 2024 and October 31, 2024 through November 6, 2024 in order to accommodate setting up their equipment and keeping their equipment safe during the election period.

Typically, the master user fee schedule would be used to determine the fees associated with rentals, and a charge of \$1,000/day would be assessed for an 8 hour rental. However, the facility rental charges associated with facilitating an election are charged back to the entities who participate in the election. In the case of the March 5, 2024 and November 5, 2024 elections, the City of Lemoore and several other local and special

districts will have items on the ballot. As such, the fees charged by the City of Lemoore (and likewise for other facilities within the county) will be charged back to every agency that has an item on the ballot.

Mr. Villa has expressed that the fee associated with the Lemoore Civic rental, although justified, would require that the Elections office charge the fee back to the City of Lemoore and other agencies with items on the ballot. As such, he is requesting that City Council consider reducing the fee to a flat \$500 for the entire duration of the each rental in order to effectuate the upcoming election on behalf of the City of Lemoore, and other entities, in the best interest of the voting population.

**Financial Consideration(s):**

The City of Lemoore may lose rental income for the facility for the duration of the request by the Kings County Elections office, however, the magnitude of the loss is difficult to quantify. Furthermore, the City will also be charged back for a portion of the fees assessed to the Kings County Elections Office, thus causing additional election fees for the City.

**Alternatives or Pros/Cons:**

The City Council may deny the fee reduction request, at which point the Finance Division will invoice the Kings County Elections Office for the full value of the rental pursuant to the City Council approved Master User Fee.

**Commission/Board Recommendation:**

N/A

**Staff Recommendation:**

City staff recommends approval of the reduced rental fee for the Kings County Elections Office for facilitation of the 2024 election cycle.

**Attachments:**

- ☐ Resolution:
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☐ Other
- List:

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☒ Finance

**Date:**

6/15/2023  
6/15/2023  
6/12/2023  
6/13/2023



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## Staff Report

**Item No: 5-1**

**To: Lemoore City Council**

**From: Randon Reeder, Management Analyst**

**Date: June 8, 2023**

**Meeting Date: June 19, 2023**

**Subject: Resolution 2023-16 – Ordering Annexation and Inclusion of Additional Territories (Tract 820) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Confirming the Diagram and Assessment of Annual Levy for an Additional Territory Annexed to and included to Public Facilities Maintenance District No. 1**

**Strategic Initiative:**

- |   |  |
|---|--|
| <input type="checkbox"/> Safe & Vibrant Community             | <input type="checkbox"/> Growing & Dynamic Economy |
| <input checked="" type="checkbox"/> Fiscally Sound Government | <input type="checkbox"/> Operational Excellence    |
| <input type="checkbox"/> Community & Neighborhood Livability  | <input type="checkbox"/> Not Applicable            |

**Proposed Motion:**

Adoption of Resolution 2023-16, Ordering Annexation and Inclusion of Additional Territories (Tract 820) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in such Annexed Territories for Fiscal Year 2023-2024 and Thereafter.

**Subject/Discussion:**

On May 2, 2023 the City Council approved Resolution 2023-10, declaring the intention to annex Tract 820 (Fairway Courtyard GJ Gardner) into Zone 12 of the Public Facilities Maintenance District No. 1 (PFMD).

The Zone is generally located west of Golf Link Drive, east of Vine Street and generally south of Iona Avenue which is within Zone 08 of Landscaping and Lighting Maintenance District No. 1. Willdan Financial Services prepared and filed with the City Clerk a report entitled “City of Lemoore Engineer’s Annexation Report, Public Facilities Maintenance District No. 1, Annexation of Territory Tract No. 820 as Zone No. 12”. The report contains a description of the existing facilities and improvements, the boundaries of the PFMD and

any zones therein, including the boundaries of the territories proposed to be annexed to the PFMD in these proceedings, the facilities and improvements proposed for Zone 12 and the general location and proposed assessments on the assessable lots and parcels of land within the Added Territories of PFMD No.1.

The 29 planned single-family residential lots, 4 unassessed parcels including a drainage basin, a neighborhood park, a neighborhood park/open space and extra parking. Developed by GJ Gardner. At this time, Tract 820 is currently identified on the King's County Assessor's Parcel Maps as Book 024, Page 390 Parcels 013, 043, and 046 through 076. GJ Gardner is the sole owner of the property. GJ Gardner has waived the 45-day waiting period, per petition.

A public hearing will be held on the annexation of Zone 12 of the Public Facilities Maintenance District No. 1, the services, and the first annual levy of assessments in the Added Territory. If the resolution is approved, a maximum assessment of \$634.00 will be applied on an annual per lot basis, beginning in fiscal year 2023-2024, and will be applied to each lot within the newly Added Territory.

**Financial Consideration(s):**

Should the assessment not be approved, maintenance of the street, streetlights and common area landscaping will be maintained by the General Fund.

**Alternatives or Pros/Cons:**

**Pros:**

- Ensures the benefiting property owners cover the costs of their neighborhood infrastructure.

**Cons:**

- Not adopting this resolution would put an unfair burden on the General Fund to contribute to the upkeep of the neighborhood.

**Commission/Board Recommendation:**

Not applicable.

**Staff Recommendation:**

Staff recommends City Council hold a public hearing and adopt Resolution 2023-16, Ordering Annexation and Inclusion of Additional Territories (Tract 820) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in such Annexed Territories for Fiscal Year 2023-2024 and Thereafter.

**Attachments:**

☒ Resolution: 2023-16

☐ Ordinance:

☐ Map

☐ Contract

☒ Other

List: Engineers Report

**Review:**

☐ Asst. City Manager

☒ City Attorney

☒ City Clerk

☒ City Manager

☒ Finance

**Date:**

6/15/2023

6/15/2023

6/12/2023

6/13/2023

## **RESOLUTION NO. 2023-16**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE (1) ORDERING ANNEXATION AND INCLUSION OF ADDITIONAL TERRITORIES (TRACT 820) IN PUBLIC FACILITIES MAINTENANCE DISTRICT NO. 1 IN THE CITY OF LEMOORE, AND (2) CONFIRMING THE DIAGRAM AND ASSESSMENT OF ANNUAL LEVY FOR FISCAL YEAR 2023-2024 FOR AN ADDITIONAL TERRITORY ANNEXED TO AND INCLUDED AS ZONE 12 OF PUBLIC FACILITIES MAINTENANCE DISTRICT NO. 1**

**WHEREAS**, the City Council of the City of Lemoore order annexation of Territories to City of Lemoore Public Facilities District No. 1 (“PFMD”), as Zone 12 thereof, and to order levy and collection of annual assessments in such annexed Territories for fiscal year 2023-24 and thereafter, under Chapter 10 of Title 7 of the Lemoore Municipal Code, as enacted by Ordinance No. 2006-01 (the “Ordinance”), and according the procedures set forth in the Proposition 218 Omnibus Implementation Act (Government Code Sections 53750-53753.5, inclusive) (the “Implementation Act”), Article XIID of the California Constitution (“Proposition 218”) and, to the extent not inconsistent with the Ordinance, the procedures specified in the State Landscaping and Lighting Act of 1972 (Chapter 2 of Part 2 of Division 15 of the California Streets & Highways Code) (the “LLMD Act”); and

**WHEREAS**, the Territories to be annexed to the PFMD (the “Added Territories”) is comprised of the real property to be benefited and to be assessed for the maintenance, operation, repair and periodic replacement of landscaping, street lights, local street paving, parks and appurtenant facilities described as follows:

Plants, shrubbery, trees, turf, irrigation systems, entry monuments, local street maintenance, parks, hardscapes, walls, fencing, street lights and appurtenant facilities in public rights-of-way and easements within or appurtenant to the boundaries of the applicable benefit Zone of said District;

The Added Territories is generally described in the map(s) attached hereto as Exhibit A and incorporated herein; and

**WHEREAS**, the City Engineer has prepared and filed with the City Clerk a report entitled “City of Lemoore Engineer’s Annexation Report Public Facilities Maintenance District No. 1, Annexation of Territory as Zone 12” dated January 2023 (the “Engineer’s Report”), to which reference is hereby made, which Engineer’s Report contains a description of the existing facilities and improvements, the boundaries of the PFMD and any zones therein, the boundaries of the Territories proposed to be annexed to the PFMD in these proceedings, the facilities and improvements proposed for the Added Territories, and the general location and proposed assessments on the assessable lots and parcels of land within the PFMD, including the Added Territories; and

**WHEREAS**, the Engineer’s Report is on file in the office of the City Clerk and is available for inspection during regular business hours;

**WHEREAS**, the City Engineer also has prepared and filed with the City Clerk an amended map of the boundaries of the PFMD, incorporating the Added Territories within such boundaries as Zone 12, as proposed in these proceedings; and

**WHEREAS**, the proceeds of the annual assessments to be levied on the parcels within the PFMD, including the Added Territories, for fiscal year 2023-24 and for each fiscal year thereafter will be used exclusively to finance the expenses for maintenance, operation, repair and periodic replacement of the improvements and facilities described in the Engineer's Report for that fiscal year, which maintenance, operation, repair and periodic replacement will provide direct, particular and distinct special benefits to the various parcels assessed, over and above the benefits conferred on the public at large; and

**WHEREAS**, the amount of the assessment to be levied on each parcel in the PFMD, including the Added Territories, for the 2023-24 fiscal year, as proposed in the Engineer's Report, is proportional to and no greater than the special benefits conferred on such parcel from maintenance, operation, repair and periodic replacement of the improvements and facilities described in the Engineer's Report;

**THEREFORE**, the City Council of the City of Lemoore resolves, finds and determines as follows:

1. All territories within Tract No. 820 whose boundaries are set forth in the Engineer's Report on file with the City Clerk, are annexed to and made part of City of Lemoore Public Facilities Maintenance District No. 1 as Zone 12 thereof. The map of the boundaries of the PFMD, prepared by the City Engineer and showing annexation of the Added Territory as Zone 12 thereof, is hereby approved.
2. The Added Territory, whose boundaries are set forth in the Engineer's Report, will be particularly, distinctly and specially benefited, over and above the general benefits conferred on such territory and the public at large, from maintenance, operation, repair and periodic replacement of the Facilities and Improvements described in the Engineer's Report.
3. The hearing on the annexation of the territory within the Added Territory as Zone 12 of the PFMD and the levy of annual assessments therein, commencing with 2023-2024 fiscal year, was noticed and held in accordance with law.
4. The Engineer's Report, including the diagram of the Added Territory as Zone 12 of the PFMD and the assessment therein of the estimated costs of maintenance, operation, repair and periodic replacement of the Facilities and Improvements contained in the Engineer's Report, and each and every part of the Engineer's Report, is finally adopted, confirmed and approved.
5. The assessment diagram showing the lots and parcels of land within the Added Territory as part of Zone 12 of the PFMD, all as contained in the Engineer's Report, is finally approved and

confirmed as the diagram of the lots and parcels within the Added Territory to be assessed to pay the costs of maintenance, operation, repair and periodic replacement of the Facilities and Improvements described in the Engineer's Report.

6. The assessment of the total amount of the costs and the individual assessments thereof on the lots and parcels within the Added Territory in proportion to the direct special benefits to be conferred on each such lot or parcel from maintenance, operation, repair and periodic replacement of the Facilities and Improvements, and of the expenses incidental thereto, as set forth in the Engineer's Report, is finally approved and confirmed as the assessment for the 2023-2024 fiscal year to pay such costs.
7. The annexation and inclusion of the Added Territory as Zone 12 of the PFMD, and the levy of the annual assessments on all lots and parcels within the Added Territory for fiscal year 2023-2024, as described in the Resolution of Intention and the Engineer's Report, are hereby ordered.
8. The City Clerk is authorized and directed to file the diagram of the PFMD, including the Added Territory as Zone 12 thereof, and assessments therein, as approved and confirmed by the Council and containing all information and statements required by Section 3114 of the Streets & Highways Code, with the Kings County Recorder immediately after adoption of this resolution. The City Clerk is further authorized and directed to record a notice of assessment with respect to the Added Territory pursuant to Streets & Highways Code Section 3114. The City Clerk is further authorized and directed to file the amended map of the boundaries of the PFMD, incorporating the Added Territory within Zone 12, as approved by the City Council and containing all information and statements provided for in Streets & Highways Code Sections 3110 and 3113, with the Kings County Recorder not later than 10 days after the date this resolution is adopted.
9. This resolution shall take effect immediately upon adoption.



**PASSED AND ADOPTED** by the City Council of the City of Lemoore at a special meeting held on the 19<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

ATTEST:

APPROVED:

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Marisa Avalos  
City Clerk

---

Patricia Matthews  
Mayor



# **City of Lemoore**

## **Engineer's Annexation Report**

### **Public Facilities Maintenance**

#### **District No. 1**

##### **ANNEXATION OF TERRITORY AS**

##### **ZONE No. 12**

**Commencing Fiscal Year 2023/2024**

**Intent Meeting: April 4, 2023**

**Public Hearing: June 6, 2023**

**CITY OF LEMOORE**  
**711 W CINNAMON DRIVE**  
**LEMOORE, CA 93245**

**JANUARY 2023**  
**PREPARED BY**  
**WILLDAN FINANCIAL SERVICES**

27368 Via Industria  
Suite 200  
Temecula, CA 92590  
T 951.587.3500 | 800.755.6864  
F 951.587.3510

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# **ENGINEER'S ANNEXATION REPORT AFFIDAVIT**

**City of Lemoore  
Public Facilities Maintenance District No. 1**

**Annexation of Territory (Tract No. 820) as Zone No. 12  
Referred to as Annexation No. 2023-2**

**For Fiscal Year 2023/2024**

**City of Lemoore,  
Kings County, State of California**

As part of the Resolution of Intention packet presented for the consideration of the Lemoore City Council, this Report and the enclosed budget, diagram, and descriptions outline the proposed annexation of Tract No. 820 (hereafter referred to as "Annexation Territory" or "Annexation No. 2023-2") to the Lemoore Public Facilities Maintenance District No. 1 and the establishment of annual assessments related thereto commencing in Fiscal Year 2023/2024. Said annexation includes each of the lots and parcels of land within Tract No. 820. As of the writing of this Report, the parcels included in Annexation 2023-2 are identified on the Kings County Assessor's Parcel Maps as Book 024, Page 390 Parcels 013, 043, and 046 through 076.

Reference is hereby made to the Kings County Assessor's Parcel Maps for a detailed description of the lines and dimensions of each parcel within Annexation No. 2023-2. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Willdan Financial Services  
Assessment Engineer  
On Behalf of the City of Lemoore

By: \_\_\_\_\_

Jim McGuire  
Principal Consultant, Project Manager

By: \_\_\_\_\_

Tyrone Peter  
PE C # 81888

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## Introduction

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The City of Lemoore ("City"), pursuant to Chapter 10 of Title 7 of the Lemoore Municipal Code, ("Municipal Code") as enacted by Ordinance No. 2006-01 (the "Ordinance"), and to the extent not inconsistent with the Ordinance, the provisions and procedures of the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code ("1972 Act") and in compliance with the substantive and procedural requirements of the California State Constitution, Article XIII D ("California Constitution") established the assessment district designated as the:

### **Public Facilities Maintenance District No. 1**

(hereafter referred to as "District" or "PFMD"). Pursuant to the provisions of the Municipal Code, the Ordinance, and 1972 Act (hereafter referred to collectively as "City Maintenance District Codes"), and in compliance with the substantive and procedural requirements of the California Constitution, the City has annually levied special benefit assessments for the PFMD in order to fund in whole or in part the maintenance, operation, repair and periodic replacement of certain public improvements including landscaping, street lights, street paving, parks and appurtenant facilities that provide special benefits to properties within the District.

The City Council of the City of Lemoore adopted its General Plan with various elements to provide guidelines for orderly development of property within the City. The City Council further adopted ordinances and regulations governing the development of land providing for the installation and construction of certain lighting, landscaping, street paving, parks, and appurtenant facilities to enhance the quality of life and to benefit the value of property.

The requirement for the installation of lighting, landscaping, streets, and appurtenant facilities is a condition of development provided for in the City's Subdivision Ordinance and is a requirement for issuance of a permit for construction of commercial, residential, and planned unit development. These improvements generally include street lights and related equipment and fixtures; street paving that may also include curbs, gutters and sidewalks; various landscape materials such as trees, turf, shrubs, vines, and ground cover; irrigation and drainage systems; structural amenities such as monuments, block walls, retaining walls, or other fencing; hardscapes including mulch, trail and path surfaces, stamped concrete and pavers; recreational amenities such as benches, picnic facilities, play structures; signage, and related appurtenances.

The installation of street pavement, street lights, landscaping and appurtenant facilities is the responsibility of the subdivider or other development/applicant, triggered by the approval of a tentative subdivision map or other development application. After installation, it is City policy that the servicing, operation, maintenance, repair and replacement of the street lighting, landscaping, local street paving, parks and appurtenant facilities in turn become the financial responsibility of the properties that specially benefit from the facilities. Prior to the establishment of the District, the City recognized that the required ongoing maintenance, periodic repair, and replacement of the facilities installed in connection with new developments could not feasibly be funded by the City and that such maintenance, operation, repair, and replacement should be funded through special benefit assessments on properties within the boundaries of the District.

In accordance with the City Maintenance District Codes, the District has been established utilizing benefit zones ("Zones") to address variations in the nature, location, and extent of the improvements that provide special benefits to parcels in the District. Within the boundaries of the District, parcels are assigned to a Zone, each of which is associated with specific improvements that provide special benefit to properties within that Zone.

As of Fiscal Year 2022/2023, the District was comprised of the following Zones and developments:

- Zone 01 -- The Landing, Phases 1, 2, and 3
- Zone 02 -- Liberty, Phases 1 and 2
- Zone 03 -- Silva Estates, Phase 10
- Zone 04 -- Parkview Estates / Heritage Park – Laredo
- Zone 05 -- East Village Park/Aniston Place
- Zone 06 -- Heritage Acres
- Zone 07 -- Capistrano
- Zone 08 -- Woodside
- Zone 09 -- Lennar Homes
- Zone 10 -- Energy Homes:

## Proposed Fiscal Year 2023/2024 Annexation

By resolution, the City Council has ordered the preparation of this Engineer's Report ("Report") in connection with the proceedings for the annexation of Tract No. 820 to the Lemoore Public Facilities Maintenance District No. 1 and to be designated as:

### **Annexation No. 2023-2**

(hereafter referred to as "Annexation No. 2023-2" or "Annexation Territory"), and the establishment of the new maximum annual assessments related thereto, to be levied and collected upon properties within the Annexation Territory commencing in Fiscal Year 2023/2024 for the special benefits each property receives from the maintenance and servicing of the improvements to be provided by the City through the District.

Annexation No. 2023-2 (Tract No. 820) is located on the east side of Vine Street, generally south of Iona Avenue and west of Golf Link Drive which is within Zone 08 of Landscaping and Lighting Maintenance District No. 1. Annexation No. 2023-2 consists of the lots and parcels of land within the planned residential development identified as Tract No. 820 consisting of the twenty-nine (29) approved single-family residential lots (parcels 024-390-046 through 024-390-066 and parcels 024-390-068 through 024-390-075) and four (4) unassessed parcels including, a drainage basin (parcel 024-390-013), a neighborhood park (parcel 024-390-067), a neighborhood park/open space and extra parking (parcel 024-390-076), and dedicated streets within the development (parcel 024-390-043).

The parcels included in Annexation 2023-2 as of the writing of this Report are identified on the Kings County Assessor's Parcel Maps as Book 024, Page 390 Parcels 013, 043, and 046 through 076. The parcels within Annexation No. 2023-2 benefit and will proportionately share in the special benefit costs associated with the ongoing annual maintenance and servicing of:

- Streetscape landscaping adjacent to the development (perimeter of Tract No. 820) on Vine Street;
- Streetscape landscaping within the development on the north side of Sandtrap Lane and the cul-de-sac at the end of Sandtrap Lane;



- Landscape maintenance area in and around the drainage basin located at the east end of Sandtrap Lane.
- A small park site within Tract No. 820 on the north side of Green Lane half way between Vine Street and Sandtrap Lane;
- A small parking area and adjacent park/open space area within Tract No. 820 at the intersection of Green Lane and Sandtrap Lane;
- Street pavement and related infrastructure in the street right-of-way for the development; and
- Streetlighting installed in connection with the development of properties within Tract No. 820.

To adequately provide and fund the streets, parking, sidewalks, curbs, gutters, street lighting, park sites, and other landscaping improvements that are considered special benefits to properties within Annexation No. 2023-2, the City Council has determined that it is appropriate and in the public's best interest to annex the properties within Annexation No. 2023-2 to the PFMD as Zone No. 12 and to levy annual assessments on the properties therein. These assessments are intended to fund the estimated special benefit improvement costs including, but are not limited to the regular annual maintenance and servicing of the improvements; incidental expenditures related to the operation and administration of the PFMD and the Zone; and the collection of funds for operational reserves, capital improvement expenditures, and periodic repairs or rehabilitation projects as authorized by the City Maintenance District Codes.

## Report Content and Proceedings

This Engineer's Annexation Report (the "Report") has been prepared pursuant to the City Maintenance District Codes consistent with Chapter 1, Article 4 and Chapter 3 of the 1972 Act, and is presented to the City Council for their consideration and approval of the proposed improvements and services to be provided within Annexation No. 2023-2 and the levy and collection of annual assessments related thereto commencing in Fiscal Year 2023/2024. This Report outlines the annexation territory, the District Zone (Zone No. 12), improvements, and proposed assessments to be levied in connection with the special benefits the properties will receive from the maintenance and servicing of the District improvements based on the estimated maintenance expenses for the improvements to be installed in connection with the development of properties within Annexation No. 2023-2. The annual assessments to be levied on properties within the District and specifically Annexation No. 2023-2 will provide a source of funding for the continued operation, maintenance and servicing of the landscaping, street lights, street paving, sidewalks, and appurtenant facilities (improvements) to be provided by the District for the properties within the Annexation Territory as Zone No. 12.

Each fiscal year, the City establishes the PFMD assessments for each Zone therein based on an estimate of the costs to maintain, operate and service the improvements as well as available revenues including fund balances, general benefit contributions and additional City contributions and assessment limits. The costs of the improvements and the proposed annual assessments budgeted and assessed against properties within the PFMD may include, but are not limited to the estimated expenditures for regular annual maintenance and repairs; incidental expenditures related to the operation and administration of the District; deficits or surpluses from prior years; revenues from other sources; and the collection of funds for operational reserves and/or periodic repairs, replacements and rehabilitation projects as authorized by the City Maintenance District Codes. The net annual cost to provide the improvements for each Zone are allocated to the benefiting properties within that Zone using a weighted method of apportionment (refer to Assessment Methodology in Section II, Method of Apportionment) that calculates the proportional

special benefit and assessment for each parcel as compared to other properties that benefit from the District improvements and services. Thus, each parcel is assessed proportionately for only those improvements, services and expenses for which the parcel will receive special benefit.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Number (Assessor's Parcel Number "APN") by the Kings County Assessor's Office. The County Auditor/Controller uses Assessment Numbers and specific District Fund Numbers, to identify on the tax roll, properties assessed for special district assessments. Each parcel within Annexation No. 2023-2 shall be assessed proportionately for only those improvements for which the parcel receives a special benefit.

## Report Content

This Report has been prepared for the annexation of parcels within Annexation No. 2023-2 to the District for Fiscal Year 2023/2024, pursuant to a resolution of the City Council and consists of five (5) parts:

### Part I — Plans and Specifications:

Contains a general description of the District and zones of benefit ("Zones") within the District, and specifically addresses the improvements and services that provide special benefits to the parcels within Annexation No. 2023-2 to be designated as Zone No. 12 within the PFMD, which may include, but not limited to local landscaping, street lights, street paving, sidewalks, curbs, gutters, and related amenities including operational expenses and fund balances authorized by the City Maintenance District Codes. The plans and specifications contained in this Report generally describe the nature and extent of the improvements. In conjunction with these general descriptions of the improvements a visual depiction of the improvements is provided in the Annexation Diagram contained in Part IV of this Report. The detailed plans and specifications for the improvements for the District including Zone No. 12 (Annexation Territory) are on file in the Public Works Department of the City of Lemoore and by reference are made part of this Report.

### Part II — Method of Apportionment:

Outlines the special and general benefits associated with the improvements to be provided within Zone No. 12 of the District (the Annexation Territory) and the basis upon which the estimated costs to provide such improvements has been apportioned to each parcel of land therein in proportion to the special benefits to be received by such parcels.

### Part III — Estimate of Costs

Identifies the estimated annual funding costs (Budget) required for the maintenance and operation of the improvements including, but not limited to, annual maintenance and service expenses, utility costs, related incidental expenses, and fund balances authorized by the City Maintenance District Codes and deemed appropriate to fully support the improvements. Those improvements and/or costs determined to be of general benefit shall be funded by a City contribution. This section identifies:

- A budget that establishes the proportional estimated expenses and maximum assessment for Fiscal Year 2023/2024 to be approved by the property owner(s) of record within the Annexation Territory as part of the Ballot Proceeding. Although the budget presented, establishes the maximum assessment for Fiscal Year 2023/2024, it is anticipated that all or most of the proposed improvements will not be installed for Fiscal Year 2023/2024 and/or the improvements for Zone No. 12 will be maintained by the owner/developer of Tract No. 820 through the end of Fiscal Year 2023/2024 and therefore, no annual assessment is anticipated to be collected on the tax rolls for Fiscal year 2023/2024. However, at the City Council's



discretion, the City Council may still authorize and approve an actual assessment to be levied and collected on the County Tax Rolls for Fiscal Year 2023/2024 as part of the annual assessment process and approval of the Fiscal year 2023/2024 Engineer's Report for the entire District. In no case, however, will the annual assessment for Fiscal Year 2023/2024, exceed the maximum assessment presented herein.

- This section also identifies and outlines an Assessment Range Formula (inflationary adjust) that provides for an annual adjustment to the maximum assessment rate each fiscal year. This Assessment Range Formula establishes limits on future assessments, but also provides for reasonable cost adjustments due to inflation.

#### **Part IV — Annexation Diagram**

A diagram showing the boundaries of Annexation No. 2023-2 based on the parcels that will receive special benefits from the improvements to be provided and maintained as part of Zone No. 12 and the benefits established herein. The lines and dimensions of each lot, parcel, and subdivision of land contained in this diagram are inclusive of the parcel(s) listed in "Part V — Assessment Roll" of this Report and the corresponding County Assessor's Parcel Maps for said parcel(s) as they existed at the time this Report was prepared and shall include all subsequent subdivisions, lot-line adjustments, or parcel changes therein. Reference is hereby made to the Kings County Assessor's maps for a detailed description of the lines and dimensions of each lot and parcel of land within Annexation No. 2023-2 as Zone No. 12 of the District.

#### **Part V — Assessment Roll:**

A listing of the proposed maximum assessment amounts for the parcel(s) within Annexation No. 2023-2. The "Maximum Assessment" amount (Balloted Assessment Amount) for each parcel represents that parcel's maximum assessment amount for fiscal year 2023/2024 and is based on the parcel's calculated proportional special benefit as outlined in "Part II — Method of Apportionment", and calculated assessment rate established by the budget in "Part III — Estimate of Costs".

If any section, subsection, sentence, clause, phrase, portion, or zone of this Report is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of the Report and each section, subsection, subdivision, sentence, clause, phrase, portion, zone, or subzone thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, portions, zones, or subzones might subsequently be declared invalid or unconstitutional.

### **Ballot Proceedings**

As part of this annexation proceeding, the City shall conduct a property owner protest ballot proceeding ("Ballot Proceeding") for the proposed levy of a new assessment pursuant to the provisions of the California Constitution, Article XIID Section 4. In conjunction with this Ballot Proceeding, the City Council will conduct a noticed public hearing to consider public testimonies, comments and written protests regarding the annexation, and the levy of the new assessments described herein. Upon conclusion of the public hearing, property owner protest ballots received will be opened and tabulated to determine whether majority protest exists as defined in Article XIID of the California Constitution.

As specified by the California Constitution, Article XIID Section 4e:

*"A majority protest exists if, upon the conclusion of the hearing, ballots submitted in opposition to the assessment exceed the ballots submitted in favor of the assessment. In tabulating the ballots,*

*the ballots shall be weighted according to the proportional financial obligation of the affected property."*

After completion of the ballot tabulation, the City Council will confirm the results of the balloting. If majority protest exists for the proposed assessments, further proceedings to annex the parcels with Annexation No. 2023-2 to the District and implementation of the new assessments shall be abandoned at this time. If tabulation of the ballots indicate that majority protest does not exist for the proposed new assessments and the assessment range formula presented and described herein, the City Council by resolution may adopt this Report (as submitted or amended); approve the assessment diagram (Annexation Diagram) contained herein; order the annexation of the parcels within Annexation No. 2023-2 (Tract No. 820) to the District and the improvements to be made; and confirm the new assessments as outlined in this Report.

The new assessments as approved, may be levied and collected on the County tax rolls commencing in Fiscal Year 2023/2024 together with the assessments for other properties in the District. Each subsequent fiscal year, an engineer's annual levy report for the District shall be prepared and presented to the City Council to address any proposed changes to the District, including Zone No. 12, as well as any proposed changes to the improvements, budgets, and assessments for that fiscal year. The City Council shall hold a noticed public hearing regarding these matters prior to approving and ordering the levy of annual assessments for the District.

If in any fiscal year, the proposed annual assessments for parcels within Zone No. 12, exceed the maximum assessments described herein, such an assessment would be considered a new or increased assessment and must be confirmed through a mailed property owner protest ballot proceeding for the affected parcels before that new or increased assessment may be imposed.

## Part I — Plans and Specifications

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### Description of the District

The purpose of the District and specifically Zone No. 12 which is inclusive of all parcels within Tract No. 820 as the Annexation Territory, is to provide in part through annual assessments, funding for the ongoing operation, maintenance, and servicing of local landscaping; street lighting; street improvements within the street rights of way; neighborhood parks; and related appurtenant facilities and services in specified areas of the City. The territory within the District consists of those lots or parcels of land within the City of Lemoore for which the City, through the District maintains these local improvements and related amenities installed in connection with the development of those properties and for the benefit of those lots and parcels.

As authorized by the City Maintenance District Codes, the improvements provided by the District and associated with each Zone incorporate various local improvements and related amenities that are maintained and serviced for the benefit of real property within those Zones. The maintenance of the improvements may also include various appurtenances including, but not limited to block walls, retaining walls or other fencing, trail and path surfaces, stamped concrete, pavers, mulch or other hardscapes, irrigation and related electrical equipment and drainage systems, benches, play structures, picnic or other recreational facilities, monuments, signage, ornamental lighting, curbs, gutters, sidewalks, cross gutters, street lighting fixtures, street light poles, electrical facilities, and related equipment. The work to be performed within each respective Zone of the District may include but is not limited to (as applicable), the personnel, materials, equipment, electricity, water, contract services, repair and rehabilitation of the improvements and incidental expenses required to operate the District and provide the improvements and services.

Improvements provided within the District may include but are not limited to:

- Landscaping and related facilities and amenities located within designated street medians, parkway and streetscape side-panels, and entryways within the public right of ways or easements adjacent to public right of ways; and within public places including greenbelt areas, open spaces, and neighborhood parks within or directly associated with each Zone. These improvements may include, but are not limited to:
  - various landscape materials such as trees, turf, shrubs, vines, ground cover, annual or perineal plantings;
  - irrigation and drainage systems;
  - structural amenities such as monuments, block walls, retaining walls, or other fencing;
  - hardscapes including mulch, trail and path surfaces, stamped concrete and pavers;
  - recreational amenities within the parks or greenbelts that may include benches, play structures, picnic or other recreational facilities, signage, and related appurtenances.

The maintenance of these improvements may include, but is not limited to the regularly scheduled mowing, trimming, pruning, fertilization, pest control, weed and graffiti abatement; installation, replacement and rehabilitation of the landscaping, repair or replacement of irrigation or drainage systems; repair or replacement of hardscape improvements and recreational amenities. The City Public Works Department shall authorize and schedule such maintenance and servicing as need and based on available Zone funding.

- Street lighting improvements located in the public right of ways within and on the perimeter of the developments and associated with each Zone and the parcels therein. Street light improvements include energy costs and maintenance of the lighting facilities including, but

not limited to the removal, repair, replacement or relocation of light standards, poles, bulbs, fixtures, and related equipment and materials.

- Street right of way improvements on the local streets within or adjacent to each respective Zone that may include but is not limited to the repair and servicing of street and parking surfaces, curbs, gutters, driveway approaches, sidewalks, walkways, delineation, signage or other facilities within the street right of ways and designated parking areas. The street paving program may include but is not limited to: the repair of potholes, cracks or other failures in the asphalt surface; repair or partial segment replacement of curbs, gutters, driveway approaches, and sidewalks as needed to ensure pedestrian and vehicle safety or the integrity of the street; repair or installation of street signs; slurry sealing, overlays and re-striping of the street surfaces and parking areas. The specific activities and timing of various street and road maintenance services shall be determined by the City's Public Works Department as necessary to extend the life of the streets or to improve traffic circulation and safety as available funding permits.

Many of the street services and activities described above are not performed on an annual basis, but rather on a periodic basis such as slurry sealing or overlaying the asphalt streets. The funds necessary for these activities are to be collected in installments as part of the annual assessments. The monies collected each year for these services will be accumulated in a special fund for each Zone (Reserve Fund or Capital Improvement Fund). The monies accumulated for these activities shall be spent when sufficient funds have been accumulated to perform the services deemed necessary by the City. This process of accumulating funds (installments) shall continue until such time the District or Zone is dissolved; or the City determines that such funding procedures require modification. Changes in the process of accumulating funds that would result in an increase to the annual assessment rate must be presented to the property owners for approval prior to imposing such an increase

Not included as part of the street maintenance program are the costs associated with major replacements or reconstruction. Although the District assessments will provide funding for regular maintenance of the street improvements and scheduled slurry and resurfacing projects on a periodic basis that will extend the useful life of the street improvements, the assessments are not intended to fund a full replacement or reconstruction of the street surfaces or adjacent improvements such as curbs, gutters, sidewalks, or driveway approaches. The costs of extensive replacement or reconstruction activities such as replacement of curbs, gutters, sidewalks, and driveway approaches is significantly more than the amount that is typically collected annually. When such repairs or activities are deemed necessary, the City may consider various financing options including new or increased assessments for property owner approval.

## Zones and Improvements

For Fiscal Year 2022/2023 the District included ten (10) designated Zones. In accordance with the City Maintenance District Codes, the District utilizes Zones to address variations in the nature, location, and extent of the improvements that provide special benefits to parcels in the District. Each Zone is associated with specific improvements and/or types of improvements that provide special benefit to properties within that Zone. The boundaries of each Zone is based on the

improvements to be maintained and the relationship and proximity of the developments and properties that derive special benefits from those specific improvements.

## Existing Zones 01 through 10

The following is a brief description and summary of the existing Zones and improvement that are part of the District but not directly associated with this annexation proceeding.

### Zone 01 — The Landing:

Comprised of one hundred twelve (112) single-family residential parcels within Tract No. 817 (The Landing, Phases 1 and 2). The properties within Zone 01, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 31,989 square feet of landscaping and/or related improvement areas.
- Thirty-four (34) street lights.
- 355,598 square feet of pavement surface area.

### Zone 02 — Liberty:

Comprised of two hundred forty-two (242) single-family residential parcels within Tract No. 821 (Liberty, Phases 1 and 2). The properties within Zone 02, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 113,816 square feet of landscaping and/or related improvement areas.
- Ninety-three (93) street lights.
- 729,025 square feet of pavement surface area.

### Zone 03 — Silva Estates, Phase 10:

Comprised of seventy-four (74) single-family residential parcels within Tract No. 838 (Silva Estates, Phase 10). The properties within Zone 03, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 22,256 square feet of landscaping and/or related improvement areas.
- Twenty-six (26) street lights.
- Approximately 202,063 square feet of pavement surface area.

### Zone 04 — Parkview Estates:

Comprised of thirty-nine (39) single-family residential parcels within Tract No. 797 (Parkview Estates). The properties within Zone 04, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 16,581 square feet of landscaping and/or related improvement areas.
- Nine (9) street lights.
- Approximately 83,581 square feet of pavement surface area.

### **Zone 05 — East Village Park and Aniston Place North:**

Comprised of one hundred twenty (120) single-family residential parcels within Tract No. 791 (East Village Park) and Tract No. 910 (Aniston Place North). The properties within Zone 05, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 61,882 square feet of landscaping and/or related improvement areas that includes the following:
  - 957 square feet of streetscape landscaping (shrubs with trees) on Cantera Avenue;
  - 15,716 square feet of parkway and streetscape side-panel landscaping located on D Street, including approximately 7,005 square feet of shrubs, plants, and/or ground cover with trees; and 8,711 square feet of shrubs;
  - 1,034 square feet of streetscape landscaping (shrubs) on Smith Avenue north of Siena Way;
  - 1,723 square feet of parkway and streetscape side-panel landscaping located on Smith Avenue between D Street and Siena Way, including approximately 1,300 square feet of turf with trees; and 423 square feet of shrubs, plants, and/or ground cover with trees;
  - 42,452 square feet of park improvement area located on Montego Way. This park site includes approximately 7,210 square feet of concrete or other hardscape surfaces; 850 square feet of shrubs and planters; and 34,392 square feet of turf with trees.
- Thirty (30) street lights including:
  - 8 street lights on the perimeter of Zone 05 located on D Street and Smith Avenue.
  - 22 street lights within the tracts located on, but not limited to: Cantera Avenue, Firenze Street, Montego Way, Portola Street, Siena Way, and Visconti Street;
- Approximately 271,905 square feet of pavement surface area which collectively include Cantera Avenue, Firenze Street, Montego Way, Siena Way, Visconti Street, and Portola Street.

### **Zone 06 — Heritage Acres:**

Comprised of ninety-seven (97) single-family residential parcels within Tract No. 872 (Heritage Acres, Phases 1 and 2). The properties within Zone 06, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Twenty-seven (27) street lights.
- Approximately 370,092 square feet of pavement surface area.

### **Zone 07 – Capistrano, Phase 5:**

Comprised of twenty (20) single-family residential parcels within Tract No. 908 (Capistrano, Phase 5). The properties within Zone 07, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 5,071 square feet of parkway and streetscape side-panel landscaping on East Bush Street consisting of: 3,125 square feet of shrubs, plants, and/or ground cover with trees; and 1,946 square feet of turf with trees. These improvements and the costs associated with the maintenance and operation of these improvements are proportionately shared by properties within LLMD Zone 06.



- Approximately 1,477 square feet of parkway side-panel landscaping on the northeast side of Bush Place between East Bush Street and Tract 908, including the entryway landscaping at the southeast corner of East Bush Street and Bush Place. These improvements and the costs associated with the maintenance and operation of these improvements are proportionately shared by properties within LLMD Zone 06.
- Approximately 2,341 square feet of parkway side-panel landscaping on the east side of Bush Place /Barcelona Drive adjacent to Tract 908.
- The median island on Bush Place/Barcelona Drive, just south of East Bush Street leading into the development (Approximately 427 square feet). This median and the costs associated with the maintenance and operation improvements are proportionately shared by properties within LLMD Zone 06.
- Eight (8) street lights including:
  - Two (2) street lights located on Bush place/Barcelona Drive directly adjacent to the perimeter of the development and one (1) street light at the southeast corner of East Bush Street and Bush Place. These three street lights also benefit properties within LLMD Zone 06 and are therefore partially funded by other revenue sources.
  - 5 street lights within Tract 908 located on Tuscany Court;
- Approximately 26,060 square feet of pavement surface area located on Tuscany Court.

#### **Zone 08 – Woodside:**

At the time this Report was prepared, Tract No. 921 which comprises all of Zone 08 (Woodside), is identified as a single parcel on the Kings County Assessor's maps (023-020-095). As Tract No. 921 is developed, the parcel will be subdivided into sixty-four single-family residential parcels. The properties within Zone 08, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 12,206 square foot neighborhood park site located at the corner of Daphne Lane and Sydney Way that may include, but is not limited to, turf, shrubs, trees, plants, and/or ground cover areas; and concrete paths, play structures, tables, benches, and trash receptacles.
- Approximately 82,540 square foot drainage basin site located in the southwest portion of Tract No. 921 that may include, but is not limited to, approximately 61,436 square feet of natural, non-irrigated area (basin floor); approximately 21,104 square feet of perimeter landscaping comprised of shrubs, trees, plants, and/or ground cover; and related drainage facilities and equipment which may include drainage inlet/outlet structures and pump.
- Approximately 4,340 square feet of paved access roads providing access to the drainage basin and the Lemoore Canal from Daphne Lane.
- Approximately 350 linear feet of block wall on the perimeter of the development along the Southern Pacific Railroad right-of-way and the Lemoore Canal.
- Nineteen (19) street lights within Tract No. 921 located on Daphne Lane, Melbourne Way, Newcastle Street, and Sydney Way.
- Approximately 198,416 square feet of pavement surface area located on but not limited to Daphne Lane, Melbourne Way, Newcastle Street, and Sydney Way, which also incorporates approximately 5,804 linear feet of curb and gutter, and approximately 31,922 square feet of Sidewalk/Cross Gutter area.

### **Zone 09 – Lennar Homes:**

Comprised of eighty-seven (87) single-family residential parcels within Tract No. 920 (Lennar Homes, Phase 1). It is anticipated that Phase 2 of the development will eventually be annexed to the Zone. The properties within Zone 09, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 28,193 square feet of perimeter streetscape landscaping:
  - 3,482 square feet of streetscape landscaping on the east side of Liberty Drive north of Hana Way, up to the northern lot line of lot 87 (designated as that part of Lot A within Phase 1 of Tract No. 920). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 482 square feet on the north side of Hana Way between Liberty Drive and Narwhal Avenue. This landscape area incorporates the area between the curb and sidewalk. The landscaping behind sidewalk (if any) will be privately maintained and is not a part of the Zone improvements;
  - 482 square feet on the south side of Hana Way between Liberty Drive and Narwhal Avenue. This landscape area incorporates the area between the curb and sidewalk. The landscaping behind sidewalk (if any) will be privately maintained and is not a part of the Zone improvements;
  - 4,971 square feet on the east side of Liberty Drive south of Hana Way and north of Hanford-Armona Road (designated as part of Lot B). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 18,776 square feet on the north side of Hanford-Armona Road from Liberty Drive, to the eastern boundary of Tract No. 920 which is also the eastern lot line of Lot 60 (designated as part of Lot B). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
- 32,972 square foot neighborhood park site/greenbelt area to be installed on the east side of Obsidian Avenue as part of Phase 2. This area may include, but is not limited to, turf, shrubs, trees, plants, and/or ground cover areas; and concrete paths, play structures, tables, benches, and trash receptacles.
- 94,090 square foot drainage basin site to be installed to the east of the neighborhood park site/greenbelt area (east of Obsidian Avenue) as part of Phase 2. It is anticipated that approximately 20% of this area will be irrigated improvements and the remainder non-irrigated improvements.
- Twenty-four (24) street lights including:
  - Nine (9) street lights on the perimeter of Tract No. 920 Phase 1 located on Hanford-Armona Road (8 Lights) and on Liberty Drive (1 Light); and
  - Fifteen (15) street lights within Tract No. 920 Phase 1 located on, but not limited to: Castellina Street, Fire Fall Avenue, Hana Way, Narwhal Avenue, Obsidian Avenue, Pisa Way, and Strada Street;



- Approximately 208,497 square feet of pavement surface area, which also incorporates an estimated 8,872 linear feet of curb and gutter, and approximately 44,360 square feet of Sidewalk/Cross Gutter area. Of the
  - Approximately 62,893 square feet of pavement surface area on the perimeter of the Zone including half of Hanford-Armona Road and Liberty Drive;
  - Approximately 145,604 square feet of pavement surface area on the internal streets of the Zone including Castellina Street, Fire Fall Avenue, Hana Way, Narwhal Avenue, Obsidian Avenue, Pisa Way, and Strada Street;

Note: The neighborhood park site/greenbelt area and drainage basin site improvements identified above will eventually be installed as part of Phase 2 of Tract No. 920, which is currently not a part of Zone 09. When those improvements are installed as part of Phase 2 of Tract No. 920, the cost of maintaining those improvements will be proportionately shared by the residential parcels in both phases of Tract No. 920. Likewise, the perimeter landscaping, street lighting, and pavement improvements being installed on Hanford-Armona Road and Liberty Drive as part of Tract No. 920 Phase 1, will proportionately benefit properties in both phases and the costs associated with those improvements will be proportionately shared by the residential parcels in both phase of Tract No. 920. However, when Phase 2 is developed, it is also anticipated that additional perimeter landscaping, street lighting, and pavement improvements will be installed and proportionately shared. Ultimately at build-out, all the Zone improvements installed as part of Phase 1 and Phase 2 of Tract No 920 will be proportionately shared by parcels in both phases.

### **Zone 10 – Energy Homes**

The thirty-six residential properties within Zone 10, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 10,611 square feet of landscaping and/or related improvement areas that includes:
  - 1,361 square feet of median/entryway landscaping on Cabrillo Street at Vine Street, which is currently comprised of hardscape material and trees;
  - 6,379 square feet of minimally maintained parkway and streetscape side-panel landscaping surrounding the drainage basin, including 1,725 square feet on Vine Street and 4,654 square feet on Cabrillo Street. This landscape area is comprised of turf and trees but is minimally maintained at present;
  - 2,871 square feet of parkway and streetscape side-panel minimal landscaped area with trees Vine Street north of Cabrillo Street.

The special benefits and costs associate with the landscaping improvements listed above are allocated and shared by the parcels within Tract No. 656 (Zone No. 12 of Landscape and Lighting Maintenance District No. 1).

- The four (4) street lights on the west side of Vine Street, three north of Cabrillo Street and one south of Cabrillo Street which serves as the entryway to Tract 839 and Tract 656. The special benefits associate with these four street lights are shared by the parcels within Tract No. 656 (Zone No. 12 of Landscape and Lighting Maintenance District No. 1) and PFMD Zone No. 10 is proportionately allocated the special benefit cost to operate and maintain these four street lights.

In addition to the above shared improvements, the 36 single-family residential parcels within Tract No. 839 (PFMD Zone No. 10) will proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- The eight (8) local street lights within Tract 839 located on Aliso Street, Otero Street, Lazo Court, and Cabrillo Street.
- Approximately 63,386 square feet of pavement surface area located on Aliso Street, Otero Street, Lazo Court, and Cabrillo Street within Tract 839.

## **New Zone No. 12 – Tract No. 820; Annexation No. 2023-2**

### **Annexation No. 2023-2 properties**

The planned residential development of Tract No. 820 that will comprise PFMD Zone No. 12 (Annexation No. 2023-2), are identified by the King's County Assessor's Office as parcels:

- 024-390-046 through 024-390-066 and 024-390-068 through 024-390-075, incorporate the 29 subdivided single-family residential lots within the development;
- 024-390-013 is a drainage basin within Tract No. 820;
- 024-390-067 is a neighborhood park;
- 024-390-076 is a neighborhood park/open space and extra parking; and,
- 024-390-043 is identified as the dedicated streets (Green Lane and Santrap Lane) within Tract No. 820.

### **Annexation No. 2023-2 Improvements**

The benefiting single-family residential lots within Tract No. 820 will proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 7,810 square feet of streetscape landscaping, including an estimated :
  - 1,535 square feet of perimeter streetscape landscaping on the east side of Vine Street between Sandtrap Lane and Green Lane. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 970 square feet of perimeter streetscape landscaping on the east side of Vine Street south of Green Lane to the southern border of Tract No. 820. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 5,305 square feet of internal streetscape landscaping on the north side of Sandtrap Lane from Vine Street east to and including the cul-de-sac wrap around. The landscaping is situated in the area between the curb and the block wall and then between the curb and the drainage basin at the end of the cul-de-sac;

- Approximately 4,895 square feet of landscape maintenance area in and around the drainage basin located at the east end of Tract No. 820 at the end of Sandtrap Lane.
- 3,010 square foot neighborhood park site on the north side of Green Lane between Vine Street and Sandtrap Lane. This area is planned to include primarily an area of shrubs, trees, plants, and other ground covers (2,350 square feet); a decomposed granite pathway (430 square feet); a play structure (230 square feet); and various park amenities that may include but is not limited to, tables, benches, and trash receptacles.
- 3,920 square feet of additional common area parking and park/open space. This area included 2,590 square feet of landscaped park/open space that surrounds 1,330 square feet of paved parking stalls for the neighborhood located at the southwest corner of Green Lane and Sandtrap Lane. The landscape area incorporates shrubs, trees, plants, and other ground covers.
- A planned ten (10) street lights including:
  - Three (3) street lights on the perimeter of Tract No. 820 on Vine Street; and
  - Seven (7) street lights within Tract No. 820 located on Green Lane and Sandtrap Lane
- Approximately 52,535 square feet of pavement surface area within Tract No. 820; 11,610 square feet of sidewalks (9,800 square feet within the development and 1,810 square feet on the perimeter of the development); and 2,995 linear feet of curbs and gutters of which 2,635 linear feet are part of the internal streets (Green Lane and Sandtrap Lane) and 360 linear feet of curbs and gutters are located on the perimeter street (Vine Street).

## Part II — Method of Apportionment

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### Legislative Requirements for Assessments

The costs of the proposed improvements have been identified and allocated to properties within the Annexation Territory (Zone No. 12 of PFMD) proportionately based on special benefit, consistent with the provisions of the City Maintenance District Codes and the assessment provisions contained in Article XIII D of the California Constitution. The improvements provided by this District and for which properties within Annexation 2023-2 are to be assessed are identified as local landscaping, including perimeter parkways, entry medians and a neighborhood park; street lights, both internal and on the perimeter; street right of way improvements, including street surfaces, curbs and gutters, and sidewalks; and the related amenities associated with these improvements that were either installed in direct connection with the development of properties within Tract No. 820 or were previously installed as a result of property development in the area and would otherwise be required or considered necessary elements for the development of properties within Tract No. 820 to their full and best use. The formulas used for calculating assessments reflect the composition of parcels and the improvements and activities to be provided for Zone No. 12 (the Annexation Territory) and have been designed to fairly apportion the cost of providing those improvements based on a determination of the proportional special benefits to each parcel.

In addition to the provisions of the City Maintenance District Codes, Article XIII D of the California Constitution outlines specific requirements regarding assessments including the following:

Article XIII D Section 2d defines District as follows:

*“District means an area determined by an agency to contain all parcels which will receive a special benefit from a proposed public improvement or property-related service”;*

Article XIII D Section 2i defines Special Benefit as follows:

*“Special benefit” means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute “special benefit.”*

Article XIII D Section 4a defines proportional special benefit assessments as follows:

*“An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel.”*

## Benefit Analysis

### Special Benefits

#### Landscaping Special Benefit

The ongoing maintenance of landscaped areas within the District provide aesthetic benefits to the properties within each respective Zone and a more pleasant environment to walk, drive, live, and work. The primary function of these landscape improvements and related amenities is to serve as an aesthetically pleasing enhancement and green space for the benefit of the immediately surrounding properties and developments for which the improvements were constructed and installed and/or were facilitated by the development or potential development of properties within the Zones. These improvements are an integral part of the physical environment associated with the parcels in each Zone and while some of these improvements may in part be visible to properties outside the Zone, collectively if these Zone improvements are not properly maintained, it is the parcels within the Zone that would be aesthetically burdened. Additionally, the street landscaping in these Zones serves as both a physical buffer as well as a sound reduction buffer between the roadways and the properties in the District and serve as a pleasant aesthetic amenity that enhances the approach to the parcels. Likewise, in some of the zones, the landscaped areas may include green space areas (neighborhood parks, greenbelts, open space and/or trails) that provide a physical buffer and open space between properties and these areas serve as an extension of the physical attributes of the parcels assessed, such as their front or rear yards. These green space areas may also provide a greater opportunity for recreation. As a result, the maintenance of these landscaped improvements and the related amenities provide particular and distinct benefits to the properties and developments within each Zone.

#### Street Lighting Special Benefit

The street lighting in the District (localized street lighting) is primarily useful for illuminating the sidewalks and parking lanes on the streets used specifically to access the properties and/or is adjacent to those properties that comprise the District. This lighting is distinct from lights that may be installed that serve in large part to enhance traffic safety, such as traffic signals and intersection safety lights or the more sporadic lighting found on major thoroughfares outside the more concentrated development areas. These localized street lights tend to be more closely spaced and of a lower intensity than street lights installed primarily for traffic safety. These low-level, lower-intensity street lights within the District provide three main special benefits: (i) property security benefit, (ii) pedestrian safety benefit, and (iii) parkway/roadway egress benefit. Because traffic to and from these parcels is largely limited to the residents and residents' guests, it is reasonable to assume that essentially all pedestrians and parking vehicles in the lit areas will, after dark, be directly associated with the properties in the District and that the vehicular traffic within the internal streets of a Zone is primarily for accessing the properties within that Zone. Therefore, street lighting on such streets is entirely a special benefit to those properties. While lighting located on the perimeter of a development also serves primarily for accessing the properties within that Zone it is recognized that such lighting may benefit pass-through traffic as well and inherently there is some general benefits associated with those street lights.

In addition, the street lights within the District are consistent with the City's typical intensity and spacing standards for areas zoned for residential development areas and each parcel to be assessed is served directly by the system of street lights providing appropriate lighting within these respective development areas. Furthermore, the cost of maintaining and operating each light is substantially the same, regardless of the location of the light within the District. Consequently, we conclude that each parcel within the District receives substantially similar benefit from the street light improvements and the only notable distinctions in proportional special



benefit to each parcel is related to the specific quantity of lights associated with each development (Zone) and the overall location of those lights (internal development lights or perimeter lights).

### **Street Paving Special Benefit**

Like street lighting in the District, the streets, parking lanes, sidewalks, and cross gutters within the street right of ways that are to be maintained through the District are exclusively within the boundaries of each Zone and those streets were specifically constructed to access those properties. Furthermore, the maintenance of these streets and associated improvements within the street right of ways, or the lack thereof, only has an impact on the properties within the District. Because traffic on these streets is almost exclusively limited to the residents and residents' guests associated with the District parcels, it is reasonable to conclude that essentially all utilization of these streets is primarily for accessing the properties within each respective Zone. Therefore, the maintenance and preservation of these streets and associated improvements is entirely a special benefit to those properties.

### **General Benefit**

#### **Landscaping General Benefit**

In reviewing the location and extent of the specific landscaped areas and improvements to be funded by District assessments and the proximity and relationship to properties to be assessed, it is evident these improvements were primarily installed in connection with the development of properties in each respective Zone or are improvements that would otherwise be shared by and required for development of properties in those Zones. It is also evident that the maintenance of these improvements and the level of maintenance provided has a direct and particular impact (special benefit) only on those properties in proximity to those improvements and such maintenance beyond that which is required to ensure the safety and protection of the general public and property in general, has no quantifiable benefit to the public at large or properties outside each respective Zone.

In the absence of a special funding Zone, the City would typically provide only limited (as needed) tree management, weed abatement, rodent control, and erosion control services for the landscape areas currently maintained within the District. This baseline level of service would typically provide for periodic servicing of the improvement areas on an as-needed basis, but typically not more than twice annually. This baseline level of service provides for public safety and essential property protection to avoid negative impacts on adjacent roadways and vehicles traveling on those roadways and potential property damage resulting from erosion or fire hazards but results in a far less visually pleasing environment than is created with the enhanced levels of services associated with the regular landscape maintenance provided in the various Zones. Typically for most agencies, the cost to provide this baseline level of service for flat/moderately-sloped street landscaped areas is less than \$620 per acre (approximately \$0.01424 per square foot) including medians, parkway and streetscape side panels; less than \$496 per acre (approximately \$0.01139 per square foot) for non-street public areas such as parks, greenbelts, and trail areas; and less than \$248 per acre (approximately \$0.00569 per square foot) for natural open space areas or other limited access areas. This baseline servicing, unlike the enhanced aesthetic services funded through the District assessments, would provide benefits to the general public and to the properties both within and outside of the specific benefit zones. These costs of providing this baseline service along with a five percent (5%) cost factor for City overhead and administration is treated as the cost of general benefits from landscape maintenance services. Therefore, for flat/moderately-sloped street landscaped areas a rate of \$0.01495 per square foot (\$0.01424 +5%) is applied to calculate the general benefit costs for the assessed improvements; for non-street public areas a rate of \$0.01196 per square foot (\$0.01139 +5%) is applied to

calculate the general benefit costs for the assessed improvements; and for non-street public areas a rate of \$0.00598 per square foot (\$0.00569 +5%) is applied to calculate the general benefit costs for the assessed improvements.

In addition to the general benefit identified above, it is recognized that there are indirect or incidental general benefits to properties within the District as well as the general public that are associated with regular landscape maintenance services, including:

- Minimization of dust and debris; and
- Decreased potential water runoff from both properties and the landscaped areas.

Although these types of benefits might best be characterized as indirect consequences of the special benefit of the landscape maintenance provided to parcels served by the District, for the purposes of this Report we assume these types of benefits to be general benefits, albeit general benefits that are extremely difficult to quantify. We estimate that the costs associated with these indirect benefits do not exceed one percent of the annual maintenance expenditures for Local Landscaping Zone improvements. Therefore, the costs associated with these indirect or incidental general benefits has been calculated based on 1.0% of the estimated "Total Annual Maintenance Expenditures" budgeted for each Zone. Together with the baseline general benefit costs previously identified, these indirect/incidental general benefit costs are excluded from the potential assessment funding and together are shown in the budgets (Part III of this Report) as the "Landscaping General Benefit — City Funded".

### **Street Lighting General Benefit**

Collectively, there are a total of 217 street lights to be operated and maintained through the District (including the lights for Zone No. 12) of which approximately 30% of those lights are located on the perimeter of the Zones, the remainder being internal residential street lights.

These residential perimeter lights (two of which are identified for Zone No. 12), in contrast to the internal residential lights funded by the District, arguably provide some illumination that extends beyond the boundaries of the developments and parcels being assessed, and these lights may also enhance the safety of members of the public unassociated with an assessed parcel by illuminating traffic lanes and/or parking on those streets, or that otherwise provides services to the general public. Although, in general, these street lights exist solely because of the development of assessed parcels, and the primary purpose of these lights is to provide illumination to access the assessed parcels, these particular lights may provide some level of general benefit in addition to the special benefits provided to the assessed parcels. We estimate that these general benefits constitute not more than 25% of the total benefit associated with these perimeter lights, which is no more than 8% of the total benefit from all residential lights operated and maintained by the District (25% of 30% equals 7.5%). Therefore, it is reasonable to conclude that the total general benefit from the operation and maintenance activities associated with the District street lights does not exceed 8% of the direct annual operating expenses for all combined residential street lights. These general benefit costs are excluded from the potential assessment funding and are shown in the budgets (Part III of this Report) as the "Lighting General Benefit — City Funded".

## Assessment Methodology

To assess benefits equitably it is necessary to calculate each property's relative share of the special benefits conferred by the funded improvements and service. The Equivalent Benefit Unit (EBU) method of assessment apportionment is utilized for this District and establishes a basic unit (base value) of benefit and then calculates the benefit derived by each assessed parcel as a multiple (or a fraction) of that basic unit. The EBU method of apportioning special benefits is typically seen as the most appropriate and equitable assessment methodology for assessment districts, as the benefit to each parcel from the improvements are apportioned as a function of comparable property characteristics which may include but is not limited to land use and property size. The method of apportionment originally developed for this District was based on an assessment formula appropriate for the various land uses, identifiable property characteristics and improvements within the District and utilizes the number of comparative dwelling units or dwelling spaces for other residential land uses and comparative lot sizes (acreage) for non-residential and undeveloped properties.

For the District and the purposes of this Report, an EBU is the quantum of benefit derived from the various Zone improvements by a single family residential parcel. The single family residential parcel has been selected as the basic unit for calculation of assessments since it currently represents 100% of the parcels to be assessed in the District, although other land uses may be annexed to the District in the future. Thus, the "benchmark" property (the single family residential parcel) derives one EBU of benefit and is assigned 1.00 Equivalent Benefit Unit.

## Land Use Classifications

Every parcel within the District is assigned a land use classification based on available parcel information obtained from the County Assessor's Office. It has been determined that a parcel use and size are the appropriate factors necessary to identify and calculate the proportional special benefits conveyed to each property within the District for the cost of improvements associated with that property. The parcels currently within the District are identified as single family residential parcels or Exempt parcels and the following provides a description of those land use classifications. This method of apportionment and assignment of Equivalent Benefit Units may be expanded to include additional land use classifications as developments are annexed to the District in the future.

**Residential Single-Family** — This land use classification may include, but is not limited to all subdivided residential tract lots with a single residential unit on the parcel (individual Assessor's Parcel Number) including attached and detached single-family residential units, condominiums or townhomes. As previously noted, the single family residential parcel has been selected as the basic unit for calculation of assessments and each is assigned 1.00 Equivalent Benefit Unit.

**Residential Vacant Lot** — This land use classification is defined as a fully subdivided residential parcel/lot within an approved Tract or subdivision for which the residential unit or units have not been constructed on the parcel (subdivided vacant lot). This land use classification is limited to fully subdivided residential parcels for which the number of residential units to be constructed on the parcel is four (4) units or less. This land use is assessed at 1.00 EBU per parcel.

**Planned Residential Subdivision** — This land use classification is defined as any property not fully subdivided, but a specific number of proposed lots and/or residential units to be developed on the parcel has been identified as part of an approved Tract Map or Tentative Tract Map. This land use type is assessed at 1.0 EBU per planned (proposed) lot and/or residential unit.



**Vacant Undeveloped Property** -- This land use classification includes undeveloped/vacant properties or primarily undeveloped properties that may have originally been identified as Planned Residential Subdivision parcels but have not yet been developed or subdivided. While many of the improvements within a Zone are considered shared improvements that collectively support the overall development of properties within a Zone to their full and best use and thus benefit each of the properties in the Zone including the vacant undeveloped properties, some improvements are constructed and accepted for maintenance only when the properties are subdivided and/or developed. Likewise, it is also recognized that some of the shared improvements within a Zone have a more direct and particular benefit to those developed properties directly adjacent to the improvements or in close proximity to those improvements than do the vacant undeveloped properties that are not actively being developed or are further from those shared improvements. Therefore, it has been determined that parcels identified as Vacant Undeveloped Property shall be assigned a proportional EBU that is 20% of that assigned to developed properties, which is 1.0 EBU per acre (20% of the 5.0 EBU per acre assigned to Developed Non-Residential property). (e.g., a Vacant Undeveloped Property which is 7.00-acres would be assigned 7.00 EBU [7.0 acres x 1.0 EBU/acre]).

**Exempt** — Exempt from District assessments are the areas of public streets, private streets and other roadways, dedicated public easements and open spaces, right of ways including public greenbelts and parkways or that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. (These types of properties are not usually assigned an Assessor's Parcel Number by the County). Also exempt from assessment are utility right of ways, common areas (such as in condominium complexes), landlocked parcels, small parcels vacated by the County, bifurcated lots, and any other property that cannot be developed or developed independent of an adjacent parcel. It has been determined that these types of properties receive no direct benefit from the improvements and receive no special benefit or general benefits from the operation and maintenance of the District improvements.

**Special Case** — In many assessment districts (particularly districts that have a wide range of land uses and property development) there may be one or more parcels that the standard land use classifications and proportionality identified above do not accurately identify the use and special benefit received from the improvements. Properties that are typically classified as Special Case Parcels usually involve some type of development or land restrictions whether those restrictions are temporary or permanent and affect the properties proportional special benefit. Examples of such restrictions may include situations where only a small percentage of the parcel's total acreage can actually be developed. In such a case, the net usable acreage of the parcel rather than the gross acreage of the parcel may be applied to calculate the parcel's proportional special benefit. Each such parcel shall be addressed on a case-by-case basis by the assessment engineer and the EBU assigned to such parcels shall be based on the specific issues related to that parcel and its proportional special benefit compared to other properties that receive special benefits from the improvements.

A summary of the Equivalent Benefit Units (EBUs) that may be applied to land use classifications currently applicable to properties within the PFMD is shown in the following table:

Land Use Classification	Equivalent Benefit Unit Formula
Residential Single-Family	1.00 EBU per Parcel/Lot
Residential Vacant Lot	1.00 EBU per Parcel/Lot
Planned Residential Subdivision	1.00 EBU per Planned Lot/Unit
Vacant Undeveloped Property	1.00 EBU per Acre
Exempt	0.00 EBU per Parcel
Special Case	Varied EBU per Adjusted Acre or Planned Units

The following is a summary of the land use classifications and Equivalent Benefit Units applicable to Annexation No. 2023-2 (Zone No. 12) for establishment of the maximum assessments:

Land Use Classification	Total Parcels	Assessed Parcels	Applied Acres/Units	Equivalent Benefit Units (EBU)
Residential Vacant Lot	29	29	29.000	29.0000
Exempt	4	-	1.696	-
<b>Totals</b>	<b>33</b>	<b>29</b>	<b>30.696</b>	<b>29.0000</b>

## Part III — Estimate of Costs

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### Calculation of Assessments

An assessment amount per EBU in each Zone of the District including Zone No. 12 (Annexation Territory) is calculated by:

Taking the "Total Annual Expenses" (Total budgeted costs) and subtracting the "General Benefit Expenses (City Funded)", to establish the "Total Eligible Special Benefit Expenses";

$$\text{Total Annual Expenses} - \text{General Benefit Expenses} = \text{Total Eligible Special Benefit Expenses}$$

To the resulting "Eligible Special Benefit Expenses", various "Funding Adjustments/Contributions" may be applied that may include, but are not limited to:

- "Unfunded Reserve Fund Collection", represents an adjustment (reduction) in the amount to be collected for "Operational Reserve Funding" that was budgeted as part of the Total Annual Expenses.
- "Unfunded Rehab-Renovation Funding", represents an adjustment (reduction) in the amount to be collected for "Total Rehab-Renovation Funding" that was budgeted as part of the Total Annual Expenses. (This does not include the amount budgeted for Planned Capital Expenditures).
- "Reserve Fund Transfer/Deduction", represents an amount of available existing funds from the "Operational Reserve Fund Balances" being applied to pay a portion of the Special Benefit Expenses for the fiscal year.
- "Additional City Contribution and/or Service Reductions", represents a further adjustment that addresses the funding gap between the amount budgeted to provide the improvements and services ("Special Benefit Expenses"); and the amount that will be collected through the assessments. This funding gap may be addressed by an additional City contribution, reductions in service and service expenses, or a combination of the two.

These adjustments to the Special Benefit Expenses result in the net special benefit amount to be assessed "Balance to Levy";

$$\text{Eligible Special Benefit Expenses} \pm \text{Funding Adjustments/Contributions} = \text{Balance to Levy}$$

The amount identified as the "Balance to Levy" is divided by the total number of EBUs of parcels that benefit to establish the "Assessment Rate" or "Assessment per EBU". This Rate is then applied back to each parcel's individual EBU to calculate the parcel's proportionate special benefit and assessment for the improvements.

$$\text{Balance to Levy} / \text{Total EBU} = \text{Assessment per EBU (Assessment Rate)}$$

$$\text{Assessment per EBU} \times \text{Parcel EBU} = \text{Parcel Assessment Amount}$$

## **Budgets & Assessment Zone No. 12 (Annexation No. 2023-2)**

The budget and maximum assessment rate outlined on the following page for Zone No. 12 (Annexation No. 2023-2), are based on the City's estimate of the expenses and related funding deemed appropriate and necessary to fully support the ongoing operation, maintenance and servicing of the improvements identified in Part I of this Report for PFMD Zone No. 12. Those improvements and/or costs determined to be of general benefit shall be funded by a City contribution. This budget establishes the maximum assessment for Fiscal Year 2023/2024 to be approved by the property owner(s) of record within Annexation No. 2023-2 as part of the Ballot Proceeding.

Although the budget presented, establishes the maximum assessment for Fiscal Year 2023/2024, it is anticipated that the improvements for Zone No. 12 will be maintained by the owner/developer of Tract No. 820 through the end of Fiscal Year 2023/2024 and therefore no assessment is proposed for Fiscal year 2023/2024. However, at the City Council's discretion, the City Council may still authorize and approve an actual assessment to be levied and collected on the County Tax Rolls for Fiscal Year 2023/2024 as part of the annual assessment process and approval of the Fiscal year 2023/2024 Engineer's Report for the entire PFMD. In no case, however, will the annual assessment for Fiscal Year 2023/2024, exceed the maximum assessment presented herein.

## Zone No. 12 Maximum Assessment Budget

BUDGET ITEMS	PFMD Zone 12
	Tract 820  Maximum Assessment Budget
<b>ANNUAL OPERATION &amp; MAINTENANCE EXPENSES</b>	
Annual Lighting Operation & Maintenance Expenses	\$ 1,931
Annual Landscaping Operation & Maintenance Expenses	4,855
Annual Street Operation & Maintenance Expenses	81
<b>TOTAL ANNUAL OPERATION &amp; MAINTENANCE EXPENSES</b>	<b>\$ 6,867</b>
<b>REHABILITATION/RENOVATION FUNDING &amp; CAPITAL EXPENDITURES</b>	
Lighting Rehabilitation/Renovation Funding	\$ 97
Landscape Improvement Rehabilitation/Renovation Funding	391
Street Rehabilitation/Renovation Funding	8,086
<b>TOTAL REHABILITATION/RENOVATION FUNDING &amp; CAPITAL EXPENDITURES</b>	<b>\$ 8,574</b>
<b>INCIDENTAL EXPENSES</b>	
Operational Reserves (Collection)	\$ 2,254
Annual Administration Expenses	1,099
<b>TOTAL INCIDENTAL EXPENSES</b>	<b>\$ 3,352</b>
<b>TOTAL ANNUAL EXPENSES</b>	<b>\$ 18,792</b>
<b>GENERAL BENEFIT EXPENSES</b>	
Lighting General Benefit — City Funded	\$ (154)
Landscaping General Benefit — City Funded	(262)
Street Paving General Benefit — City Funded	-
<b>TOTAL GENERAL BENEFIT EXPENSES</b>	<b>\$ (416)</b>
<b>TOTAL SPECIAL BENEFIT EXPENSES</b>	<b>\$ 18,376</b>
<b>BALANCE TO LEVY</b>	<b>\$ 18,376</b>
<b>DISTRICT STATISTICS</b>	
Total Parcels	33
Assessed Parcels	29
Equivalent Benefit Units (EBU)	29.00
<b>Maximum Assessment Rate Per EBU</b>	<b>\$634.00</b>
Balloted Maximum Assessment Rate Per EBU	\$634.0000
<b>Balloted Amount</b>	<b>\$ 18,386.00</b>

## Annual Inflationary Adjustment (Assessment Range Formula)

In order to assure continued adequacy of the financing of the improvement costs, when the District Zones were established (including Zone No. 12 being established herein), the assessments presented to the property owners included an annual inflationary adjustment (assessment range formula). This inflationary adjustment formula established that the Maximum Annual Assessment (maximum assessment rates) shall be comparably and automatically increased each fiscal year to cover the maintenance and replacement cost increases that naturally occur over time. The annual increase in the Maximum Annual Assessments shall be in accordance with the annual percentage increase (March to March) in the Employment Cost Index for Total Compensation for State and Local Government Workers (all Workers), published quarterly by the U.S. Bureau of Labor and Statistics (the "Index"). Increases in the Index will track comparably to increases in the costs of annual maintenance and periodic replacement of the described facilities and improvements, since the majority of the maintenance and replacement work is and will be done by City employees.

Each year, the percentage difference between the Index for March of the current year and the Index for the previous March shall be identified. This percentage difference shall then establish the range of increased assessments allowed based on the Index. If the percentage change from March to March is not available at the time the Engineer's Report is prepared a similar time period may be utilized.

The Maximum Assessment Rates shall be calculated independent of the District's annual budget and proposed assessments. Any proposed annual assessment (rate per EBU) less than or equal to the calculated (adjusted) Maximum Assessment Rates is not considered an increased assessment, even if the assessment for the fiscal year is significantly greater than the assessment applied in the prior fiscal year.

The District is not required to adjust the assessments levied each year, nor does it restrict the assessments to the adjustment amount. If the budget and assessments for a given Zone does not require an increase or the increase is less than the allowed adjusted maximum assessment rate, then the budget and assessments shall be applied. If the budget and assessments for a given Zone require an increase greater than the allowed maximum assessment rate, then the proposed assessment is considered an increased assessment. In such cases, mailed notices and balloting to the property owners would be required pursuant to the provisions of the Article XIID prior to the imposition of that assessment.

## Part IV — Annexation Diagram

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The Fiscal Year 2022/2023 District Diagrams showing the boundaries of Zones 01 through 10 within for the Lemoore Public Facilities Maintenance District No. 1 are on file in the office of the City Public Works Department and the City Clerk, and by reference herein are made part of this Report. The parcels identified as Annexation No. 2023-2 (Tract No. 820), and subsequently as Zone No. 12 are depicted on the following Annexation Diagram. All lots, parcels and subdivisions of land within the boundaries of Zone No. 12 (Annexation No. 2023-2) as depicted by this diagram shall be dictated by the lines and dimensions of those lots, parcels and subdivisions of land shown on the Kings County Assessor's parcel maps and by reference these maps are incorporated herein and made part of this Report, including all subsequent lot-line adjusts and/or parcel changes made thereto by the Kings County Assessor's Office. This Annexation Diagram along with the Assessment Roll referenced in this Report constitute the PFMD Zone No. 12 Assessment Diagram for Fiscal Year 2023/2024 and the Annexation Diagram for Annexation No. 2023-2.



**Zone No. 12 (Annexation No. 2023-2) Diagram**



## Part V — Assessment Roll

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The following Assessment Roll contained on the following pages identifies each lot or parcel within Annexation No. 2023-2 along with the Fiscal Year 2023/2024 maximum assessment amount (Balloted Assessment Amount). The parcel(s) listed on the Assessment Roll corresponds to the Assessor's Parcel Number(s) shown on the County Assessor's Roll and illustrated on the County Assessor's Parcel Number Maps (APN maps) at the time this Report was prepared and shall incorporate all subsequent parcel changes, lot-line adjustments, and subdivisions of land identified by the Kings County Assessor's Office. These records are, by reference, made part of this Report and shall govern for all details concerning the description of the lots or parcels. All assessments presented on the assessment roll are subject to change as a result of parcel changes made by the County including parcel splits, parcel merges or development changes that occur prior to the County Assessor's Office securing the final roll and generating tax bills each fiscal year.

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-2 (Tract No. 820)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
024-390-013	401 Sandtrap Lane	12	820	42	Exempt	-	\$0.00	\$0.00
024-390-043		12	820	43	Exempt	-	\$0.00	\$0.00
024-390-046	597 Green Lane	12	820	1	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-047	581 Green Lane	12	820	2	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-048	573 Green Lane	12	820	3	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-049	559 Green Lane	12	820	4	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-050	545 Green Lane	12	820	5	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-051	537 Green Lane	12	820	6	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-052	525 Green Lane	12	820	7	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-053	519 Green Lane	12	820	8	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-054	515 Green Lane	12	820	9	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-055	501 Green Lane	12	820	10	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-056	473 Green Lane	12	820	11	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-057	465 Green Lane	12	820	12	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-058	453 Green Lane	12	820	13	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-059	447 Sandtrap Lane	12	820	14	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-060	429 Sandtrap Lane	12	820	15	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-061	411 Sandtrap Lane	12	820	16	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-062	598 Green Lane	12	820	17	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-063	592 Green Lane	12	820	18	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-064	580 Green Lane	12	820	19	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-065	566 Green Lane	12	820	20	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-066	554 Green Lane	12	820	21	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-067	536 Green Lane	12	820	31	Exempt	-	\$0.00	\$0.00
024-390-068	599 Sandtrap Lane	12	820	22	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-069	587 Sandtrap Lane	12	820	23	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-070	571 Sandtrap Lane	12	820	24	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-071	563 Sandtrap Lane	12	820	25	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-072	547 Sandtrap Lane	12	820	26	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-073	535 Sandtrap Lane	12	820	27	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-074	517 Sandtrap Lane	12	820	28	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-075	509 Sandtrap Lane	12	820	29	Residential Vacant Lot	1.00	\$634.00	\$0.00
024-390-076	499 Sandtrap Lane	12	820	30	Exempt	-	\$0.00	\$0.00
<b>Total</b>						<b>29.00</b>	<b>\$18,386.00</b>	<b>\$0.00</b>



711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6700 • Fax (559) 924-6708

# Staff Report

Item No: 5-2

**To:** Lemoore City Council  
**From:** Randon Reeder, Management Analyst  
**Date:** June 8, 2023 **Meeting Date:** June 19, 2023  
**Subject:** Resolution 2023-17 – Ordering Annexation and Inclusion of Additional Territories (Tract 848) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Confirming the Diagram and Assessment of Annual Levy for an Additional Territory Annexed to and included to Public Facilities Maintenance District No. 1

**Strategic Initiative:**

<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
<input type="checkbox"/> Fiscally Sound Government	<input type="checkbox"/> Operational Excellence
<input checked="" type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

**Proposed Motion:**

Adoption of Resolution 2023-17, Ordering Annexation and Inclusion of Additional Territories (Tract 848) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in such Annexed Territories for Fiscal Year 2023-2024 and Thereafter.

**Subject/Discussion:**

On May 2, 2023 the City Council approved Resolution 2023-11, declaring the intention to annex Tract 848 (Lennar) into Zone 11 of the Public Facilities Maintenance District No. 1 (PFMD).

The Zone is generally located on the south side of Bush Street, north of Pederson Street, east of Semas Avenue and generally west of College Avenue. Willdan Financial Services prepared and filed with the City Clerk a report entitled “City of Lemoore Engineer’s Annexation Report, Public Facility Maintenance District No. 1, Annexation of Territory Tract No. 848 as Zone No. 11”. The report contains a description of the existing facilities and improvements, the boundaries of the PFMD and any zones therein, including the

boundaries of the territories proposed to be annexed to the PFMD in these proceedings, the facilities and improvements proposed for Zone 11 and the general location and proposed assessments on the assessable lots and parcels of land within the Added Territories of PFMD No.1.

The 360 planned single-family residential lots, a park site and various landscape easements will be developed by Lennar Homes. At this time, Tract 848 is currently identified on the King's County Assessor's Parcel Maps as Book 023, Page 480 Parcel 043; Book 023, Page 510 Parcels 070 through 073; Book 023 Page 660, Parcels 001 through 020, 023 through 034, 045, and 050 through 075; Book 023 Page 670, Parcels 011 and 014 through 064; and Book 023, Page 680, Parcels 001 through 056. Lennar Homes is the sole owner of the property. Lennar Homes has waived the 45-day waiting period, per petition.

A public hearing will be held on the annexation of Zone 11 of the Public Facilities Maintenance District No. 1, the services, and the first annual levy of assessments in the Added Territory. If the resolution is approved, a maximum assessment of \$614.00 will be applied on an annual per lot basis, beginning in fiscal year 2023-2024, and will be applied to each lot within the newly Added Territory.

**Financial Consideration(s):**

Should the assessment not be approved, maintenance of the street, streetlights and common area landscaping will be maintained by the General Fund.

**Alternatives or Pros/Cons:**

**Pros:**

- Ensures the benefiting property owners cover the costs of their neighborhood infrastructure.

**Cons:**

- Not adopting this resolution would put an unfair burden on the General Fund to contribute to the upkeep of the neighborhood.

**Commission/Board Recommendation:**

Not applicable.

**Staff Recommendation:**

Staff recommends City Council hold a public hearing and adopt Resolution 2023-17, Ordering Annexation and Inclusion of Additional Territories (Tract 848) in Public Facilities Maintenance District No. 1 in the City of Lemoore, and Levy and Collect Annual Assessments in such Annexed Territories for Fiscal Year 2023-2024 and Thereafter.

**Attachments:**

- ☒ Resolution: 2023-17
- ☐ Ordinance:
- ☐ Map
- ☐ Contract
- ☒ Other  
List: Engineers Report

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney 6/15/2023
- ☒ City Clerk 6/15/2023
- ☒ City Manager 6/12/2023
- ☒ Finance 6/13/2023

**Date:**

## **RESOLUTION NO. 2023-17**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE (1) ORDERING ANNEXATION AND INCLUSION OF ADDITIONAL TERRITORIES (TRACT 848) IN PUBLIC FACILITIES MAINTENANCE DISTRICT NO. 1 IN THE CITY OF LEMOORE, AND (2) CONFIRMING THE DIAGRAM AND ASSESSMENT OF ANNUAL LEVY FOR FISCAL YEAR 2023-2024 FOR AN ADDITIONAL TERRITORY ANNEXED TO AND INCLUDED AS ZONE 11 OF PUBLIC FACILITIES MAINTENANCE DISTRICT NO. 1**

**WHEREAS**, City Council of the City of Lemoore order annexation of Territories to City of Lemoore Public Facilities District No. 1 (“PFMD”), as Zone 11 thereof, and to order levy and collection of annual assessments in such annexed Territories for fiscal year 2023-24 and thereafter, under Chapter 10 of Title 7 of the Lemoore Municipal Code, as enacted by Ordinance No. 2006-01 (the “Ordinance”), and according the procedures set forth in the Proposition 218 Omnibus Implementation Act (Government Code Sections 53750-53753.5, inclusive) (the “Implementation Act”), Article XIID of the California Constitution (“Proposition 218”) and, to the extent not inconsistent with the Ordinance, the procedures specified in the State Landscaping and Lighting Act of 1972 (Chapter 2 of Part 2 of Division 15 of the California Streets & Highways Code) (the “LLMD Act”); and

**WHEREAS**, the Territories to be annexed to the PFMD (the “Added Territories”) is comprised of the real property to be benefited and to be assessed for the maintenance, operation, repair and periodic replacement of landscaping, street lights, local street paving, parks and appurtenant facilities described as follows:

Plants, shrubbery, trees, turf, irrigation systems, entry monuments, local street maintenance, parks, hardscapes, walls, fencing, street lights and appurtenant facilities in public rights-of-way and easements within or appurtenant to the boundaries of the applicable benefit Zone of said District;

The Added Territories is generally described in the map(s) attached hereto as Exhibit A and incorporated herein; and

**WHEREAS**, the City Engineer has prepared and filed with the City Clerk a report entitled “City of Lemoore Engineer’s Annexation Report Public Facilities Maintenance District No. 1, Annexation of Territory as Zone 11” dated January 2023 (the “Engineer’s Report”), to which reference is hereby made, which Engineer’s Report contains a description of the existing facilities and improvements, the boundaries of the PFMD and any zones therein, the boundaries of the Territories proposed to be annexed to the PFMD in these proceedings, the facilities and improvements proposed for the Added Territories, and the general location and proposed assessments on the assessable lots and parcels of land within the PFMD, including the Added Territories; and

**WHEREAS**, the Engineer’s Report is on file in the office of the City Clerk and is available for inspection during regular business hours;



**WHEREAS**, the City Engineer also has prepared and filed with the City Clerk an amended map of the boundaries of the PFMD, incorporating the Added Territories within such boundaries as Zone 11, as proposed in these proceedings; and

**WHEREAS**, the proceeds of the annual assessments to be levied on the parcels within the PFMD, including the Added Territories, for fiscal year 2023-24 and for each fiscal year thereafter will be used exclusively to finance the expenses for maintenance, operation, repair and periodic replacement of the improvements and facilities described in the Engineer's Report for that fiscal year, which maintenance, operation, repair and periodic replacement will provide direct, particular and distinct special benefits to the various parcels assessed, over and above the benefits conferred on the public at large; and

**WHEREAS**, the amount of the assessment to be levied on each parcel in the PFMD, including the Added Territories, for the 2023-2024 fiscal year, as proposed in the Engineer's Report, is proportional to and no greater than the special benefits conferred on such parcel from maintenance, operation, repair and periodic replacement of the improvements and facilities described in the Engineer's Report;

**THEREFORE**, the City Council of the City of Lemoore resolves, finds and determines as follows:

1. All territories within Tract No. 848 whose boundaries are set forth in the Engineer's Report on file with the City Clerk, are annexed to and made part of City of Lemoore Public Facilities Maintenance District No. 1 as Zone 11 thereof. The map of the boundaries of the PFMD, prepared by the City Engineer and showing annexation of the Added Territory as Zone 11 thereof, is hereby approved.
2. The Added Territory, whose boundaries are set forth in the Engineer's Report, will be particularly, distinctly and specially benefited, over and above the general benefits conferred on such territory and the public at large, from maintenance, operation, repair and periodic replacement of the Facilities and Improvements described in the Engineer's Report.
3. The hearing on the annexation of the territory within the Added Territory as Zone 11 of the PFMD and the levy of annual assessments therein, commencing with 2023-2024 fiscal year, was noticed and held in accordance with law.
4. The Engineer's Report, including the diagram of the Added Territory as Zone 11 of the PFMD and the assessment therein of the estimated costs of maintenance, operation, repair and periodic replacement of the Facilities and Improvements contained in the Engineer's Report, and each and every part of the Engineer's Report, is finally adopted, confirmed and approved.
5. The assessment diagram showing the lots and parcels of land within the Added Territory as part of Zone 11 of the PFMD, all as contained in the Engineer's Report, is finally approved and

confirmed as the diagram of the lots and parcels within the Added Territory to be assessed to pay the costs of maintenance, operation, repair and periodic replacement of the Facilities and Improvements described in the Engineer's Report.

6. The assessment of the total amount of the costs and the individual assessments thereof on the lots and parcels within the Added Territory in proportion to the direct special benefits to be conferred on each such lot or parcel from maintenance, operation, repair and periodic replacement of the Facilities and Improvements, and of the expenses incidental thereto, as set forth in the Engineer's Report, is finally approved and confirmed as the assessment for the 2023-2024 fiscal year to pay such costs.
7. The annexation and inclusion of the Added Territory as Zone 11 of the PFMD, and the levy of the annual assessments on all lots and parcels within the Added Territory for fiscal year 2023-2024, as described in the Resolution of Intention and the Engineer's Report, are hereby ordered.
8. The City Clerk is authorized and directed to file the diagram of the PFMD, including the Added Territory as Zone 11 thereof, and assessments therein, as approved and confirmed by the Council and containing all information and statements required by Section 3114 of the Streets & Highways Code, with the Kings County Recorder immediately after adoption of this resolution. The City Clerk is further authorized and directed to record a notice of assessment with respect to the Added Territory pursuant to Streets & Highways Code Section 3114. The City Clerk is further authorized and directed to file the amended map of the boundaries of the PFMD, incorporating the Added Territory within Zone 11, as approved by the City Council and containing all information and statements provided for in Streets & Highways Code Sections 3110 and 3113, with the Kings County Recorder not later than 10 days after the date this resolution is adopted.
9. This resolution shall take effect immediately upon adoption.

**PASSED AND ADOPTED** by the City Council of the City of Lemoore at a special meeting held on the 19<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

ATTEST:

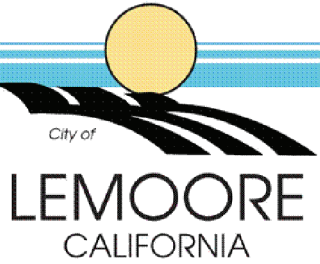
APPROVED:

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Marisa Avalos  
City Clerk

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Patricia Matthews  
Mayor



# **City of Lemoore**

## **Engineer's Annexation Report**

### **Public Facilities Maintenance**

#### **District No. 1**

##### **ANNEXATION OF TERRITORY AS**

##### **ZONE No. 11**

**Commencing Fiscal Year 2023/2024**

**Intent Meeting: April 4, 2023**

**Public Hearing: June 6, 2023**

**CITY OF LEMOORE**  
**711 W CINNAMON DRIVE**  
**LEMOORE, CA 93245**

**MARCH 2023**  
**PREPARED BY**  
**WILLDAN FINANCIAL SERVICES**

27368 Via Industria  
Suite 200  
Temecula, CA 92590  
T 951.587.3500 | 800.755.6864  
F 951.587.3510

[www.willdan.com](http://www.willdan.com)



# **ENGINEER'S ANNEXATION REPORT AFFIDAVIT**

## **City of Lemoore Public Facilities Maintenance District No. 1**

### **Annexation of Territory (Tract No. 848) as Zone No. 11 Referred to as Annexation No. 2023-1**

**For Fiscal Year 2023/2024**

### **City of Lemoore, Kings County, State of California**

As part of the Resolution of Intention packet presented for the consideration of the Lemoore City Council, this Report and the enclosed budget, diagram, and descriptions outline the proposed annexation of Tract No. 848 (hereafter referred to as "Annexation Territory" or "Annexation No. 2023-1") to the Lemoore Public Facilities Maintenance District No. 1 and the establishment of annual assessments related thereto commencing in Fiscal Year 2023/2024. Said annexation includes each of the lots and parcels of land within Tract No. 848 excluding parcel 023-510-069 which is identified as the "Designated Remainder" lot. As of the writing of this Report, the parcels included in Annexation 2023-1 are identified on the Kings County Assessor's Parcel Maps as Book 023, Page 480 Parcel 043; Book 023, Page 510 Parcels 070 through 073; Book 023, Page 660, Parcels 001 through 020, 023 through 034, 045, and 050 through 075; Book 023, Page 670, Parcels 011, and 014 through 064; and Book 023, Page 680, Parcels 001 through 056.

Reference is hereby made to the Kings County Assessor's Parcel Maps for a detailed description of the lines and dimensions of each parcel within Annexation No. 2023-1. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Willdan Financial Services  
Assessment Engineer  
On Behalf of the City of Lemoore

By: \_\_\_\_\_

Jim McGuire  
Principal Consultant, Project Manager

By: \_\_\_\_\_

Tyrone Peter  
PE C # 81888

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## Introduction

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The City of Lemoore ("City"), pursuant to Chapter 10 of Title 7 of the Lemoore Municipal Code, ("Municipal Code") as enacted by Ordinance No. 2006-01 (the "Ordinance"), and to the extent not inconsistent with the Ordinance, the provisions and procedures of the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code ("1972 Act") and in compliance with the substantive and procedural requirements of the California State Constitution, Article XIII D ("California Constitution") established the assessment district designated as the:

### **Public Facilities Maintenance District No. 1**

(hereafter referred to as "District" or "PFMD"). Pursuant to the provisions of the Municipal Code, the Ordinance, and 1972 Act (hereafter referred to collectively as "City Maintenance District Codes"), and in compliance with the substantive and procedural requirements of the California Constitution, the City has annually levied special benefit assessments for the PFMD in order to fund in whole or in part the maintenance, operation, repair and periodic replacement of certain public improvements including landscaping, street lights, street paving, parks and appurtenant facilities that provide special benefits to properties within the District.

The City Council of the City of Lemoore adopted its General Plan with various elements to provide guidelines for orderly development of property within the City. The City Council further adopted ordinances and regulations governing the development of land providing for the installation and construction of certain lighting, landscaping, street paving, parks, and appurtenant facilities to enhance the quality of life and to benefit the value of property.

The requirement for the installation of lighting, landscaping, streets, and appurtenant facilities is a condition of development provided for in the City's Subdivision Ordinance and is a requirement for issuance of a permit for construction of commercial, residential, and planned unit development. These improvements generally include street lights and related equipment and fixtures; street paving that may also include curbs, gutters and sidewalks; various landscape materials such as trees, turf, shrubs, vines, and ground cover; irrigation and drainage systems; structural amenities such as monuments, block walls, retaining walls, or other fencing; hardscapes including mulch, trail and path surfaces, stamped concrete and pavers; recreational amenities such as benches, picnic facilities, play structures; signage, and related appurtenances.

The installation of street pavement, street lights, landscaping and appurtenant facilities is the responsibility of the subdivider or other development/applicant, triggered by the approval of a tentative subdivision map or other development application. After installation, it is City policy that the servicing, operation, maintenance, repair and replacement of the street lighting, landscaping, local street paving, parks and appurtenant facilities in turn become the financial responsibility of the properties that specially benefit from the facilities. Prior to the establishment of the District, the City recognized that the required ongoing maintenance, periodic repair, and replacement of the facilities installed in connection with new developments could not feasibly be funded by the City and that such maintenance, operation, repair and replacement should be funded through special benefit assessments on properties within the boundaries of the District.

In accordance with the City Maintenance District Codes, the District has been established utilizing benefit zones ("Zones") to address variations in the nature, location, and extent of the improvements that provide special benefits to parcels in the District. Within the boundaries of the District, parcels are assigned to a Zone, each of which is associated with specific improvements that provide special benefit to properties within that Zone.

As of Fiscal Year 2022/2023, the District was comprised of the following Zones and developments:

- Zone 01 -- The Landing, Phases 1, 2, and 3
- Zone 02 -- Liberty, Phases 1 and 2
- Zone 03 -- Silva Estates, Phase 10
- Zone 04 -- Parkview Estates / Heritage Park – Laredo
- Zone 05 -- East Village Park/Aniston Place
- Zone 06 -- Heritage Acres
- Zone 07 -- Capistrano
- Zone 08 -- Woodside
- Zone 09 -- Lennar Homes
- Zone 10 -- Energy Homes:

## **Proposed Fiscal Year 2023/2024 Annexation**

By resolution, the City Council has ordered the preparation of this Engineer's Report ("Report") in connection with the proceedings for the annexation of Tract No. 848 to the Lemoore Public Facilities Maintenance District No. 1 and to be designated as:

### **Annexation No. 2023-1**

(hereafter referred to as "Annexation No. 2023-1" or "Annexation Territory"), and the establishment of the new maximum annual assessments related thereto, to be levied and collected upon properties within the Annexation Territory commencing in Fiscal Year 2023/2024 for the special benefits each property receives from the maintenance and servicing of the improvements to be provided by the City through the District.

Annexation No. 2023-1 (Tract No. 848) is located south of Bush Street, north of Pedersen Street, west of College Avenue, and east of Semas Drive. Annexation No. 2023-1 consists of the lots and parcels of land within the planned residential development identified as Tract No. 848 consisting of the one hundred sixty-four (164) approved single-family residential lots and three (3) unassessed letter lots of Phase 1; ninety-five (95) planned single-family residential lots identified as Phase 2 (currently parcels 023-510-071 and 023-510-073); and the one hundred one (101) planned single-family residential lots identified as Phase 3 (currently parcels 023-480-043 and 023-510-070). Therefore, at buildout, it is anticipated that Annexation No. 2023-1, will incorporate a total of 360 single-family residential lots, a park site, and various landscape easements.

The parcels included in Annexation 2023-1 as of the writing of this Report are identified on the Kings County Assessor's Parcel Maps as Book 023, Page 480 Parcel 043; Book 023, Page 510 Parcels 070 through 073; Book 023, Page 660, Parcels 001 through 020, 023 through 034, 045, and 050 through 075; Book 023, Page 670, Parcels 011, and 014 through 064; and Book 023, Page 680, Parcels 001 through 056. The parcels within Annexation No. 2023-1 benefit and will proportionately share in the special benefit costs associated with the ongoing annual maintenance and servicing of:

- Streetscape landscaping adjacent to the development (perimeter of Tract No. 848) on Bush Street, Semas Drive, Pedersen Street, and College Avenue;

- Streetscape entryway landscaping (entryway medians) on Harvard Drive at Semas Drive and on Boston Way at College Avenue;
- A one acre (1.06 acre) park site within Tract No. 848 on the south side of West Hills Way between Biola Way and Clemson Avenue;
- Street pavement and related infrastructure in the street right-of-way for the development; and
- Streetlighting installed in connection with the development of properties within Tract No. 848.

To adequately provide and fund the streets, sidewalks, curbs, gutters, street lighting, park site, and other landscaping improvements that are considered special benefits to properties within Annexation No. 2023-1, the City Council has determined that it is appropriate and in the public's best interest to annex the properties within Annexation No. 2023-1 to the PFMD as Zone No. 11 and to levy annual assessments on the properties therein. These assessments are intended to fund the estimated special benefit improvement costs including, but are not limited to the regular annual maintenance and servicing of the improvements; incidental expenditures related to the operation and administration of the PFMD and the Zone; and the collection of funds for operational reserves, capital improvement expenditures, and periodic repairs or rehabilitation projects as authorized by the City Maintenance District Codes.

## Report Content and Proceedings

This Engineer's Annexation Report (the "Report") has been prepared pursuant to the City Maintenance District Codes consistent with Chapter 1, Article 4 and Chapter 3 of the 1972 Act, and is presented to the City Council for their consideration and approval of the proposed improvements and services to be provided within Annexation No. 2023-1 and the levy and collection of annual assessments related thereto commencing in Fiscal Year 2023/2024. This Report outlines the annexation territory, the District Zone (Zone No. 11), improvements, and proposed assessments to be levied in connection with the special benefits the properties will receive from the maintenance and servicing of the District improvements based on the estimated maintenance expenses for the improvements to be installed in connection with the development of properties within Annexation No. 2023-1. The annual assessments to be levied on properties within the District and specifically Annexation No. 2023-1 will provide a source of funding for the continued operation, maintenance and servicing of the landscaping, street lights, street paving, sidewalks, and appurtenant facilities (improvements) to be provided by the District for the properties within the Annexation Territory as Zone No. 11.

Each fiscal year, the City establishes the PFMD assessments for each Zone therein based on an estimate of the costs to maintain, operate and service the improvements as well as available revenues including fund balances, general benefit contributions and additional City contributions and assessment limits. The costs of the improvements and the proposed annual assessments budgeted and assessed against properties within the PFMD may include, but are not limited to the estimated expenditures for regular annual maintenance and repairs; incidental expenditures related to the operation and administration of the District; deficits or surpluses from prior years; revenues from other sources; and the collection of funds for operational reserves and/or periodic repairs, replacements and rehabilitation projects as authorized by the City Maintenance District Codes. The net annual cost to provide the improvements for each Zone are allocated to the benefiting properties within that Zone using a weighted method of apportionment (refer to Assessment Methodology in Section II, Method of Apportionment) that calculates the proportional special benefit and assessment for each parcel as compared to other properties that benefit from the District improvements and services. Thus, each parcel is assessed proportionately for only those improvements, services and expenses for which the parcel will receive special benefit.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Number (Assessor's Parcel Number "APN") by the Kings County Assessor's Office. The County Auditor/Controller uses Assessment Numbers and specific District Fund Numbers, to identify on the tax roll, properties assessed for special district assessments. Each parcel within Annexation No. 2023-1 shall be assessed proportionately for only those improvements for which the parcel receives a special benefit.

## Report Content

This Report has been prepared for the annexation of parcels within Annexation No. 2023-1 to the District for Fiscal Year 2023/2024, pursuant to a resolution of the City Council and consists of five (5) parts:

### Part I — Plans and Specifications:

Contains a general description of the District and zones of benefit ("Zones") within the District, and specifically addresses the improvements and services that provide special benefits to the parcels within Annexation No. 2023-1 to be designated as Zone No. 11 within the PFMD, which may include, but not limited to local landscaping, street lights, street paving, sidewalks, curbs, gutters, and related amenities including operational expenses and fund balances authorized by the City Maintenance District Codes. The plans and specifications contained in this Report generally describe the nature and extent of the improvements. In conjunction with these general descriptions of the improvements a visual depiction of the improvements is provided in the Annexation Diagram contained in Part IV of this Report. The detailed plans and specifications for the improvements for the District including Zone No. 11 (Annexation Territory) are on file in the Public Works Department of the City of Lemoore and by reference are made part of this Report.

### Part II — Method of Apportionment:

Outlines the special and general benefits associated with the improvements to be provided within Zone No. 11 of the District (the Annexation Territory) and the basis upon which the estimated costs to provide such improvements has been apportioned to each parcel of land therein in proportion to the special benefits to be received by such parcels.

### Part III — Estimate of Costs

Identifies the estimated annual funding costs (Budget) required for the maintenance and operation of the improvements including, but not limited to, annual maintenance and service expenses, utility costs, related incidental expenses, and fund balances authorized by the City Maintenance District Codes and deemed appropriate to fully support the improvements. Those improvements and/or costs determined to be of general benefit shall be funded by a City contribution. This section identifies:

- A budget that establishes the proportional estimated expenses and maximum assessment for Fiscal Year 2023/2024 to be approved by the property owner(s) of record within the Annexation Territory as part of the Ballot Proceeding. Although the budget presented, establishes the maximum assessment for Fiscal Year 2023/2024, it is anticipated that all or most of the proposed improvements will not be installed for Fiscal Year 2023/2024 and/or the improvements for Zone No. 11 will be maintained by the owner/developer of Tract No. 848 through the end of Fiscal Year 2023/2024 and therefore, no annual assessment is anticipated to be collected on the tax rolls for Fiscal year 2023/2024. However, at the City Council's discretion, the City Council may still authorize and approve an actual assessment to be levied and collected on the County Tax Rolls for Fiscal Year 2023/2024 as part of the annual assessment process and approval of the Fiscal year 2023/2024 Engineer's Report for the entire District. In no case, however, will the annual assessment for Fiscal Year 2023/2024, exceed the maximum assessment presented herein.
- This section also identifies and outlines an Assessment Range Formula (inflationary adjust) that provides for an annual adjustment to the maximum assessment rate each fiscal year. This Assessment Range Formula establishes limits on future assessments, but also provides for reasonable cost adjustments due to inflation.

#### **Part IV — Annexation Diagram**

A diagram showing the boundaries of Annexation No. 2023-1 based on the parcels that will receive special benefits from the improvements to be provided and maintained as part of Zone No. 11 and the benefits established herein. The lines and dimensions of each lot, parcel, and subdivision of land contained in this diagram are inclusive of the parcel(s) listed in "Part V — Assessment Roll" of this Report and the corresponding County Assessor's Parcel Maps for said parcel(s) as they existed at the time this Report was prepared and shall include all subsequent subdivisions, lot-line adjustments, or parcel changes therein. Reference is hereby made to the Kings County Assessor's maps for a detailed description of the lines and dimensions of each lot and parcel of land within Annexation No. 2023-1 as Zone No. 11 of the District.

#### **Part V — Assessment Roll:**

A listing of the proposed maximum assessment amounts for the parcel(s) within Annexation No. 2023-1. The "Maximum Assessment" amount (Balloted Assessment Amount) for each parcel represents that parcel's maximum assessment amount for fiscal year 2023/2024 and is based on the parcel's calculated proportional special benefit as outlined in "Part II — Method of Apportionment", and calculated assessment rate established by the budget in "Part III — Estimate of Costs".

If any section, subsection, sentence, clause, phrase, portion, or zone of this Report is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of the Report and each section, subsection, subdivision, sentence, clause, phrase, portion, zone, or subzone thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, portions, zones, or subzones might subsequently be declared invalid or unconstitutional.



## Ballot Proceedings

As part of this annexation proceeding, the City shall conduct a property owner protest ballot proceeding ("Ballot Proceeding") for the proposed levy of a new assessment pursuant to the provisions of the California Constitution, Article XIID Section 4. In conjunction with this Ballot Proceeding, the City Council will conduct a noticed public hearing to consider public testimonies, comments and written protests regarding the annexation, and the levy of the new assessments described herein. Upon conclusion of the public hearing, property owner protest ballots received will be opened and tabulated to determine whether majority protest exists as defined in Article XIID of the California Constitution.

As specified by the California Constitution, Article XIID Section 4e:

*"A majority protest exists if, upon the conclusion of the hearing, ballots submitted in opposition to the assessment exceed the ballots submitted in favor of the assessment. In tabulating the ballots, the ballots shall be weighted according to the proportional financial obligation of the affected property."*

After completion of the ballot tabulation, the City Council will confirm the results of the balloting. If majority protest exists for the proposed assessments, further proceedings to annex the parcels with Annexation No. 2023-1 to the District and implementation of the new assessments shall be abandoned at this time. If tabulation of the ballots indicate that majority protest does not exist for the proposed new assessments and the assessment range formula presented and described herein, the City Council by resolution may adopt this Report (as submitted or amended); approve the assessment diagram (Annexation Diagram) contained herein; order the annexation of the parcels within Annexation No. 2023-1 (Tract No. 848) to the District and the improvements to be made; and confirm the new assessments as outlined in this Report.

The new assessments as approved, may be levied and collected on the County tax rolls commencing in Fiscal Year 2023/2024 together with the assessments for other properties in the District. Each subsequent fiscal year, an engineer's annual levy report for the District shall be prepared and presented to the City Council to address any proposed changes to the District, including Zone No. 11, as well as any proposed changes to the improvements, budgets, and assessments for that fiscal year. The City Council shall hold a noticed public hearing regarding these matters prior to approving and ordering the levy of annual assessments for the District.

If in any fiscal year, the proposed annual assessments for parcels within Zone No. 11, exceed the maximum assessments described herein, such an assessment would be considered a new or increased assessment and must be confirmed through a mailed property owner protest ballot proceeding for the affected parcels before that new or increased assessment may be imposed.



## Part I — Plans and Specifications

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### Description of the District

The purpose of the District and specifically Zone No. 11 which is inclusive of parcels within Tract No. 848 as the Annexation Territory, is to provide in part through annual assessments, funding for the ongoing operation, maintenance, and servicing of local landscaping; street lighting; street improvements within the street rights of way; neighborhood parks; and related appurtenant facilities and services in specified areas of the City. The territory within the District consists of those lots or parcels of land within the City of Lemoore for which the City, through the District maintains these local improvements and related amenities installed in connection with the development of those properties and for the benefit of those lots and parcels.

As authorized by the City Maintenance District Codes, the improvements provided by the District and associated with each Zone incorporate various local improvements and related amenities that are maintained and serviced for the benefit of real property within those Zones. The maintenance of the improvements may also include various appurtenances including, but not limited to block walls, retaining walls or other fencing, trail and path surfaces, stamped concrete, pavers, mulch or other hardscapes, irrigation and related electrical equipment and drainage systems, benches, play structures, picnic or other recreational facilities, monuments, signage, ornamental lighting, curbs, gutters, sidewalks, cross gutters, street lighting fixtures, street light poles, electrical facilities, and related equipment. The work to be performed within each respective Zone of the District may include but is not limited to (as applicable), the personnel, materials, equipment, electricity, water, contract services, repair and rehabilitation of the improvements and incidental expenses required to operate the District and provide the improvements and services.

Improvements provided within the District may include but are not limited to:

- Landscaping and related facilities and amenities located within designated street medians, parkway and streetscape side-panels, and entryways within the public right of ways or easements adjacent to public right of ways; and within public places including greenbelt areas, open spaces, and neighborhood parks within or directly associated with each Zone. These improvements may include, but are not limited to:
  - various landscape materials such as trees, turf, shrubs, vines, ground cover, annual or perineal plantings;
  - irrigation and drainage systems;
  - structural amenities such as monuments, block walls, retaining walls, or other fencing;
  - hardscapes including mulch, trail and path surfaces, stamped concrete and pavers;
  - recreational amenities within the parks or greenbelts that may include benches, play structures, picnic or other recreational facilities, signage, and related appurtenances.

The maintenance of these improvements may include, but is not limited to the regularly scheduled mowing, trimming, pruning, fertilization, pest control, weed and graffiti abatement; installation, replacement and rehabilitation of the landscaping, repair or replacement of irrigation or drainage systems; repair or replacement of hardscape improvements and recreational amenities. The City Public Works Department shall authorize and schedule such maintenance and servicing as need and based on available Zone funding.

- Street lighting improvements located in the public right of ways within and on the perimeter of the developments and associated with each Zone and the parcels therein. Street light improvements include energy costs and maintenance of the lighting facilities including, but

not limited to the removal, repair, replacement or relocation of light standards, poles, bulbs, fixtures, and related equipment and materials.

- Street right of way improvements on the local streets within or adjacent to each respective Zone that may include but is not limited to the repair and servicing of street and parking surfaces, curbs, gutters, driveway approaches, sidewalks, walkways, delineation, signage or other facilities within the street right of ways and designated parking areas. The street paving program may include but is not limited to: the repair of potholes, cracks or other failures in the asphalt surface; repair or partial segment replacement of curbs, gutters, driveway approaches, and sidewalks as needed to ensure pedestrian and vehicle safety or the integrity of the street; repair or installation of street signs; slurry sealing, overlays and re-striping of the street surfaces and parking areas. The specific activities and timing of various street and road maintenance services shall be determined by the City's Public Works Department as necessary to extend the life of the streets or to improve traffic circulation and safety as available funding permits.

Many of the street services and activities described above are not performed on an annual basis, but rather on a periodic basis such as slurry sealing or overlaying the asphalt streets. The funds necessary for these activities are to be collected in installments as part of the annual assessments. The monies collected each year for these services will be accumulated in a special fund for each Zone (Reserve Fund or Capital Improvement Fund). The monies accumulated for these activities shall be spent when sufficient funds have been accumulated to perform the services deemed necessary by the City. This process of accumulating funds (installments) shall continue until such time the District or Zone is dissolved; or the City determines that such funding procedures require modification. Changes in the process of accumulating funds that would result in an increase to the annual assessment rate must be presented to the property owners for approval prior to imposing such an increase

Not included as part of the street maintenance program are the costs associated with major replacements or reconstruction. Although the District assessments will provide funding for regular maintenance of the street improvements and scheduled slurry and resurfacing projects on a periodic basis that will extend the useful life of the street improvements, the assessments are not intended to fund a full replacement or reconstruction of the street surfaces or adjacent improvements such as curbs, gutters, sidewalks, or driveway approaches. The costs of extensive replacement or reconstruction activities such as replacement of curbs, gutters, sidewalks, and driveway approaches is significantly more than the amount that is typically collected annually. When such repairs or activities are deemed necessary, the City may consider various financing options including new or increased assessments for property owner approval.

## Zones and Improvements

For Fiscal Year 2022/2023 the District included ten (10) designated Zones. In accordance with the City Maintenance District Codes, the District utilizes Zones to address variations in the nature, location, and extent of the improvements that provide special benefits to parcels in the District. Each Zone is associated with specific improvements and/or types of improvements that provide special benefit to properties within that Zone. The boundaries of each Zone is based on the

improvements to be maintained and the relationship and proximity of the developments and properties that derive special benefits from those specific improvements.

## Existing Zones 01 through 10

The following is a brief description and summary of the existing Zones and improvement that are part of the District but not directly associated with this annexation proceeding.

### Zone 01 — The Landing:

Comprised of one hundred twelve (112) single-family residential parcels within Tract No. 817 (The Landing, Phases 1 and 2). The properties within Zone 01, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 31,989 square feet of landscaping and/or related improvement areas.
- Thirty-four (34) street lights.
- 355,598 square feet of pavement surface area.

### Zone 02 — Liberty:

Comprised of two hundred forty-two (242) single-family residential parcels within Tract No. 821 (Liberty, Phases 1 and 2). The properties within Zone 02, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 113,816 square feet of landscaping and/or related improvement areas.
- Ninety-three (93) street lights.
- 729,025 square feet of pavement surface area.

### Zone 03 — Silva Estates, Phase 10:

Comprised of seventy-four (74) single-family residential parcels within Tract No. 838 (Silva Estates, Phase 10). The properties within Zone 03, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 22,256 square feet of landscaping and/or related improvement areas.
- Twenty-six (26) street lights.
- Approximately 202,063 square feet of pavement surface area.

### Zone 04 — Parkview Estates:

Comprised of thirty-nine (39) single-family residential parcels within Tract No. 797 (Parkview Estates). The properties within Zone 04, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 16,581 square feet of landscaping and/or related improvement areas.
- Nine (9) street lights.
- Approximately 83,581 square feet of pavement surface area.

### **Zone 05 — East Village Park and Aniston Place North:**

Comprised of one hundred twenty (120) single-family residential parcels within Tract No. 791 (East Village Park) and Tract No. 910 (Aniston Place North). The properties within Zone 05, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 61,882 square feet of landscaping and/or related improvement areas that includes the following:
  - 957 square feet of streetscape landscaping (shrubs with trees) on Cantera Avenue;
  - 15,716 square feet of parkway and streetscape side-panel landscaping located on D Street, including approximately 7,005 square feet of shrubs, plants, and/or ground cover with trees; and 8,711 square feet of shrubs;
  - 1,034 square feet of streetscape landscaping (shrubs) on Smith Avenue north of Siena Way;
  - 1,723 square feet of parkway and streetscape side-panel landscaping located on Smith Avenue between D Street and Siena Way, including approximately 1,300 square feet of turf with trees; and 423 square feet of shrubs, plants, and/or ground cover with trees;
  - 42,452 square feet of park improvement area located on Montego Way. This park site includes approximately 7,210 square feet of concrete or other hardscape surfaces; 850 square feet of shrubs and planters; and 34,392 square feet of turf with trees.
- Thirty (30) street lights including:
  - 8 street lights on the perimeter of Zone 05 located on D Street and Smith Avenue.
  - 22 street lights within the tracts located on, but not limited to: Cantera Avenue, Firenze Street, Montego Way, Portola Street, Siena Way, and Visconti Street;
- Approximately 271,905 square feet of pavement surface area which collectively include Cantera Avenue, Firenze Street, Montego Way, Siena Way, Visconti Street, and Portola Street.

### **Zone 06 — Heritage Acres:**

Comprised of ninety-seven (97) single-family residential parcels within Tract No. 872 (Heritage Acres, Phases 1 and 2). The properties within Zone 06, proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Twenty-seven (27) street lights.
- Approximately 370,092 square feet of pavement surface area.

### **Zone 07 – Capistrano, Phase 5:**

Comprised of twenty (20) single-family residential parcels within Tract No. 908 (Capistrano, Phase 5). The properties within Zone 07, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 5,071 square feet of parkway and streetscape side-panel landscaping on East Bush Street consisting of: 3,125 square feet of shrubs, plants, and/or ground cover with trees; and 1,946 square feet of turf with trees. These improvements and the costs associated with the maintenance and operation of these improvements are proportionately shared by properties within LLMD Zone 06.
- Approximately 1,477 square feet of parkway side-panel landscaping on the northeast side of Bush Place between East Bush Street and Tract 908, including the entryway landscaping at the southeast corner of East Bush Street and Bush Place. These improvements and the costs associated with the maintenance and operation of these improvements are proportionately shared by properties within LLMD Zone 06.
- Approximately 2,341 square feet of parkway side-panel landscaping on the east side of Bush Place /Barcelona Drive adjacent to Tract 908.
- The median island on Bush Place/Barcelona Drive, just south of East Bush Street leading into the development (Approximately 427 square feet). This median and the costs associated with the maintenance and operation improvements are proportionately shared by properties within LLMD Zone 06.
- Eight (8) street lights including:
  - Two (2) street lights located on Bush place/Barcelona Drive directly adjacent to the perimeter of the development and one (1) street light at the southeast corner of East Bush Street and Bush Place. These three street lights also benefit properties within LLMD Zone 06 and are therefore partially funded by other revenue sources.
  - 5 street lights within Tract 908 located on Tuscany Court;
- Approximately 26,060 square feet of pavement surface area located on Tuscany Court.

### **Zone 08 – Woodside:**

At the time this Report was prepared, Tract No. 921 which comprises all of Zone 08 (Woodside), is identified as a single parcel on the Kings County Assessor's maps (023-020-095). As Tract No. 921 is developed, the parcel will be subdivided into sixty-four single-family residential parcels. The properties within Zone 08, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 12,206 square foot neighborhood park site located at the corner of Daphne Lane and Sydney Way that may include, but is not limited to, turf, shrubs, trees, plants, and/or ground cover areas; and concrete paths, play structures, tables, benches, and trash receptacles.
- Approximately 82,540 square foot drainage basin site located in the southwest portion of Tract No. 921 that may include, but is not limited to, approximately 61,436 square feet of natural, non-irrigated area (basin floor); approximately 21,104 square feet of perimeter landscaping comprised of shrubs, trees, plants, and/or ground cover; and related drainage facilities and equipment which may include drainage inlet/outlet structures and pump.
- Approximately 4,340 square feet of paved access roads providing access to the drainage basin and the Lemoore Canal from Daphne Lane.



- Approximately 350 linear feet of block wall on the perimeter of the development along the Southern Pacific Railroad right-of-way and the Lemoore Canal.
- Nineteen (19) street lights within Tract No. 921 located on Daphne Lane, Melbourne Way, Newcastle Street, and Sydney Way.
- Approximately 198,416 square feet of pavement surface area located on but not limited to Daphne Lane, Melbourne Way, Newcastle Street, and Sydney Way, which also incorporates approximately 5,804 linear feet of curb and gutter, and approximately 31,922 square feet of Sidewalk/Cross Gutter area.

#### **Zone 09 – Lennar Homes:**

Comprised of eighty-seven (87) single-family residential parcels within Tract No. 920 (Lennar Homes, Phase 1). It is anticipated that Phase 2 of the development will eventually be annexed to the Zone. The properties within Zone 09, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 28,193 square feet of perimeter streetscape landscaping:
  - 3,482 square feet of streetscape landscaping on the east side of Liberty Drive north of Hana Way, up to the northern lot line of lot 87 (designated as that part of Lot A within Phase 1 of Tract No. 920). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 482 square feet on the north side of Hana Way between Liberty Drive and Narwhal Avenue. This landscape area incorporates the area between the curb and sidewalk. The landscaping behind sidewalk (if any) will be privately maintained and is not a part of the Zone improvements;
  - 482 square feet on the south side of Hana Way between Liberty Drive and Narwhal Avenue. This landscape area incorporates the area between the curb and sidewalk. The landscaping behind sidewalk (if any) will be privately maintained and is not a part of the Zone improvements;
  - 4,971 square feet on the east side of Liberty Drive south of Hana Way and north of Hanford-Armona Road (designated as part of Lot B). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 18,776 square feet on the north side of Hanford-Armona Road from Liberty Drive, to the eastern boundary of Tract No. 920 which is also the eastern lot line of Lot 60 (designated as part of Lot B). This landscape area incorporates the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
- 32,972 square foot neighborhood park site/greenbelt area to be installed on the east side of Obsidian Avenue as part of Phase 2. This area may include, but is not limited to, turf, shrubs, trees, plants, and/or ground cover areas; and concrete paths, play structures, tables, benches, and trash receptacles.
- 94,090 square foot drainage basin site to be installed to the east of the neighborhood park site/greenbelt area (east of Obsidian Avenue) as part of Phase 2. It is anticipated that approximately 20% of this area will be irrigated improvements and the remainder non-irrigated improvements.



- Twenty-four (24) street lights including:
  - Nine (9) street lights on the perimeter of Tract No. 920 Phase 1 located on Hanford-Armona Road (8 Lights) and on Liberty Drive (1 Light); and
  - Fifteen (15) street lights within Tract No. 920 Phase 1 located on, but not limited to: Castellina Street, Fire Fall Avenue, Hana Way, Narwhal Avenue, Obsidian Avenue, Pisa Way, and Strada Street;
- Approximately 208,497 square feet of pavement surface area, which also incorporates an estimated 8,872 linear feet of curb and gutter, and approximately 44,360 square feet of Sidewalk/Cross Gutter area. Of the
  - Approximately 62,893 square feet of pavement surface area on the perimeter of the Zone including half of Hanford-Armona Road and Liberty Drive;
  - Approximately 145,604 square feet of pavement surface area on the internal streets of the Zone including Castellina Street, Fire Fall Avenue, Hana Way, Narwhal Avenue, Obsidian Avenue, Pisa Way, and Strada Street;

Note: The neighborhood park site/greenbelt area and drainage basin site improvements identified above will eventually be installed as part of Phase 2 of Tract No. 920, which is currently not a part of Zone 09. When those improvements are installed as part of Phase 2 of Tract No. 920, the cost of maintaining those improvements will be proportionately shared by the residential parcels in both phases of Tract No. 920. Likewise, the perimeter landscaping, street lighting, and pavement improvements being installed on Hanford-Armona Road and Liberty Drive as part of Tract No. 920 Phase 1, will proportionately benefit properties in both phases and the costs associated with those improvements will be proportionately shared by the residential parcels in both phase of Tract No. 920. However, when Phase 2 is developed, it is also anticipated that additional perimeter landscaping, street lighting, and pavement improvements will be installed and proportionately shared. Ultimately at build-out, all the Zone improvements installed as part of Phase 1 and Phase 2 of Tract No 920 will be proportionately shared by parcels in both phases.

### **Zone 10 – Energy Homes**

The thirty-six residential properties within Zone 10, proportionately share and receive or will receive special benefits from the maintenance, servicing, and operation of:

- Approximately 10,611 square feet of landscaping and/or related improvement areas that includes:
  - 1,361 square feet of median/entryway landscaping on Cabrillo Street at Vine Street, which is currently comprised of hardscape material and trees;
  - 6,379 square feet of minimally maintained parkway and streetscape side-panel landscaping surrounding the drainage basin, including 1,725 square feet on Vine Street and 4,654 square feet on Cabrillo Street. This landscape area is comprised of turf and trees but is minimally maintained at present;
  - 2,871 square feet of parkway and streetscape side-panel minimal landscaped area with trees Vine Street north of Cabrillo Street.

The special benefits and costs associate with the landscaping improvements listed above are allocated and shared by the parcels within Tract No. 656 (Zone No. 11 of Landscape and Lighting Maintenance District No. 1).

- The four (4) street lights on the west side of Vine Street, three north of Cabrillo Street and one south of Cabrillo Street which serves as the entryway to Tract 839 and Tract 656. The special benefits associate with these four street lights are shared by the parcels within Tract No. 656 (Zone No. 11 of Landscape and Lighting Maintenance District No. 1) and PFMD Zone No. 10 is proportionately allocated the special benefit cost to operate and maintain these four street lights.

In addition to the above shared improvements, the 36 single-family residential parcels within Tract No. 839 (PFMD Zone No. 10) will proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- The eight (8) local street lights within Tract 839 located on Aliso Street, Otero Street, Lazo Court, and Cabrillo Street.
- Approximately 63,386 square feet of pavement surface area located on Aliso Street, Otero Street, Lazo Court, and Cabrillo Street within Tract 839.

## **New Zone No. 11 – Tract No. 848; Annexation No. 2023-1**

### **Annexation No. 2023-1 properties**

The planned three hundred sixty (360) single-family residential lots of Tract No. 848 (Phases 1, 2 & 3) that will comprise PFMD Zone No. 11 (Annexation No. 2023-1), are identified by the King's County Assessor's Office as parcels:

- 023-660-001 through 023-660-075, incorporating 58 subdivided single-family residential lots and a designated easement parcel within Phase 1;
- 023-670-011 through 023-670-064, incorporating 52 subdivided single-family residential lots within Phase 1;
- 023-680-001 through 023-680-056, incorporating 54 subdivided single-family residential lots, a park site parcel, and a designated easement parcel within Phase 1;
- 023-480-043, incorporating 78 planned single-family residential lots within Phase 3;
- 023-510-070, incorporating 23 planned single-family residential lots within Phase 3;
- 023-510-071, incorporating 44 planned single-family residential lots within Phase 2;
- 023-510-072, that is a designated easement; and
- 023-510-073, incorporating 51 planned single-family residential lots within Phase 2.

Note: Parcel 023-510-069, that is identified in the Tract No. 848 Unit 1 subdivision map as a 14.22 acre "Designated Remainder" lot is not included as part of Annexation 2023-1 but may be annexed to Zone No. 11 and/or the District at a later time when development plans for that property are initiated.

## **Annexation No. 2023-1 Improvements**

The benefiting single-family residential lots within Tract No. 848 will proportionately share and receive special benefit from the maintenance, servicing, and operation of:

- Approximately 73,315 square feet of perimeter streetscape landscaping, including an estimated:
  - 4,390 square feet of streetscape landscaping on the south side of Bush Street from Semas Drive west approximately 240 feet to the western boundary of Tract No. 848 Phase 2 being the eastern lot line of Assessor Parcel Number 023-510-069, which is not a part of the Annexation Territory but identified as the Designated Remainder on the tract map for Tract No. 848 Unit 1. This landscape area is a portion of Tract No. 848 Phase 1 Lot C and the estimated square footage includes half of the return at the southwest corner of Bush Street and Semas Drive. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 7,790 square feet of streetscape landscaping on the west side of Semas Drive between Bush Street and Harvard Drive. This landscape area is a portion of Tract No. 848 Phase 1 Lot C and the estimated square footage includes half of the return at the southwest corner of Bush Street and Semas Drive and the entire return at the northwest corner Semas Drive and Harvard Drive. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 14,175 square feet of streetscape landscaping on the west side of Semas Drive between Harvard Drive and Rice Street including the returns at both the southwest corner of Semas Drive and Harvard Drive and the northwest corner of Semas Drive and Rice Street. This landscape area includes the entire area identified as Tract No. 848 Phase 1 Lot B that extends from Harvard Drive south only to the southern boundary of Phase 1, but the overall improvement area extends south of Phase 1 to Rice Street which is incorporated as part of the future Phase 3 development. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 9,915 square feet of streetscape landscaping on the west side of Semas Drive between Rice Street and Pedersen Street (the southern boundary of Tract No. 848 and the Zone). This landscape area is part of Tract No. 848 Phase 3 and the estimated square footage includes the entire return at southwest corner of Semas Drive and Rice Street, and half of the return at the northwest corner of Semas Drive and Pedersen Street. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 13,015 square feet of streetscape landscaping on the north side of Pedersen Street between Semas Drive and Clemson Avenue. This landscape area is part of Tract No. 848 Phases 2 and 3 and the estimated square footage includes half of the return at the northwest corner of Semas Drive and Pedersen Street, and the entire return at the northeast corner of Pedersen Street and Clemson Avenue. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;

- 14,360 square feet of streetscape landscaping on the north side of Pedersen Street between Clemson Avenue and College Avenue. This landscape area is part of Tract No. 848 Phases 2 and the estimated square footage includes the entire return at the northwest corner of Pedersen Street and Clemson Avenue, but not the return at the northeast corner of Pedersen Street and College Avenue. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 2,185 square feet of streetscape landscaping on the northeast corner of Pedersen Street and College Avenue. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 4,050 square feet of streetscape landscaping on the east side of College Avenue from Boston Way north approximately 235 feet to the southern lot line of Assessor Parcel Number 023-510-013, which is not a part of the Annexation Territory. This lot line is also the northern boundary line of Tract No. 848 Phase 1 at this location. This landscape area is identified as Tract No. 848, Phases 1, Lot A, and the estimated square footage includes the entire return at the northeast corner of College Avenue and Boston Way. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
  - 3,435 square feet of streetscape landscaping on the east side of College Avenue between Pedersen Street and Boston Way. This landscape area is part of Tract No. 848 Phases 2 and the estimated square footage includes the entire return at the southeast corner of College Avenue and Boston Way, but not the corner return at the northeast corner of Pedersen Street and College Avenue. The landscaping is situated in both the area between the curb and sidewalk and the area between the sidewalk and residential property lines;
- Approximately 7,885 square feet of entryway landscaping, including an estimated :
- 1,365 square feet of entryway streetscape landscaping on the north side of Harvard Drive between Semas Drive and Vanderbilt Drive. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 600 square feet of entryway median landscaping on Harvard Drive between Semas Drive and Vanderbilt Drive;
  - 1,295 square feet of entryway streetscape landscaping on the south side of Harvard Drive between Semas Drive and Vanderbilt Drive. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 1,050 square feet of entryway streetscape landscaping on the south side of Rice Street between Semas Drive and Georgetown Avenue. The landscaping is situated in the area between the sidewalk and residential property lines;
  - 1,270 square feet of entryway streetscape landscaping on the west side of Clemson Avenue between Pedersen Street and Purdue Street. The landscaping is situated in the area between the sidewalk and residential property lines;

- 450 square feet of entryway streetscape landscaping on the south side of Boston Way between College Avenue and Northwestern Way. The landscaping is situated in the area between the sidewalk and residential property lines;
- 600 square feet of entryway median landscaping on Boston Way between College Avenue and Northwestern Way;
- 1,255 square feet of entryway streetscape landscaping on the north side of Boston Way between College Avenue and Northwestern Way. The landscaping is situated in the area between the sidewalk and residential property lines;
- 45,730 square foot neighborhood park site to be installed on the south side of West Hills Way between Biola Way and Clemson Avenue. This area may include, but is not limited to, turf, shrubs, trees, plants, and/or ground cover areas; and concrete paths, play structures, tables, benches, and trash receptacles. The initial design for this park incorporates approximately 36,110 square feet of turf, 1,910 square feet of planter areas, 5,270 square feet of hardscape area, and 2,440 square feet of playground area.
- An estimated seventy-one (71) street lights including:
  - Eighteen (18) street lights on the perimeter of Tract No. 848 including Bush Street (2 Light), Semas Drive (10 Lights), Pedersen Street (5 Lights), and on College Avenue (1 Light); and
  - Fifty-three (53) street lights within Tract No. 848 located on, but not limited to: Harvard Drive, Vanderbilt Drive, University Drive, Yale Drive, Yale Circle, Pepperdine Street, Rice Street, Gonzaga Avenue, Hillsdale Street, Cornell Street, Duke Street, Ozark Way, Clemson Avenue, Purdue Street, Northwestern Way, Boston Way, Auburn Street, Biola Way, and West Hills Way;
- Approximately 784,375 square feet of pavement surface area within Tract No. 848; 145,650 square feet of sidewalks (123,110 square feet within the development and 22,540 square feet on the perimeter of the development); and 32,370 linear feet of curbs and gutters of which 27,360 linear feet are part of the internal streets including Auburn Street, Baylor Drive, Biola Way, Boston Way, Clemson Avenue, Cornell Street, Duke Street, Georgetown Avenue, Gonzaga Avenue, Harvard Drive, Hillsdale Street, Northwestern Way, Ozark Way, Pepperdine Street, Purdue Street, Rice Street, University Drive, Vanderbilt Drive, West Hills Way, Yale Circle, and Yale Drive within Tract No. 848, and 5,010 linear feet of curbs and gutters are located on the perimeter streets including Bush Street, Semas Drive, Pedersen Street, and College Avenue.



## Part II — Method of Apportionment

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### Legislative Requirements for Assessments

The costs of the proposed improvements have been identified and allocated to properties within the Annexation Territory (Zone No. 11 of PFMD) proportionately based on special benefit, consistent with the provisions of the City Maintenance District Codes and the assessment provisions contained in Article XIII D of the California Constitution. The improvements provided by this District and for which properties within Annexation 2023-1 are to be assessed are identified as local landscaping, including perimeter parkways, entry medians and a neighborhood park; street lights, both internal and on the perimeter; street right of way improvements, including street surfaces, curbs and gutters, and sidewalks; and the related amenities associated with these improvements that were either installed in direct connection with the development of properties within Tract No. 848 or were previously installed as a result of property development in the area and would otherwise be required or considered necessary elements for the development of properties within Tract No. 848 to their full and best use. The formulas used for calculating assessments reflect the composition of parcels and the improvements and activities to be provided for Zone No. 11 (the Annexation Territory) and have been designed to fairly apportion the cost of providing those improvements based on a determination of the proportional special benefits to each parcel.

In addition to the provisions of the City Maintenance District Codes, Article XIII D of the California Constitution outlines specific requirements regarding assessments including the following:

Article XIII D Section 2d defines District as follows:

*“District means an area determined by an agency to contain all parcels which will receive a special benefit from a proposed public improvement or property-related service”;*

Article XIII D Section 2i defines Special Benefit as follows:

*“Special benefit” means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute “special benefit.”*

Article XIII D Section 4a defines proportional special benefit assessments as follows:

*“An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel.”*



## Benefit Analysis

### Special Benefits

#### Landscaping Special Benefit

The ongoing maintenance of landscaped areas within the District provide aesthetic benefits to the properties within each respective Zone and a more pleasant environment to walk, drive, live, and work. The primary function of these landscape improvements and related amenities is to serve as an aesthetically pleasing enhancement and green space for the benefit of the immediately surrounding properties and developments for which the improvements were constructed and installed and/or were facilitated by the development or potential development of properties within the Zones. These improvements are an integral part of the physical environment associated with the parcels in each Zone and while some of these improvements may in part be visible to properties outside the Zone, collectively if these Zone improvements are not properly maintained, it is the parcels within the Zone that would be aesthetically burdened. Additionally, the street landscaping in these Zones serves as both a physical buffer as well as a sound reduction buffer between the roadways and the properties in the District and serve as a pleasant aesthetic amenity that enhances the approach to the parcels. Likewise, in some of the zones, the landscaped areas may include green space areas (neighborhood parks, greenbelts, open space and/or trails) that provide a physical buffer and open space between properties and these areas serve as an extension of the physical attributes of the parcels assessed, such as their front or rear yards. These green space areas may also provide a greater opportunity for recreation. As a result, the maintenance of these landscaped improvements and the related amenities provide particular and distinct benefits to the properties and developments within each Zone.

#### Street Lighting Special Benefit

The street lighting in the District (localized street lighting) is primarily useful for illuminating the sidewalks and parking lanes on the streets used specifically to access the properties and/or is adjacent to those properties that comprise the District. This lighting is distinct from lights that may be installed that serve in large part to enhance traffic safety, such as traffic signals and intersection safety lights or the more sporadic lighting found on major thoroughfares outside the more concentrated development areas. These localized street lights tend to be more closely spaced and of a lower intensity than street lights installed primarily for traffic safety. These low-level, lower-intensity street lights within the District provide three main special benefits: (i) property security benefit, (ii) pedestrian safety benefit, and (iii) parkway/roadway egress benefit. Because traffic to and from these parcels is largely limited to the residents and residents' guests, it is reasonable to assume that essentially all pedestrians and parking vehicles in the lit areas will, after dark, be directly associated with the properties in the District and that the vehicular traffic within the internal streets of a Zone is primarily for accessing the properties within that Zone. Therefore, street lighting on such streets is entirely a special benefit to those properties. While lighting located on the perimeter of a development also serves primarily for accessing the properties within that Zone it is recognized that such lighting may benefit pass-through traffic as well and inherently there is some general benefits associated with those street lights.

In addition, the street lights within the District are consistent with the City's typical intensity and spacing standards for areas zoned for residential development areas and each parcel to be assessed is served directly by the system of street lights providing appropriate lighting within these respective development areas. Furthermore, the cost of maintaining and operating each light is substantially the same, regardless of the location of the light within the District. Consequently, we conclude that each parcel within the District receives substantially similar benefit from the street light improvements and the only notable distinctions in proportional special

benefit to each parcel is related to the specific quantity of lights associated with each development (Zone) and the overall location of those lights (internal development lights or perimeter lights).

### **Street Paving Special Benefit**

Like street lighting in the District, the streets, parking lanes, sidewalks, and cross gutters within the street right of ways that are to be maintained through the District are exclusively within the boundaries of each Zone and those streets were specifically constructed to access those properties. Furthermore, the maintenance of these streets and associated improvements within the street right of ways, or the lack thereof, only has an impact on the properties within the District. Because traffic on these streets is almost exclusively limited to the residents and residents' guests associated with the District parcels, it is reasonable to conclude that essentially all utilization of these streets is primarily for accessing the properties within each respective Zone. Therefore, the maintenance and preservation of these streets and associated improvements is entirely a special benefit to those properties.

### **General Benefit**

#### **Landscaping General Benefit**

In reviewing the location and extent of the specific landscaped areas and improvements to be funded by District assessments and the proximity and relationship to properties to be assessed, it is evident these improvements were primarily installed in connection with the development of properties in each respective Zone or are improvements that would otherwise be shared by and required for development of properties in those Zones. It is also evident that the maintenance of these improvements and the level of maintenance provided has a direct and particular impact (special benefit) only on those properties in proximity to those improvements and such maintenance beyond that which is required to ensure the safety and protection of the general public and property in general, has no quantifiable benefit to the public at large or properties outside each respective Zone.

In the absence of a special funding Zone, the City would typically provide only limited (as needed) tree management, weed abatement, rodent control, and erosion control services for the landscape areas currently maintained within the District. This baseline level of service would typically provide for periodic servicing of the improvement areas on an as-needed basis, but typically not more than twice annually. This baseline level of service provides for public safety and essential property protection to avoid negative impacts on adjacent roadways and vehicles traveling on those roadways and potential property damage resulting from erosion or fire hazards but results in a far less visually pleasing environment than is created with the enhanced levels of services associated with the regular landscape maintenance provided in the various Zones. Typically for most agencies, the cost to provide this baseline level of service for flat/moderately-sloped street landscaped areas is less than \$620 per acre (approximately \$0.01424 per square foot) including medians, parkway and streetscape side panels; less than \$496 per acre (approximately \$0.01139 per square foot) for non-street public areas such as parks, greenbelts, and trail areas; and less than \$248 per acre (approximately \$0.00569 per square foot) for natural open space areas or other limited access areas. This baseline servicing, unlike the enhanced aesthetic services funded through the District assessments, would provide benefits to the general public and to the properties both within and outside of the specific benefit zones. These costs of providing this baseline service along with a five percent (5%) cost factor for City overhead and administration is treated as the cost of general benefits from landscape maintenance services. Therefore, for flat/moderately-sloped street landscaped areas a rate of \$0.01495 per square foot (\$0.01424 +5%) is applied to calculate the general benefit costs for the assessed improvements; for non-street public areas a rate of \$0.01196 per square foot (\$0.01139 +5%) is applied to

calculate the general benefit costs for the assessed improvements; and for non-street public areas a rate of \$0.00598 per square foot (\$0.00569 +5%) is applied to calculate the general benefit costs for the assessed improvements.

In addition to the general benefit identified above, it is recognized that there are indirect or incidental general benefits to properties within the District as well as the general public that are associated with regular landscape maintenance services, including:

- Minimization of dust and debris; and
- Decreased potential water runoff from both properties and the landscaped areas.

Although these types of benefits might best be characterized as indirect consequences of the special benefit of the landscape maintenance provided to parcels served by the District, for the purposes of this Report we assume these types of benefits to be general benefits, albeit general benefits that are extremely difficult to quantify. We estimate that the costs associated with these indirect benefits do not exceed one percent of the annual maintenance expenditures for Local Landscaping Zone improvements. Therefore, the costs associated with these indirect or incidental general benefits has been calculated based on 1.0% of the estimated "Total Annual Maintenance Expenditures" budgeted for each Zone. Together with the baseline general benefit costs previously identified, these indirect/incidental general benefit costs are excluded from the potential assessment funding and together are shown in the budgets (Part III of this Report) as the "Landscaping General Benefit — City Funded".

### **Street Lighting General Benefit**

Collectively, there are a total of 217 street lights to be operated and maintained through the District (including the lights for Zone No. 11) of which approximately 30% of those lights are located on the perimeter of the Zones, the remainder being internal residential street lights.

These residential perimeter lights (two of which are identified for Zone No. 11), in contrast to the internal residential lights funded by the District, arguably provide some illumination that extends beyond the boundaries of the developments and parcels being assessed, and these lights may also enhance the safety of members of the public unassociated with an assessed parcel by illuminating traffic lanes and/or parking on those streets, or that otherwise provides services to the general public. Although, in general, these street lights exist solely because of the development of assessed parcels, and the primary purpose of these lights is to provide illumination to access the assessed parcels, these particular lights may provide some level of general benefit in addition to the special benefits provided to the assessed parcels. We estimate that these general benefits constitute not more than 25% of the total benefit associated with these perimeter lights, which is no more than 8% of the total benefit from all residential lights operated and maintained by the District (25% of 30% equals 7.5%). Therefore, it is reasonable to conclude that the total general benefit from the operation and maintenance activities associated with the District street lights does not exceed 8% of the direct annual operating expenses for all combined residential street lights. These general benefit costs are excluded from the potential assessment funding and are shown in the budgets (Part III of this Report) as the "Lighting General Benefit — City Funded".

## Assessment Methodology

To assess benefits equitably it is necessary to calculate each property's relative share of the special benefits conferred by the funded improvements and service. The Equivalent Benefit Unit (EBU) method of assessment apportionment is utilized for this District and establishes a basic unit (base value) of benefit and then calculates the benefit derived by each assessed parcel as a multiple (or a fraction) of that basic unit. The EBU method of apportioning special benefits is typically seen as the most appropriate and equitable assessment methodology for assessment districts, as the benefit to each parcel from the improvements are apportioned as a function of comparable property characteristics which may include but is not limited to land use and property size. The method of apportionment originally developed for this District was based on an assessment formula appropriate for the various land uses, identifiable property characteristics and improvements within the District and utilizes the number of comparative dwelling units or dwelling spaces for other residential land uses and comparative lot sizes (acreage) for non-residential and undeveloped properties.

For the District and the purposes of this Report, an EBU is the quantum of benefit derived from the various Zone improvements by a single family residential parcel. The single family residential parcel has been selected as the basic unit for calculation of assessments since it currently represents 100% of the parcels to be assessed in the District, although other land uses may be annexed to the District in the future. Thus, the "benchmark" property (the single family residential parcel) derives one EBU of benefit and is assigned 1.00 Equivalent Benefit Unit.

## Land Use Classifications

Every parcel within the District is assigned a land use classification based on available parcel information obtained from the County Assessor's Office. It has been determined that a parcel use and size are the appropriate factors necessary to identify and calculate the proportional special benefits conveyed to each property within the District for the cost of improvements associated with that property. The parcels currently within the District are identified as single family residential parcels or Exempt parcels and the following provides a description of those land use classifications. This method of apportionment and assignment of Equivalent Benefit Units may be expanded to include additional land use classifications as developments are annexed to the District in the future.

**Residential Single-Family** — This land use classification may include, but is not limited to all subdivided residential tract lots with a single residential unit on the parcel (individual Assessor's Parcel Number) including attached and detached single-family residential units, condominiums or townhomes. As previously noted, the single family residential parcel has been selected as the basic unit for calculation of assessments and each is assigned 1.00 Equivalent Benefit Unit.

**Residential Vacant Lot** — This land use classification is defined as a fully subdivided residential parcel/lot within an approved Tract or subdivision for which the residential unit or units have not been constructed on the parcel (subdivided vacant lot). This land use classification is limited to fully subdivided residential parcels for which the number of residential units to be constructed on the parcel is four (4) units or less. This land use is assessed at 1.00 EBU per parcel.

**Planned Residential Subdivision** — This land use classification is defined as any property not fully subdivided, but a specific number of proposed lots and/or residential units to be developed on the parcel has been identified as part of an approved Tract Map or Tentative Tract Map. This land use type is assessed at 1.0 EBU per planned (proposed) lot and/or residential unit.

**Vacant Undeveloped Property** -- This land use classification includes undeveloped/vacant properties or primarily undeveloped properties that may have originally been identified as Planned Residential Subdivision parcels but have not yet been developed or subdivided. While many of the improvements within a Zone are considered shared improvements that collectively support the overall development of properties within a Zone to their full and best use and thus benefit each of the properties in the Zone including the vacant undeveloped properties, some improvements are constructed and accepted for maintenance only when the properties are subdivided and/or developed. Likewise, it is also recognized that some of the shared improvements within a Zone have a more direct and particular benefit to those developed properties directly adjacent to the improvements or in close proximity to those improvements than do the vacant undeveloped properties that are not actively being developed or are further from those shared improvements. Therefore, it has been determined that parcels identified as Vacant Undeveloped Property shall be assigned a proportional EBU that is 20% of that assigned to developed properties, which is 1.0 EBU per acre (20% of the 5.0 EBU per acre assigned to Developed Non-Residential property). (e.g., a Vacant Undeveloped Property which is 7.00-acres would be assigned 7.00 EBU [7.0 acres x 1.0 EBU/acre]).

**Exempt** — Exempt from District assessments are the areas of public streets, private streets and other roadways, dedicated public easements and open spaces, right of ways including public greenbelts and parkways or that portion of public property that is not developed and used for business purposes similar to private commercial, industrial and institutional activities. (These types of properties are not usually assigned an Assessor's Parcel Number by the County). Also exempt from assessment are utility right of ways, common areas (such as in condominium complexes), landlocked parcels, small parcels vacated by the County, bifurcated lots, and any other property that cannot be developed or developed independent of an adjacent parcel. It has been determined that these types of properties receive no direct benefit from the improvements and receive no special benefit or general benefits from the operation and maintenance of the District improvements.

**Special Case** — In many assessment districts (particularly districts that have a wide range of land uses and property development) there may be one or more parcels that the standard land use classifications and proportionality identified above do not accurately identify the use and special benefit received from the improvements. Properties that are typically classified as Special Case Parcels usually involve some type of development or land restrictions whether those restrictions are temporary or permanent and affect the properties proportional special benefit. Examples of such restrictions may include situations where only a small percentage of the parcel's total acreage can actually be developed. In such a case, the net usable acreage of the parcel rather than the gross acreage of the parcel may be applied to calculate the parcel's proportional special benefit. Each such parcel shall be addressed on a case-by-case basis by the assessment engineer and the EBU assigned to such parcels shall be based on the specific issues related to that parcel and its proportional special benefit compared to other properties that receive special benefits from the improvements.



A summary of the Equivalent Benefit Units (EBUs) that may be applied to land use classifications currently applicable to properties within the PFMD is shown in the following table:

Land Use Classification	Equivalent Benefit Unit Formula
Residential Single-Family	1.00 EBU per Parcel/Lot
Residential Vacant Lot	1.00 EBU per Parcel/Lot
Planned Residential Subdivision	1.00 EBU per Planned Lot/Unit
Vacant Undeveloped Property	1.00 EBU per Acre
Exempt	0.00 EBU per Parcel
Special Case	Varied EBU per Adjusted Acre or Planned Units

The following is a summary of the land use classifications and Equivalent Benefit Units applicable to Annexation No. 2023-1 (Zone No. 11) for establishment of the maximum assessments:

Land Use Classification	Total Parcels	Assessed Parcels	Applied Acres/Units	Equivalent Benefit Units (EBU)
Residential Vacant Lot	164	164	164.000	164.0000
Planned Residential Subdivision	4	4	196.000	196.0000
Exempt	4	-	1.521	-
<b>Totals</b>	<b>172</b>	<b>168</b>	<b>361.521</b>	<b>360.0000</b>



## Part III — Estimate of Costs

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### Calculation of Assessments

An assessment amount per EBU in each Zone of the District including Zone No. 11 (Annexation Territory) is calculated by:

Taking the "Total Annual Expenses" (Total budgeted costs) and subtracting the "General Benefit Expenses (City Funded)", to establish the "Total Eligible Special Benefit Expenses";

$$\text{Total Annual Expenses} - \text{General Benefit Expenses} = \text{Total Eligible Special Benefit Expenses}$$

To the resulting "Eligible Special Benefit Expenses", various "Funding Adjustments/Contributions" may be applied that may include, but are not limited to:

- "Unfunded Reserve Fund Collection", represents an adjustment (reduction) in the amount to be collected for "Operational Reserve Funding" that was budgeted as part of the Total Annual Expenses.
- "Unfunded Rehab-Renovation Funding", represents an adjustment (reduction) in the amount to be collected for "Total Rehab-Renovation Funding" that was budgeted as part of the Total Annual Expenses. (This does not include the amount budgeted for Planned Capital Expenditures).
- "Reserve Fund Transfer/Deduction", represents an amount of available existing funds from the "Operational Reserve Fund Balances" being applied to pay a portion of the Special Benefit Expenses for the fiscal year.
- "Additional City Contribution and/or Service Reductions", represents a further adjustment that addresses the funding gap between the amount budgeted to provide the improvements and services ("Special Benefit Expenses"); and the amount that will be collected through the assessments. This funding gap may be addressed by an additional City contribution, reductions in service and service expenses, or a combination of the two.

These adjustments to the Special Benefit Expenses result in the net special benefit amount to be assessed "Balance to Levy";

$$\text{Eligible Special Benefit Expenses} \pm \text{Funding Adjustments/Contributions} = \text{Balance to Levy}$$

The amount identified as the "Balance to Levy" is divided by the total number of EBUs of parcels that benefit to establish the "Assessment Rate" or "Assessment per EBU". This Rate is then applied back to each parcel's individual EBU to calculate the parcel's proportionate special benefit and assessment for the improvements.

$$\text{Balance to Levy} / \text{Total EBU} = \text{Assessment per EBU (Assessment Rate)}$$

$$\text{Assessment per EBU} \times \text{Parcel EBU} = \text{Parcel Assessment Amount}$$

## **Budgets & Assessment Zone No. 11 (Annexation No. 2023-1)**

The budget and maximum assessment rate outlined on the following page for Zone No. 11 (Annexation No. 2023-1), are based on the City's estimate of the expenses and related funding deemed appropriate and necessary to fully support the ongoing operation, maintenance and servicing of the improvements identified in Part I of this Report for PFMD Zone No. 11. Those improvements and/or costs determined to be of general benefit shall be funded by a City contribution. This budget establishes the maximum assessment for Fiscal Year 2023/2024 to be approved by the property owner(s) of record within Annexation No. 2023-1 as part of the Ballot Proceeding.

Although the budget presented, establishes the maximum assessment for Fiscal Year 2023/2024, it is anticipated that the improvements for Zone No. 11 will be maintained by the owner/developer of Tract No. 848 through the end of Fiscal Year 2023/2024 and therefore no assessment is proposed for Fiscal year 2023/2024. However, at the City Council's discretion, the City Council may still authorize and approve an actual assessment to be levied and collected on the County Tax Rolls for Fiscal Year 2023/2024 as part of the annual assessment process and approval of the Fiscal year 2023/2024 Engineer's Report for the entire PFMD. In no case, however, will the annual assessment for Fiscal Year 2023/2024, exceed the maximum assessment presented herein.

## Zone No. 11 Maximum Assessment Budget

BUDGET ITEMS	PFMD Zone 11	
	Tract 848	
	Maximum Assessment Budget	
ANNUAL OPERATION & MAINTENANCE EXPENSES		
Annual Lighting Operation & Maintenance Expenses	\$	13,710
Annual Landscaping Operation & Maintenance Expenses		48,939
Annual Street Operation & Maintenance Expenses		1,155
TOTAL ANNUAL OPERATION & MAINTENANCE EXPENSES	\$	63,804
REHABILITATION/RENOVATION FUNDING & CAPITAL EXPENDITURES		
Lighting Rehabilitation/Renovation Funding	\$	686
Landscape Improvement Rehabilitation/Renovation Funding		3,815
Street Rehabilitation/Renovation Funding		115,452
TOTAL REHABILITATION/RENOVATION FUNDING & CAPITAL EXPENDITUR	\$	119,952
INCIDENTAL EXPENSES		
Operational Reserves (Collection)	\$	27,061
Annual Administration Expenses		13,504
TOTAL INCIDENTAL EXPENSES	\$	40,565
TOTAL ANNUAL EXPENSES	\$	224,322
GENERAL BENEFIT EXPENSES		
Lighting General Benefit — City Funded	\$	(1,097)
Landscaping General Benefit — City Funded		(2,250)
Street Paving General Benefit — City Funded		-
TOTAL GENERAL BENEFIT EXPENSES	\$	(3,347)
TOTAL SPECIAL BENEFIT EXPENSES	\$	220,975
BALANCE TO LEVY	\$	220,975
DISTRICT STATISTICS		
Total Parcels		172
Assessed Parcels		168
Equivalent Benefit Units (EBU)		360.00
Maximum Assessment Rate Per EBU		\$614.00
Balloted Maximum Assessment Rate Per EBU		\$614.0000
Balloted Amount	\$	221,040.00

## Annual Inflationary Adjustment (Assessment Range Formula)

In order to assure continued adequacy of the financing of the improvement costs, when the District Zones were established (including Zone No. 11 being established herein), the assessments presented to the property owners included an annual inflationary adjustment (assessment range formula). This inflationary adjustment formula established that the Maximum Annual Assessment (maximum assessment rates) shall be comparably and automatically increased each fiscal year to cover the maintenance and replacement cost increases that naturally occur over time. The annual increase in the Maximum Annual Assessments shall be in accordance with the annual percentage increase (March to March) in the Employment Cost Index for Total Compensation for State and Local Government Workers (all Workers), published quarterly by the U.S. Bureau of Labor and Statistics (the "Index"). Increases in the Index will track comparably to increases in the costs of annual maintenance and periodic replacement of the described facilities and improvements, since the majority of the maintenance and replacement work is and will be done by City employees.

Each year, the percentage difference between the Index for March of the current year and the Index for the previous March shall be identified. This percentage difference shall then establish the range of increased assessments allowed based on the Index. If the percentage change from March to March is not available at the time the Engineer's Report is prepared a similar time period may be utilized.

The Maximum Assessment Rates shall be calculated independent of the District's annual budget and proposed assessments. Any proposed annual assessment (rate per EBU) less than or equal to the calculated (adjusted) Maximum Assessment Rates is not considered an increased assessment, even if the assessment for the fiscal year is significantly greater than the assessment applied in the prior fiscal year.

The District is not required to adjust the assessments levied each year, nor does it restrict the assessments to the adjustment amount. If the budget and assessments for a given Zone does not require an increase or the increase is less than the allowed adjusted maximum assessment rate, then the budget and assessments shall be applied. If the budget and assessments for a given Zone require an increase greater than the allowed maximum assessment rate, then the proposed assessment is considered an increased assessment. In such cases, mailed notices and balloting to the property owners would be required pursuant to the provisions of the Article XIID prior to the imposition of that assessment.

## Part IV — Annexation Diagram

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The Fiscal Year 2022/2023 District Diagrams showing the boundaries of Zones 01 through 10 within for the Lemoore Public Facilities Maintenance District No. 1 are on file in the office of the City Public Works Department and the City Clerk, and by reference herein are made part of this Report. The parcels identified as Annexation No. 2023-1 (Tract No. 848), and subsequently as Zone No. 11 are depicted on the following Annexation Diagram. All lots, parcels and subdivisions of land within the boundaries of Zone No. 11 (Annexation No. 2023-1) as depicted by this diagram shall be dictated by the lines and dimensions of those lots, parcels and subdivisions of land shown on the Kings County Assessor's parcel maps and by reference these maps are incorporated herein and made part of this Report, including all subsequent lot-line adjusts and/or parcel changes made thereto by the Kings County Assessor's Office. This Annexation Diagram along with the Assessment Roll referenced in this Report constitute the PFMD Zone No. 11 Assessment Diagram for Fiscal Year 2023/2024 and the Annexation Diagram for Annexation No. 2023-1.

**Zone No. 11 (Annexation No. 2023-1) Diagram**





## Part V — Assessment Roll

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The following Assessment Roll contained on the following pages identifies each lot or parcel within Annexation No. 2023-1 along with the Fiscal Year 2023/2024 maximum assessment amount (Balloted Assessment Amount). The parcel(s) listed on the Assessment Roll corresponds to the Assessor's Parcel Number(s) shown on the County Assessor's Roll and illustrated on the County Assessor's Parcel Number Maps (APN maps) at the time this Report was prepared and shall incorporate all subsequent parcel changes, lot-line adjustments, and subdivisions of land identified by the Kings County Assessor's Office. These records are, by reference, made part of this Report and shall govern for all details concerning the description of the lots or parcels. All assessments presented on the assessment roll are subject to change as a result of parcel changes made by the County including parcel splits, parcel merges or development changes that occur prior to the County Assessor's Office securing the final roll and generating tax bills each fiscal year.

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-1 (Tract No. 848)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
023-480-043		11	848	G	Planned Residential Subdivision	78.00	\$47,892.00	\$0.00
023-510-070		11	848	G	Planned Residential Subdivision	23.00	\$14,122.00	\$0.00
023-510-071		11	848	F	Planned Residential Subdivision	44.00	\$27,016.00	\$0.00
023-510-072		11	848	C	Exempt	-	\$0.00	\$0.00
023-510-073		11	848	E	Planned Residential Subdivision	51.00	\$31,314.00	\$0.00
023-660-001	408 Vanderbilt Drive	11	848	1	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-002	426 Vanderbilt Drive	11	848	2	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-003	444 Vanderbilt Drive	11	848	3	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-004	462 Vanderbilt Drive	11	848	4	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-005	480 Vanderbilt Drive	11	848	5	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-006	500 Vanderbilt Drive	11	848	6	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-007	508 Vanderbilt Drive	11	848	7	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-008	516 Vanderbilt Drive	11	848	8	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-009	524 Vanderbilt Drive	11	848	9	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-010	532 Vanderbilt Drive	11	848	10	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-011	540 Vanderbilt Drive	11	848	11	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-012	550 Vanderbilt Drive	11	848	12	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-013	556 Vanderbilt Drive	11	848	13	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-014	564 Vanderbilt Drive	11	848	14	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-015	2343 Pepperdine Street	11	848	15	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-016	2353 Pepperdine Street	11	848	16	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-017	2365 Pepperdine Street	11	848	17	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-018	2375 Pepperdine Street	11	848	18	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-019	2387 Pepperdine Street	11	848	19	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-020	2409 Pepperdine Street	11	848	19	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-023	2431 Pepperdine Street	11	848	22	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-024	2441 Pepperdine Street	11	848	23	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-025	2451 Pepperdine Street	11	848	24	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-026	2461 Pepperdine Street	11	848	25	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-027	2471 Pepperdine Street	11	848	26	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-028	2481 Pepperdine Street	11	848	27	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-029	552 Harvard Drive	11	848	110	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-030	542 Harvard Drive	11	848	109	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-031	526 Harvard Drive	11	848	108	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-032	518 Harvard Drive	11	848	107	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-033	495 Baylor Drive	11	848	106	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-034	501 Baylor Drive	11	848	105	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-045	2450 Pepperdine Street	11	848	111	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-050	506 Baylor Drive	11	848	94	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-051	514 Baylor Drive	11	848	95	Residential Vacant Lot	1.00	\$614.00	\$0.00

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-1 (Tract No. 848)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
023-660-052	522 Baylor Drive	11	848	96	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-053	530 Baylor Drive	11	848	97	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-054	538 Baylor Drive	11	848	98	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-055	546 Baylor Drive	11	848	99	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-056	554 Baylor Drive	11	848	100	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-057	551 Vanderbilt Drive	11	848	82	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-058	543 Vanderbilt Drive	11	848	83	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-059	527 Vanderbilt Drive	11	848	84	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-060	517 Vanderbilt Drive	11	848	85	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-061	503 Vanderbilt Drive	11	848	86	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-062	483 Vanderbilt Drive	11	848	87	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-063	459 Vanderbilt Drive	11	848	88	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-064	441 Vanderbilt Drive	11	848	89	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-065	421 Vanderbilt Drive	11	848	90	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-066	405 Vanderbilt Drive	11	848	91	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-067		11	848	B	Exempt	-	\$0.00	\$0.00
023-660-068	2421 Pepperdine Street	11	848	21	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-069	509 Baylor Drive	11	848	104	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-070	519 Baylor Drive	11	848	103	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-071	535 Baylor Drive	11	848	102	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-072	549 Baylor Drive	11	848	101	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-073	2436 Pepperdine Street	11	848	112	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-074	490 Baylor Drive	11	848	92	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-660-075	498 Baylor Drive	11	848	93	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-011	368 Vanderbilt Drive	11	848	164	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-014	425 Harvard Drive	11	848	124	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-015	443 Harvard Drive	11	848	123	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-016	461 Harvard Drive	11	848	122	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-017	479 Harvard Drive	11	848	121	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-018	497 Harvard Drive	11	848	120	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-019	505 Harvard Drive	11	848	119	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-020	513 Harvard Drive	11	848	118	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-021	521 Harvard Drive	11	848	117	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-022	529 Harvard Drive	11	848	116	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-023	537 Harvard Drive	11	848	115	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-024	545 Harvard Drive	11	848	114	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-025	555 Harvard Drive	11	848	113	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-026	556 University Drive	11	848	140	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-027	548 University Drive	11	848	139	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-028	536 University Drive	11	848	138	Residential Vacant Lot	1.00	\$614.00	\$0.00

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-1 (Tract No. 848)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
023-670-029	528 University Drive	11	848	137	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-030	520 University Drive	11	848	136	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-031	504 University Drive	11	848	135	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-032	488 University Drive	11	848	134	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-033	470 University Drive	11	848	133	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-034	452 University Drive	11	848	132	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-035	432 University Drive	11	848	131	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-036	416 University Drive	11	848	130	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-037	398 University Drive	11	848	129	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-038	380 University Drive	11	848	128	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-039	362 University Drive	11	848	127	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-040	354 University Drive	11	848	126	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-041	331 University Drive	11	848	158	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-042	343 University Drive	11	848	157	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-043	353 University Drive	11	848	156	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-044	371 University Drive	11	848	155	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-045	389 University Drive	11	848	154	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-046	409 University Drive	11	848	153	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-047	423 University Drive	11	848	152	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-048	445 University Drive	11	848	151	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-049	463 University Drive	11	848	150	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-050	481 University Drive	11	848	149	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-051	499 University Drive	11	848	148	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-052	507 University Drive	11	848	147	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-053	515 University Drive	11	848	146	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-054	523 University Drive	11	848	145	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-055	531 University Drive	11	848	144	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-056	541 University Drive	11	848	143	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-057	547 University Drive	11	848	142	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-058	557 University Drive	11	848	141	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-059	300 Vanderbilt Drive	11	848	159	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-060	312 Vanderbilt Drive	11	848	160	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-061	324 Vanderbilt Drive	11	848	161	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-062	336 Vanderbilt Drive	11	848	162	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-063	352 Vanderbilt Drive	11	848	163	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-670-064	407 Harvard Drive	11	848	125	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-001	2649 Auburn Street	11	848	57	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-002	2641 Auburn Street	11	848	56	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-003	2633 Auburn Street	11	848	55	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-004	2625 Auburn Street	11	848	54	Residential Vacant Lot	1.00	\$614.00	\$0.00

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-1 (Tract No. 848)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
023-680-005	2617 Auburn Street	11	848	53	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-006	2609 Auburn Street	11	848	52	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-007	2601 Auburn Street	11	848	51	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-008	2593 Auburn Street	11	848	50	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-009	2583 Auburn Street	11	848	49	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-010	2573 Auburn Street	11	848	48	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-011	2563 Auburn Street	11	848	47	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-012	2553 Auburn Street	11	848	46	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-013	2547 Auburn Street	11	848	45	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-014	650 Biola Way	11	848	44	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-015	644 Biola Way	11	848	43	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-016		11	848	D	Exempt	-	\$0.00	\$0.00
023-680-017	645 Clemson Avenue	11	848	42	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-018	651 Clemson Avenue	11	848	41	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-019	657 Clemson Avenue	11	848	40	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-020	654 Clemson Avenue	11	848	39	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-021	640 Clemson Avenue	11	848	38	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-022	634 Clemson Avenue	11	848	37	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-023	630 Clemson Avenue	11	848	36	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-024	624 Clemson Avenue	11	848	35	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-025	614 Clemson Avenue	11	848	34	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-026	610 Clemson Avenue	11	848	33	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-027	2493 Pepperdine Street	11	848	28	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-028	2506 West Hills Way	11	848	32	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-029	2507 Pepperdine Street	11	848	29	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-030	2520 West Hills Way	11	848	30	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-031	2521 Pepperdine Street	11	848	31	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-032	2539 Pepperdine Street	11	848	81	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-033	2538 West Hills Way	11	848	80	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-034	2546 West Hills Way	11	848	79	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-035	2554 West Hills Way	11	848	78	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-036	613 Biola Way	11	848	77	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-037	623 Biola Way	11	848	76	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-038	627 Biola Way	11	848	75	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-039	633 Biola Way	11	848	74	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-040	637 Biola Way	11	848	73	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-041	643 Biola Way	11	848	72	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-042	647 Biola Way	11	848	71	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-043	2582 Auburn Street	11	848	70	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-044	2590 Auburn Street	11	848	69	Residential Vacant Lot	1.00	\$614.00	\$0.00

Lemoore Public Facilities Maintenance District No. 1  
Engineer's Annexation Report, Annexation No. 2023-1 (Tract No. 848)  
Fiscal Year 2023/2024

Assessor Parcel Number	Address	Zone	Tract	Lot No.	Land Use	EBU	Balloted Maximum Assessment	Fiscal Year 2023/2024 Assessment
023-680-045	2598 Auburn Street	11	848	68	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-046	2606 Auburn Street	11	848	67	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-047	2614 Auburn Street	11	848	66	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-048	2622 Auburn Street	11	848	65	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-049	2630 Auburn Street	11	848	64	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-050	2638 Auburn Street	11	848	63	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-051	2646 Auburn Street	11	848	62	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-052	2654 Auburn Street	11	848	61	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-053	655 Northwestern Way	11	848	60	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-054	661 Northwestern Way	11	848	59	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-055	667 Northwestern Way	11	848	58	Residential Vacant Lot	1.00	\$614.00	\$0.00
023-680-056		11	848	A	Exempt	-	\$0.00	\$0.00
<b>Total</b>						<b>360.00</b>	<b>\$221,040.00</b>	<b>\$0.00</b>





711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6744

## Staff Report

Item No: 6-1

**To:** Lemoore City Council

**From:** Steve Brandt, City Planner

**Date:** May 30, 2023

**Meeting Date:** June 19, 2023

**Subject:** Resolution 2023-18 – Establishing Thresholds and Implementation Guidelines for Evaluating Vehicle Miles Traveled (VMT) in the Preparation of California Environmental Quality Act (CEQA) Documents for when the City of Lemoore Acts as Lead Agency

### Strategic Initiative:

- |  |  |
|--|--|
| <input type="checkbox"/> Safe & Vibrant Community            | <input type="checkbox"/> Growing & Dynamic Economy         |
| <input type="checkbox"/> Fiscally Sound Government           | <input checked="" type="checkbox"/> Operational Excellence |
| <input type="checkbox"/> Community & Neighborhood Livability | <input type="checkbox"/> Not Applicable                    |

### Proposed Motion:

Adoption of Resolution No. 2023-18, establishing Vehicle Miles Traveled (VMT) Thresholds and Implementation Guidelines for use in preparing future CEQA documents for the City of Lemoore.

### Subject/Discussion:

The State adopted a new law (SB 743) that changed the way that the California Environmental Quality Act (CEQA) quantifies environmental impacts from vehicle traffic. Previously, traffic was evaluated by measuring the Level of Service (LOS) of major intersections near a proposed project to see if the new traffic from the proposed project would increase traffic congestion to an unacceptable level. LOS was graded A through F, with A being totally unhindered traffic flow and F being complete traffic gridlock. The City has a threshold of D set in the General Plan.

However, with the new law, environmental impacts from traffic are now to be measured using a Vehicle Miles Traveled metric, or VMT. A project is considered to have an environmental effect if its estimated VMT is higher than the average VMT of all the other uses in the vicinity. This changes the nature of the impact analysis from looking at intersection congestion to looking at reducing individual vehicle trips and their associated

air pollution and greenhouse gas emissions. Uses that produce lower VMT are going to have less of an impact.

Since most individual vehicle trips are local, the location of the proposed development in relation to the rest of the city will have an effect on VMT. For example, a new development in the middle of Lemoore is going to have a lower VMT than a development on the outskirts of the city. The EIR for the Lacey Ranch development determined that VMT from that development was clearly a significant environmental effect. However, just where the threshold is between not significant and significant was not known. It can be different for each city. This VMT Thresholds Study determines where the threshold can be reasonably set for Lemoore so that future CEQA documents can use that threshold when they evaluate projects.

The document describes the methodology used to determine the threshold, and then sets the procedures for conducting the evaluation. Some smaller projects will be able to be “screened out” of having to conduct a more detailed study. This document can be used by City staff to determine which projects can be screened out and which ones will need a more detailed analysis.

The study was prepared by LSA, within funding from the City’s LEAP grant that it received. Staff has been meeting with LSA on video conferences for about 4 months to assist in the preparation of the study.

**Financial Consideration(s):**

Establishment of the VMT standards will likely have the effect of reducing the number of City-initiated and developer-initiated projects that would be required to prepare a full VMT analysis.

**Alternatives or Pros/Cons:**

If the proposed threshold is not established, the City can use the State recommended thresholds, which are harder to meet.

**Commission/Board Recommendation:**

The Planning Commission was briefed on the proposed guidelines at their April 14, 2023, meeting, but was not asked to make a formal recommendation. There were no concerns expressed.

**Staff Recommendation:**

Staff recommends approval of Resolution 2023-18 – establishing Vehicle Miles Traveled (VMT) Thresholds and Implementation Guidelines for use in preparing future CEQA documents for the City of Lemoore.

**Attachments:**

- ☒ Resolution: 2023-18
  - ☐ Ordinance:
  - ☐ Map
  - ☐ Contract
  - ☐ Other
- List: VMT Thresholds Study

**Review:**

- ☐ Asst. City Manager
- ☒ City Attorney
- ☒ City Clerk
- ☒ City Manager
- ☒ Finance

**Date:**

- 6/15/2023
- 6/15/2023
- 6/12/2023
- 6/13/2023

**RESOLUTION NO. 2023-18**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE  
ESTABLISHING THRESHOLDS AND IMPLEMENTATION GUIDELINES FOR  
EVALUATING VEHICLE MILES TRAVELED (VMT) IN THE PREPARATION OF  
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) DOCUMENTS FOR  
WHEN THE CITY OF LEMOORE ACTS AS LEAD AGENCY**

**WHEREAS**, the State of California adopted a new law (SB 743) that changed the way that the California Environmental Quality Act (CEQA) quantifies environmental impacts from vehicle traffic, and

**WHEREAS**, the new law requires that CEQA document evaluate impacts from a proposed project's anticipated traffic using a metric of vehicle miles traveled instead of level of service; and

**WHEREAS**, Section 15064.3 of the CEQA Guidelines gives lead agencies discretion to choose the most appropriate methodology to evaluate a proposed project's VMT; and

**WHEREAS**, the City of Lemoore hired LSA, a traffic consultant with experience evaluating vehicle miles traveled and preparing thresholds of significance for vehicles miles traveled to prepare a study specific to projects that would be evaluated by the City of Lemoore; and

**WHEREAS**, the Lemoore City Council held a duly noticed public hearing at its June 19, 2023, meeting to review the Study prepared by LSA.

**NOW THEREFORE, BE IT RESOLVED** that the City Council of the City of Lemoore hereby adopts the Study prepared by LSA and establishes VMT Thresholds and Implementation Guidelines for use in CEQA documents where the City of Lemoore is the lead agency.

**PASSED AND ADOPTED** by the City Council of the City of Lemoore at a special meeting held on the 19<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINING:

ATTEST:

APPROVED:

---

Marisa Avalos  
City Clerk

---

Patricia Matthews  
Mayor

## VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES



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# VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES



Prepared for:

City of Lemoore  
711 W. Cinnamon Drive  
Lemoore, California 93245

Prepared by:

LSA Associates, Inc.  
1500 Iowa Avenue, Suite 200  
Riverside, California 92507  
(951) 781-9310

Project No. LMR2201



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## EXECUTIVE SUMMARY

Senate Bill (SB) 743, which became effective July 1, 2020, changes the way transportation impacts are determined in California Environmental Quality Act (CEQA) documents. SB 743 replaces the metric for determining transportation impacts using motor vehicle delay and Level of Service (LOS) to Vehicle Miles Traveled (VMT) in CEQA traffic impact studies. As a result of the SB 743 final rulemaking, the City of Lemoore (City) is adopting a set of VMT thresholds to support the shift from a delay-based analysis to VMT. This document provides a detailed discussion on implementing the CEQA VMT metric as applicable to the City of Lemoore. Substantial evidence and explanation on establishing the “Region,” VMT screening criteria, and VMT analysis thresholds are also described.

The following is a brief summary of the City’s VMT guidelines as adopted by the City. Each topic is discussed in more detail in this report.

- **Definition of ‘Region’:** Based on Kings County Association of Governments (KCAG) Travel Demand Model (TDM), 95% of trips that start or end in the City of Lemoore are contained within Kings County. Therefore, Kings County has been established as the region for VMT analysis purposes.
- **Standardized Screening Methods:** The guidelines provide multiple screening criteria for both land use and transportation projects. Screening criteria for land use projects include:
  - Local-serving retail projects up to 50,000 square feet (sf).
  - Projects that are consistent with the City’s General Plan and generate fewer than 1,000 daily trips or projects that are not consistent with the City’s General Plan but generate fewer than 500 daily trips.
  - Residential, Office, Industrial, or mixed-use projects within low-VMT generating areas, and
  - Projects with 100 percent affordable housing units.

Detailed description about the screening criteria for development projects and transportation projects are described in detail in the guidelines.

- **Appropriate VMT Significance Thresholds for Development Projects, and Community/General Plans:** For all projects (except retail), a significance threshold of 87 percent of the existing regional average of the respective VMT metric will be the threshold. Therefore,
  - For residential projects, 87% of Kings County baseline VMT per capita will be the threshold.
  - For non-residential projects (except retail), 87% of Kings County baseline VMT per employee will be the threshold.
  - For retail projects, a significance threshold of no net increase in VMT will be the metric.
  - For mixed use projects, the VMT thresholds are based on the respective thresholds for the various land use components.
  - Finally, for land use plans, the existing Kings County average baseline VMT per capita, VMT per employee, and VMT per service population will be the thresholds of significance.

- **VTM Mitigation Strategies:** A list of VMT mitigation measures, in the context of the City of Lemoore, have been provided that are applicable to development projects and land use plans that would have a significant VMT impact. Additionally, implementation of a future VMT mitigation bank, VMT mitigation exchange, and/or VMT impact fee are discussed as potential future regional VMT mitigation mechanisms.

The City recommends using the KCAG TDM for VMT analysis purposes for most projects. The KCAG TDM is the regional travel demand model applicable to jurisdictions within Kings County including the City for evaluating project VMT. The appropriate use of the KCAG TDM for VMT calculations is further elaborated in subsequent chapters of this document. However, certain unique land uses may not be able to use KCAG TDM for evaluating a project's VMT impact. For those project's relevant empirical data from other sources should be utilized to evaluate the project VMT. The methodology for evaluating project's VMT for such projects needs to be confirmed with City staff.

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## ABBREVIATIONS AND ACRONYMS

ADT	Average Daily Trips
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
City	City of Lemoore
County	Kings County
CO <sub>2</sub> e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
GHG	Greenhouse Gas
GWP	Global Warming Potential
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HQTA	High-Quality Transit Area
ITE	Institute of Transportation Engineers
KCAG	Kings County Association of Governments
LOS	Level of Service
MPO	Metropolitan Planning Organization
MT	Metric Ton
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	Square foot/Feet
SOC	Statement of Overriding Considerations
SOI	Sphere of Influence
TA	Technical Advisory
TDM	Travel Demand Model
TPA	Transit Priority Area
VMT	Vehicle Miles Traveled

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## 1.0 INTRODUCTION

Senate Bill (SB) 743, which became effective July 1, 2020, changes the way transportation impact assessments are conducted in California Environmental Quality Act (CEQA) documents. Most notably, rulemaking in support of SB 743 replaces motor vehicle delay, as measured by Level of Service (LOS), with Vehicle Miles Traveled (VMT) as the metric for use in CEQA transportation impact assessments.

In January 2019, the Natural Resources Agency and the Governor's Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*.

OPR published a Technical Advisory (TA) in December of 2018, as a resource to guide the assessment of the VMT metric, establish thresholds of significance, and recommends mitigation measures. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. However, any decision to deviate from the TA recommendations must be supported by substantial evidence.

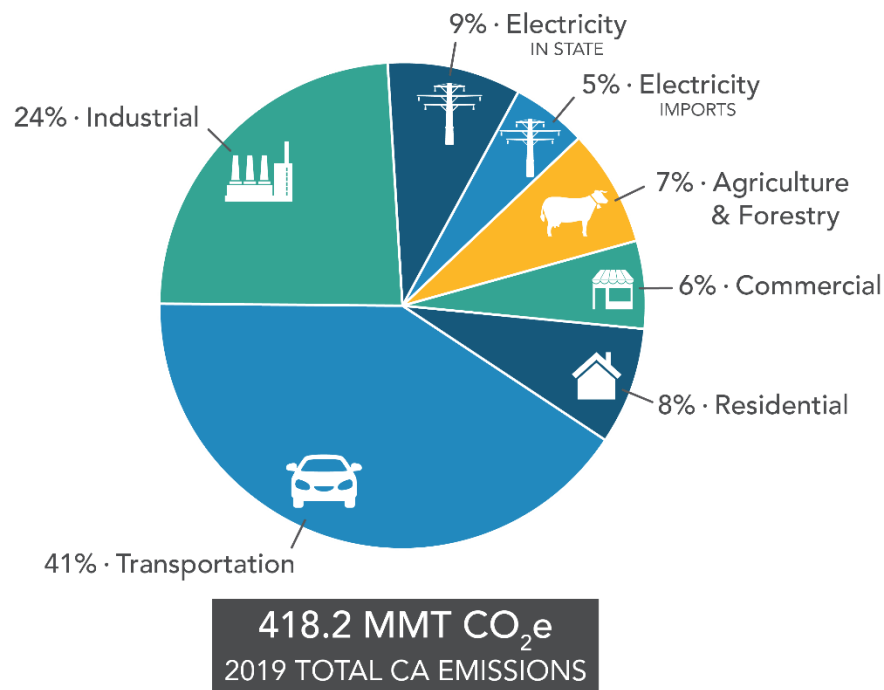
The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. As a means for achieving statewide sustainability and climate goals, California legislation is focused on reducing VMT to achieve statewide climate goals. Over the last 40 years, across the state, VMT has far exceeded that of the state's population increase during the same period. As shown in Figure 1, transportation is the single largest sector contributing to California's GHG emissions. Approximately 41 percent of statewide GHG emissions are generated by the transportation sector, primarily passenger cars and light-duty trucks. State mandates pertaining to GHG emissions include reducing the number of single-occupancy vehicle trips and the length of vehicle trips.

This report establishes the City of Lemoore's (City) VMT thresholds of significance for use in CEQA transportation studies and provides substantial evidence to support those thresholds. The report is organized into the following seven chapters:

- **Chapter 1 – Introduction:** This chapter establishes the purpose and objective of this report.
- **Chapter 2 – Definition of Region:** This chapter describes the comparative geographic baseline of a region for analysis purposes.
- **Chapter 3 – Screening Criteria:** OPR acknowledges that certain projects are either low VMT generators, or, by virtue of their location, would have a less than significant impact. This chapter provides the screening criteria to identify potentially exempt projects.
- **Chapter 4 – VMT Threshold Analysis for Development Projects:** This chapter identifies the VMT thresholds of significance, which would result in a significant CEQA impact. The actual VMT metric (either an efficiency rate or total VMT) is described. The process of VMT analysis is also described in this chapter.
- **Chapter 5 – VMT Threshold Analysis for Transportation Projects:** This chapter describes the methodology used to evaluate significant CEQA impacts associated with transportation projects

in the City of Lemoore. Many non-capacity capital projects may be presumed to have a less than significant impact. Capacity-enhancing transportation projects may produce significant VMT impacts and would therefore be subject to a comprehensive VMT analysis including an induced travel assessment.

- **Chapter 6 – VMT Threshold Analysis for Land Use Plans:** This chapter provides guidance and substantial evidence to support the City’s treatment of land use plans and their related CEQA transportation impact analysis requirements.
- **Chapter 7 – VMT Mitigation Strategies:** The discussion provided in this chapter is intended as a reference and guide for use in the identification of feasible VMT mitigation options that may be used to offset project-related VMT impacts. It should be noted that this discussion is not intended to represent a full list of VMT mitigation measures available or feasible to the City. As in previous CEQA practice, it is generally the lead agency who identifies mitigation measures to offset the specific project-related impacts identified in an environmental document.



Source: <https://ww2.arb.ca.gov/ghg-inventory-data>

**Figure 1: 2019 GHG Emissions in California by Economic Sector**

## 2.0 DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT

To quantify a project's impact related to the VMT metric, a geographic context must be established. In the motor vehicle delay-based (LOS) analyses, a project study area is the geographic context for measuring a project's traffic impacts. A project study area is generally determined by the incremental increase in traffic generated by the project and the project's potential to create travel delays in the area. This generally includes intersections and roadway segments where the project would add a prescribed number of peak-hour trips. Lead agencies typically limit the LOS-based project study area boundaries within their jurisdictions.

Delay-based LOS analyses evaluate intersections or segments of roadways and so they consider portions of trips at specific locations and do not take into consideration the effect of entire trip length (from starting location to ending location). Hence, unlike delay-based LOS analyses, VMT produces a regional impact that is not limited by roadway, intersection, or jurisdictional boundaries. OPR acknowledges this in its TA (page 6), which states:

*“Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary.”*

On a daily basis, majority of trips are generated by the residents of the community or by residential land uses. Commute and school trips are typically considered mandatory trips for the residents. Also, based on 2010 – 2012 California Household Travel Surveys (CHTS), commute trips are the longest among trips by residents. Additionally based on CHTS, the majority of trips are commute and shopping trips occurring between residential, office, and retail uses. Therefore, pursuant to the OPR TA, the recommendations for VMT thresholds for the three primary land use types (residential, office, and retail) are based on a comparison to a *regional average*. OPR does not explicitly define the regional average, and instead, recommends:

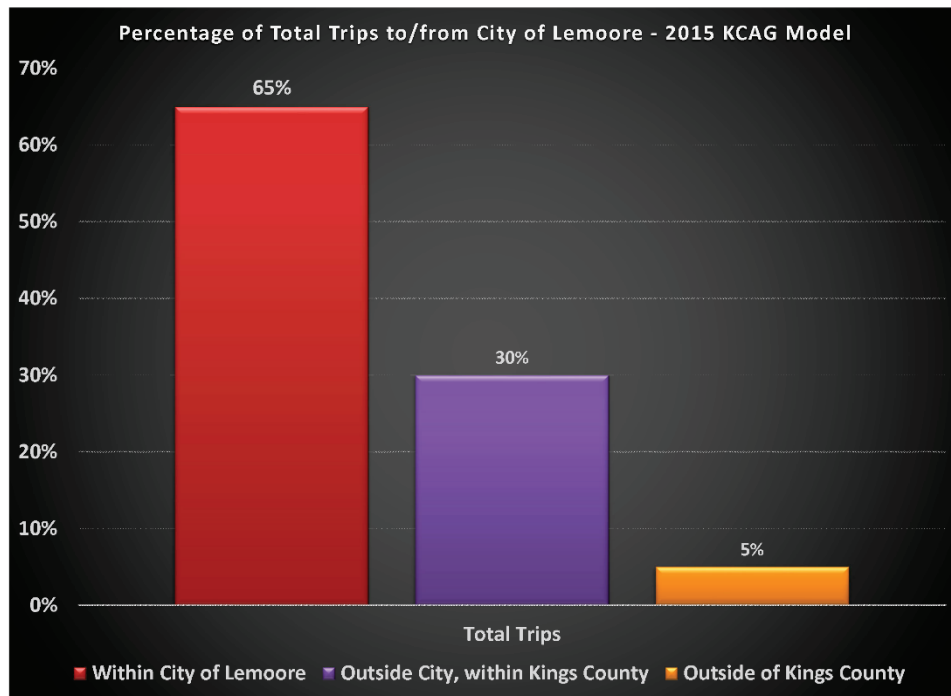
1. *In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live. (page 16)*
2. *For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population weighted VMT per capita of all cities in the region. (page 15)*

LSA surveyed other large urbanized areas around the state to identify what region has been established for VMT thresholds. In most cases, the county boundary has been identified as the region selected for VMT analysis. Mobility can be studied using a trip-based approach or a tour-based approach. The OPR TA states that “where available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy.” A regional travel demand model,

whether tour-based or trip-based, is one of the best available tools to estimate VMT. Given the current regional travel demand model is a trip-based model and as described before, project VMT evaluation shall be conducted using a relative comparison (project VMT metrics to the regional VMT metrics), the trip-based model serves as an appropriate tool for VMT evaluation.

Since the Kings County Association of Governments' (KCAG's) Travel Demand Model (TDM) is a trip-based model, a trip-based approach has been followed. LSA used the KCAG TDM to examine the trips into and out of Lemoore. As such, consistent with the OPR TA, only trips having origins or destinations or both within the City were considered. External pass-through trips were not considered.

As illustrated in Figure 2, out of the total trips, about 65 percent trips are contained within the City and its sphere of influence (SOI). Another 30 percent of trips originate or are destined within other jurisdictions in Kings County (County). The remaining 5 percent trips either originate or are destined outside Kings County. Because the majority of the trips (95 percent) are contained within Kings County, the County will be used to define the region.



Source: KCAG TDM (2015 Scenario)

**Figure 2: Percentage of Total Trips Having Origins/Destinations within the City of Lemoore and Terminating within the City of Lemoore, within Kings County, or outside the County**

The OPR guidance recommends consistency in approach; once a region is established, that region should be used for all subsequent traffic analyses.

It should be recognized the use of the County as the region defines the comparative, or the denominator, in the identification of project-related impact. The numerator is the project's VMT contribution.



## 3.0 SCREENING CRITERIA

The TA acknowledges that certain activities and projects may result in a reduction of VMT and GHG emissions and may therefore be assumed to produce a less than significant transportation impact. Due to a presumption of less than significant impact by meeting the following described criteria, a variety of projects may be screened out of SB 743-related VMT analysis requirements.

### 3.1 DEVELOPMENT PROJECTS

For development projects, screening factors may include a project's size, location, proximity to transit, and trip-making potential. One or more of the following project attributes may be presumed to produce a less than significant VMT impact:

- The project is within 0.5 mile (mi) of a transit priority area or a high-quality transit area and is consistent with the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), has a floor area ratio (FAR) equal or greater than 0.75, does not provide more parking than what is required by the City's Municipal Code, or does not reduce the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A "major transit stop" means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

Currently, the city does not have any high-quality transit area. However, if such areas are established at a future date, this screening criteria would be applicable to projects if they meet the requirements stated above.

- The project includes local-serving retail with a combined area of less than 50,000 square feet (sf). Local-serving retail would include projects that serve the local community and visitors within the City. Local-serving retail projects would include projects such as grocery stores, restaurants, or any other commercial development. Whether a retail project is local-serving or not will be determined at the discretion of the City.
- Redevelopment projects that result in an equal or net reduction in VMT can be considered to have less than significant VMT impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.
- The project includes 100 percent affordable housing units. Affordable housing units consists of low-income households and research has shown that low-income households produce lower VMT compared to a market-rate housing unit<sup>1</sup>.

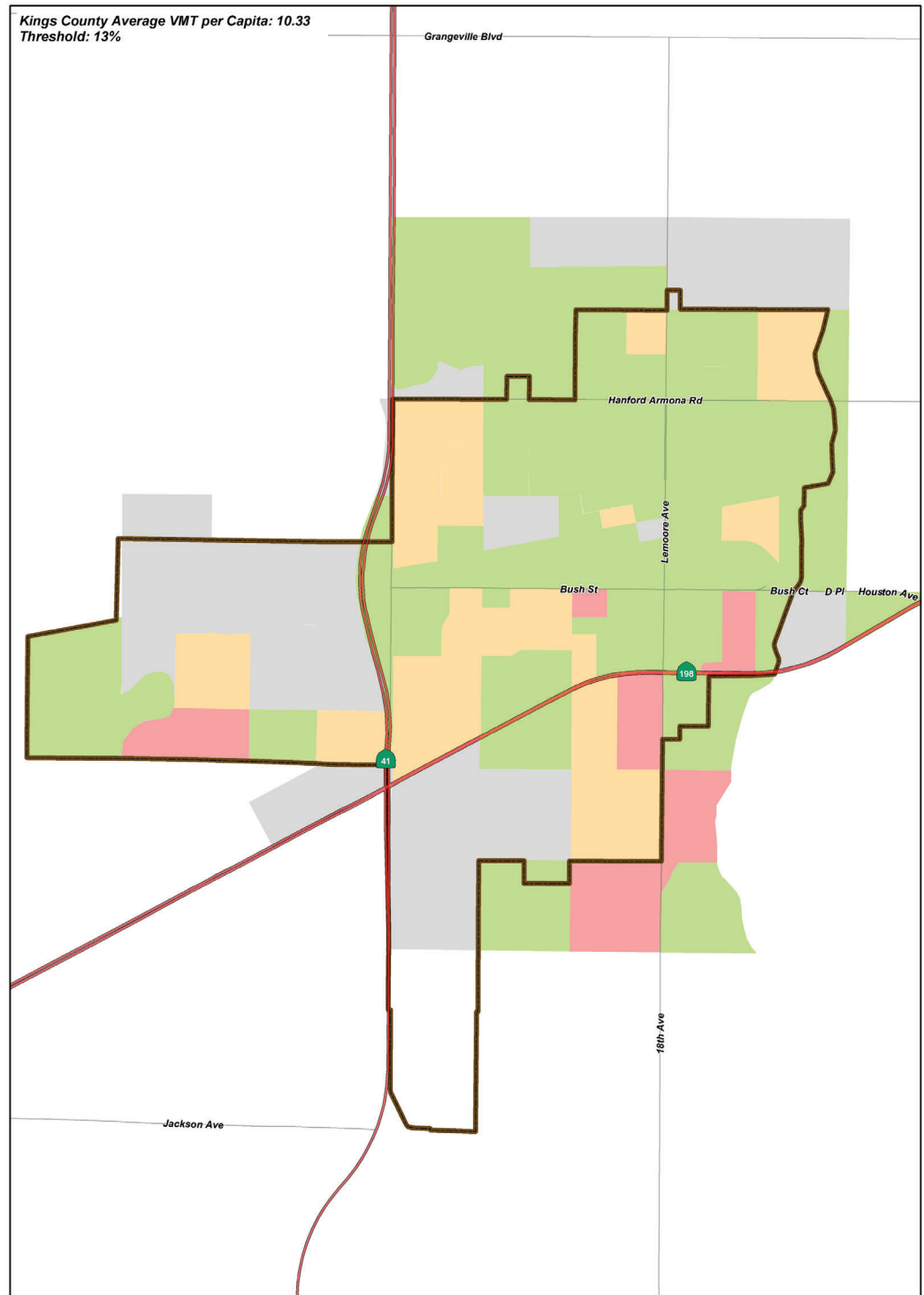
<sup>1</sup> "Income, Location, Efficiency, and VMT: Affordable Housing as a Climate Strategy" by Gregory L. Newmark Ph.D and Peter M. Hass Ph.D, Center for Neighborhood Technology.

- A project consistent with the City’s General Plan can be successfully screened if the project would generate fewer than 1,000 average daily trips (ADT), while a project not consistent with the City’s General Plan can be screened if the project would generate fewer than 500 ADT. (See section 3.1.1 below.). Consistency with the General Plan is required because the GHG and therefore VMT reduction targets for MPOs were established by CARB and are included in the RTPs. The RTP utilizes the latest version of City’s General Plan for analyzing GHG emissions.
- Institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community. A decision whether a particular project can be categorized as a public service facility will be determined at the discretion of the City. Similarly, any other similar use not included in the list can be approved on a case-by-case basis by the City as applicable. As such, these uses would result in reduction in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 1,000 ADT and/or use vehicles other than passenger-cars or light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as the California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District.
- Local parks, daycare centers, student housing projects on or adjacent to a college campus, local-serving gas stations, banks, and K–12 public schools.
- Projects located in areas with low VMT may be screened out from further CEQA analysis. The TA acknowledges that residential and office projects located in areas having a low VMT, (which incorporate features such as density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Also, areas that are mapped as low VMT areas do not need to prepare any additional VMT analysis. Therefore, residential, office, industrial, or mixed-use projects that are consistent with the City’s General Plan and located within low VMT areas (using the City of Lemoore VMT Screening Tool<sup>2</sup> and applying appropriate thresholds) can be presumed to have similar low VMT profiles and could be screened out from the need for further VMT analysis. It should be noted that if a project constitutes a General Plan Amendment or Zone Change, such projects will be evaluated on a case-by-case basis. Figures 3, 4, and 5 illustrate the VMT per capita, VMT per employee, and VMT per service population screening maps for the City.
- The 2022 *State CEQA Guidelines* Section 15007 (c) states that “if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.” Therefore, if a development/land use plan/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration/Mitigated Negative Declaration, then subsequent projects that are consistent with the approved project will not require a new VMT analysis unless mandated by another section of the CEQA Guidelines.

<sup>2</sup> City of Lemoore VMT Screening Tool: <https://gis1.lsa.net/lvmt/>(Link Forthcoming)

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Figure 3: VMT per Capita Screening Map for City of Lemoore



LSA

Legend

City Boundary

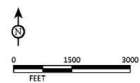
VMT per capita

Less than 5 households

Less than 8.99

8.99 - 10.33

Greater than 10.33

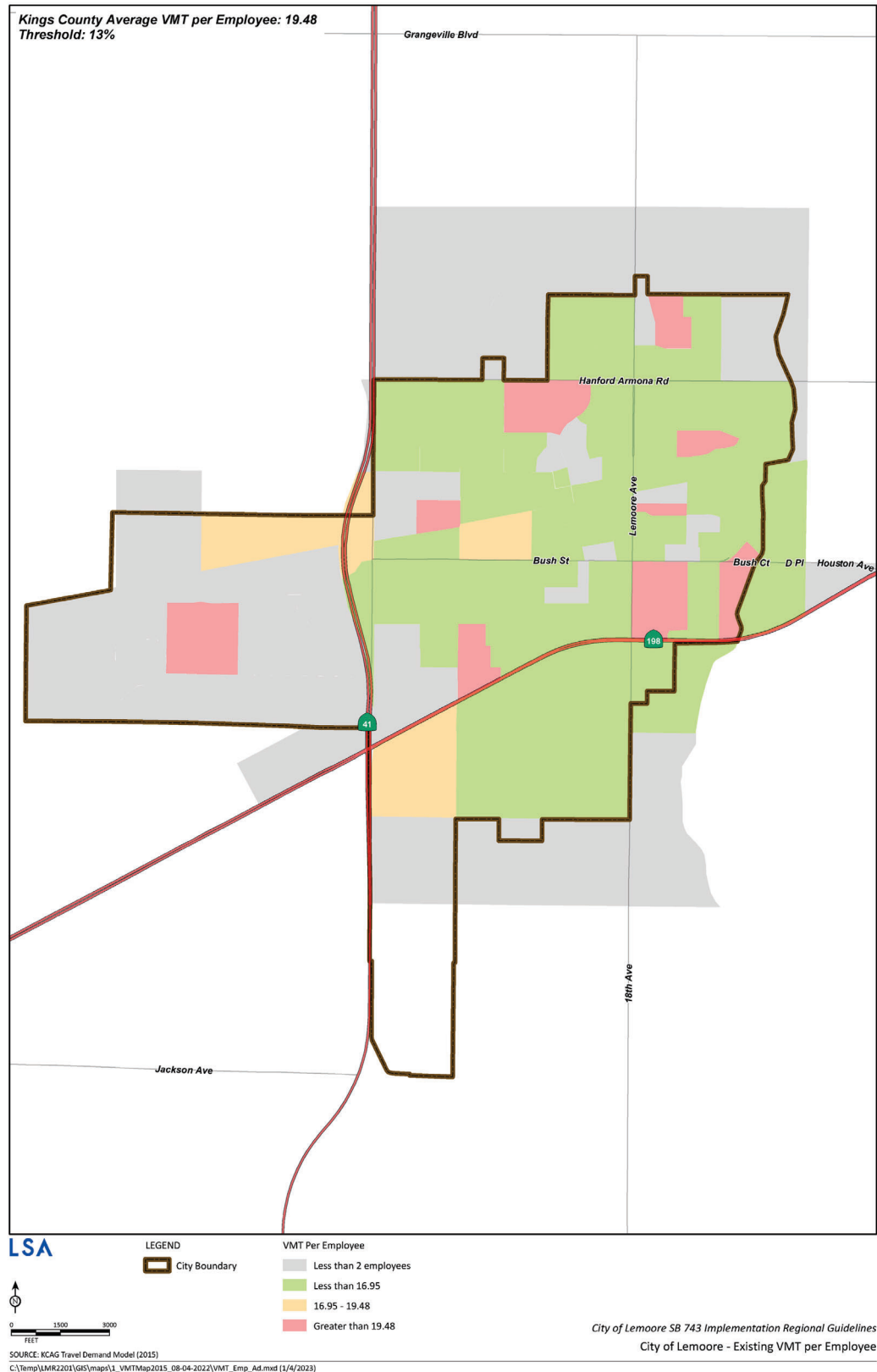


SOURCE: KCAG Travel Demand Model (2015)  
 C:\Temp\LMR2201\GIS\maps\1\_VMTMap2015\_08-04-2022\VMT\_Cap\_Ad.mxd (1/18/2023)

City of Lemoore SB 743 Implementation Regional Guidelines  
 City of Lemoore - Existing VMT per Capita

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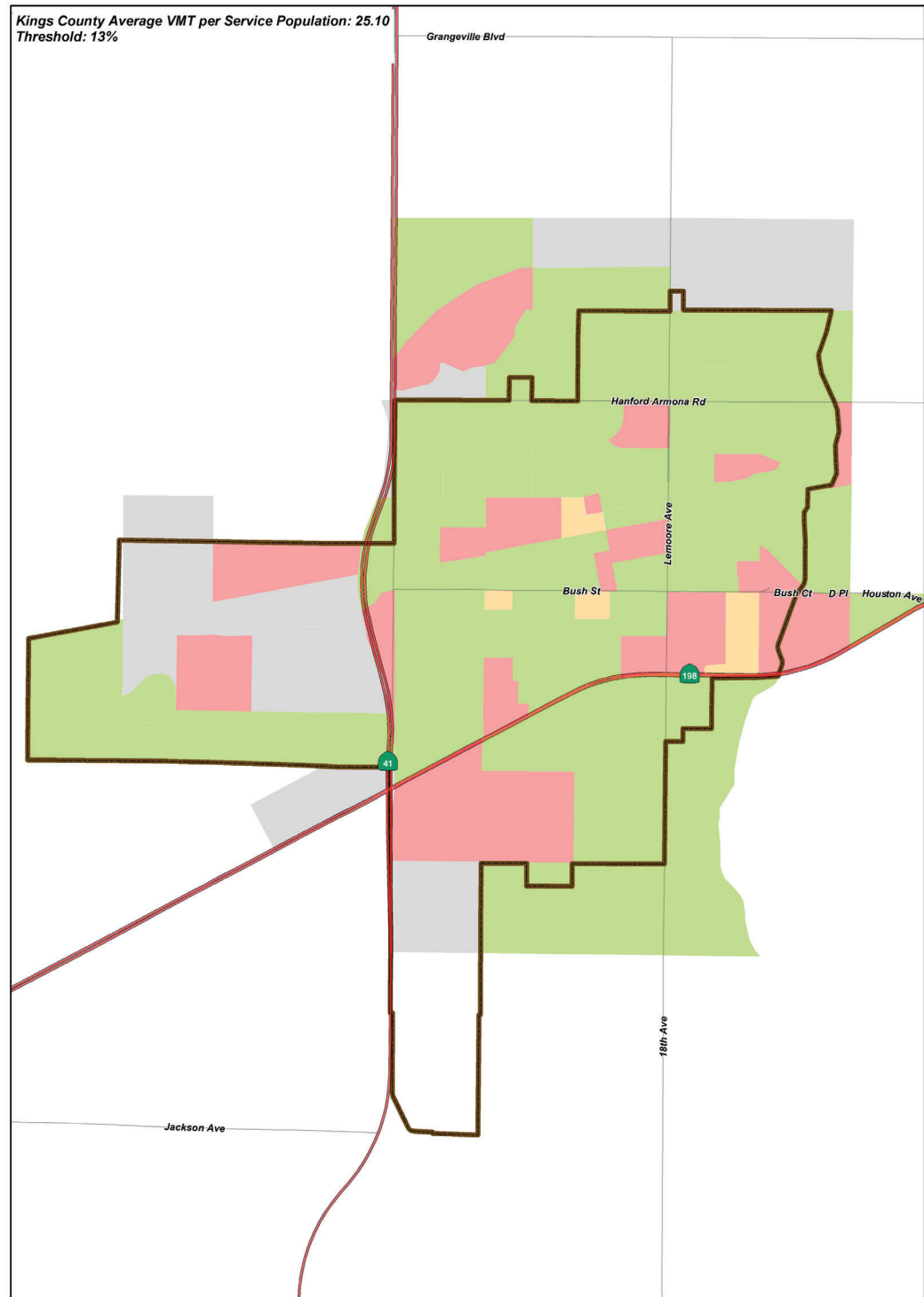
Figure 4: VMT per Employee Screening Map for City of Lemoore



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Figure 5: VMT per Service Population Screening Map for City of Lemoore



LSA

**Legend**

City Boundary

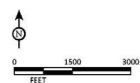
**VMT per service population**

Less than 5 households or 2 employees

Less than 21.84

21.84 - 25.10

Greater than 25.10



SOURCE: KCAG Travel Demand Model (2015)

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City of Lemoore SB 743 Implementation Regional Guidelines  
City of Lemoore - Existing VMT per Service Population

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### 3.1.1 Average Daily Trips (ADT) Threshold

Under Section 15301(e)(2) of the *CEQA Guidelines*, existing facilities, including additions to existing structures of up to 10,000 sf are exempt from CEQA review if the project is located in an area where public infrastructure is available to allow for maximum planned development and the project is not located in an environmentally sensitive area.

The City's trip screening threshold is based on reduction of GHG emissions as further described below.

The California Emissions Estimator Model (CalEEMod) is a tool provided by CARB and is accepted as the statewide standard to evaluate air quality and GHG emission impacts for CEQA assessment. As such, CalEEMod was used to characterize the effect of changes in project-related ADT to the resulting GHG emissions. To account for geographical relevance to project location, LSA calculated trip lengths from the KCAG TDM as applicable for the City. The trip lengths were calculated for various trip purposes for single-family residential developments as example. Table A shows the resulting annual VMT and GHG emissions produced by incremental ADT for single-family residential projects.

**Table A: Representative VMT and GHG Emissions from CalEEMod**

Average Daily Trips (ADT)	Annual Vehicle Miles Traveled (VMT)	Vehicular GHG Emissions (Metric Tons of CO <sub>2</sub> e per year)	Total Project GHG Emissions (Metric Tons of CO <sub>2</sub> e per year)
100	1,796,375	799	1,133
200	3,592,751	1,597	2,266
300	5,389,126	2,395	3,398
400	7,185,502	3,194	4,531
500	8,981,877	3,992	5,664
750	13,472,815	5,989	8,496
1,000	17,963,754	7,985	11,328
1,500	26,945,631	11,977	16,991

Source: CalEEMod version 2022.1.0.

CalEEMod = California Emissions Estimator Model; GHG = Greenhouse Gas; CO<sub>2</sub>e = carbon dioxide equivalent

GHG emissions threshold under CEQA can vary between 3,000 metric tons (MT) of carbon dioxide equivalent<sup>3</sup> (CO<sub>2</sub>e) per year (as recommended by South Coast Air Quality Management District (SCAQMD)) and 1,100 MT CO<sub>2</sub>e (as recommended by Sacramento Metropolitan Air Quality Management District). For purposes of this analysis, the threshold of 3,000 MT CO<sub>2</sub>e has been utilized. As shown in Table A, a project with an ADT lower than 1,500 would generally be expected to have a total project emission of less than 3,000 MT CO<sub>2</sub>e/year. LSA conducted this exercise for several other land uses to identify appropriate GHG screening thresholds. Table B shows the potential maximum GHG screening thresholds (up to 3,000 MT) for these land uses.

<sup>3</sup> CO<sub>2</sub>e is a concept developed to provide one metric that includes the effects of numerous GHGs. The global warming potential (GWP) of each GHG characterizes the ability of each GHG to trap heat in the atmosphere relative to another GHG. The GWPs of all GHGs are combined to derive the CO<sub>2</sub>e.

**Table B: CO<sub>2</sub>e Emission Rates by Land Use Type**

Land Use	DU or TSF	Total MTCO <sub>2</sub> e per year	Annual MTCO <sub>2</sub> e per DU or TSF
Single Family Residential	270 DU	2,998	11.10
Low-Rise Multifamily Residential	385 DU	2,997	7.78
Mid-Rise Multifamily Residential	513 DU	2,997	5.84
Office	337 TSF	2,993	8.88
Warehouse	426 TSF	2,996	7.03
Light Industrial	507 TSF	2,998	5.91
Hotel	382 Rooms	2,971	7.78
Medical Office	142 TSF	2,993	21.08
Hospital	197 Beds	2,989	15.17
Shopping Plaza	82 TSF	2,993	36.50
Strip Retail Plaza	137 TSF	2,994	21.85

Source: California Emissions Estimator Model (CalEEMod) version 2022.1.0.

DU = Dwelling Units; TSF = Thousand Square Feet; CO<sub>2</sub>e = carbon dioxide equivalent

The 3,000 MTCO<sub>2</sub>e per year threshold developed by the SCAQMD is based on a 90 percent emission “capture” rate methodology. The 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper from 2008. A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the Air Basin in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximately 1 percent of projected statewide GHG emissions in the Year 2050. SCAQMD’s selection of the threshold at 3,000 MTCO<sub>2</sub>e per year was based on OPR’s database of projects containing 798 projects and information about their GHG emissions. 87 very large projects were eliminated from calculation because they would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The 711 projects analyzed by SCAQMD consisted of commercial, residential, and mixed-use projects and included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations).<sup>4</sup> SCAQMD calculated emissions from each project to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD determined that the 90th percentile ranged between 2,983 to 3,143 MTCO<sub>2</sub>e per year. The SCAQMD set the significance

<sup>4</sup> South Coast Air Quality Management District – Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

threshold at 3,000 MTCO<sub>2</sub>e per year to exclude small projects that are considered less than significant and do not need to provide further analysis. Substantial evidence supporting this emission level is provided in the 2008 document, Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold and the documentation from subsequent working group meetings.

The GHG analysis above concludes that projects with up to 1,500 ADT may be screened out from VMT analysis. As a conservative approach, the City of Lemoore *VMT Thresholds and Implementation Guidelines* document adopts a daily trip threshold of 1,000 ADT be applied to projects that are consistent with the City’s General Plan. However, for projects that are not consistent with the City’s General Plan, a screening threshold of 500 ADT will be applied. Historically, the City required traffic studies (LOS analysis) for projects that generate 50 or more peak hour trips. Since 1 peak hour trip equates to approximately 10 ADT, 50 peak hour trips would equate to approximately 500 ADT. It is prudent to take a conservative approach, and important to be consistent with previous methodologies and past precedence. Therefore, 500 ADT has been determined as the screening criteria for development projects that are not consistent with City’s General Plan and takes precedence from previous transportation analysis procedures within the City. A sample list of size of projects generating fewer than 1,000 and 500 daily vehicle trips that are eligible for exemption from a VMT analysis are included in Table C.

**Table C: VMT Screening Thresholds for Sample Land Uses**

Land Use	Size of Projects (Requiring a GPA)	Size of Projects (Not Requiring a GPA)
Single-Family Residential <sup>1</sup>	53 DU	106 DU
Low-Rise Multifamily Residential <sup>2</sup>	74 DU	148 DU
Mid-Rise Multifamily Residential <sup>3</sup>	110 DU	220 DU
Office	46.125 TSF	92.250 TSF
Warehouse	292.397 TSF	584.795 TSF
Light Industrial	102.669 TSF	205.338 TSF
Hotel	62 Rooms	125 Rooms
Medical Office <sup>4</sup>	13.888 TSF	27.777 TSF
Hospital	22 Beds	44 Beds

Notes: DU = Dwelling Units; TSF = Thousand Square Feet

Project sizes have been determined based on trip generation rates obtained from the ITE *Trip Generation Manual* (11<sup>th</sup> Edition).

<sup>1</sup> The project sizes have been provided for single-family detached residential only.

<sup>2</sup> The project sizes have been provided for low-rise multifamily residential (not close to rail transit) only.

<sup>3</sup> The project sizes have been provided for mid-rise multifamily residential (not close to rail transit) only.

<sup>4</sup> The project sizes have been provided for stand-alone medical office buildings only.

### 3.2 SCREENING BY PROJECT TYPE: TRANSPORTATION PROJECTS

Transportation projects refer to capital improvement projects that relate to roadway widening, roadway infrastructure improvements, active transportation projects or operational improvements. The primary attribute to consider with transportation projects is the potential to increase vehicle travel demand, also referred to as 'induced travel.' While the City has discretion to continue to use a delay-based LOS analysis for CEQA disclosure of transportation projects, changes in vehicle travel must be quantified. To comply with SB 743, the City of Lemoore will use VMT analysis, and may also require a LOS analysis for design, traffic operations, and safety purposes to comply with the City's General Plan Circulation Element. The State identifies the types of transportation improvement projects that would not likely to lead to a measurable and substantial increase in VMT and which therefore generally should not require an induced travel analysis per OPR's Technical Advisory. These include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, emergency truck pullovers, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Addition of a new lane that is permanently restricted to use only by transit vehicles.
- Reduction in number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.

- Initiation of new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in number of general purpose or continuous through traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Local and collector roads in rural areas that don't include sidewalks where there would be no pedestrian traffic to use them.
- Park and Ride facilities.
- Truck size and weight inspection stations.

While the above list is thorough, it is not necessarily comprehensive. There may be types of projects in addition to those listed that would not lead to a measurable and substantial increase in VMT. When concluding that a particular project may be screened out from further analysis, the practitioner should review and fully document the rationale supporting the conclusion that the respective project would not likely lead to a measurable and substantial increase in VMT.



## 4.0 VMT THRESHOLD ANALYSIS FOR DEVELOPMENT PROJECTS

### 4.1 THRESHOLDS

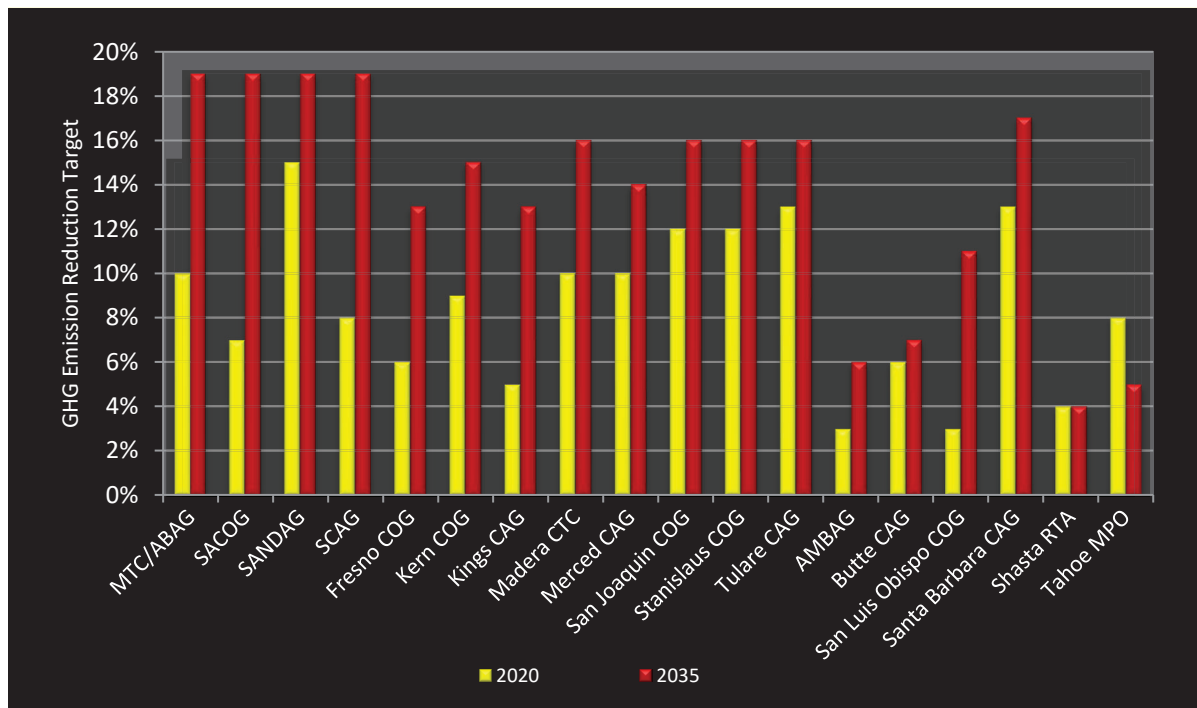
The TA states that SB 743 and all CEQA VMT transportation analyses refer to automobiles. Here, the term automobile refers to on-road passenger vehicles, specifically cars and light duty trucks (page. 4). Heavy-duty trucks can be addressed in other CEQA sections (air quality, greenhouse gas, noise, and health risk assessment analysis) and are subject to regulation in a separate collection of rules under CARB jurisdiction. This approach was amplified by Chris Ganson, Senior Advisor for Transportation at OPR, in a presentation to the Fresno Council of Governments (October 23, 2019) and by Ellen Greenberg, the California Department of Transportation (Caltrans) Deputy Director for Sustainability, at the San Joaquin Valley Regional Planning Agencies' Directors' Committee meeting (January 9, 2020).

Trips in a travel demand model are categorized by trip purpose. Each trip has a starting and ending location. If either end of the trip (starting or ending locations) is the trip producer's home, the trip is identified as a home-based trip. The OPR has identified the subject of the thresholds as the primary trips in the home-based typology: specifically, home-based work trips. This includes residential uses, office uses, and retail uses. The home-based work trip type is the primary trip type during the peak hours of commuter traffic in the morning and evening periods.

The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips. As part of the SB 375 land use/transportation integration process and the GHG goal setting, the State and Regional Transportation Planning Agencies (RTPA) have agreed to reduce GHG through integrated land use and transportation planning by a statewide average of approximately 15 percent by 2035. Figure 6 illustrates the SB 375 regional GHG emission reduction targets for all 18 Metropolitan Planning Organizations (MPOs) in California that were established by the CARB in 2018. Furthermore, in its 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, the CARB recommends total VMT per capita rates approximately 15 percent below existing conditions.

The TA therefore recommends:

- *A proposed (residential) project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.*
- *A similar threshold would apply to office projects (15 percent below existing regional average VMT per employee).*
- *VMT generated by retail projects would indicate a significant impact for any net increase in total VMT.*



Source: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

**Figure 6: SB 375 Regional Plan Climate Targets for the 18 California MPOs**

CARB establishes GHG targets for each of the 18 MPOs in the State, reviews the SCSs, and makes a determination of whether the SCSs would achieve GHG reduction targets if implemented. In the spring of 2018, CARB adopted new GHG targets for all the 18 MPOs in the State based on the 2017 Scoping Plan and other new data as illustrated in Figure 6. CARB established a 13 percent GHG reduction target for 2035 for Kings County. The State recognizes that Kings County's contribution to the aggregate 15 percent statewide GHG emission reduction is 13 percent. Other regions may achieve lower reductions to achieve the aggregate statewide goal.<sup>1</sup> As such, reduction in GHG directly corresponds to reduction in VMT (VMT is the biggest contributor of GHG emissions as shown in Figure 1). To reach the statewide GHG reduction goal of 15 percent, the region (KCAG) must reduce GHG by 13 percent. The method of reducing GHG by 13 percent is to reduce VMT by 13 percent as well.

Therefore, the City has established a threshold for land use developments, specifically residential and office, of 87 percent of the existing regional average as indicative of a significant transportation impact. For retail projects, increase in total regional roadway VMT with the implementation of the project would indicate a significant transportation impact. In general, addition of new retail redirects majority of trips from existing retail locations located further away. Given the potential redistribution of majority of trips rather than addition of trips, a comparison of total regional roadway VMT is appropriate to determine whether the retail project would benefit in overall reduction of regional VMT. Therefore, a net reduction in total VMT would be the appropriate metric to determine VMT

<sup>1</sup> The latest GHG targets by region can be found at <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.

impacts for such projects. Total roadway VMT needs to be calculated using the final roadway assignment outputs from the KCAG TDM.

Other distinct land uses are not identified for threshold development in the OPR TA. For other non-residential projects, a significance threshold of 87 percent of existing regional average VMT per employee has been established. The only exceptions would be hotels, hospitals, medical offices, and related projects. These land uses are service oriented facilities which includes both visitors and employees. Therefore, for such projects, VMT per service population (population/users + employment) has been established as the VMT metric. Any other similar use could be evaluated using the same metric subject to approval of the methodology by the City on a case-by-case basis. As such, a significance threshold of 87 percent of the existing regional average VMT per service population will be applied for these projects.

Evaluation of mixed-use projects shall be for each land use component of the project using the most appropriate VMT metric. Credit for internal trip capture shall be made. Internal trip capture may be calculated using the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, the KCAG TDM, or other applicable sources approved by the City. The appropriate methodology for calculating a project's internal capture would be determined in consultation with the City's Traffic Engineer. The significance threshold for these projects would be the respective VMT thresholds for its different land use components.

## **4.2 IMPACT ASSESSMENT**

Figure 7 illustrates the VMT screening methodology for development entitlement projects. Additionally, Figures 8-A through 8-C illustrate the VMT analysis methodology for non-screened projects. Every development application is unique and may create alternative or modified steps through the process described in the aforementioned figures. Each step that diverges from this standard process shall be accompanied with substantial evidence demonstrating compliance with other climate change and GHG emission reduction laws and regulations.

### **4.2.1 Agency Communication**

As part of the site plan review process, the applicant shall provide a detailed project description, including area/number of units and potential number of residents/employees added or created by the project, and the applicable VMT analysis methodology. Key elements include a description of the project in sufficient detail to generate trips and the potential catchment area (i.e., trip lengths if no modeling is undertaken), estimated project VMT, project design features that may reduce the VMT from the project development, and the project location and associated existing regional VMT percentages. Further, the applicant or their consultant shall prepare a transportation analysis scope of work for review and approval by the City.

#### PROJECT SCREENING CRITERIA

-Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop, consistent with RTP/SCS, FAR>0.75, limited parking, does not reduce the number of affordable housing units)

-Local-serving Retail <50,000 SF

-Low Trip Generator (<1,000 ADT for projects consistent with the General Plan and <500 ADT for projects inconsistent with the General Plan)

-100 Percent Affordable Housing Units

-Institutional/Government and Public Service Uses

-Projects located in low VMT zones

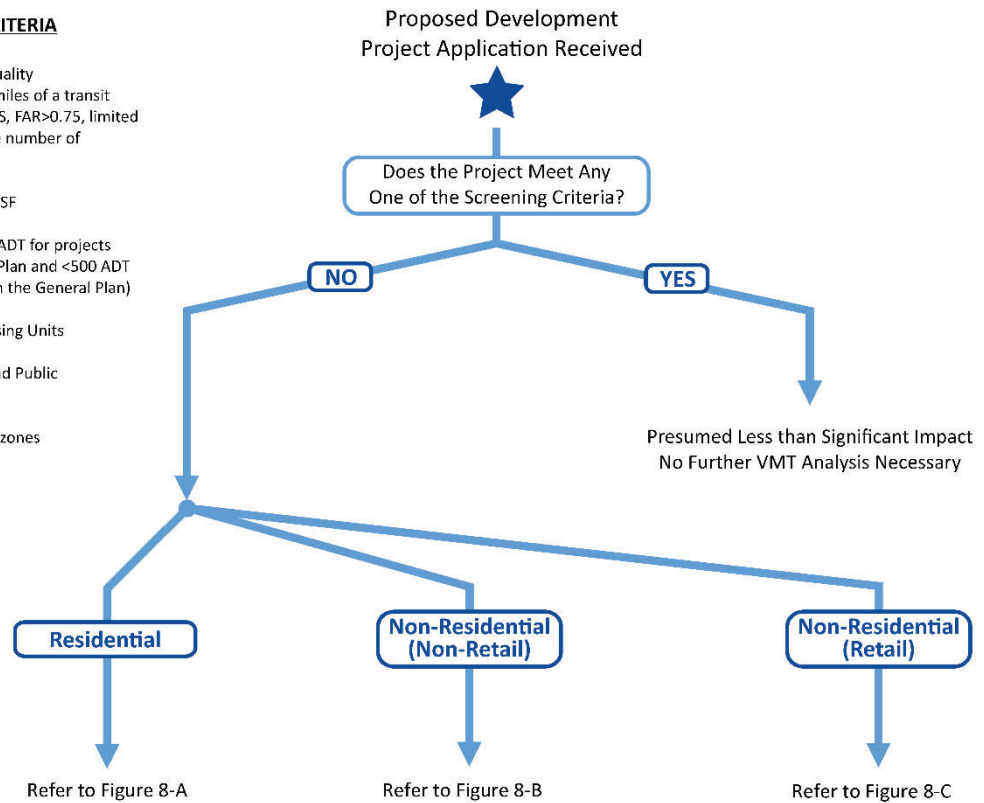
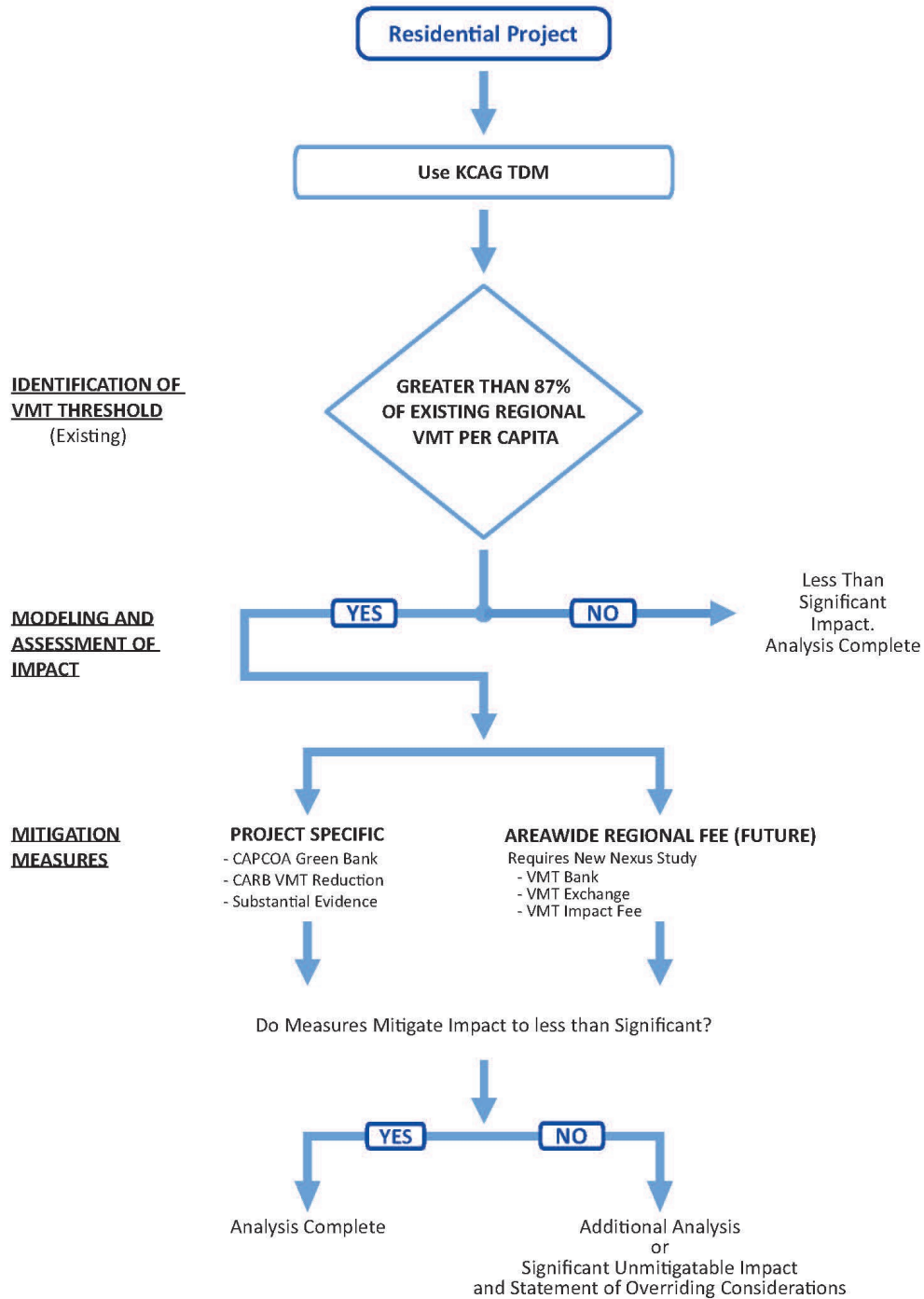
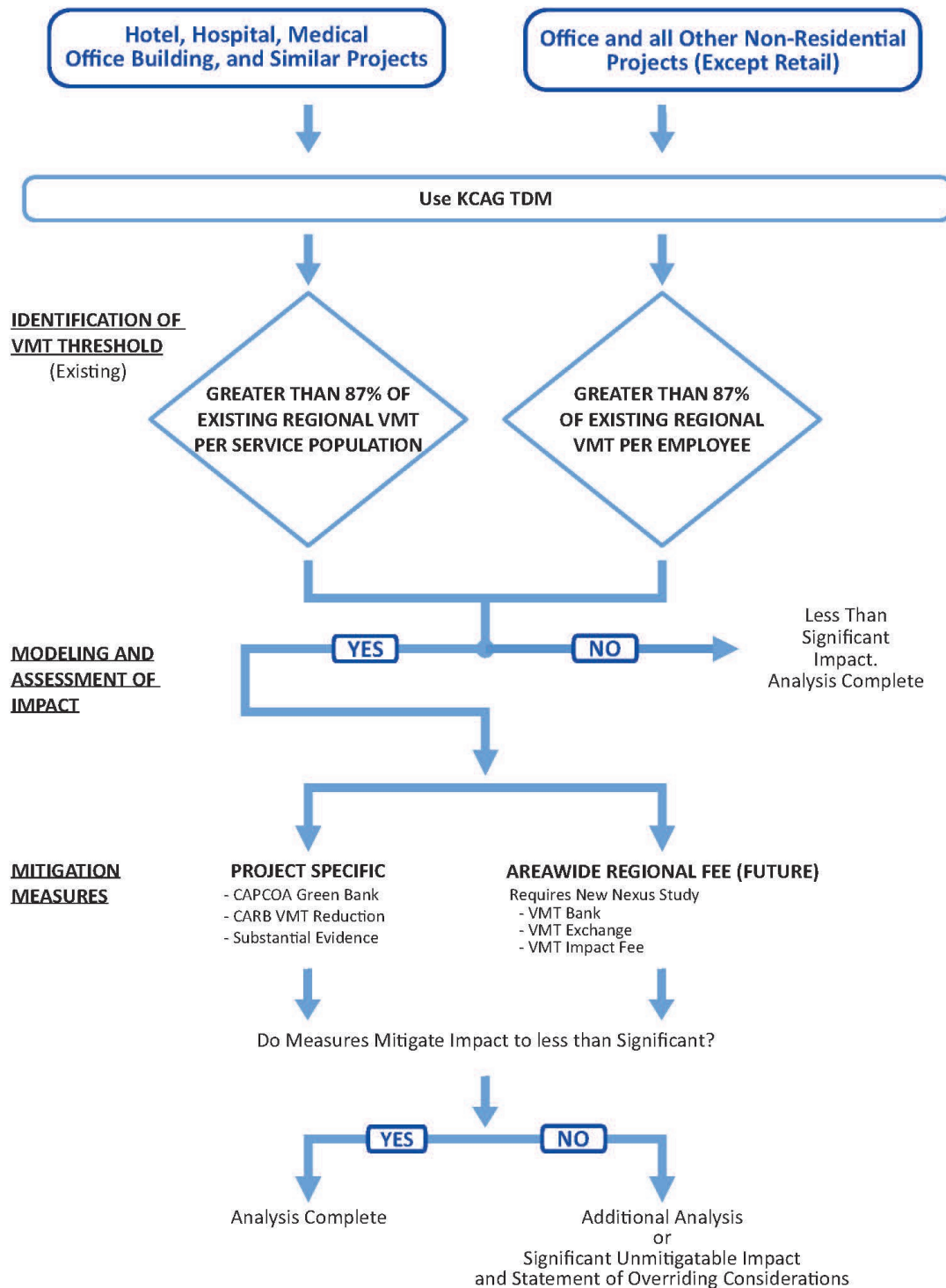


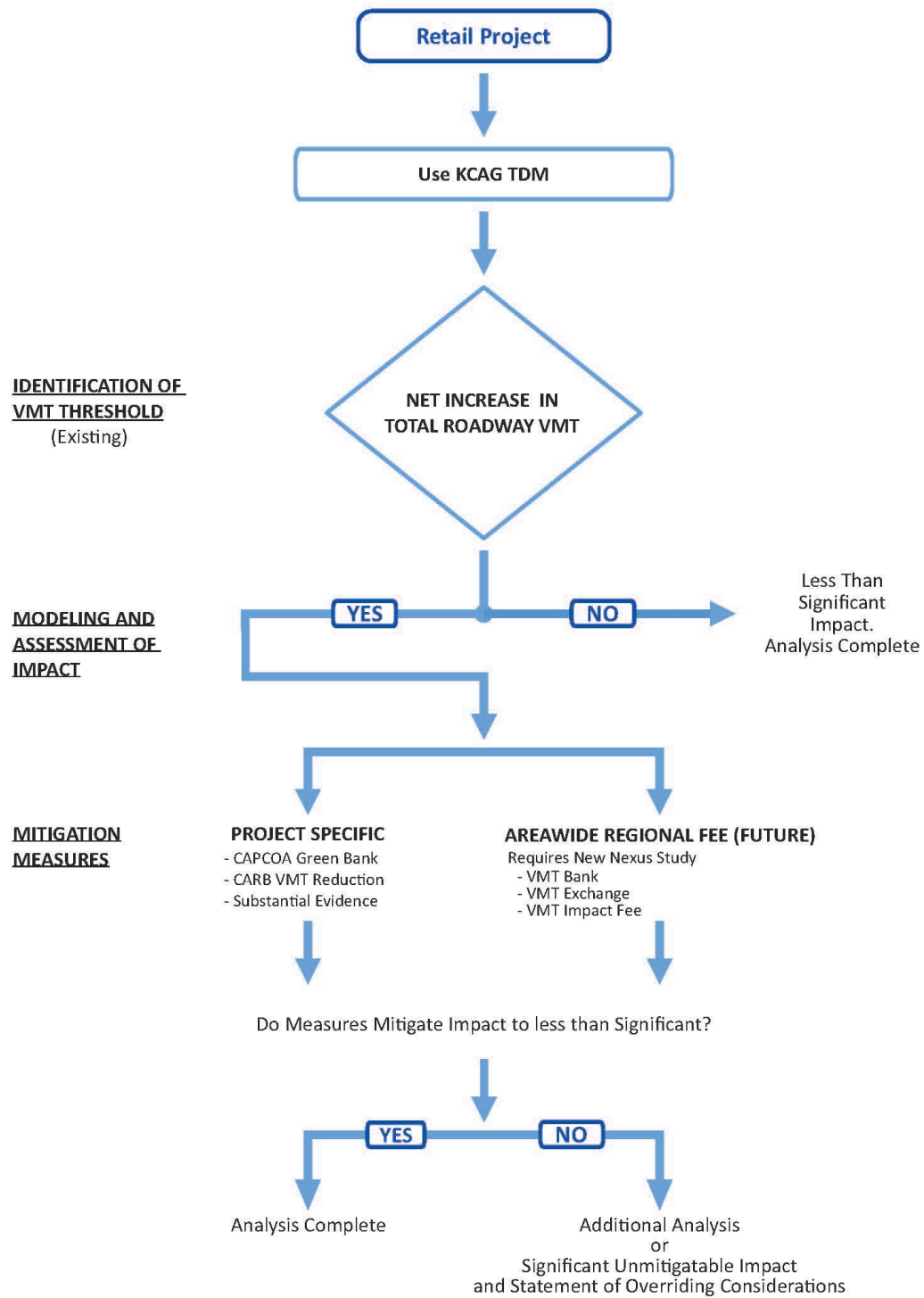
Figure 7: VMT Screening Methodology for Development Projects



**Figure 8-A: VMT Analysis Methodology for Non-Screened Residential Projects**



**Figure 8-B: VMT Analysis Methodology for Non-Screened Non-Residential (Non-Retail) Projects**



**Figure 8-C: VMT Analysis Methodology for Non-Screened Non-Residential (Retail) Projects**



Projects that will influence Caltrans facilities may be subject to the Caltrans Local Development-Intergovernmental Review program. As part of the program, Caltrans may review the VMT analysis methodology, findings, and mitigation measures to ensure consistency with statewide standards.

#### 4.2.2 Project Screening

Once a development application is filed and determined to be complete for processing purposes, project screening may commence. If the project meets any one of the screening criteria, it may be presumed to have a less than significant transportation impact. No further VMT analysis would then be necessary, and a Notice of Exemption may be filed. The CEQA document shall enumerate the screening criteria and how the project meets or exceeds that applicable VMT threshold.

If project screening does not apply, a VMT analysis will be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. This distinction is addressed later in this report.

#### 4.2.3 VMT Identification

The project land use type will determine the appropriate metric to use (i.e., VMT per capita, VMT per employee, VMT per service population, or total VMT). Appropriate VMT metrics for different land uses are stated in Table D.

**Table D: VMT Metrics for Land Use Projects**

Land Use	VMT Metric
Residential	VMT per Capita
Office	VMT per Employee
Retail	Total VMT
Hotel, Hospital, Medical Office Building, or any similar use with approval from the City	VMT per Service Population
Mixed-Use, Land Use Plan (General Plan/Specific Plan)	Respective VMT metrics for its different land use components
Other Land Uses	VMT per Employee

VMT = Vehicle Miles Traveled

For all projects that require a VMT analysis, use of the KCAG TDM is required unless the project includes a special land use that is difficult to analyze using a travel demand model. For the latter, the City may require a qualitative analysis or an analysis using empirical data as applicable to the project.

Next, the project generated VMT (per capita, per employee, per service population, or total) is compared to the appropriate significance threshold provided in Table E. If the project VMT metric is less than the significance threshold, the project is presumed to create a less than significant impact. No further VMT analysis for CEQA purposes would be required.

**Table E: Significance Thresholds for VMT Analysis**

<b>VMT Metric</b>	<b>Threshold</b>	<b>Regional Average</b>
VMT per Capita	8.99	10.33
VMT per Employee	16.95	19.48
VMT per Service Population	21.84	25.10

Source: KCAG TDM (2015 Scenario)  
VMT = Vehicle Miles Traveled

Should project VMT metrics exceed the significance threshold, mitigation measures will be required. It should be noted that the thresholds identified in Table E are based on the current version of the KCAG TDM (provided by KCAG in October 2021). These thresholds are subject to change when a newer version of the KCAG TDM is available.

### **4.3 MITIGATION MEASURES**

State law requires the project applicant to identify feasible offsets to mitigate significant VMT impacts generated by the proposed project. These can come from the mitigation strategies provided in this document (as described in Table F at the end of Chapter 7.0) or selected by the applicant based on their CEQA project experience and expertise. A proposed mitigation measure must be supported by substantial evidence illustrating that the measure will mitigate VMT impacts to less than significant. The City must approve and accept the final VMT mitigation program ascribed to the project and the related VMT percentage reduction. A detailed discussion about project-specific mitigations is included in Section 7.2.

If it is determined that the selected VMT mitigation measures effectively reduce the project impact to less than the applicable threshold, the project is presumed to have an impact mitigated to a less than significant level for purposes of CEQA. No further VMT analysis is required in such case. If the project's VMT impact cannot be mitigated to less than significant, the City may (1) request the project be redesigned to reduce the VMT impact, or (2) require the preparation of an EIR with a Statement of Overriding Considerations (SOC) for the transportation impacts associated with the project. All feasible mitigation measures must be assigned to and carried out by the project even if an EIR and SOC are prepared.

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## 5.0 VMT THRESHOLD ANALYSIS FOR TRANSPORTATION PROJECTS

A VMT assessment of a transportation project should disclose the VMT profile without the project and the difference in the VMT profile with the project. Any increase in VMT attributable to the proposed transportation project would result in a significant impact. A significant transportation project impact is presumed when VMT increases with the project as compared to the 'No Project' scenario.

Capacity improvement projects have the potential of producing significant transportation impacts because they tend to induce new travel. The State describes induced travel as the additional motor vehicle travel that is generated by the newly available capacity on the roadway. Induced travel may include route switching, time-of-day change, mode shift to single occupancy vehicle, longer trips, new trips to existing destinations, and additional travel due to new development. Current traffic models have limited abilities to forecast new trips and new developments associated with roadway capacity improvements, as land use or socioeconomic databases are fixed to a specific horizon date. OPR refers to a limited number of published studies that seek to define travel demand elasticities.

The most recent major study (Duranton & Turner 2011, p. 24) estimates an elasticity of 1.0, meaning that every one percent change in lane miles results in a one percent increase in VMT.

One method to quantify induced growth is recommended by the State:

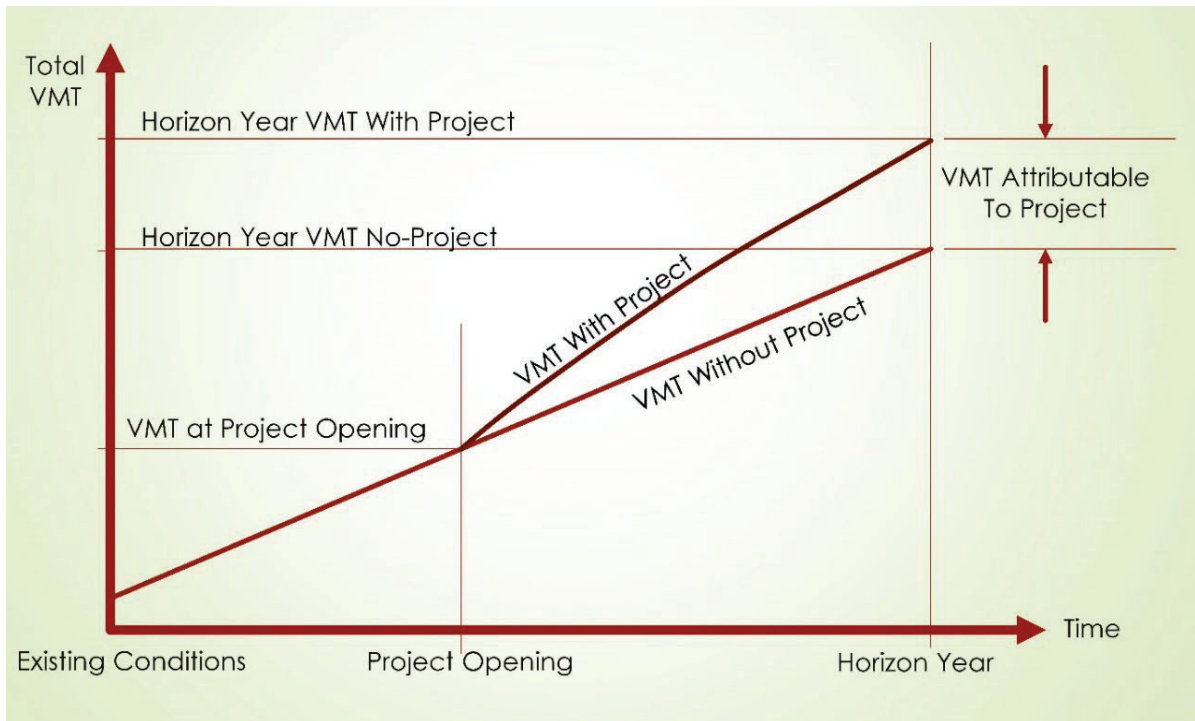
*To estimate VMT impacts from roadway expansion projects:*

1. *Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).*
2. *Determine the percent change in total lane miles that will result from the project.*
3. *Determine the total existing VMT over that same area.*
4. *Multiply the percentage increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:*

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from the project}]$$

OPR assigns this induced growth to project-induced changes in land use; that is, new land uses that are not included in any approved general or area plan and not accounted for in any traffic-forecasting tool.

Figure 9 provides a representative illustration of induced VMT attributable to a project.



Source: Presentation: Caltrans Transportation Analysis under CEQA or TAC: Significance Determinations for Induced Travel Analysis (SHCC Pre-Release Session 2 Jeremy Ketchum, Division of Environmental Analysis, Caltrans; March 2, 2020)

**Figure 9: Induced Travel – VMT Attributable to Project**

Caltrans has identified a computerized tool to estimate VMT generation from transportation projects. The tool (<https://travelcalculator.ncst.ucdavis.edu>) was developed by the University of California, Davis and is based on travel demand elasticities and the relationship of lane mile additions with growth in VMT. It uses Federal Highway Administration (FHWA) definitions of facility type and ascribes VMT increases to each facility. Output data includes increases in million miles of VMT per year. Caltrans is investigating the use of this tool for all of its VMT analyses of capital projects on the State Highway System. Figure 10 provides an illustration of the tool.

Because of limitations in applying the NCST calculator to roadways within the City, the City recommends using the KCAG model to determine VMT impacts associated with transportation projects in case the project is not eligible to be screened out from a VMT analysis. The screening criteria for transportation projects is included under Section 3.2 of this report.

California Induced Travel Calculator

CalculatorFAQAbout

Overview

This calculator allows users to estimate the VMT induced annually as a result of adding general-purpose lane miles, high-occupancy vehicle (HOV) lane miles, or high-occupancy toll (HOT) lane miles to publicly owned roadways, like those managed by the California Department of Transportation (Caltrans), in one of California's urbanized counties (counties within a metropolitan statistical area (MSA)). The calculator applies only to facilities with Federal Highway Administration (FHWA) functional classifications of 1, 2 or 3. That corresponds to interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

How to Use

To obtain an induced VMT estimate for a roadway capacity expansion project, enter the project length (in lane miles added), the geography (MSA for additions to interstates; county for additions to other Caltrans-managed class 2 or 3 facilities), and the base year (2016, 2017, 2018, or 2019). The base year indicates which year of VMT and lane mile data will be used to estimate the induced VMT.

More about this calculator

Calculator

1. Select Year

2019

2. Select facility type

☒ Interstate highway (class 1 facility)

☐ Class 2 or 3 facility

3. Select MSA

Riverside-San Bernardino-Ontario

4. Input total lane miles added

1

miles

Calculate Induced Travel

Results

5.0 million additional VMT/year

(Vehicle Miles Travelled)

In **2019**, **Riverside-San Bernardino-Ontario MSA** had **3466.0 lane miles** of Interstate highway on which **17.5 billion** vehicle miles are travelled per year.

A project adding **1 lane miles** would induce an additional **5.0 million** vehicle miles travelled per year on average with a rough 95% confidence interval of **4.0 - 6.0 million VMT** (+/-20%).

Riverside-San Bernardino-Ontario MSA consists of 2 counties (Riverside and San Bernardino).

This calculation is using an elasticity of **1.0**

Read more about this calculator

Source: <https://blinktag.com/induced-travel-calculator/index.html>

Figure 10: Caltrans Induced Travel Calculator

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## 6.0 VMT THRESHOLD ANALYSIS FOR LAND USE PLANS

The TA provides guidance on the treatment of CEQA traffic analyses for land use plans (General Plan, Specific Plan) as follows:

- Analyze the VMT outcomes over the full area over which the plan may substantively affect travel patterns (the definition of region).
- VMT shall be counted in full rather than split between origins and destinations (the full impact of the project VMT).

Specifically, OPR states, “A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office or retail land uses would in aggregate exceed the respective thresholds recommended above.” (OPR TA page 18) This recommendation refers to a threshold of 15 percent lower than the existing regional average for residential and office uses and no net gain for retail land uses.

To assess a land use plan, use of a traffic-forecasting tool shall be applied. The total VMT for the plan shall be identified for all trips and all potential VMT contributors within the plan area. Model runs shall be conducted for the existing base year and the horizon year (the future year scenario analyzed in the Circulation Element of the City’s General Plan) with project (plan).

SB 375 establishes ambitious and achievable GHG reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the State. Achievement of these targets is to be accomplished through the improved integration of regional land use and transportation planning processes; not solely through the imposition of new regulation on passenger cars and light-duty trucks.

CARB reviews the SCS that is produced as part of the RTP produced by each of the State’s MPOs. The SCS details the strategies and programs the regional agencies are planning to implement to achieve its designated GHG emission reduction targets. CARB approved the new GHG reduction targets for all 18 MPOs in the State in the spring of 2018. The 2018 targets are applicable to the third SCSs for the MPOs.

Other legislative mandates and State policies are also supportive of GHG reduction targets. A sample of these include:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- SB 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Executive Order (EO) B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- EO S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.
- EO B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.

These mandates suggest that a land use plan consistent with the regional RTP/SCS would generally help achieve the target GHG reductions for the region.

California PRC Section 15064.3(b)(4) states (in part) the following:

*A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, or in any other measure.*

Since VMT is the largest contributor to GHG emissions, a land use plan consistent with regional RTP/SCS GHG reductions target does not constitute a significant VMT impact. Therefore, the methodology for conducting VMT assessments for land use plans shall be the comparison of existing VMT per capita, VMT per employee, and/or VMT per service population for the region with the respective expected horizon year VMT metrics for the different land use components (VMT per capita, VMT per employee, and/or VMT per service population) of the land use plan (project). If there is a net increase in the VMT metric under horizon year conditions, then the project will have a significant impact.

## 7.0 MITIGATION STRATEGIES

When a lead agency identifies a potentially significant CEQA VMT impact according to the thresholds described in this report, the agency must identify feasible mitigation measures to avoid or substantially reduce that impact. Unlike LOS impacts, which may be mitigated with location-specific motor vehicle delay improvements, VMT impacts typically require a more regional approach to mitigation, including the provision of incentives to effect changes in travel behavior. Enforcement of mitigation measures will still be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. VMT mitigation measures may also be incorporated into the design of plans, policies, regulations, or projects.

### 7.1 DEFINITION OF MITIGATION

Section 15370 of the 2022 *State CEQA Guidelines* defines mitigations as follows:

*“Mitigation” includes:*

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.*
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.*
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.*

Section 15097 of the *CEQA Guidelines* states that, “the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

VMT mitigations may not necessarily be physical improvements. Such improvements are complex in nature and will significantly depend on changes in traveler behavior. Therefore, it will be important that lead agencies develop an appropriate monitoring program to ensure the implementation of these mitigation measures throughout the life of a project, in compliance with CEQA. The City must also coordinate with other responsible agencies as part of the mitigation monitoring program to evaluate the ongoing feasibility and durability of the mitigations.

Historically, mitigation measures for LOS-based transportation impacts have addressed either trip generation reductions or traffic-flow-capacity enhancements. LOS mitigation measures typically

include physical infrastructure improvements adding capacity to intersections, roadways, ramps, and freeways. However, transportation demand management activities, active transportation amenities, and other measures designed to reduce the number of new single-occupancy vehicle trips are also potential LOS mitigation strategies.

VMT mitigation measures are significantly different. Most VMT mitigations may seem feasible from a theoretical perspective, but practical implementation of these strategies as formal CEQA mitigation measures in perpetuity is yet to be tested. Several of these mitigations are contextual and behavioral in nature. Their success will depend on the size and location of the project as well as expected changes in travel behavior. For example, a project providing a bike share program does not necessarily guarantee a travel mode change among the project's affected population; the level of improvement may be uncertain and subject to the travel preferences and attitudes of the population affected.

LOS mitigations (such as addition of turn lanes) focus more on rectifying a physical CEQA impact (strategy "c" of *State CEQA Guidelines* Section 15370). On the contrary, the majority of VMT mitigations (such as commute trip-reduction programs) aim at reducing or eliminating an impact over time through preservation and monitoring over the life of the project (strategy "d" of *State CEQA Guidelines* Section 15370). Additionally, some VMT mitigations (such as those focused on land use/location-based policies) aim at minimizing impacts by reducing the number of trips generated by the projects (strategy "b" of *State CEQA Guidelines* Section 15370).

Furthermore, it may be determined that some VMT impacts are not able to be feasibly mitigated at the project level. Most VMT impacts occur within the context of a regional scale of analysis. The incremental change in VMT associated with a project in its particular locational setting might indicate a greater VMT increase than individual mitigation strategies can offset. Only a regional solution (e.g., completion of a transit system, purchase of more transit buses, or gap closure of a bicycle lane network) may offer the incremental change necessary to reduce the VMT impact to an appropriate level of significance. Also, VMT, as a proxy for GHG emissions, may not require locational specificity. A project does not necessarily need to reduce the VMT at the project site to provide regional or statewide VMT and GHG reduction benefits. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to achievement of regional and statewide climate goals. This regional perspective provides the basis for cap-and-trade style VMT mitigation strategies.

The issues of regional scale, appropriate and timely fair share contributions from projects and/or local jurisdictions (partial versus comprehensive participation), and geographic ambiguity confound the certainty of the City's identification of an effective VMT mitigation strategy. Section 15126.4 of the *State CEQA Guidelines* states, "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. **Formulation of mitigation measures shall not be deferred until some future time.**" [Emphasis added.] Regional VMT mitigation is considered the most effective method for large-scale VMT reduction, as cost and implementation barriers are often greater than one project may feasibly accommodate. However, regionally scaled VMT mitigation strategies may be provided in the form of mitigation banks, fees, and/or exchanges, with individual projects subject to contribute to these programs consistent with applicable provisions to ensure compliance and consistency with CEQA and other legal requirements.

Section 21099 (b) (4) of the PRC states, “This subdivision [requiring a new transportation metric under CEQA] does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority.” Hence, although automobile delay will no longer be considered a significant impact under CEQA, the City can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, this report is not intended to supersede LOS assessment in the City’s evaluation of projects, and a project may still be required to propose LOS improvements for congestion relief in addition to the implementation of any VMT mitigation strategies as required by CEQA.

## 7.2 MITIGATION MEASURES AND PROJECT ALTERNATIVES

Mitigations and project alternatives for VMT impacts have been suggested by the OPR. VMT mitigations can be extremely diverse and can be classified under several categories such as land use/location, road pricing, transit improvements, commute trip reduction strategies, and parking pricing/policy. However, the issue with VMT mitigations is the quantitative measurement of the relief provided by the strategies. How much VMT reduction does a transportation demand management program, a bike share program, a transit route, or one mile of sidewalk provide? Improvements related to VMT reduction strategies have been quantified in sources such as the California Air Pollution Control Officers Association (CAPCOA) report *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Manual) Final Draft*, December 2021, and by various resources provided by CARB. This information is generally presented with a wide range of potential VMT reduction percentages. This report does not, however, confirm the existence of substantial evidence supporting the application of any such mitigation measures to projects within the City. If a CAPCOA mitigation measure will be considered for a project, it must be determined, through substantial evidence, that the mitigation measure will result in VMT reduction in the manner suggested. For example, if a mitigation measure’s VMT reduction will be calculated by use of a mathematical formula, the formula, including each of its components, must be analyzed to confirm that they reflect the conditions existing in the City, and the analysis must be supported by substantial evidence. In other words, a mitigation measure, which is reliant upon a formula developed utilizing data from and conditions in a locale that is dissimilar to the City, may be inapplicable to a project within the City. Similarly, any mitigation measure suggested by CAPCOA that depends on cited reports or studies must be assessed to determine whether substantial evidence confirms that such reports and studies apply to the conditions under which a proposed project will be developed within the City. Mitigation measures will not be utilized merely because they are suggested by CAPCOA or another organization.

Table F provides a summary of various potential VMT mitigation measures and project alternatives presented in the *CAPCOA Manual* (only those strategies directly attributed to transportation) for development projects. For any VMT mitigation measure, the project applicant will be required to provide substantial evidence while identifying a project-specific value.

Additionally, the mitigation measures listed under Table F were compared with the City’s General Plan goals and policies. Mitigation measures that would be consistent with the City’s General Plan goals and policies have been noted in the table.

As for land use plans, the OPR TA does not specifically identify any VMT mitigations. The potential VMT mitigation measures for community/general plans are similar to those available for development projects, with certain modifications. Therefore, the mitigation measures provided in Table F can be used as appropriate. Additional measures may also be applied with substantial evidence.

It must be noted that Table F provides only summaries of the VMT mitigations provided in the sources indicated above. The reader shall refer to the original source for further details and for subsequent updates to the mitigation measures. Also, Table F does not provide an exhaustive list of VMT mitigation measures for offsetting CEQA transportation impacts. Other measures can also be accepted by the City based on the provision of substantial evidence.

As additional mitigation measures are evaluated to offset VMT impacts in the future for the *State CEQA Guidelines* process, linkages between a specific strategy and its quantified incremental VMT reduction effect must be established. This process may be based on the observations and measurements provided by other sources or by the City's experience in these practices. The key to effective VMT mitigation is to base its efficacy on real and substantial evidence.

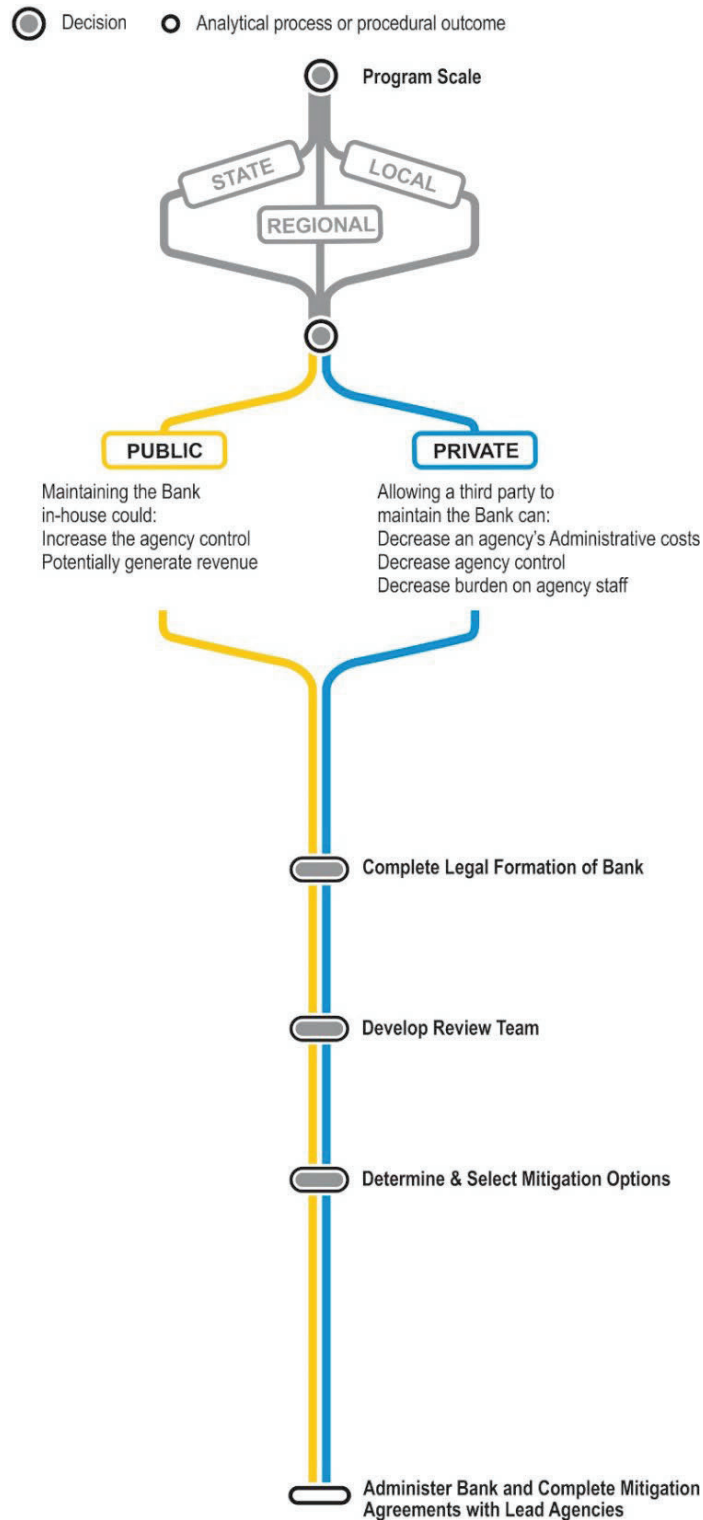
### **7.3 FUNDING MECHANISMS**

The change in methodology used for the assessment of CEQA transportation impacts from LOS to VMT will lead to a shift in and the scale of mitigation efforts from local and project-specific, to a more regional approach. OPR acknowledges the regional nature of VMT impacts and states that regional VMT reduction programs and fee programs (in-lieu fees and development impact fees) may be appropriate forms of mitigation. Fee programs are particularly useful to address cumulative impacts. It is very important for the City to coordinate with KCAG to develop such mitigation programs that may be used to fund new transit service or develop applicable active transportation plans or other regionally scaled VMT mitigation activities. These programs are regional in nature and best suited for administration by a regional agency. Projects may be able to pay into the fee program to offset project VMT impact. Regional agencies may also wish to coordinate with appropriate stakeholders, including participating local jurisdictions, developers, and other interests while conducting nexus studies and checking for rough proportionality and compliance with CEQA.

Most of the VMT mitigations included in Table F are applicable in urban areas. They are less effective in suburban and rural contexts, where traditional transportation demand management strategies are less feasible. Thus, site-specific strategies are more suitable in more densely urbanized areas, whereas program-level strategies may be more appropriate for some projects located in suburban or rural areas. In the latter approach, the cumulative VMT mitigation contributions provided in support of individual developments may be used to fund regional VMT reduction strategies that would not be feasible or cost-effective at the individual project scale. Apart from fee programs, program-based mitigation strategies may include VMT mitigation exchanges and/or VMT mitigation banks. The VMT mitigation exchange concept requires a developer to select and implement mitigation project(s) from a predetermined list of projects that would serve to reduce the excess new VMT generated by the proposed project. On the other hand, a mitigation banking program would assign monetary values for VMT reductions that would allow developers to purchase the applicable number of VMT reduction credits. These credits would be used to fund larger, regionally scaled VMT mitigation projects throughout the affected region.

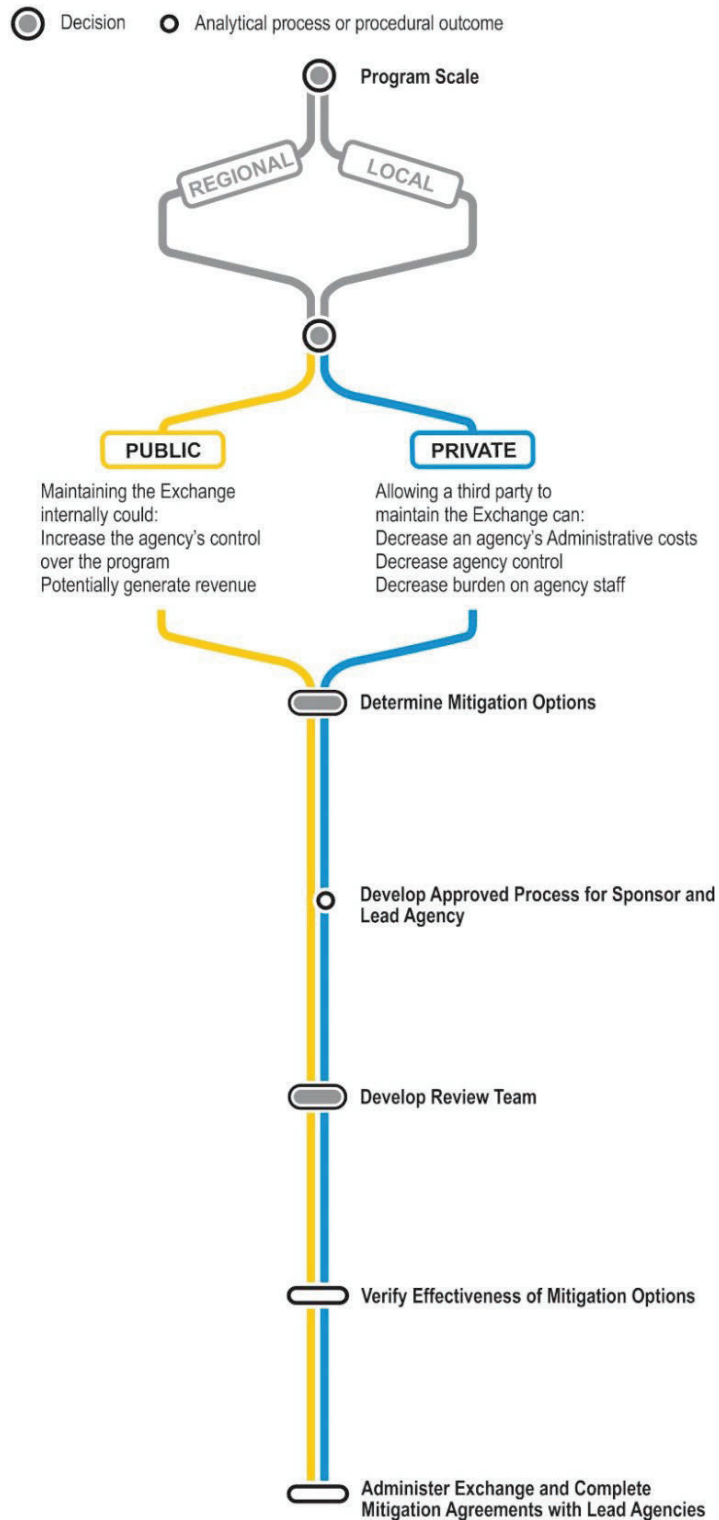
As previously discussed, VMT impacts are regional in scope. Hence, there may at times be mitigation requirements that extend beyond the control of the City, and without the ability of the City to manage these mitigations, the impacts might remain significant and unaddressed. Additionally, the identification and management of regionally scaled improvements where developers contribute their fair share to mitigate impacts might prove to be difficult. Therefore, the City may choose to work collaboratively with other jurisdictions within the region to ultimately establish VMT mitigation fee programs, mitigation banks, or exchanges to establish a regional mitigation pathway where developers contribute to a regionally administered VMT mitigation funding pool in a manner commensurate to the impact of their individual project. Procedural flow charts for VMT mitigation banks, exchanges, and impact fees are illustrated in Figures 11, 12, and 13, respectively.





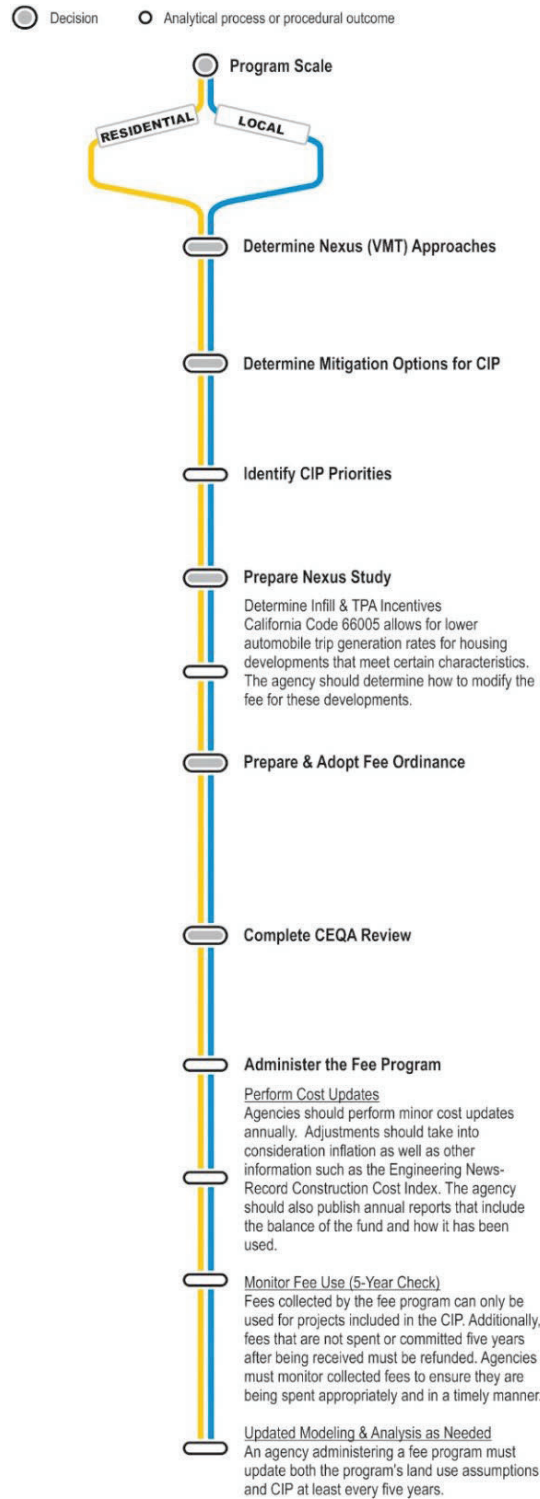
**Figure 11: Procedural Flow Chart – VMT Bank**

Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).



**Figure 12: Procedural Flow Chart – VMT Exchange**

Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).



**Figure 13: Procedural Flow Chart – VMT Impact Fee**

Source: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

No.	CAPCOA Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
1	T-1	Increase Residential Density	This measure accounts for the vehicle miles traveled (VMT) reduction achieved by a project that is designed with a higher density of dwelling units (DU) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified when applied to larger developments and development where the density is somewhat similar to the surrounding area due to the underlying research being founded in data from the neighborhood level.	Urban, Suburban	Project/Site	This measure is most accurately quantified when applied to larger developments and/or developments where the density is somewhat similar to the surrounding neighborhood.	When paired with Measure T-2, increase job density, the cumulative densification from these measures can result in a highly walkable and bikeable area, yielding increased co-benefits in VMT reductions, improved public health, and social equity.	Refer to California Air Pollution Control Officers Association (CAPCOA) report Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Manual), Final Draft, December 2021, page 71.	Up to 30.0 percent project VMT in the study area
2	T-2	Increase Job Density	This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of jobs compared to the average job density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.	Urban, suburban	Project/Site	This measure is most accurately quantified when applied to larger developments and/or developments where the density is somewhat similar to the surrounding neighborhood.	When paired with Measure T-1, increase Residential Density, the cumulative densification from these measures can result in a highly walkable and bikeable area, yielding increased co-benefits in VMT reductions, improved public health, and social equity.	Refer to CAPCOA Manual, page 74.	Up to 30.0 percent project VMT in the study area
3	T-3	Provide Transit-Oriented Development	This measure would reduce project VMT in the study area relative to the same project sited in a non-transit-oriented development (TOD) location. TOD refers to projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities. Project site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated GHG emissions.	Urban, suburban, Rural only if adjacent to commuter rail station with convenient rail service to a major employment center.	Project/Site	To qualify as a TOD, the development must be a residential or office project that is within a 2-mile walk (0.5 mile of a high frequency transit station (either rail or bus rapid transit with headways less than 15 minutes). Ideally, the distance should be no more than 0.25 to 0.5 of a mile but could be up to 1.5 mile if the walking route to station can be accessed by pedestrian-friendly routes. Users should confirm "unimpaired" or "baseline" VMT does not already account for reductions from transit proximity.	When building TOD, a best practice is to incorporate bike and pedestrian access into the larger network to increase the likelihood of transit use.	Refer to CAPCOA Manual, page 77.	Up to 31.0 percent project VMT in the study area
4	T-4	Prioritize Affordable and Below Market Rate Housing	This measure requires below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a job/housing match near transit. It is also an important strategy to address the limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes. The quantification method for this measure accounts for VMT reductions achieved for multifamily residential projects that are deed restricted or otherwise permanently dedicated as affordable housing.	Urban, suburban	Project/Site	Multifamily residential units must be permanently dedicated as affordable for lower income families. The California Department of Housing and Community Development (2021) defines lower-income as 80 percent of area median income or below, and affordable housing as costing 30 percent of gross household income or less.	Pair with Measure T-1, Increase Residential Density, and Measure T-2, increase job density, to achieve greater population and employment density.	Refer to CAPCOA Manual, page 81.	Up to 28.6 percent project/site multifamily residential VMT
5	T-6	Implement Commute Trip Reduction Program (Voluntary)	This measure will implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. Voluntary implementation elements are described in this measure.	Urban, suburban	Project/Site	Voluntary CTR programs must include the following elements to apply the VMT reductions reported in literature. • Employee-provided services, infrastructure, and incentives for alternative modes such as ride-sharing (Measure T-8), discounted transit (Measure T-9), bicycling (Measure T-10), carpool (Measure T-11), and guaranteed ride home. • Information, coordination, and marketing for said services, infrastructure, and incentives (Measure T-7).	Other strategies may also be included as part of a voluntary CTR program, though they are not included in the VMT reductions reported by literature and thus are not incorporated in the VMT reductions for this measure. This program typically serves as a complement to the more effective workplace CTR measures such as pricing workplace parking (Measure T-12) or implementing employee parking "cash-out" (Measure T-13).	Refer to CAPCOA Manual, page 84.	Up to 4.0 percent project/site employee commute VMT
6	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Urban, suburban	Project/Site	The mandatory CTR program must include all other elements (i.e., Measures T-7 through T-11) described for the voluntary program (Measure T-5) plus include mandatory trip reduction requirements (including penalties for non-compliance) and regular monitoring and reporting to ensure the calculated VMT reduction matches the observed VMT reduction.	This program typically serves as a complement to the more effective workplace CTR measures, such as pricing workplace parking (Measure T-12) or implementing employee parking "cash-out" (Measure T-13).	Refer to CAPCOA Manual, page 87.	Up to 26.0 percent project/site employee commute VMT
7	T-7	Implement Commute Trip Reduction Marketing	This measure will implement a marketing strategy to promote the project site employer's CTR program, information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Urban, suburban	Project/Site	The following features (or similar alternatives) of the marketing strategy are essential for effectiveness. • On-site or online commuter information services. • Employee transportation coordinators. • On-site or online transit pass sales. • Guaranteed ride home service.	This measure could be packaged with other commute trip reduction measures (Measures T-8 through T-13) as a comprehensive CTR program (Measure T-5 or T-6).	Refer to CAPCOA Manual, page 90.	Up to 4.0 percent project/site employee commute VMT

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CapCoA Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
8	T-8 Provide Ride-sharing Program	This measure will implement a ride-sharing program and establish a permanent transportation management association with funding requirements for employers. Ride-sharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMF, and GHG emissions.	Urban, suburban	Project/Site	Ride-sharing must be promoted through a multifaceted approach. Examples include the following: • Designating a certain percentage of desirable parking spaces for ride-sharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles. • Providing an app or website for coordinating rides.	When providing a ride-sharing program, a best practice is to establish funding by a non-revocable funding mechanism for employer-provided subsidies. In addition, encourage use of low-emission ride-sharing vehicles (e.g., shared Uber Green). This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCoA Manual, page 93.	Up to 8.0 percent project/site employee commute VMF
9	T-9 Implement Subsidized or Discounted Transit Program	This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMF and thus a reduction in GHG emissions.	Urban, suburban	Project/Site	The project should be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service (Measure T-2d) is available, the site may be located up to 2 miles from a high-quality transit service. If more than one transit agency serves the site, subsidies should be provided that can be applied to each of the services available. If subsidies are applied for only one service, all variable trips before should also pertain only to the service that is subsidized.	This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCoA Manual, page 96.	Up to 5.5 percent from employee/resident vehicles accessing the site
10	T-10 Provide End-of-Trip Bicycle Facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMF and GHG emissions.	Urban, suburban	Project/Site	End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.	Best practice is to include an onsite bicycle repair station and post signage on or near secure parking and personal lockers with information about how to reserve or obtain access to these amenities. This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCoA Manual, page 100.	Up to 4.4 percent project/site employee commute VMF
11	T-11 Provide Employer-Sponsored Carpool	This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 3 to 15 people with a cost-effective and convenient ride-share option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMF, thereby reducing GHG emissions.	Urban, suburban, rural	Project/Site	Vanpool programs are more appropriate for the building occupant or tenant (i.e., employer) to implement and monitor than the building owner or developer.	When implementing a vanpool service, best practice is to subsidize the cost for employees that have a similar origin and destination and provide priority parking for employees that carpool. This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCoA Manual, page 105.	Up to 20.4 percent project/site employee commute VMF
12	T-12 Price Workplace Parking	This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMF, thereby reducing associated GHG emissions.	Urban, suburban	Project/Site	Implementation may include the following: • Capacity charging for employee parking. • Implementing above-market rate pricing. • Validating parking only for invited guests (or not providing parking validation at all). • Not providing employee parking and transportation allowances. In addition, this measure should include marketing and education regarding available alternatives to driving.	Best practice is to ensure that other transportation options are available, convenient, and have competitive travel times (i.e., transit service near the project site, shuttle service, or a complete active transportation network serving the site and surrounding community), and that there is no alternative free parking available nearby (such as on-street). This measure is substantially less effective in environments that do not have other modes available or where unrestricted street parking or other off-site parking is available nearby and has adequate capacity to accommodate project-related vehicle parking demand.	Refer to CAPCoA Manual, page 110.	Up to 20.0 percent project/site employee commute VMF
13	T-13 Implement Employee Parking Cash-Out	This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single-occupancy vehicles. This mode shift results in people driving less and thereby reduces VMF and GHG emissions.	Urban, suburban	Project/Site	To prevent spill-over parking and continued use of single-occupancy vehicles, residential parking in the surrounding area must be permitted, and public on-street parking must be market rate.	This measure could be paired with many other commute trip reduction strategies (Measures T-7 through T-11) for increased reductions.	Refer to CAPCoA Manual, page 114.	Up to 12.0 percent project/site employee commute VMF
14	T-14 Provide Electric Vehicle Charging Infrastructure	Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily). This will enable drivers of plug-in hybrid electric vehicles (PHEV) to drive a larger share of miles in electric mode (eMode), as opposed to gasoline-powered mode, thereby displacing GHG emissions from gasoline consumption with a lesser amount of indirect emissions from electricity. Most PHEV owners charge their vehicles at home overnight. When making trips during the day, the vehicle will switch to gasoline mode if/when it reaches its maximum all-electric range.	Urban, suburban, rural	Project/Site	Parking at the chargers must be limited to electric vehicles.	In addition to increasing the percentage of electric miles for PHEVs, the increased availability of chargers from implementation of this measure could mitigate consumer "range anxiety" concerns and increase the adoption and use of battery electric vehicles (BEVs), but this potential effect is not included in the calculations as a conservative assumption. Expanded mitigation could include quantification of the effect of this measure on BEV use.		

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CapCOA Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
15	T-15 Limit Residential Parking Supply	This measure will reduce the total parking supply available at a residential project or site, limiting the amount of parking available, creates scarcity and adds additional time and inconvenience to trips made by private auto, thus discouraging driving as a mode of travel, reducing the convenience of driving results in a shift to other modes and decreased VMF and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.	Urban, suburban	Project/Site	This measure is ineffective in locations where unrestricted street parking or other off-site parking is available nearby and has adequate capacity to accommodate project-related vehicle parking demand.	When limiting parking supply, a best practice is to do so at sites that are located near high-quality alternative modes of travel (such as a rail station, frequent bus line, or in a higher density area with multiple walkable locations nearby). Limiting parking supply may also allow for more active uses on any given lot, which may support Measures T-3 and T-2, by allowing for higher density construction.	Refer to CAPCOA Manual, page 121.	Up to 13.7 percent from resident vehicles accessing the site
16	T-16 Unbundle Residential Parking Costs from Property Cost	This measure will unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMF and GHG emissions. Unbundling may not be available to all residential developments, depending on funding sources.	Urban, suburban	Project/Site	Parking costs must be passed through to the vehicle owners/drivers utilizing the parking spaces for this measure to result in decreased vehicle ownership.	Pair with Measure T-19-A or T-19-B to ensure that residents who eliminate their vehicle and shift to a bicycle can safely access the area's bikeway network.	Refer to CAPCOA Manual, page 127.	Up to 15.7 percent project VMF in the study area
17	T-17 Improve Street Connectivity	This measure accounts for the VMF reduction achieved by a project that is designed with a higher density of vehicle interactions compared to the average interaction density in the U.S. Increased vehicle interaction density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips and thus a reduction in GHG emissions.	Urban, suburban	Plan/Community	Projects that increase interaction density would be building a new street network in a subdivision or retrofitting an existing street network to improve connectivity (e.g., converting car-de-lanes or dead-end streets to grid streets).	Pair with Measure T-18, Provide Pedestrian Network Improvement, to best support use of the local pedestrian network.	Refer to CAPCOA Manual, page 131.	Up to 30.0 percent from vehicle travel in the plan/community
18	T-18 Provide Pedestrian Network Improvement	This measure will increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMF and GHG emissions.	Urban, suburban, rural	Plan/Community	The GHG reduction of this measure is based on the VMF reduction associated with expansion of sidewalk coverage expansion, which includes not only building of new sidewalks but also improving degraded or substandard sidewalk (e.g., damaged from street tree roots). However, pedestrian network enhancements with non-quantifiable GHG reductions are encouraged to be implemented, as discussed under Expanded Mitigation Options.	When improving sidewalks, a best practice is to ensure they are contiguous and link externally with existing and planned pedestrian facilities. Barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings should be minimized. Other best practice features could include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, wide black crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety (see Measure T-35, Provide Traffic Calming Measures).	Refer to CAPCOA Manual, page 134.	Up to 6.4 percent from vehicle travel in the plan/community
19	T-19-A Construct or Improve Bike Facility	This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMF and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. A variation of this measure is provided as T-19-B, Construct or Improve Bike Boulevard.	Urban, suburban	Plan/Community. This measure reduces VMF on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMF reduction from the corridor level to the plan/community level.	The bicycle lane facility must be either Class I, II, or IV. Class I bike paths are physically separated from motor vehicle traffic. Class IV bikeways are protected on-street bikeways, also called cycle tracks. Class II bike lanes are striped bicycle lanes that provide exclusive use to bicycles on a roadway.	Implement alongside Measures T-22-A, T-22-B, and/or T-22-C to ensure that micromobility users can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 138.	Up to 0.8 percent from vehicles on parallel roadways
20	T-19-B Construct or Improve Bike Boulevard	Construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class II Bikeway that create safe, low-stress connections for people biking and walking on streets. This encourages a mode shift from vehicles to bicycles, displacing VMF and thus reducing GHG emissions. A variation of this measure is provided as T-19-A, Construct or Improve Bike Facility, which is for Class I, II, or IV bicycle infrastructure.	Urban, suburban	Plan/Community. This measure reduces VMF on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMF reduction from the corridor level to the plan/community level.	The following roadway conditions must be met: • Functional classification: local and collector if there is no more than a single general-purpose travel lane in each direction. • Design speed – 25 miles per hour. • Design volume – 5,000 average daily traffic. • Treatments at major intersections: both directions have traffic signals for an effective control device that prioritizes pedestrian and bicycle access such as rapid flashing beacons, pedestrian hybrid beacons, high-intensity activated crosswalks, TDCANs), bike route signs, "sharrows" roadway markings, and pedestrian crosswalks.	Construct boulevards with forced turns for vehicles every few blocks to minimize through traffic while ensuring that speed and volume metrics are met. Implement alongside Measures T-22-A, T-22-B, and/or T-22-C to ensure that micromobility users can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 140.	Up to 0.2 percent from vehicles on roadways
21	T-20 Expand Bikeway Network	This measure will increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing bicycle infrastructure with markings and signage on appropriate road roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMF and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider bike lane width standards from local agencies, state agencies, or the National Association of City Transportation Officials' Urban Bikeway Design Guide.	Urban, suburban	Plan/Community	The bikeway network must consist of either Class I, II, or IV infrastructure.	As networks expand, ensure safe, secure, and weather-protected bicycle parking facilities at origins and destinations. Also, implement alongside T-22-A, T-22-B, and/or T-22-C to ensure that micromobility options can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 147.	Up to 0.5 percent from vehicle travel in the plan/community

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

No.	CAPCOA Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
22	T-21-A	Implement Conventional Carshare Program	This measure will increase carshare access in the user's community by deploying conventional carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMF and associated GHG emissions. A variation of this measure, electric carsharing, is described in Measure T-21-B, Implement Electric Carshare Program.	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing one-way carsharing services with a free-floating operational model. This measure should be applied with caution if using a different form of carsharing (e.g., roundtrip, peer-to-peer, fractional).	When implementing a carshare program, best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.	Refer to CAPCOA Manual, page 155.	Up to 0.35 percent from vehicle travel in the plan/community
23	T-21-B	Implement Electric Carshare Program	This measure will increase carshare access in the user's community by deploying electric carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMF and associated GHG emissions. This also encourages a mode shift from internal combustion engine vehicles to electric vehicles, displacing the emissions-intensive fossil fuel energy with less emissions-intensive electricity. Electric carshare vehicles require more staffing support compared to conventional carshare programs for shuttling electric vehicles to and from charging points. A variation of this measure, conventional carsharing, is described in Measure T-21-A, Implement Conventional Carshare Program.	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing one-way carsharing services with a free-floating operational model. This measure should be applied with caution if using a different form of carsharing (e.g., roundtrip, peer-to-peer, fractional).	When implementing a carshare program, best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.	Refer to CAPCOA Manual, page 156.	Up to 0.38 percent GHG reduction from vehicle travel in the plan/community. Please refer to VMF reduction formula on CAPCOA Manual, page 156.
24	T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	This measure will establish a bikeshare program. Bikeshare programs provide users with on-demand access to bikes for short-term rentals. This encourages a mode shift from vehicles to bicycles, displacing VMF and thus reducing GHG emissions. Variations of this measure are described in Measure T-22-B, Implement Electric Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution if using dockless (free-floating) bikeshare.	Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. Also consider including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 160.	Up to 0.03 percent from vehicle travel in the plan/community
25	T-22-B	Implement Electric Bikeshare Program	This measure will establish an electric bikeshare program. Electric bikeshare programs provide users with on-demand access to electric pedal assist bikes for short-term rentals. This encourages a mode shift from vehicles to electric bicycles, displacing VMF and reducing GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution if using dockless (free-floating) bikeshare.	Best practice is to discount electric bikeshare membership and dedicate electric bikeshare parking to encourage use of the service. Consider also including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 160.	Up to 0.06 percent from vehicle travel in the plan/community. This quantification methodology does not account for the miles traveled from vehicle travel of program employees picking up and dropping off bikes.
26	T-22-C	Implement Scootershare Program	This measure will establish a scootershare program. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMF and thus reducing GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-B, Implement Electric Bikeshare Program.	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution given the likely higher popularity of scootershare compared to bikeshare.	Best practice is to discount scootershare membership and dedicate scootershare parking to encourage use of the service. Consider also including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 160.	Up to 0.07 percent from vehicle travel in the plan/community. This quantification methodology does not account for the miles traveled from vehicle travel of program employees picking up and dropping off scooters.
27	T-23	Provide Community-Based Travel Planning	This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles, thereby reducing household VMF and associated GHG emissions.	Urban, suburban	Plan/Community	CBTP involves teams of trained travel advisors visiting all households within a targeted geographic area, having tailored conversations about residents' travel needs, and educating residents about the various transportation options available to them. Due to the personalized outreach method, communities are typically targeted in phases.	Pair with any of the Measures from T-17 through T-22-C to ensure that residents that are targeted by CBTP who want to use alternative transportation have the infrastructure and technology to do so.	Refer to CAPCOA Manual, page 172.	Up to 2.3 percent from vehicle travel in the plan/community
28	T-24	Implement Market Price Public Parking (On-Street)	This measure will price all on-street parking in a given community, with a focus on parking near central business districts, employment centers, and retail centers. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMF to and from the priced areas. This VMF reduction results in a corresponding reduction in GHG emissions.	Urban, suburban	Plan/Community	When pricing on-street parking, best practice is to allow for dynamic adjustment of prices to ensure approximately 85 percent occupancy, which helps prevent induced VMF due to circling behavior as individuals search for a vacant parking space. In addition, this method should primarily be implemented in areas with available alternatives to driving, such as transit availability within 0.5 mile or areas of high residential density nearby (allowing for increased walking/biking). If the measure is implemented in a small area, residential parking permit programs should be considered to prevent parking intrusion on nearby streets in residential areas without priced parking.	Pricing on-street parking also helps support individual projects with priced on-street parking by removing potential alternative parking locations.	Refer to CAPCOA Manual, page 175.	Up to 30.0 percent from vehicle travel in the plan/community



Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAFCD Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
29	T-25 Extend Transit Network Coverage in Hours	This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative shift workers. This will encourage the use of transit and therefore reduce VMF and associated GHG emissions.	Urban, suburban	Plan/Community	There are two primary means of expanding the transit network: by increasing the frequency of service, thereby reducing average wait times and increasing convenience, or by extending service to cover new areas and times.	This measure is focused on providing additional transit network coverage, with no changes to transit frequency. This measure can be paired with Measure T-26, Increase Transit Service Frequency, which is focused on increasing transit service frequency, for increased reductions.	Refer to CAPCOA Manual, page 179.	Up to 4.6 percent from vehicle travel in the plan/community
30	T-26 Increase Transit Service Frequency	This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMF and associated GHG emissions.	Urban, suburban	Plan/Community	Refer to measure description.	This measure is focused on providing increased transit frequency, with no changes to transit network coverage. This measure can be paired with Measure T-25, Extend Transit Network Coverage or Hours, which is focused on increasing transit network coverage, for increased reductions.	Refer to CAPCOA Manual, page 181.	Up to 11.3 percent GHG reduction from vehicle travel in the plan/community. Please refer to VMF reduction formula on CAPCOA Manual, page 185.
31	T-27 Implement Transit Supportive Roadway Treatments	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMF and the associated GHG emissions.	Urban, suburban	Plan/Community	Treatments can include transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes.	This measure could be paired with other Transit subsector strategies (Measure T-25 and Measure T-26) for increased reductions.	Refer to CAPCOA Manual, page 181.	Up to 0.6 percent from vehicle travel in the plan/community
32	T-28 Provide Bus Rapid Transit	This measure will convert an existing bus route to a bus rapid transit (BRT) system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMF and the associated GHG emissions.	Urban, suburban	Plan/Community	The measure quantification methodology accounts for the increase in ridership from (1) improved travel times from transit signal prioritization, (2) increased service frequency, and (3) the unique ridership increase associated with a full-featured BRT service operating on a fully segregated running way with specialized (or stylized) vehicles, attractive stations, and efficient fare collection practices. To take credit for the estimated emissions reduction, the user should implement, at minimum, these components.	This measure could be paired with Measure T-25, Extend Transit Network Coverage or Hours, and Measure T-29, Reduce Transit Fare, for increased reductions.	Refer to CAPCOA Manual, page 193.	Up to 13.8 percent from vehicle travel in the plan/community. Please refer to VMF reduction formula on CAPCOA Manual, page 185.
33	T-29 Reduce Transit Fares	This measure will reduce transit fares on the transit lines serving the plan/community. A reduction in transit fares creates incentives to shift travel to transit from single-occupancy vehicles and other traveling modes, which reduces VMF and associated GHG emissions. This measure differs from Measure T-16, Implement Subsidized or Discounted Transit Program, which can be offered through employer-based benefits programs in which the employer fully or partially pays the employer's cost of transit.	Urban, suburban	Plan/Community	Transit fare reductions can be implemented systemwide or in specific fare-free or reduced-fare zones.	This measure could be paired with other Transit subsector strategies (Measure T-25, Extend Transit Network Coverage or Hours, and Measure T-26, Increase Transit Service Frequency) for increased reductions.	Refer to CAPCOA Manual, page 200.	Up to 1.2 percent from vehicle travel in the plan/community
34	T-30 Use Cleaner-Fuel Vehicles	This measure requires use of cleaner-fuel vehicles in lieu of similar vehicles powered by gasoline or diesel fuel. Cleaner-fuel vehicles addressed in this measure include electric vehicles, natural gas and propane vehicles, and vehicles powered by biofuels such as renewable diesel (blend of renewable diesel, biodiesel, and conventional fossil diesel), ethanol, and renewable natural gas. The full GHG emissions impact of cleaner fuels depends on the emissions from the vehicle's tailpipe as well as the emissions associated with production of the fuel (sometimes termed "upstream" emissions). For example, tailpipe GHG emissions from renewable natural gas are identical to tailpipe GHG emissions from conventional natural gas, but the GHG benefits of renewable natural gas come from the fact that it is produced from biomass. Similarly, BEVs have zero tailpipe emissions, but properly accounting for their GHG impacts requires quantifying the emissions associated with the electricity generation needed to charge the vehicle's batteries.	Not applicable	Project/Site or Plan/Community	-	If using electric vehicles, pair with Measure T-34 to ensure that electric vehicles have sufficient access to charging infrastructure.	-	-
35	T-31 Locate Project in Area with High Destination Accessibility	The measure requires development in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions (e.g., schools, supermarkets, and health care services) that are reachable within a given travel time or travel distance, and tends to be highest at central locations and lowest at peripheral ones. When destinations are nearby, the travel time between them is low, thus increasing the potential for people to walk and bike to these destinations and, therefore, reducing the VMF and associated GHG emissions. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.	Urban, suburban	Project/Site	-	This is a variation of measure T-31-B.	-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOL Mitigation Measure No.		Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
36	T-35-B	Improve Destination Accessibility Underserved Areas	This measure accounts for the VMF reduction that would be achieved by constructing job centers or other attractions (e.g., schools, supermarkets, and health care services) for residents in underserved areas (e.g., food deserts). When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations, reducing VMF and associated GHG emissions. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.	Urban, suburban	Plan/Community	-	This is a variation of measure T-35-A.	-	-
37	T-32	Orient Project Toward Transit, Bicycle, or Pedestrian Facility	This measure requires projects to minimize setback distance between the project and planned or existing transit, bicycle, or pedestrian corridors. A project that is designed around an existing or planned transit, bicycle, or pedestrian corridor encourages sustainable mode use. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.	Urban, suburban, rural	Project/Site	-		-	-
38	T-33	Locate Project near Bike Path/Bike Lane	This measure requires projects to be located within 0.5-mile bicycling distance to an existing Class I or IV path or Class I bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations. As an implementation consideration, projects should provide sufficient and convenient bicycle parking and long-term storage, ideally near the bike lane itself, for residents, employees, and visitors, and a bicycle repair station with tools and equipment.	Urban, suburban	Project/Site	-	This measure can be implemented with Measure T-9.	-	-
39	T-34	Provide Bike Parking	This measure requires projects provide short-term and long-term bicycle parking facilities to meet peak season maximum demand. Parking can be provided in designated areas or added within rights-of-way, including by replacing parking spaces with bike parking corrals. Ensure that bike parking can be accessed by all, not just project employees or residents.	Urban, suburban, rural	Project/Site or Plan/Community	-		-	-
40	T-35	Provide Traffic Calming Measures	This measure requires projects to include pedestrian/bicycle safety and traffic calming measures above jurisdictional requirements. Roadways should also be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trip with traffic calming features. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, right corner pads, roundabouts or mini-circles, on-street parking, planter strips with street trees, planters/chokers, and others. Providing traffic calming measure encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in vehicle miles traveled. Traffic calming also promotes active transportation, which improves physical health.	Urban, suburban, rural	Plan/Community	-		-	-
41	T-36	Scale Urban Non-Motorized Zones	The measure requires projects to convert a percentage of its roadway miles to transit malls, linear parks, or other non-motorized zones. These features encourage non-motorized travel and thus a reduction in vehicle miles traveled. This measure is only applicable to projects located in urban environments. Consider access issues for paratransit users and those with mobility impairments.	Urban	Plan/Community	-		-	-
42	T-37	Dedicate Land for Bike Trails	This measure requires projects to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. Existing desire paths can make good locations, as it represents a community-identified transportation need.	Urban, suburban, rural	Plan/Community	-		-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CDOT Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
43	T-36 Provide First and Last Mile TNC Incentives	This measure requires a first-last mile partnership between a municipality/tenant agency and a transportation network company (TNC) for subsidized, shared TNC rides to or from the local transit station within a specific geographic area. This measure encourages a shift to transit mode for longer trips. Consider providing inclusive mechanisms so people without bank accounts, credit cards, or smart phones can access the incentives.	Urban, suburban, rural (only if the project is adjacent to a commuter rail station with convenient call service to a major employment center)	Plan/Community	-	-	-	-
44	T-38 Implement Preferential Parking Permit Program	This measure requires projects provide preferential parking in terms of free or reduced parking fees, priority parking, or reserved parking in convenient locations (such as near public transportation or building entrances) for commuters who carpool, vanpool, ride-share or use sustainably fueled vehicles. Projects should also provide extra parking spaces to accommodate carpooled vehicles. Commercial preferential parking can accommodate workers who work non-standard hours by providing opportunities to participate. Residential preferential parking can consider an equitable distribution of permits, giving priority to owners of sustainably fueled vehicles.	Urban, suburban	Project/Site	-	-	-	-
45	T-40 Implement School Bus Program	This measure will provide school bus service transporting students to a school project. A school bus service can reduce the number of private vehicle trips to drop-off or pick-up students, thereby reducing VMF and associated GHG emissions, as well as smog air pollutant emissions, especially if the bus is zero emissions. Best practices include concentrating service for students who live further away from schools, providing service both before and after school, and encouraging parents to utilize the service. This measure is more effective at schools that draw students from a larger enrollment area, such as high schools or private schools.	Urban, suburban, rural	Project/Site	-	-	-	-
46	T-43 Implement a School Pool Program	This measure requires projects create a ride-sharing program for school children. Most school districts provide bussing services to public schools only. School pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing. A school pool program can help reduce smog air pollutant emissions at the school by reducing private vehicle trips, especially if the pool vehicle is zero-emissions.	Urban, suburban, rural	Project/Site	-	-	-	-
47	T-42 Implement Telecommute and/or Alternative Work Schedule Program	This measure requires projects to permit employee telecommuting and/or alternative work schedules and monitor employee involvement to ensure forecasted participation matches observed participation. While this measure certainly reduces commute-related VMF, recent research has shown that total VMF from telecommuters can exceed VMF from non-telecommuters. In addition, telecommuting affects commercial and residential electricity use, complicating the calculation of the net effect and attribution of emissions. More specifically, an office with fewer employees could result in a decrease in the project's energy used to operate equipment and provide space heating and air conditioning. Conversely, an increase in telecommuters using their private homes as workspaces could result in a residential increase in energy for those same uses and appliances. While this measure is currently not quantified and, according to some studies, could result in total VMF increases and other side-effects, it is recommended that users review the most recent literature at the time of their project initiation to see if new findings more conclusively support a quantifiable emissions reduction.	Urban, suburban, rural	Project/Site	-	-	-	-
48	T-45 Provide Real Time Transit Information	This measure requires projects provide real time bus/train/ferry arrival time, travel time, alternative routings, or other transit information via electronic message signs, dedicated monitor or interactive electronic displays, websites, or mobile apps. This makes transit service more convenient and may result in a mode shift from auto to transit, which reduces VMF.	Urban, suburban, rural	Plan/Community	-	-	-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CDOT Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
49	T-44: Provide Shuttles (Gas or Electric)	This measure will provide local shuttle service through coordination with the local transit operator or private contractor. The shuttles will provide service to and from commercial centers to nearby transit centers to help with first and last mile connectivity, thereby incentivizing a shift from private vehicles to transit, reducing associated GHG emissions. Electric shuttle vehicles provide a marginally more effective reduction to GHG emissions compared to gas- or diesel-fueled shuttles due to their use of less emissions-intensive electric power. Shuttles that serve only the project residents and/or employees may be seen as increasing gentrification and exclusionary. Consider allowing all people to use the shuttle, regardless of status. Note that this measure can also be implemented at the Project/Site scale by a large employer as part of a Trip Reduction Program.	Urban, suburban	Project/Site	-	-	-	-
50	T-45: Provide On-Demand Microtransit	This measure will provide small-scale, on-demand public transit services that can offer fixed routes and schedules or flexible routes and on-demand scheduling (e.g., Metro Micro) through coordination with the local transit operator or private contractor. Microtransit aims to offer shorter wait times and improved reliability compared to the bus and rail system to further incentivize alternative transportation modes that are less emissions-intensive than private vehicle trips. On-demand rides can be booked using smartphone applications or call centers. Note that this measure may also be applicable at the Project/Site scale for a large employer (e.g., Google's VADO) and as part of a Trip Reduction Program.	Urban, suburban	Project/Site or Plan/Community	-	-	-	-
51	T-46: Improve Transit Access, Safety, and Comfort	This measure requires projects improve transit access and safety through sidewalks/crosswalk safety enhancements, bus shelter improvements, improved lighting, and other features. Work with the community to determine barriers to use, most desired improvements, and other access challenges.	Urban, suburban, rural (only if the project is adjacent to a commuter rail station with convenient rail service to a major employment center, or if there is available transit and the project is close to jobs/services)	Plan/Community	-	-	-	-
52	T-47: Provide Bike Parking Near Transit	This measure requires the project to provide short-term and long-term bicycle parking near rail stations, transit stops, and freeway access points where there are commuter or rapid bus lines, include locations for shared micromobility devices as well as higher-security parking for personal bicycles.	Urban, suburban	Plan/Community	-	-	-	-
53	T-48: Implement Area or Cordon Pricing	This measure requires projects implement a cordon pricing scheme. The pricing scheme will set a cordon (boundary) around a specified area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of a central business district or urban center but could also apply to substantial development projects with limited points of access. The toll price can be based on a fixed schedule or be dynamic, responding to real-time congestion levels. It is critical to have an existing, high-quality transit infrastructure for the implementation of this strategy to reach a significant level of effectiveness. The pricing signals will only cause mode shifts if alternative modes of travel are available and reliable. This measure should provide an exception for low-income residents or workers within the pricing zone.	Urban	Plan/Community	-	-	-	-
54	T-49: Regulate Traffic Controls with Roundabout	This measure requires projects install a roundabout as a traffic control device to smooth traffic flow, reduce idling, eliminate bottlenecks, and manage speed. In some cases, roundabouts can improve traffic flow and reduce emissions. The emission reduction depends heavily on what the roundabout is compared to (e.g., unsynchronized intersection, stop sign, traffic signal). Design roundabout so cyclists have the option to join traffic or bypass the roundabout with an adjacent path.	Urban, suburban, rural	Plan/Community	-	-	-	-
55	T-50: Required Project Contributions to Transportation Infrastructure Improvement	This measure requires projects contribute to traffic flow improvements or other multi-modal infrastructure projects that reduce emissions and are not considered as substantially growth inducing. The local transportation agency should be consulted for specific needs. Larger projects may be required to contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, or easements. Ensure the jurisdictional fee system does not disadvantage non-project greenfield projects.	Urban, suburban, rural	Plan/Community	-	-	-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAFCLD Mitigation Measure No.	Mitigation Measure	Measure Description	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMF Reduction
56	T-53	Install Park-and-Ride Lots	This measure requires projects install park-and-ride lots near transit stops and high occupancy vehicle lanes. Park-and-ride lots also facilitate car- and carpooling. Parking lots can also incorporate cool pavements, tree canopy, or solar photovoltaic shade canopies to reduce the urban heat island effect as well as evaporative emissions from parked vehicles and dedicated electric vehicle parking spots and/or charging infrastructure.	Suburban, rural	Plan/Community	-	-	-
57	T-54	Designate Zero Emissions Delivery Zones	This measure requires the municipality to designate certain curbside locations as commercial loading zones exclusively available for zero-emission commercial delivery vehicles. Doing so replaces tailpipe diesel emissions from last-mile delivery vehicles as well as heavy-duty drainage trucks moving goods with less emissions-intensive electric vehicles and potentially immovability for food and parcel delivery. Locations should be prioritized based on land use density and existing exposure from air pollution.	Urban	Plan/Community	-	-	-
58	T-55	Electrify Loading Docks	This measure will require that Transport Refrigeration Units and auxiliary power units (APUs) be plugged into the electric grid at the loading dock instead of running on diesel. The indirect GHG emissions from electric generation can partially offset the emissions reduction from fuel reductions. Electrifying loading docks can reduce exposure to air pollutants for workers and drivers.	Urban, suburban, rural	Project/Site	-	-	-
59	T-56	Install Hydrogen Fueling Infrastructure	The measure requires projects to implement accessible hydrogen fuel cell fueling infrastructure. Drivers of fuel cell electric vehicles (FCEVs) from individual passenger vehicles to haul truck fleets, will be able to refuel using this infrastructure. The expansion of hydrogen fueling locations indirectly supports the uptake of FCEV in place of the typical internal combustion engine vehicle fueled by carbon-emitting gasoline and diesel.	Project/Site or Plan/Community	-	-	-	-

Source: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. Final Draft, by the California Air Pollution Control Officers Association, December 2021.



711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6744

## Staff Report

**To:** Lemoore City Council  
**From:** Marisa Avalos, City Clerk  
**Date:** June 15, 2023      **Meeting Date:** June 19, 2023  
**Subject:** Activity Update

<b>Strategic Initiative:</b>	<input type="checkbox"/> Safe & Vibrant Community	<input type="checkbox"/> Growing & Dynamic Economy
	<input checked="" type="checkbox"/> Fiscally Sound Government	<input type="checkbox"/> Operational Excellence
	<input type="checkbox"/> Community & Neighborhood Livability	<input type="checkbox"/> Not Applicable

### Reports

- |                               |              |
|-------------------------------|--------------|
| ➤ Warrant Register – FY 22/23 | May 19, 2023 |
| ➤ Warrant Register – FY 22/23 | May 26, 2023 |
| ➤ Warrant Register – FY 22/23 | June 2, 2023 |
| ➤ Warrant Register – FY 22/23 | June 9, 2023 |

Warrant Register 05-19-2023

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340		UTILITIES							
11/23	05/19/23	21		17509	T1356 NATHAN OLSON		80.48	.00	CELL PHONE MAY 2023
TOTAL		UTILITIES				.00	80.48	.00	
TOTAL		CITY MANAGER				.00	80.48	.00	

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 2  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220				OPERATING SUPPLIES				
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		8.94	.00	WHT SXS COUPLING
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		10.70	.00	WHT RESID POLAR PLUG
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		14.79	.00	NUTS & BOLTS
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		20.36	.00	EPOXYGORILLA GLUE
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		20.63	.00	KEYBLANK, TARP
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		25.71	.00	MARIGOL PAINT
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		29.46	.00	CARPENTER GLUE
11/23	05/19/23	21	17497	0314 LEMOORE AUTO SUP		29.79	.00	SCREW EXT
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		41.21	.00	LOCK KEYBLANK, OIL
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		42.89	.00	SEG CUT OFF DISC
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		44.96	.00	FAN BUBBLER,DIST TUBI
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		53.59	.00	WHT COVER UP DOOR STO
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		62.16	.00	LOCKSET KEYBLANK
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		73.96	.00	DIAL/OUTLET TIMER
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		90.72	.00	BATTERY, NUTS & BOLTS
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		139.41	.00	3' TELE WHEEL
11/23	05/19/23	21	17500	0304 LEMOORE HARDWARE		258.37	.00	POLY ROPE, SASH CORD
11/23	05/19/23	21	11610 -01 17523	1547 VERITIV OPERATIN		11.26	-11.26	MISC SUPPLIES
11/23	05/19/23	21	11610 -01 17523	1547 VERITIV OPERATIN		351.00	-351.00	MISC SUPPLIES
11/23	05/19/23	21	11970 -01 17523	1547 VERITIV OPERATIN		892.51	-892.51	JANITORIAL SUPPLIES
TOTAL				OPERATING SUPPLIES	.00	2,222.42	-1,254.77	
4310				PROFESSIONAL CONTRACT SVC				
11/23	05/19/23	21	17469	1259 ADVANCED PEST CO		50.00	.00	SPORTS COMPLEX
11/23	05/19/23	21	17469	1259 ADVANCED PEST CO		50.00	.00	LEM REC CTR-KITCHEN
11/23	05/19/23	21	17472	2653 ARAMARK UNIFORM		50.01	.00	UNIFORM SERVICES
11/23	05/19/23	21	17472	2653 ARAMARK UNIFORM		50.14	.00	UNIFORM SERVICES
11/23	05/19/23	21	17472	2653 ARAMARK UNIFORM		50.14	.00	UNIFORM SERVICES
11/23	05/19/23	21	17472	2653 ARAMARK UNIFORM		109.72	.00	UNIFORM SERVICES
11/23	05/19/23	21	17472	2653 ARAMARK UNIFORM		120.37	.00	UNIFORM SERVICES
TOTAL				PROFESSIONAL CONTRACT SVC	.00	480.38	.00	
4340				UTILITIES				
11/23	05/19/23	21	17511	0363 PG&E		2,451.87	.00	03/30/2023-04/30/2023
11/23	05/19/23	21	17510	0363 PG&E		8,895.87	.00	03/30/2023-04/30/2023
TOTAL				UTILITIES	.00	11,347.74	.00	
TOTAL				MAINTENANCE DIVISION	.00	14,050.54	-1,254.77	

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ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
	11/23	05/19/23	21	17471	3010 THE ANIMAL HOUSE	.00	48.21	.00	DOG FOOD
TOTAL						.00	48.21	.00	
4310									
	11/23	05/19/23	21	17488	1156 HANFORD VETERINA		72.05	.00	VET VISIT
	11/23	05/19/23	21	17519	5352 STERICYCLE, INC.		295.55	.00	SHRED-IT SERVICES
	11/23	05/19/23	21	11710	0772 COUNTY OF KINGS		5,081.04	-5,081.04	INFORMATION TECHNOLOGY SE
	11/23	05/19/23	21	12179	0242 JORGENSEN COMPAN		1,441.00	-1,441.00	FIRE EXTINGUISHERS
	11/23	05/19/23	21	12179	0242 JORGENSEN COMPAN		54.16	-54.16	TAX
	11/23	05/19/23	21	12184	5912 SUN RIDGE SYSTEM		29,226.00	-29,226.00	RIMS ANNUAL SUPPORT
	11/23	05/19/23	21	12185	2399 DEPARTMENT OF JU		917.00	-917.00	DOJ LIVE SCAN FY 2022-202
TOTAL						.00	37,086.80	-36,719.20	
4340									
	11/23	05/19/23	21	17483	6685 DIRECTV		103.99	.00	05/04/2023-06/03/2023
	11/23	05/19/23	21	17473	5048 AT&T MOBILITY		1,154.69	.00	04/03/2023-05/02/2023
TOTAL						.00	1,258.68	.00	
4360									
	11/23	05/19/23	21	17503	T3205 JACOB MARTINEZ		56.00	.00	PERISHABLE SKILLS
	11/23	05/19/23	21	17526	7223 ZACHARY ROGERS-J		56.00	.00	PERISHABLE SKILLS
	11/23	05/19/23	21	12178	2876 CITY OF FRESNO P		593.00	-593.00	PSP TRAINING FOR CPL. BRI
TOTAL						.00	705.00	-593.00	
4825									
	11/23	05/19/23	21	12061	0287 LC ACTION POLICE		1,188.00	-1,188.00	COLT 11.5" MLKO .223 RIFL
	11/23	05/19/23	21	12061	0287 LC ACTION POLICE		35.00	-35.00	SHIPPING
	11/23	05/19/23	21	12061	0287 LC ACTION POLICE		86.13	-86.13	TAX
	11/23	05/19/23	21	12192	2413 U.S. ARMOR CORPO		1,310.00	-1,310.00	BALLISTIC PANELS W/VEST
	11/23	05/19/23	21	12192	2413 U.S. ARMOR CORPO		114.63	-114.63	TAX
	11/23	05/19/23	21	12194	7220 PLAIN INSANE GRA		786.25	-786.25	UNIT 87 DECALS
	11/23	05/19/23	21	12195	7220 PLAIN INSANE GRA		786.25	-786.25	UNIT 82 DECALS
	11/23	05/19/23	21	12196	7220 PLAIN INSANE GRA		786.25	-786.25	UNIT 83 DECALS
TOTAL						.00	5,092.51	-5,092.51	
TOTAL						.00	44,191.20	-42,404.71	

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ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220			OPERATING	SUPPLIES					
11/23	05/19/23	21		17517	2932 SAVEMART SUPERMA		45.62	.00	3RD TUESDAY TRAINING
11/23	05/19/23	21		17517	2932 SAVEMART SUPERMA		83.72	.00	RESTOCK ITEMS
11/23	05/19/23	21		17517	2932 SAVEMART SUPERMA		240.38	.00	1ST TUESDAY TRAINING
11/23	05/19/23	21		17517	2932 SAVEMART SUPERMA		245.08	.00	4TH TUESDAY TRAINING
11/23	05/19/23	21		17517	2932 SAVEMART SUPERMA		579.23	.00	3RD TUESDAY TRAINING
TOTAL			OPERATING	SUPPLIES		.00	1,194.03	.00	
4230			REPAIR/MAINT	SUPPLIES					
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		16.03	.00	RED VELCRO TAPE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		18.22	.00	SPUN POLY CARTRIDGE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		22.51	.00	MINI BAR CLAMP
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		46.09	.00	RAID FOGGER, PINE SOL
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		80.95	.00	NODUPE KEY BLANK
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		92.14	.00	BLUE TARP, SEAFOAM
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		241.48	.00	SPUN POLY CARTRIDGE
TOTAL			REPAIR/MAINT	SUPPLIES		.00	517.42	.00	
4310			PROFESSIONAL	CONTRACT SVC					
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		32.16	.00	ICON WIPER BLADE
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		54.52	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		54.52	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		128.26	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		128.26	.00	UNIFORM SERVICES
TOTAL			PROFESSIONAL	CONTRACT SVC		.00	397.72	.00	
TOTAL			FIRE			.00	2,109.17	.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11643	-02 17524	6783 VIRTUAL PROJECT		500.00	-500.00	VPM MONTHLY MAINTENANCE F
TOTAL						.00	500.00	-500.00	
TOTAL					PUBLIC WORKS	.00	500.00	-500.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/19/23	21		17484	5866 FASTENAL COMPANY		131.21	.00	BLK FINE MARKER, TAPE
TOTAL						.00	131.21	.00	
4310									
11/23	05/19/23	21 12023	-01 17468		7072 A & M CONSULTING		14,800.00	-14,800.00	PCI INDEX PROJECT
TOTAL						.00	14,800.00	-14,800.00	
4340									
11/23	05/19/23	21 12182	-01 17476		3072 CA DEPARTMENT OF		1,832.10	-1,832.10	SIGNAL AND LIGHTS JAN-MAR
TOTAL						.00	1,832.10	-1,832.10	
TOTAL					STREETS	.00	16,763.31	-16,632.10	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
 ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
 BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
	11/23	05/19/23	21	12181	-01 17479	6150 CLASSIC SOCCER	1,340.63	-1,340.63	T-BALL UNIFORMS SPRING 23
TOTAL						.00	1,340.63	-1,340.63	
4310									
	11/23	05/19/23	21	17489	7385 ISAAC EVAN ALBAR		80.00	.00	T-BALL REFEREE
	11/23	05/19/23	21	17515	7283 VICTORIA RUIZ		120.00	.00	EVALUATION FOR SOCCER
	11/23	05/19/23	21	17475	7381 BRAYDEN DOLAN		160.00	.00	T-BALL REFEREE
	11/23	05/19/23	21	17506	7386 MICHAEL LEONARDO		160.00	.00	REFEREE SOCCER
	11/23	05/19/23	21	17470	7384 ALEXANDER AVILA		200.00	.00	REFEREE SOCCER
TOTAL						.00	720.00	.00	
TOTAL						.00	2,060.63	-1,340.63	

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ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11634	-01 17495	6717 LAW & ASSOCIATES		400.00	-400.00	BACKGROUND CHECKS
11/23	05/19/23	21	11634	-02 17495	6717 LAW & ASSOCIATES		300.00	-300.00	BACKGROUND CHECKS (ADD)
TOTAL						.00	700.00	-700.00	
TOTAL						.00	700.00	-700.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 5709 - 2020 SHSGP

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4825					MACHINERY & EQUIPMENT				
11/23	05/19/23	21		17474	0053 BAUER COMPRESSOR		.01	.00	SALES TAX
11/23	05/19/23	21	12028	-01 17474	0053 BAUER COMPRESSOR		41,430.00	-41,430.00	MSA G1 AIR MASK
11/23	05/19/23	21	12028	-02 17474	0053 BAUER COMPRESSOR		5,175.00	-5,175.00	G1 45 MIN CYLINDER ASS
11/23	05/19/23	21	12028	-03 17474	0053 BAUER COMPRESSOR		1,980.00	-1,980.00	G1 FACEPIECE SIZE MED
11/23	05/19/23	21	12028	-04 17474	0053 BAUER COMPRESSOR		1,737.00	-1,737.00	G1 BATTERY CHARGING STATI
11/23	05/19/23	21	12028	-05 17474	0053 BAUER COMPRESSOR		4,768.00	-4,768.00	G1 RECHARGABLE BATTERIES
11/23	05/19/23	21	12028	-06 17474	0053 BAUER COMPRESSOR		4,922.00	-4,922.00	MSA G1 RIT SYSTEM-AIR PAC
11/23	05/19/23	21	12028	-07 17474	0053 BAUER COMPRESSOR		1,375.00	-1,375.00	G1 60 MIN CYLINDER
11/23	05/19/23	21	12028	-08 17474	0053 BAUER COMPRESSOR		380.00	-380.00	TRUE RIT BAG
11/23	05/19/23	21	12028	-09 17474	0053 BAUER COMPRESSOR		4,478.11	-4,478.11	SALES TAX
TOTAL					MACHINERY & EQUIPMENT	.00	66,245.12	-66,245.11	
TOTAL					2020 SHSGP	.00	66,245.12	-66,245.11	
TOTAL					GENERAL FUND	.00	146,700.45	-129,077.32	

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ACCOUNTING PERIOD: 11/23

FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220			OPERATING	SUPPLIES					
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		17.56	.00	PLUG, MECH WIRE
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		65.41	.00	BOOSTER CABLE
11/23	05/19/23	21		17485	7339 FURTADO WELDING		79.54	.00	FIRE BLANKET
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		80.72	.00	HYDRAULIC HOSE-BULK
TOTAL			OPERATING	SUPPLIES		.00	243.23	.00	
4230			REPAIR/MAINT	SUPPLIES					
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		6.62	.00	OIL FILTER PRO SELECT
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		7.28	.00	TUBING
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		7.61	.00	OIL FIL
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		7.61	.00	OIL FIL
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		19.07	.00	SWITCHTOGGLE, BOOT
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		22.51	.00	ALUM BRIGHT 1 GAL
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		22.52	.00	CABIN AIR FILTER
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		22.88	.00	AIR FILTER
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		35.35	.00	AIR FIL
11/23	05/19/23	21		17508	6120 O'REILLY AUTO PA		35.38	.00	POWERPOLISHR
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		40.74	.00	FUEL TANK O RING
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		46.10	.00	HEADLAMP HALOGEN
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		48.06	.00	IDLER PULLEY
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		48.31	.00	SWITCHTOGGLE, RELAY
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		108.81	.00	HYDRAULIC HOSE-BULK
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		125.31	.00	BRAKE PADS
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		132.44	.00	CRANKCASE FILTER
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		150.78	.00	HYDRAULIC HOSE-BULK
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		170.14	.00	FORWARD LIGHTING
11/23	05/19/23	21		17487	0521 GRAINGER		222.26	.00	DOCK BUMPER
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		227.00	.00	SILICONE HEATER HOSE
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		297.97	.00	HYDRAULIC HOSE-BULK
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		298.69	.00	HEATHER HOSE HD
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		309.73	.00	FAN CLUTCH
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		418.26	.00	SPECIAL SERVIC V8 GAS
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		430.78	.00	HDY FIL,GAS GRANDE HD
TOTAL			REPAIR/MAINT	SUPPLIES		.00	3,262.21	.00	
4310			PROFESSIONAL	CONTRACT SVC					
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		54.54	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		54.54	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		64.88	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		125.26	.00	UNIFORM SERVICES
TOTAL			PROFESSIONAL	CONTRACT SVC		.00	299.22	.00	
4350			REPAIR/MAINT	SERVICES					
11/23	05/19/23	21 12193 -01	17512		7220 PLAIN INSANE GRA		629.00	-629.00	NEW STICKER FOR MOBILE CO
TOTAL			REPAIR/MAINT	SERVICES		.00	629.00	-629.00	

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FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4350									
TOTAL						.00	4,433.66	-629.00	
TOTAL						.00	4,433.66	-629.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 050 - WATER  
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		21.40	.00	MASTER PAD KEYBLANK
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		24.66	.00	ALK BATTERY
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		26.76	.00	ASHLESS 2CYC OIL
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		32.15	.00	GRN/BRN TARP
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		36.44	.00	TRIMMER LINE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		66.04	.00	BLU GLS OIL BASE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		90.07	.00	FLEXOGEN HOSE
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		137.96	.00	AIR HOSE, CHUCK ST FT
TOTAL					OPERATING SUPPLIES	.00	435.48	.00	
4220CH					CHLORINE OPERATING SUPPLY				
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		1,742.36	-1,742.36	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		2,903.94	-2,903.94	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		3,266.93	-3,266.93	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		3,281.45	-3,281.45	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		3,465.78	-3,465.78	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11591	-01 17522	6058 UNIVAR		4,671.27	-4,405.50	SODIUM HYPOCHLORITE-CHLOR
11/23	05/19/23	21	11612	-01 17504	7175 MATHESON TRI-GAS		687.78	-687.78	LIQUID OXYGEN STATION
11/23	05/19/23	21	11612	-01 17504	7175 MATHESON TRI-GAS		687.78	-687.78	LIQUID OXYGEN STATION
11/23	05/19/23	21	11612	-02 17504	7175 MATHESON TRI-GAS		1,117.98	-1,117.98	LIQUID OXYGEN STATION 11
11/23	05/19/23	21	11612	-02 17504	7175 MATHESON TRI-GAS		1,117.98	-1,117.98	LIQUID OXYGEN STATION 11
TOTAL					CHLORINE OPERATING SUPPLY	.00	22,943.25	-22,677.48	
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/19/23	21	11870	-01 17518	6663 SUSP, INC		10,666.10	-5,533.17	SUSP REIMBURSABLE COSTS
TOTAL					PROFESSIONAL CONTRACT SVC	.00	10,666.10	-5,533.17	
TOTAL					WATER	.00	34,044.83	-28,210.65	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 050 - WATER  
BUDGET UNIT - 5232 - FLOOD MITIGATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11870	-03 17518	6663 SUSP, INC		3,995.00	-3,995.00	REIMBURSABLE - FLOOD (ADD
TOTAL						.00	3,995.00	-3,995.00	
TOTAL						.00	3,995.00	-3,995.00	
TOTAL						.00	38,039.83	-32,205.65	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 056 - REFUSE  
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/19/23	21		17485	7339 FURTADO WELDING		158.19	.00	RAFTER SQUARE ALUMINU
TOTAL						.00	158.19	.00	
4230									
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		41.28	.00	SD DRILL
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		68.53	.00	WOLFS HEAD RED GREASE
TOTAL						.00	109.81	.00	
4310									
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		83.84	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		85.34	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		93.10	.00	UNIFORM SERVICES
11/23	05/19/23	21		17472	2653 ARAMARK UNIFORM		173.75	.00	UNIFORM SERVICES
11/23	05/19/23	21		17494	0234 KINGS WASTE AND		275.00	.00	STARBUCKS COMM RECYC
11/23	05/19/23	21 11553	-01	17494	0234 KINGS WASTE AND		82,963.36	-82,963.36	TIPPING FEE'S
TOTAL						.00	83,674.39	-82,963.36	
TOTAL		REFUSE				.00	83,942.39	-82,963.36	
TOTAL		REFUSE				.00	83,942.39	-82,963.36	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		-70.76	.00	LOW PROFILE CHAIN
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		-10.73	.00	LOW PROFILE CHAIN
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		1.72	.00	NUTS & BOLTS
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		7.50	.00	RESPIRATOR W VALVE
11/23	05/19/23	21		17477	7205 CENCAL AUTO & TR		7.82	.00	HEADLIGHT RESTOR WIPE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		8.57	.00	CLR BULB
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		11.79	.00	AAA ALK BATTERY
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		12.32	.00	ZN PH AP SCREW
11/23	05/19/23	21		17497	0314 LEMOORE AUTO SUP		13.93	.00	WIRE TIE
11/23	05/19/23	21		17484	5866 FASTENAL COMPANY		14.00	.00	HV210 LIME VEST
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		14.47	.00	CONTRACTOR BAG
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		16.08	.00	POWERLOCK TAPE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		16.08	.00	SDS HAMM BIT
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		18.40	.00	PADLOCK KEYBLANK
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		19.62	.00	ICE MAKER KIT W/POLY
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		22.49	.00	PRM ADHESIVE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		23.54	.00	MIXING OIL, KEY RING
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		30.02	.00	BLU TRIM CORD
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		56.82	.00	ALK BATTERY
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		75.23	.00	TAPE MEASURE,NUTSETTE
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		81.49	.00	LOW PROFILE CHAIN
TOTAL					OPERATING SUPPLIES	.00	370.40	.00	
4230					REPAIR/MAINT SUPPLIES				
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		3.74	.00	ZINC J BOLT
11/23	05/19/23	21		17486	2410 GAR BENNETT, LLC		53.05	.00	PVC PIPE,PRIMER,MALLE
11/23	05/19/23	21		17507	0345 MORGAN & SLATES,		99.28	.00	TEEFET SPARY GUN
11/23	05/19/23	21		17507	0345 MORGAN & SLATES,		166.43	.00	FIMCO PUMP 12V
11/23	05/19/23	21		17500	0304 LEMOORE HARDWARE		205.79	.00	PADLOCK
11/23	05/19/23	21	12198	-01 17507	0345 MORGAN & SLATES,		2,162.76	-2,162.76	SS PIPE
TOTAL					REPAIR/MAINT SUPPLIES	.00	2,691.05	-2,162.76	
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/19/23	21	11584	-01 17472	2653 ARAMARK UNIFORM		56.63	-56.63	UNIFORM SERVICES
11/23	05/19/23	21	11584	-01 17472	2653 ARAMARK UNIFORM		69.90	-69.90	UNIFORM SERVICES
11/23	05/19/23	21	11584	-01 17472	2653 ARAMARK UNIFORM		123.06	-123.06	UNIFORM SERVICES
11/23	05/19/23	21	11584	-01 17472	2653 ARAMARK UNIFORM		292.27	-292.27	UNIFORM SERVICES
TOTAL					PROFESSIONAL CONTRACT SVC	.00	541.86	-541.86	
4350					REPAIR/MAINT SERVICES				
11/23	05/19/23	21		17490	0242 JORGENSEN COMPAN		50.00	.00	INSTRUMENT CALIBRATIO
11/23	05/19/23	21	12189	-01 17480	7407 CRANETECH, INC.		1,200.00	-1,200.00	ANNUAL CRANE INSPECTION
TOTAL					REPAIR/MAINT SERVICES	.00	1,250.00	-1,200.00	
4360					TRAINING				
11/23	05/19/23	21		17482	T3206 JEREMY DILLON		120.00	.00	WMT EXAM FEE REIMB

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4360									
TOTAL					(cont'd)	.00	120.00	.00	
4380									
11/23	05/19/23	21	12180	-01	17514		4,712.60	-4,712.60	PUMP RENTAL
TOTAL					7053 RAIN FOR RENT	.00	4,712.60	-4,712.60	
TOTAL					SEWER	.00	9,685.91	-8,617.22	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 5501 - LEMOORE HS STORM BASIN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	12110	-01	17513		1,466.86	-1,466.86	HIGH SCHOOL STORM BASIN
11/23	05/19/23	21	12110	-02	17513		12,853.14	-12,853.14	HIGH SCHOOL STORM BASIN (
TOTAL						.00	14,320.00	-14,320.00	
TOTAL						.00	14,320.00	-14,320.00	
TOTAL						.00	24,005.91	-22,937.22	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 201 - LLMD ZONE 1  
BUDGET UNIT - 4851 - LLMD ZONE 1 WESTFIELD

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11683	-01 17525	7238 WESTSCAPES		3,583.00	-3,583.00	LLMD 1
TOTAL						.00	3,583.00	-3,583.00	
TOTAL						.00	3,583.00	-3,583.00	
TOTAL						.00	3,583.00	-3,583.00	



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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 203 - LLMD ZONE 3 SILVA ESTATES  
BUDGET UNIT - 4853 - LLMD ZONE 3 SILVA ESTATES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11682	-01 17525	7238 WESTSCAPES		452.00	-452.00	LLMD 3
TOTAL						.00	452.00	-452.00	
TOTAL						.00	452.00	-452.00	
TOTAL						.00	452.00	-452.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 205 - LLMD ZONE 5 WILDFLOWER  
BUDGET UNIT - 4855 - LLMD ZONE 5 WILDFLOWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11680	-01 17525	7238 WESTSCAPES		75.00	-75.00	LLMD 5
TOTAL						.00	75.00	-75.00	
TOTAL						.00	75.00	-75.00	
TOTAL						.00	75.00	-75.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 206 - LLMD ZONE 6 CAPISTRANO  
BUDGET UNIT - 4856 - LLMD ZONE 6 CAPISTRANO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11681	-01 17525	7238 WESTSCAPES		162.00	.00	LLMD 6
TOTAL						.00	162.00	.00	
TOTAL						.00	162.00	.00	
TOTAL						.00	162.00	.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 207 - LLMD ZONE 7 SILVERADO  
BUDGET UNIT - 4857 - LLMD ZONE 7 SILVERADO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11679	-01 17525	7238 WESTSCAPES		291.00	-291.00	LLMD 7
TOTAL						.00	291.00	-291.00	
TOTAL						.00	291.00	-291.00	
TOTAL						.00	291.00	-291.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 208A - LLMD ZONE 8 COUNTRY CLUB  
BUDGET UNIT - 4858A - LLMD ZONE 8 COUNTRY CLUB

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11678	-01 17525	7238 WESTSCAPES		412.00	-412.00	LLMD 8A
TOTAL						.00	412.00	-412.00	
TOTAL						.00	412.00	-412.00	
TOTAL						.00	412.00	-412.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 208B - LLMD ZONE 8B GREENS  
BUDGET UNIT - 4858B - LLMD ZONE 8B GREENS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11677	-01 17525	7238 WESTSCAPES		434.00	-434.00	LLMD 8B
TOTAL						.00	434.00	-434.00	
TOTAL						.00	434.00	-434.00	
TOTAL						.00	434.00	-434.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 209 - LLMD ZONE 9 LA DANTE ROSE  
BUDGET UNIT - 4859 - LLMD ZONE 9 LA DANTE ROSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11676	-01 17525	7238 WESTSCAPES		295.00	-295.00	LLMD 9
TOTAL						.00	295.00	-295.00	
TOTAL						.00	295.00	-295.00	
TOTAL						.00	295.00	-295.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 210 - LLMD ZONE 10 AVALON  
BUDGET UNIT - 4860 - LLMD ZONE 10 AVALON

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11675	-01 17525	7238 WESTSCAPES		817.00	-817.00	LLMD 10
TOTAL						.00	817.00	-817.00	
TOTAL						.00	817.00	-817.00	
TOTAL						.00	817.00	-817.00	



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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 211 - LLMD ZONE 11 SELF HELP EN  
BUDGET UNIT - 4861 - LLMD ZONE 11 SELF HELP EN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11664	-01 17525	7238 WESTSCAPES		179.00	.00	LLMD 11
TOTAL						.00	179.00	.00	
TOTAL						.00	179.00	.00	
TOTAL						.00	179.00	.00	

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 212 - LLMD ZONE 12 SUMMERWIND  
BUDGET UNIT - 4862 - LLMD ZONE 12 SUMMERWIND

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11674	-01 17525	7238 WESTSCAPES		1,778.00	-1,778.00	LLMD 12
TOTAL						.00	1,778.00	-1,778.00	
TOTAL						.00	1,778.00	-1,778.00	
TOTAL						.00	1,778.00	-1,778.00	

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 29  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 213 - LLMD ZONE 13 CORNERSTONE  
BUDGET UNIT - 4863 - LLMD ZONE 13 CORNERSTONE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11673	-01 17525	7238 WESTSCAPES		252.00	-252.00	LLMD 13
TOTAL						.00	252.00	-252.00	
TOTAL						.00	252.00	-252.00	
TOTAL						.00	252.00	-252.00	

PEI  
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TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 30  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 251 - PFMD ZONE 1  
BUDGET UNIT - 4871 - PFMD ZONE 1

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11672	-01 17525	7238 WESTSCAPES		599.00	-599.00	PFMD 1
TOTAL						.00	599.00	-599.00	
TOTAL						.00	599.00	-599.00	
TOTAL						.00	599.00	-599.00	

PEI  
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TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 31  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 252 - PFMD ZONE 2  
BUDGET UNIT - 4872 - PFMD ZONE 2

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11671	-01 17525	7238 WESTSCAPES		1,771.00	-1,771.00	PFMD 2
TOTAL						.00	1,771.00	-1,771.00	
TOTAL						.00	1,771.00	-1,771.00	
TOTAL						.00	1,771.00	-1,771.00	

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 32  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 253 - PFMD ZONE 3  
BUDGET UNIT - 4873 - PFMD ZONE 3

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11670	-01 17525	7238 WESTSCAPES		525.00	-525.00	PFMD 3
TOTAL						.00	525.00	-525.00	
TOTAL						.00	525.00	-525.00	
TOTAL						.00	525.00	-525.00	

PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 33  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 254 - PFMD ZONE 4  
BUDGET UNIT - 4874 - PFMD ZONE 4

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11669	-01 17525	7238 WESTSCAPES		439.00	-439.00	PFMD 4
TOTAL						.00	439.00	-439.00	
TOTAL						.00	439.00	-439.00	
TOTAL						.00	439.00	-439.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 34  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 255 - PFMD ZONE 5  
BUDGET UNIT - 4875 - PFMD ZONE 5

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11668	-01 17525	7238 WESTSCAPES		699.00	-699.00	PFMD 5
TOTAL						.00	699.00	-699.00	
TOTAL						.00	699.00	-699.00	
TOTAL						.00	699.00	-699.00	



PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 35  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 256 - PFMD ZONE 6  
BUDGET UNIT - 4876 - PFMD ZONE 6

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11667	-01 17525	7238 WESTSCAPES		398.00	-398.00	PFMD 6
TOTAL						.00	398.00	-398.00	
TOTAL						.00	398.00	-398.00	
TOTAL						.00	398.00	-398.00	

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 36  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 258 - PFMD ZONE 8  
BUDGET UNIT - 4878 - PFMD ZONE 8

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11666	-01 17525	7238 WESTSCAPES		557.00	-557.00	PFMD 8
TOTAL						.00	557.00	-557.00	
TOTAL						.00	557.00	-557.00	
TOTAL						.00	557.00	-557.00	

PEI  
DATE: 05/19/2023  
TIME: 14:49:05

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 37  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 259 - PFMD ZONE 9  
BUDGET UNIT - 4879 - PFMD ZONE 9

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/19/23	21	11665	-01 17525	7238 WESTSCAPES		579.00	-579.00	PFMD 9
TOTAL						.00	579.00	-579.00	
TOTAL						.00	579.00	-579.00	
TOTAL						.00	579.00	-579.00	
TOTAL						.00	579.00	-579.00	
TOTAL						.00	311,419.24	-281,768.55	

PEI  
DATE: 05/19/2023  
TIME: 14:51:10

CITY OF LEMOORE  
GENERAL LEDGER TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT311

SELECTION CRITERIA: account.acct between '2000' and '2999'AND transact.batch='MJ051923'  
ACCOUNTING PERIOD: 11/23

FUND - 120 - FACILITIES RENTAL FUND

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION
2020							
11/23	05/19/23	21	17516	T3327 SALEXA LOYA		250.00	REFUND VETS HALL
TOTAL					.00	250.00	
2300							
11/23	05/19/23	21	17516	T3327 SALEXA LOYA	250.00		REFUND VETS HALL
TOTAL					250.00	.00	
TOTAL				FACILITIES RENTAL FUND	250.00	250.00	
TOTAL REPORT					250.00	250.00	

PEI  
DATE: 05/19/2023  
TIME: 14:50:31

CITY OF LEMOORE  
REVENUE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT31

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.account between '3000' and '3999' and transact.batch='M30'  
ACCOUNTING PERIOD: 11/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 001 - GENERAL FUND

ACCOUNT	DATE	T/C	RECEIVE	REFERENCE	PAYER/VENDOR	BUDGET	RECEIPTS	RECEIVABLES	DESCRIPTION
3681									
11/23	RECREATION FEES								
05/19/23	210			17505	T2029 MATTHEW LOPEZ		-95.00		REFUND SOCCER SUMMER
TOTAL	RECREATION FEES					.00	-95.00	.00	
TOTAL	GENERAL FUND					.00	-95.00	.00	
TOTAL	GENERAL FUND					.00	-95.00	.00	
TOTAL	REPORT					.00	-95.00	.00	

## Warrant Register 05-26-2023

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

### CITY OF LEMOORE EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4211 - CITY COUNCIL

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		2,028.00	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		3,817.66	.00	LEGAL SERVICE MAR 23
TOTAL						.00	5,845.66	.00	
TOTAL						.00	5,845.66	.00	

RUN DATE 06/02/2023 TIME 15:11:07

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 2  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		8.80	.00	SHRED SVC 04/20/2023
TOTAL						.00	8.80	.00	
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		721.50	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		1,521.11	.00	LEGAL SERVICE MAR 23
TOTAL						.00	2,242.61	.00	
TOTAL						.00	2,251.41	.00	

RUN DATE 06/02/2023 TIME 15:11:07

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 3  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		331.50	.00	LEGAL SERVICE MAR 23
TOTAL						.00	331.50	.00	
TOTAL					CITY CLERK'S OFFICE	.00	331.50	.00	



PEI  
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TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 4  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/26/23	21	11629	-01	17574	7278 TYLER TECHNOLOGI	640.00	-640.00	APPLICATION SERVICES/ FEE
11/23	05/26/23	21	11629	-01	17574	7278 TYLER TECHNOLOGI	1,920.00	-1,920.00	APPLICATION SERVICES/ FEE
11/23	05/26/23	21	11661	-01	17548	7148 LOOMIS	267.39	-267.39	ARMORED CAR SERVICES
11/23	05/26/23	21	12176	-01	17561	7396 PRICE PAIGE & CO	1,820.00	-425.00	CONSULTING SERVICES RELAT
11/23	05/26/23	21	12176	-02	17561	7396 PRICE PAIGE & CO	1,120.00	-728.00	ADDITIONAL CONSULTING & T
TOTAL					PROFESSIONAL CONTRACT SVC	.00	5,767.39	-3,980.39	
4340					UTILITIES				
11/23	05/26/23	21		17529	5516 AT&T		99.94	.00	04/03/2023-05/02/2023
TOTAL					UTILITIES	.00	99.94	.00	
4980					LEGAL EXPENSE				
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		253.50	.00	LEGAL SERVICE MAR 23
TOTAL					LEGAL EXPENSE	.00	253.50	.00	
TOTAL					FINANCE	.00	6,120.83	-3,980.39	

RUN DATE 06/02/2023 TIME 15:11:07

PEI - FUND ACCOUNTING

PEI  
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TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 5  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		8.80	.00	SHRED SVC 04/20/2023
TOTAL						.00	8.80	.00	
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		1,218.74	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		1,384.50	.00	LEGAL SERVICE MAR 23
TOTAL						.00	2,603.24	.00	
TOTAL						.00	2,612.04	.00	

PEI  
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TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 6  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
	11/23	05/26/23	21	17580	0474 WEST VALLEY SUPP		67.17	.00	PVC PIPE
TOTAL						.00	67.17	.00	
4310									
	11/23	05/26/23	21	17571	5352 STERICYCLE, INC.		2.93	.00	SHRED SVC 04/20/2023
	11/23	05/26/23	21	17563	5287 RES COM PEST CON		41.00	.00	411 W D ST
	11/23	05/26/23	21	17563	5287 RES COM PEST CON		45.00	.00	657 FOX ST
	11/23	05/26/23	21	11621 -01 17537	5758 MARK FERNANDES		2,300.00	-2,300.00	PD, SARAH MOONEY, AND CMC
	11/23	05/26/23	21	11773 -01 17570	7353 SOLO MANAGEMENT		1,800.00	-1,800.00	REC CENTER CLEANING
	11/23	05/26/23	21	11773 -02 17570	7353 SOLO MANAGEMENT		300.00	-300.00	CONTINGENCY/ADDITIONAL TA
	11/23	05/26/23	21	11773 -03 17570	7353 SOLO MANAGEMENT		250.00	-250.00	INCREASE LINE
TOTAL						.00	4,738.93	-4,650.00	
4340									
	11/23	05/26/23	21	17529	5516 AT&T		314.96	.00	04/03/2023-05/02/2023
	11/23	05/26/23	21	17566	0423 SOCALGAS		352.15	.00	04/18/2023-05/17/2023
	11/23	05/26/23	21	17565	0423 SOCALGAS		88.64	.00	04/18/2023-05/17/2023
	11/23	05/26/23	21	17568	0423 SOCALGAS		3.34	.00	04/18/2023-05/17/2023
	11/23	05/26/23	21	17567	0423 SOCALGAS		46.41	.00	04/18/2023-05/17/2023
	11/23	05/26/23	21	17569	0423 SOCALGAS		100.64	.00	04/18/2023-05/17/2023
	11/23	05/26/23	21	17555	0363 PG&E		795.59	.00	04/07/2023-05/08/2023
TOTAL						.00	1,701.73	.00	
TOTAL					MAINTENANCE DIVISION	.00	6,507.83	-4,650.00	

RUN DATE 06/02/2023 TIME 15:11:07

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 7  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/26/23	21		17527	3010 THE ANIMAL HOUSE		48.21	.00	DOG FOOD
TOTAL						.00	48.21	.00	
4310									
11/23	05/26/23	21		17545	5035 LEMOORE ANIMAL C		105.00	.00	VET VISIT
11/23	05/26/23	21		17577	7304 VALLEY VETERINAR		221.43	.00	VET VISIT
11/23	05/26/23	21 12201	-01	17541	1156 HANFORD VETERINA		830.56	-830.56	PROFESSIONAL EXAMINATION
TOTAL						.00	1,156.99	-830.56	
4340									
11/23	05/26/23	21		17579	0116 VERIZON WIRELESS		1,907.74	.00	04/17/2023-05/16/2023
TOTAL						.00	1,907.74	.00	
4360									
11/23	05/26/23	21		17535	T3333 EVANGELINA PIMEN		70.00	.00	PC 832 LAWS OF ARREST
TOTAL						.00	70.00	.00	
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		2,847.00	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		5,479.70	.00	LEGAL SERVICE MAR 23
TOTAL						.00	8,326.70	.00	
TOTAL					POLICE	.00	11,509.64	-830.56	

RUN DATE 06/02/2023 TIME 15:11:07

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 8  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		348.26	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		58.50	.00	LEGAL SERVICE MAR 23
TOTAL						.00	406.76	.00	
TOTAL						.00	406.76	.00	

PEI  
DATE: 06/02/2023  
TIME: 15:11:07

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 9  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		8.80	.00	SHRED SVC 04/20/2023
TOTAL						.00	8.80	.00	
4320									
11/23	05/26/23	21		17533	T2227 JAMES CUTLER		330.00	.00	CERTIFICATION RENEWAL
TOTAL						.00	330.00	.00	
4340									
11/23	05/26/23	21		17529	5516 AT&T		240.12	.00	04/03/2023-05/02/2023
TOTAL						.00	240.12	.00	
TOTAL					BUILDING INSPECTION	.00	578.92	.00	

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CITY OF LEMOORE  
 EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 10  
 AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623  
 ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
 BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		8.80	.00	SHRED SVC 04/20/2023
TOTAL						.00	8.80	.00	
4340									
11/23	05/26/23	21		17529	5516 AT&T		234.79	.00	04/03/2023-05/02/2023
TOTAL						.00	234.79	.00	
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		19.50	.00	LEGAL SERVICES APR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		97.50	.00	LEGAL SERVICE MAR 23
TOTAL						.00	117.00	.00	
TOTAL						.00	360.59	.00	

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CITY OF LEMOORE  
 EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 11  
 AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
 ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
 BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220			OPERATING	SUPPLIES					
11/23	05/26/23	21		17572	0428 STONEY'S SAND &		296.01	.00	BLENDED TOPSOIL
11/23	05/26/23	21		17580	0474 WEST VALLEY SUPP		47.40	.00	90 SWEEP EL
TOTAL			OPERATING	SUPPLIES		.00	343.41	.00	
4340			UTILITIES						
11/23	05/26/23	21		17553	0363 PG&E		81.76	.00	04/19/2023-05/17/2023
11/23	05/26/23	21		17557	0363 PG&E		197.98	.00	03/15/2023-04/13/2023
11/23	05/26/23	21		17554	0363 PG&E		1,757.19	.00	04/18/2023-05/16/2023
11/23	05/26/23	21		17556	0363 PG&E		3,610.90	.00	04/18/2023-05/16/2023
TOTAL			UTILITIES			.00	5,647.83	.00	
TOTAL			STREETS			.00	5,991.24	.00	



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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 12  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21		17546	6696 LIVE SCAN FRESNO		360.00	.00	BACKGROUND CHECKS
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		2.93	.00	SHRED SVC 04/20/2023
TOTAL						.00	362.93	.00	
4340									
11/23	05/26/23	21		17529	5516 AT&T		144.89	.00	04/03/2023-05/02/2023
TOTAL						.00	144.89	.00	
TOTAL						.00	507.82	.00	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 13  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/26/23	21		17575	5818 UNWIRED BROADBAN		98.55	.00	MAY DISK SPACE
11/23	05/26/23	21		17575	5818 UNWIRED BROADBAN		245.00	.00	06/01/2023-06/30/2023
11/23	05/26/23	21		17532	4056 COMCAST		4,143.17	.00	04/01/2023-04/30/2023
TOTAL					PROFESSIONAL CONTRACT SVC	.00	4,486.72	.00	
4340					UTILITIES				
11/23	05/26/23	21		17528	5516 AT&T		29.07	.00	04/17/2023-05/16/2023
11/23	05/26/23	21		17529	5516 AT&T		99.94	.00	04/03/2023-05/02/2023
TOTAL					UTILITIES	.00	129.01	.00	
TOTAL					INFORMATION TECHNOLOGY	.00	4,615.73	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340									
11/23	05/26/23	21		17529	5516 AT&T		44.95	.00	04/03/2023-05/02/2023
TOTAL		UTILITIES				.00	44.95	.00	
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		1,521.20	.00	LEGAL SERVICE MAR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		3,399.95	.00	LEGAL SERVICES APR 23
TOTAL		LEGAL EXPENSE				.00	4,921.15	.00	
TOTAL		HUMAN RESOURCES				.00	4,966.10	.00	
TOTAL		GENERAL FUND				.00	52,606.07	-9,460.95	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 15  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/26/23	21	11554	-02 17539	0068 GARY V. BURROWS,		13,916.77	-13,916.77	FUEL (ADD)
TOTAL						.00	13,916.77	-13,916.77	
4230									
11/23	05/26/23	21		17544	0286 LAWRENCE TRACTOR		95.12	.00	PLUG, V-BELT
11/23	05/26/23	21	12197	-01 17564	2431 SASE COMPANY INC		718.12	-718.12	PARTS TO REPAIR UNIT 616
TOTAL						.00	813.24	-718.12	
4340									
11/23	05/26/23	21		17529	5516 AT&T		89.90	.00	04/03/2023-05/02/2023
TOTAL						.00	89.90	.00	
TOTAL						.00	14,819.91	-14,634.89	
TOTAL						.00	14,819.91	-14,634.89	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
11/23	05/26/23	21		17576	7405 USABLUBOOK		305.66	.00	HACH DPD 1 FOR 25ML
11/23	05/26/23	21		17536	5866 FASTENAL COMPANY		26.12	.00	IC WB CAUTN BLU
11/23	05/26/23	21		17536	5866 FASTENAL COMPANY		216.21	.00	XL ORN GLVPR
TOTAL					OPERATING SUPPLIES	.00	547.99	.00	
4230					REPAIR/MAINT SUPPLIES				
11/23	05/26/23	21	11642	-01 17552	7301 PACE SUPPLY CORP		5,479.60	-5,479.60	PARTS
11/23	05/26/23	21	11642	-02 17552	7301 PACE SUPPLY CORP		397.27	-397.27	SALES TAX
TOTAL					REPAIR/MAINT SUPPLIES	.00	5,876.87	-5,876.87	
4310					PROFESSIONAL CONTRACT SVC				
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		5.87	.00	SHRED SVC 04/20/2023
TOTAL					PROFESSIONAL CONTRACT SVC	.00	5.87	.00	
4330					PRINTING & PUBLICATIONS				
11/23	05/26/23	21	11919	-01 17542	5546 INFOSEND		760.64	-760.64	MAILING INSERTS
11/23	05/26/23	21	11919	-02 17542	5546 INFOSEND		1,740.05	-1,740.05	MAILING INSERTS (INCREASE
TOTAL					PRINTING & PUBLICATIONS	.00	2,500.69	-2,500.69	
4340					UTILITIES				
11/23	05/26/23	21		17578	0116 VERIZON WIRELESS		50.01	.00	04/05/2023-05/04/2023
11/23	05/26/23	21		17560	6627 PG&E NON ENERGY		445.37	.00	05/01/2023-05/31/2023
11/23	05/26/23	21		17559	6627 PG&E NON ENERGY		1,643.47	.00	MARCH 2023
TOTAL					UTILITIES	.00	2,138.85	.00	
TOTAL					WATER	.00	11,070.27	-8,377.56	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 17  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4251 - UTILITY OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340		UTILITIES							
11/23	05/26/23	21		17529	5516 AT&T		44.95	.00	04/03/2023-05/02/2023
TOTAL		UTILITIES				.00	44.95	.00	
TOTAL		UTILITY OFFICE				.00	44.95	.00	
TOTAL		WATER				.00	11,115.22	-8,377.56	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 18  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 052 - WATER INCIDENT FUND  
BUDGET UNIT - 4752 - WATER INCIDENT

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4980									
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		156.00	.00	LEGAL SERVICE MAR 23
11/23	05/26/23	21		17549	5609 LOZANO SMITH, LL		175.50	.00	LEGAL SERVICES APR 23
TOTAL						.00	331.50	.00	
TOTAL						.00	331.50	.00	
TOTAL						.00	331.50	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 19  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 056 - REFUSE  
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
11/23	05/26/23	21		17550	0345 MORGAN & SLATES,		137.24	.00	HR SHEET EXP FLT
TOTAL						.00	137.24	.00	
4230									
11/23	05/26/23	21		17550	0345 MORGAN & SLATES,		152.33	.00	HYD HOSE, STEM
11/23	05/26/23	21		17540	7202 HANFORD HOSES &		486.51	.00	HOSE,FITTINGS
11/23	05/26/23	21	12165	-01 17573	5215 TOTER INCORPORAT		1,890.00	-1,890.00	BLUE , HOT STAMPED LID
11/23	05/26/23	21	12165	-02 17573	5215 TOTER INCORPORAT		561.25	-561.25	SHIPPING
11/23	05/26/23	21	12165	-03 17573	5215 TOTER INCORPORAT		137.03	-137.03	TAX
TOTAL						.00	3,227.12	-2,588.28	
4310									
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		5.87	.00	SHRED SVC 04/20/2023
11/23	05/26/23	21	11552	-01 17534	6869 WELLS FARGO BANK		328.14	-328.14	TEMP POSITION
11/23	05/26/23	21	11552	-01 17534	6869 WELLS FARGO BANK		769.42	-769.42	TEMP POSITION
TOTAL						.00	1,103.43	-1,097.56	
4340									
11/23	05/26/23	21		17529	5516 AT&T		634.32	.00	04/03/2023-05/02/2023
TOTAL						.00	634.32	.00	
TOTAL						.00	5,102.11	-3,685.84	
TOTAL						.00	5,102.11	-3,685.84	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 20  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220			OPERATING	SUPPLIES					
11/23	05/26/23	21		17538	6751 FURTADO WELDING		53.63	.00	GLOVE DRIVERS XLG
11/23	05/26/23	21		17530	7205 CENCAL AUTO & TR		15.15	.00	SERVICE CHARGES
11/23	05/26/23	21		17543	2472 JENSEN & PILEGAR		21.00	.00	STIHL-POLE SAW
11/23	05/26/23	21		17538	6751 FURTADO WELDING		130.85	.00	SAFETY VEST/GLOVES
11/23	05/26/23	21		17536	5866 FASTENAL COMPANY		425.14	.00	SAND BAG/TIE
11/23	05/26/23	21		17536	5866 FASTENAL COMPANY		425.14	.00	SAND BAG/TIE
TOTAL			OPERATING	SUPPLIES		.00	1,070.91	.00	
4230			REPAIR/MAINT	SUPPLIES					
11/23	05/26/23	21		17550	0345 MORGAN & SLATES,		250.23	.00	PUMP 12V, HOSES
11/23	05/26/23	21		17550	0345 MORGAN & SLATES,		99.28	.00	TEEJET SPRAY GUN
11/23	05/26/23	21		17536	5866 FASTENAL COMPANY		127.77	.00	EYE-EYE SLING
11/23	05/26/23	21		17550	0345 MORGAN & SLATES,		166.43	.00	PUMP 12V
TOTAL			REPAIR/MAINT	SUPPLIES		.00	643.71	.00	
4310			PROFESSIONAL	CONTRACT SVC					
11/23	05/26/23	21		17571	5352 STERICYCLE, INC.		5.87	.00	SHRED SVC 04/20/2023
TOTAL			PROFESSIONAL	CONTRACT SVC		.00	5.87	.00	
4340			UTILITIES						
11/23	05/26/23	21		17558	0363 PG&E		13.80	.00	04/19/2023-05/17/2023
11/23	05/26/23	21		17529	5516 AT&T		690.29	.00	04/03/2023-05/02/2023
TOTAL			UTILITIES			.00	704.09	.00	
TOTAL			SEWER			.00	2,424.58	.00	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 21  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 5318 - N LEMOORE SEWER INFRASTRU

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21	12094	-01	17562				
TOTAL					0876 QUAD KNOPF, INC.	.00	178,605.00	-178,605.00	ENGINEERING SERVICES
							178,605.00	-178,605.00	
TOTAL					N LEMOORE SEWER INFRASTRU	.00	178,605.00	-178,605.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 22  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.fund between '001' and '300' and transact.batch='MJ052623'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 5501 - LEMOORE HS STORM BASIN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
11/23	05/26/23	21	12110	-01 17562	0876 QUAD KNOPF, INC.		499.88	-499.88	HIGH SCHOOL STORM BASIN
11/23	05/26/23	21	12110	-02 17562	0876 QUAD KNOPF, INC.		4,380.12	-4,380.12	HIGH SCHOOL STORM BASIN (
TOTAL						.00	4,880.00	-4,880.00	
TOTAL						.00	4,880.00	-4,880.00	
TOTAL						.00	185,909.58	-183,485.00	
TOTAL						.00	269,884.39	-219,644.24	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
GENERAL LEDGER TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT311

SELECTION CRITERIA: account.acct between '2000' and '2999'AND transact.yr='23' and transact.period='11' and transact.batch='MJ052623  
ACCOUNTING PERIOD: 12/23

FUND - 120 - FACILITIES RENTAL FUND

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION
2020							
							ACCOUNTS PAYABLE
	11/23	05/26/23	21 17551	T3331 NORMA ALCALA		250.00	REFUND VET HALL DEPO
	11/23	05/26/23	21 17531	T3335 CIRCUS ROYAL SPECTAC		750.00	SPORT COMPLEX REFUND
TOTAL					.00	1,000.00	
							ACCOUNTS PAYABLE
2300							
							CUSTOMER DEPOSITS
	11/23	05/26/23	21 17551	T3331 NORMA ALCALA	250.00		REFUND VET HALL DEPO
	11/23	05/26/23	21 17531	T3335 CIRCUS ROYAL SPECTAC	750.00		SPORT COMPLEX REFUND
TOTAL					1,000.00	.00	
							CUSTOMER DEPOSITS
TOTAL					1,000.00	1,000.00	
							FACILITIES RENTAL FUND
TOTAL REPORT					1,000.00	1,000.00	

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CITY OF LEMOORE  
REVENUE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT31

SELECTION CRITERIA: transact.yr='23' and transact.period='11' and transact.account between '3000' and '3999' and transact.batch='M30  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 001 - GENERAL FUND

ACCOUNT	DATE	T/C	RECEIVE REFERENCE	PAYER/VENDOR	BUDGET	RECEIPTS	RECEIVABLES DESCRIPTION
3625			CIVIC AUDITORIUM RENTAL				
11/23	05/26/23	210	17547	T3332 LIZ G LOPEZ		-250.00	REFUND CIVIC AUDITOR
TOTAL			CIVIC AUDITORIUM RENTAL		.00	-250.00	.00
TOTAL			GENERAL FUND		.00	-250.00	.00
TOTAL			GENERAL FUND		.00	-250.00	.00
TOTAL REPORT					.00	-250.00	.00

## Warrant Register 06-02-2023

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4211 - CITY COUNCIL

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		5.32	.00	PRINT LEASE
TOTAL						.00	5.32	.00	
TOTAL					CITY COUNCIL	.00	5.32	.00	

RUN DATE 06/02/2023 TIME 15:03:25

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/02/23	21		17612	7317 ODP BUSINESS SOL		-50.85	.00	ORG REC 301776340001
12/23	06/02/23	21		17612	7317 ODP BUSINESS SOL		37.88	.00	OFFICE SUPPLIES
TOTAL					OPERATING SUPPLIES	.00	-12.97	.00	
4380					RENTALS & LEASES				
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		189.79	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	189.79	.00	
TOTAL					CITY MANAGER	.00	176.82	.00	

RUN DATE 06/02/2023 TIME 15:03:25

PEI - FUND ACCOUNTING

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 3  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		164.96	.00	PRINT LEASE
TOTAL						.00	164.96	.00	
TOTAL					CITY CLERK'S OFFICE	.00	164.96	.00	



PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 4  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		1,129.97	.00	PRINT LEASE
TOTAL						.00	1,129.97	.00	
TOTAL						.00	1,129.97	.00	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 5  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/02/23	21	11795	-01 17609	7105 LSA ASSOCIATES,		3,021.18	-3,021.18	CODIFICATION OF VMT/CEQA
TOTAL						.00	3,021.18	-3,021.18	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		163.77	.00	PRINT LEASE
TOTAL						.00	163.77	.00	
TOTAL					PLANNING	.00	3,184.95	-3,021.18	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 6  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/02/23	21	11546	-01 17604	5814 CITY OF HANFORD		17,488.01	-17,488.01	FY 2022-2023 DISPATCH SER
TOTAL						.00	17,488.01	-17,488.01	
4360									
12/23	06/02/23	21		17613	T061 STEVEN ROSSI		28.00	.00	CROWD MANAGEMENT
12/23	06/02/23	21		17598	T3221 DAVID ORTIZ		56.00	.00	PERISHABLE SKILLS TRI
12/23	06/02/23	21		17601	T3333 EVANGELINA PIMEN		112.00	.00	EUTHANASIA WORKSHOP
TOTAL						.00	196.00	.00	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		2,247.01	.00	PRINT LEASE
TOTAL						.00	2,247.01	.00	
TOTAL						.00	19,931.02	-17,488.01	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 7  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/02/23	21	11561	-01 17604	5814 CITY OF HANFORD		13,116.00	-13,116.00	LEMOORE FIRE MONTHLY DISP
TOTAL						.00	13,116.00	-13,116.00	
4340									
12/23	06/02/23	21		17597	4056 COMCAST		53.90	.00	05/13/2023-06/12/2023
TOTAL						.00	53.90	.00	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		326.40	.00	PRINT LEASE
TOTAL						.00	326.40	.00	
TOTAL					FIRE	.00	13,496.30	-13,116.00	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 8  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		84.11	.00	PRINT LEASE
TOTAL						.00	84.11	.00	
TOTAL						.00	84.11	.00	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 9  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		199.64	.00	PRINT LEASE
TOTAL						.00	199.64	.00	
TOTAL						.00	199.64	.00	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 10  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/02/23	21		17614	7279 BRITTANY SCOTT		25.00	.00	T-BALL INSTRUCTOR
12/23	06/02/23	21		17614	7279 BRITTANY SCOTT		147.00	.00	MINI MUSIC APRIL 2023
12/23	06/02/23	21		17615	5235 STATE DISBURSEME		150.00	.00	J. GLASPIE CHILD SUPP
12/23	06/02/23	21		17602	5962 JASON GLASPIE		308.50	.00	BOXING APRIL 2023
12/23	06/02/23	21		17618	6371 MANUEL VELARDE		448.00	.00	KARATE APRIL 2023
TOTAL					PROFESSIONAL CONTRACT SVC	.00	1,078.50	.00	
4380					RENTALS & LEASES				
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		1,323.51	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	1,323.51	.00	
TOTAL					RECREATION	.00	2,402.01	.00	

RUN DATE 06/02/2023 TIME 15:03:25

PEI - FUND ACCOUNTING

PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		1.22	.00	PRINT LEASE
TOTAL						.00	1.22	.00	
TOTAL						.00	1.22	.00	



PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 12  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4200									
	12/23	06/02/23	21	11904	-02 17612				
							200.05	-200.05	OFFICE SUPPLIES (INCREASE
TOTAL						.00	200.05	-200.05	
4220									
	12/23	06/02/23	21	11904	-01 17612				
	12/23	06/02/23	21	11904	-01 17612		3.17	-3.17	OFFICE SUPPLIES
	12/23	06/02/23	21	11904	-01 17612		20.81	-20.81	OFFICE SUPPLIES
	12/23	06/02/23	21	11904	-01 17612		344.40	-344.40	OFFICE SUPPLIES
TOTAL						.00	368.38	-368.38	
4310									
	12/23	06/02/23	21		17593		66.00	.00	LISTENING & SPEAKING
	12/23	06/02/23	21		17599		300.00	.00	FED LVL VOLTEER
	12/23	06/02/23	21	11567	-01 17596		200.00	-200.00	MONTHLY MEMBERSHIPS FOR E
	12/23	06/02/23	21	11567	-01 17596		200.00	-160.00	MONTHLY MEMBERSHIPS FOR E
	12/23	06/02/23	21	11567	-02 17596		10.00	-10.00	LATE FEE ADJUSTMENT (INCR
	12/23	06/02/23	21	11628	-01 17600		16.26	-16.26	PRE EMPLOYMENT BACKGROUND
	12/23	06/02/23	21	11628	-02 17600		30.74	-30.74	INCREASE CHANGE ORDER
	12/23	06/02/23	21	11630	-01 17605		200.00	-200.00	PHYSICALS FY 2023
	12/23	06/02/23	21	11630	-01 17605		270.00	-270.00	PHYSICALS FY 2023
	12/23	06/02/23	21	12204	-01 17606		700.00	-700.00	PRE EMPLOYMENT BACKGROUND
TOTAL						.00	1,993.00	-1,587.00	
4380									
	12/23	06/02/23	21	17616			287.20	.00	PRINT LEASE
TOTAL						.00	287.20	.00	
4980									
	12/23	06/02/23	21	12116	-01 17608		165.00	-165.00	ERMA MATTER
	12/23	06/02/23	21	12116	-01 17608		171.00	-171.00	ERMA MATTER
	12/23	06/02/23	21	12116	-02 17608		5,148.50	-5,148.50	ERMA MATTER (INCREASE)
TOTAL						.00	5,484.50	-5,484.50	
TOTAL						.00	8,333.13	-7,639.93	
TOTAL						.00	49,109.45	-41,265.12	

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PEI - FUND ACCOUNTING

PEI  
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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 13  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/02/23	21		17603	7177 BRANDON GRESHAM		49.24	.00	FUEL UNIT #51 REIM
TOTAL						.00	49.24	.00	
4230									
12/23	06/02/23	21		17595	1908 BATTERY SYSTEMS,		-824.89	.00	RETURN GOLF CART CHAR
12/23	06/02/23	21		17595	1908 BATTERY SYSTEMS,		146.25	.00	AUTOMOTIV CORE CHARGE
12/23	06/02/23	21 12190	-01	17611	7236 N & S TRACTOR		900.00	-900.00	STOCK ORDER OF FILTERS
12/23	06/02/23	21 12190	-02	17611	7236 N & S TRACTOR		10.57	-10.57	STOCK ORDER OF FILTERS (I
12/23	06/02/23	21 12203	-01	17595	1908 BATTERY SYSTEMS,		2,480.34	-2,480.34	NEW AGM BATTERIES FOR UNI
TOTAL						.00	2,712.27	-3,390.91	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		26.23	.00	PRINT LEASE
TOTAL						.00	26.23	.00	
TOTAL						.00	2,787.74	-3,390.91	
TOTAL						.00	2,787.74	-3,390.91	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/02/23	21	11563	-01 17604	5814 CITY OF HANFORD		4,372.00	-4,372.00	WATER DISPATCH SERVICES
TOTAL						.00	4,372.00	-4,372.00	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		97.04	.00	PRINT LEASE
TOTAL						.00	97.04	.00	
TOTAL						.00	4,469.04	-4,372.00	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 15  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4251 - UTILITY OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		693.56	.00	PRINT LEASE
TOTAL						.00	693.56	.00	
TOTAL						.00	693.56	.00	
TOTAL						.00	5,162.60	-4,372.00	

PEI  
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TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 16  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 056 - REFUSE  
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/02/23	21	11563	-02 17604	5814 CITY OF HANFORD		4,372.00	-4,372.00	REFUSE DISPATCH SERVICES
TOTAL						.00	4,372.00	-4,372.00	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		3.95	.00	PRINT LEASE
TOTAL						.00	3.95	.00	
4840AR									
12/23	06/02/23	21	11901	-01 17610	0352 MUNICIPAL MAINT		402,751.41	-402,751.41	M6 AVALANCHE STREET SWEEP
TOTAL						.00	402,751.41	-402,751.41	
TOTAL						.00	407,127.36	-407,123.41	
TOTAL						.00	407,127.36	-407,123.41	

PEI  
DATE: 06/02/2023  
TIME: 15:03:25

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 17  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/02/23	21	12202	-01 17594	6310 AMERIGAS		985.17	-985.17	PROPANE
TOTAL						.00	985.17	-985.17	
4310									
12/23	06/02/23	21	11563	-03 17604	5814 CITY OF HANFORD		4,372.00	-4,372.00	WASTEWATER DISPATCH SERVI
TOTAL						.00	4,372.00	-4,372.00	
4380									
12/23	06/02/23	21		17616	5842 U.S. BANK EQUIPM		53.24	.00	PRINT LEASE
TOTAL						.00	53.24	.00	
TOTAL					SEWER	.00	5,410.41	-5,357.17	
TOTAL					SEWER& STORM WTR DRAINAGE	.00	5,410.41	-5,357.17	
TOTAL					REPORT	.00	469,597.56	-461,508.61	

PEI  
DATE: 06/02/2023  
TIME: 15:05:06

CITY OF LEMOORE  
GENERAL LEDGER TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT311

SELECTION CRITERIA: account.acct between '2000' and '2999'AND transact.yr='23' and transact.period='12' and transact.batch='MJ060223'  
ACCOUNTING PERIOD: 12/23

FUND - 120 - FACILITIES RENTAL FUND

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION
2020							
12/23	06/02/23	21	17607	0957 LEMOORE POLICE OFFIC		300.00	REFUND CMC DEPOSIT
TOTAL					.00	300.00	
2300							
12/23	06/02/23	21	17607	0957 LEMOORE POLICE OFFIC	300.00		REFUND CMC DEPOSIT
TOTAL					300.00	.00	
TOTAL				FACILITIES RENTAL FUND	300.00	300.00	
TOTAL REPORT					300.00	300.00	

Warrant Register 06-09-2023

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4211 - CITY COUNCIL

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		3.13	.00	PRINT LEASE
TOTAL						.00	3.13	.00	
TOTAL					CITY COUNCIL	.00	3.13	.00	



PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 2  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		205.66	.00	PRINT LEASE
TOTAL						.00	205.66	.00	
TOTAL					CITY MANAGER	.00	205.66	.00	

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 3  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		367.48	.00	PRINT LEASE
TOTAL						.00	367.48	.00	
TOTAL					CITY CLERK'S OFFICE	.00	367.48	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 4  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17648	7317 ODP BUSINESS SOL		47.18	.00	OFFICE SUPPLIES
TOTAL						.00	47.18	.00	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		705.28	.00	PRINT LEASE
TOTAL						.00	705.28	.00	
TOTAL						.00	752.46	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 5  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		24.65	.00	OFFICE SUPPLIES
TOTAL						.00	24.65	.00	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		369.30	.00	PRINT LEASE
TOTAL						.00	369.30	.00	
TOTAL						.00	393.95	.00	

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PEI - FUND ACCOUNTING

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 6  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES							
12/23 06/09/23 21		17646		0345 MORGAN & SLATES,		4.27	.00	FINANCE CHARGE
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		7.97	.00	FINANCE CHARGES
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		10.26	.00	SIGN FOR DOOR
12/23 06/09/23 21		17623		6081 ALL AMERICAN POO		31.09	.00	LIQUID CHLORINE
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		31.40	.00	LIGHT FOR FLAG POLE
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		32.23	.00	GLUE,PRIMER
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		34.64	.00	ANIT-THEFT ALARMS
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		40.48	.00	CHARGERS
12/23 06/09/23 21		17623		6081 ALL AMERICAN POO		66.48	.00	MURIATIC ACID
12/23 06/09/23 21		17623		6081 ALL AMERICAN POO		66.48	.00	MURIATIC ACID
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		84.02	.00	DIAPHRAGM ASSY
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		112.13	.00	ELECTRIC GLOBE VALVE
12/23 06/09/23 21		17646		0345 MORGAN & SLATES,		112.91	.00	HR PLATE CUT 3'5"X1'5
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		131.76	.00	HIT 12V DC SOLENOID
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		155.46	.00	M18 BATTERIES
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		157.11	.00	SNAKE BATTERY
12/23 06/09/23 21		17653		7220 PLAIN INSANE GRA		216.22	.00	SIGNS, POSTERS
12/23 06/09/23 21		17677		0474 WEST VALLEY SUPP		280.87	.00	PVC SCHED 40 CONDUIT
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		402.18	.00	FLAG POLE FRONT CMC
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		433.22	.00	TOOLS AND BATTERIES
12/23 06/09/23 21		17667		7251 U.S. BANK NATION		442.04	.00	SPRINKLER NODES TIMER
TOTAL	OPERATING SUPPLIES				.00	2,853.22	.00	
4310	PROFESSIONAL CONTRACT SVC							
12/23 06/09/23 21		17657		0423 SOCALGAS		111.82	.00	04/20/203-05/19/2023
TOTAL	PROFESSIONAL CONTRACT SVC				.00	111.82	.00	
4340	UTILITIES							
12/23 06/09/23 21		17658		0423 SOCALGAS		43.60	.00	04/20/203-05/19/2023
12/23 06/09/23 21		17659		0423 SOCALGAS		248.04	.00	04/20/2023-05/19/2023
12/23 06/09/23 21		17652		0363 PG&E		1,778.33	.00	05/01/2023-05/30/2023
12/23 06/09/23 21		17651		0363 PG&E		10,219.76	.00	05/01/2023-05/30/2023
TOTAL	UTILITIES				.00	12,289.73	.00	
4350	REPAIR/MAINT SERVICES							
12/23 06/09/23 21		17655		0388 REED ELECTRIC, L		260.00	.00	REC CENTER
TOTAL	REPAIR/MAINT SERVICES				.00	260.00	.00	
TOTAL	MAINTENANCE DIVISION				.00	15,514.77	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		15.00	.00	OFFICE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		20.99	.00	WATER DETECTIVES CALL
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		32.16	.00	CASH BOX FOR RECORDS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		32.18	.00	OFFICE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		34.30	.00	BATTER FOR CAMERA
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		35.40	.00	EVIDENCE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		46.55	.00	NOTEPADS FOR PATROL
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		53.63	.00	VIP UNIFORMS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		54.95	.00	INK PADS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		68.60	.00	DESK FANS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		74.56	.00	EVIDENCE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		83.61	.00	AC GLOVES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		112.95	.00	MONTHPIECES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		117.36	.00	SUPPLIES USB CELL
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		146.31	.00	CLEANING SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		162.82	.00	UNIFORMS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		164.47	.00	PRINTER RIBBON FOR ID
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		177.23	.00	EVIDENCE PRINTER LABE
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		177.97	.00	HANGING FOLDERS
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		252.91	.00	OFFICE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		281.50	.00	EVIDENCE SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		364.90	.00	OFFICE SUPPLIES
12/23	06/09/23	21	C1005 -01	17666	7251 U.S. BANK NATION		484.97	-484.97	ASPS AND POLICE GEAR
12/23	06/09/23	21	C1005 -02	17666	7251 U.S. BANK NATION		36.57	-36.57	TAX
12/23	06/09/23	21	C1005 -03	17666	7251 U.S. BANK NATION		25.29	-25.29	SHIPPING
12/23	06/09/23	21	C1030 -01	17666	7251 U.S. BANK NATION		568.00	-568.00	EVIDENCE SUPPLIES
12/23	06/09/23	21	C1030 -02	17666	7251 U.S. BANK NATION		81.97	-81.97	SHIPPING
12/23	06/09/23	21	C1038 -01	17666	7251 U.S. BANK NATION		511.00	-511.00	EVIDENCE SUPPLIES - PAPER
12/23	06/09/23	21	C1038 -02	17666	7251 U.S. BANK NATION		37.16	-37.16	TAX
12/23	06/09/23	21	C1038 -03	17666	7251 U.S. BANK NATION		142.14	-142.14	SHIPPING
TOTAL					OPERATING SUPPLIES	.00	4,397.45	-1,887.10	
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		1.11	.00	SHRED IT
12/23	06/09/23	21		17641	0282 LACEY ANIMAL HOS		49.00	.00	VET VISIT
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		75.00	.00	DETECTIVES
12/23	06/09/23	21	12209 -01	17642	5035 LEMOORE ANIMAL C		555.04	-555.04	OFFICE VISIT L2301588
TOTAL					PROFESSIONAL CONTRACT SVC	.00	680.15	-555.04	
4330					PRINTING & PUBLICATIONS				
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		31.95	.00	BUSINESS CARD FOR EVA
TOTAL					PRINTING & PUBLICATIONS	.00	31.95	.00	
4335					POSTAGE & MAILING				
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		27.51	.00	SHIPPING PROPERTY
TOTAL					POSTAGE & MAILING	.00	27.51	.00	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 8  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4335									
					(cont'd)				
4340									
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		83.87	.00	WATER RENTAL
TOTAL						.00	83.87	.00	
4360									
12/23	06/09/23	21		17676	T3337 VIVIANA GALVAN		247.00	.00	POST RECORD CLERK
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		398.00	.00	TRAINING REGISTRATION
TOTAL						.00	645.00	.00	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		1,434.63	.00	PRINT LEASE
12/23	06/09/23	21 12210	-01	17633	7311 ENTERPRISE FM TR		18,013.09	-18,013.09	MONTHLY LEASE CHARGES FOR
TOTAL						.00	19,447.72	-18,013.09	
4825									
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		50.39	.00	AC SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		71.32	.00	AC SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		89.01	.00	REFLECTIVE CONES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		93.43	.00	JABSTICK
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		123.33	.00	LARGE DOG STRETCHER
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		146.60	.00	RECORDS SHELF
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		267.05	.00	ARRCON ROOM SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		325.41	.00	SKUNK,CAT,RABBIT TRAP
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		409.72	.00	ARRCON ROOM SUPPLIES
12/23	06/09/23	21		17666	7251 U.S. BANK NATION		425.00	.00	AC WANDSCAN
12/23	06/09/23	21 12216	-01	17663	2413 U.S. ARMOR CORPO		1,441.00	-1,441.00	BALLISTIC VESTS - AMBRIZ
12/23	06/09/23	21 12216	-02	17663	2413 U.S. ARMOR CORPO		1,441.00	-1,441.00	BALLISTIC VESTS - TREVINO
12/23	06/09/23	21 12216	-03	17663	2413 U.S. ARMOR CORPO		20.18	-20.18	FREIGHT
12/23	06/09/23	21 12216	-04	17663	2413 U.S. ARMOR CORPO		252.18	-252.18	TAX
TOTAL						.00	5,155.62	-3,154.36	
TOTAL						.00	30,469.27	-23,609.59	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		7.28	.00	NASAL ASPIRATOR
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		23.54	.00	COLD COMPRESSES
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		40.76	.00	OXYGEN MASKS MEDICAL
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		53.61	.00	LABEL MAKER
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		63.88	.00	PULSE OXIMETER
12/23	06/09/23	21		17668	7251 U.S. BANK NATION		112.59	.00	TABLE COVERS
12/23	06/09/23	21		17644	0313 LEMOORE VOLUNTEE		690.14	.00	5TH TUESDAY TRAINING
TOTAL					OPERATING SUPPLIES	.00	991.80	.00	
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/09/23	21	11619	-01 17643	0313 LEMOORE VOLUNTEE		18,750.00	-18,750.00	LVFDA QUARTERLY PAYMENT F
TOTAL					PROFESSIONAL CONTRACT SVC	.00	18,750.00	-18,750.00	
4350					REPAIR/MAINT SERVICES				
12/23	06/09/23	21	11866	-01 17626	0053 BAUER COMPRESSOR		487.08	-487.08	SERVICE TRAVEL TIME 6 HRS
12/23	06/09/23	21	11866	-02 17626	0053 BAUER COMPRESSOR		802.25	-802.25	SERVICE LABOR-ANNUAL PM &
12/23	06/09/23	21	11866	-03 17626	0053 BAUER COMPRESSOR		779.52	-779.52	SERVICE PARTS
12/23	06/09/23	21	11866	-04 17626	0053 BAUER COMPRESSOR		286.52	-286.52	AIR/GAS SAMPLE TEST W/ CE
TOTAL					REPAIR/MAINT SERVICES	.00	2,355.37	-2,355.37	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		204.17	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	204.17	.00	
TOTAL					FIRE	.00	22,301.34	-21,105.37	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		24.65	.00	OFFICE SUPPLIES
TOTAL						.00	24.65	.00	
4310									
12/23	06/09/23	21 11549 -03 17637			6713 INTERWEST CONSUL		8,299.20	-8,299.20	PLAN CHECK (INCREASE)
TOTAL						.00	8,299.20	-8,299.20	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		312.83	.00	PRINT LEASE
TOTAL						.00	312.83	.00	
TOTAL					BUILDING INSPECTION	.00	8,636.68	-8,299.20	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		95.24	.00	OFFICE SUPPLIES
TOTAL						.00	95.24	.00	
4310									
12/23	06/09/23	21		17669	7251 U.S. BANK NATION		6.00	.00	SCADA SERVER
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		626.85	-626.85	GENERAL ENGINEERING FY202
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		804.06	-804.06	GENERAL ENGINEERING FY202
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		2,031.48	-2,031.48	GENERAL ENGINEERING FY202
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		2,112.57	-2,112.57	GENERAL ENGINEERING FY202
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		4,421.08	-4,421.08	GENERAL ENGINEERING FY202
12/23	06/09/23	21	11692	-01 17654	0876 QUAD KNOPF, INC.		7,425.00	-7,425.00	GENERAL ENGINEERING FY202
12/23	06/09/23	21	12212	-01 17678	6694 WILLDAN FINANCIA		16,500.00	-16,500.00	SERVICE TO TR848
TOTAL						.00	33,927.04	-33,921.04	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		293.75	.00	PRINT LEASE
TOTAL						.00	293.75	.00	
TOTAL						.00	34,316.03	-33,921.04	

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CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

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AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17667	7251 U.S. BANK NATION		-262.79	.00	RETURN BARRICADE FLAS
12/23	06/09/23	21		17667	7251 U.S. BANK NATION		24.65	.00	MATERIALS FOR CONCRET
12/23	06/09/23	21		17667	7251 U.S. BANK NATION		98.66	.00	RED DANGER TAPE
12/23	06/09/23	21		17667	7251 U.S. BANK NATION		182.00	.00	WEED EATER HEAD
12/23	06/09/23	21		17634	5866 FASTENAL COMPANY		193.05	.00	BLUE DISPOSAL GLOVES
12/23	06/09/23	21		17667	7251 U.S. BANK NATION		250.07	.00	MATERIALS FOR CONCRET
12/23	06/09/23	21		17649	5941 OMEGA INDUSTRIAL		280.30	.00	MEGA OFF-BOX
12/23	06/09/23	21		17649	5941 OMEGA INDUSTRIAL		492.04	.00	MEGA OFF-COOLING TOWE
12/23	06/09/23	21	12206	-01 17661	0428 STONEY'S SAND &		825.36	-825.36	CONCRETE CURB AND GUTTER
TOTAL					OPERATING SUPPLIES	.00	2,083.34	-825.36	
TOTAL					STREETS	.00	2,083.34	-825.36	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		77.18	.00	T-BALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		386.40	.00	T-BALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		31.19	.00	T-BALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		42.64	.00	T-BALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		44.37	.00	FIRST AIDE
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		77.16	.00	T-BALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		107.20	.00	BASKETBALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		187.37	.00	SUMMER BASKETBALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		250.77	.00	BASKETBALL
12/23	06/09/23	21		17665	7251 U.S. BANK NATION		291.39	.00	BASKETBALL
12/23	06/09/23	21		17627	7402 BUDDY'S TROPHIES		311.03	.00	T-BALL MEDALS
12/23	06/09/23	21	12219 -01	17630	6150 CLASSIC SOCCER		3,380.52	-3,380.52	JERSEY'S FOR BASKETBALL
TOTAL					OPERATING SUPPLIES	.00	5,187.22	-3,380.52	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		777.49	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	777.49	.00	
TOTAL					RECREATION	.00	5,964.71	-3,380.52	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17664	7251 U.S. BANK NATION		14.99	.00	ADOBE PRO (1)
12/23	06/09/23	21		17664	7251 U.S. BANK NATION		24.65	.00	BLUETOOTH HEADSET
12/23	06/09/23	21		17664	7251 U.S. BANK NATION		56.00	.00	MICROSOFT EXCHANGE
12/23	06/09/23	21		17664	7251 U.S. BANK NATION		184.66	.00	WIRELESS KEYBOARD
12/23	06/09/23	21		17664	7251 U.S. BANK NATION		308.39	.00	WIDE MONITOR
12/23	06/09/23	21	C1037	-01 17664	7251 U.S. BANK NATION		2,320.00	-2,320.00	DELL 2022 VOSTRO 5620 LAP
12/23	06/09/23	21	C1037	-03 17664	7251 U.S. BANK NATION		168.20	-168.20	TAX
12/23	06/09/23	21	C1037	-05 17664	7251 U.S. BANK NATION		10.00	-10.00	EWASTE FEE
12/23	06/09/23	21	C1041	-01 17664	7251 U.S. BANK NATION		575.76	-575.76	ADOBE ACROBAT PRO
12/23	06/09/23	21	C1046	-01 17664	7251 U.S. BANK NATION		1,067.71	-1,067.71	MICROSOFT EXCHANGE OFFICE
12/23	06/09/23	21	C1046	-02 17664	7251 U.S. BANK NATION		2.00	-2.00	MICROSOFT EXCHANGE OFFICE
TOTAL					OPERATING SUPPLIES	.00	4,732.36	-4,143.67	
4340					UTILITIES				
12/23	06/09/23	21		17625	5516 AT&T		103.78	.00	04/25/2023-05/24/2023
12/23	06/09/23	21		17650	7070 PANTERRA NETWORK		1,554.90	.00	05/01/2023-05/31/2023
TOTAL					UTILITIES	.00	1,658.68	.00	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		.87	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	.87	.00	
TOTAL					INFORMATION TECHNOLOGY	.00	6,391.91	-4,143.67	

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ACCOUNTING PERIOD: 12/23

FUND - 001 - GENERAL FUND  
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21	C1037	-02	17664	7251 U.S. BANK NATION	1,160.00	-1,160.00	DELL 2022 VOSTRO 5620 LAP
12/23	06/09/23	21	C1037	-04	17664	7251 U.S. BANK NATION	84.10	-84.10	TAX
12/23	06/09/23	21	C1037	-06	17664	7251 U.S. BANK NATION	5.00	-5.00	EWASTE FEE
12/23	06/09/23	21	C1044	-01	17669	7251 U.S. BANK NATION	1,585.13	-1,585.13	FILING CABINETS
TOTAL					OPERATING SUPPLIES	.00	2,834.23	-2,834.23	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		305.83	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	305.83	.00	
TOTAL					HUMAN RESOURCES	.00	3,140.06	-2,834.23	
TOTAL					GENERAL FUND	.00	130,540.79	-98,118.98	

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ACCOUNTING PERIOD: 12/23

FUND - 021 - PROP68 LEMOORE SPORTS COM  
BUDGET UNIT - 5021 - LEMOORE SPORTS COM SHADE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4317									
12/23	06/09/23	21		17653	7220 PLAIN INSANE GRA		128.70	.00	COMPBOND PANEL SIGN
TOTAL						.00	128.70	.00	
TOTAL						.00	128.70	.00	
TOTAL						.00	128.70	.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 040 - FLEET MAINTENANCE  
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4230					REPAIR/MAINT SUPPLIES				
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		6.42	.00	MIRROR MOUNT
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		32.56	.00	CAPSULE
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		42.28	.00	BLOWER RESTR
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		51.69	.00	PRESS SWITCH
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		69.12	.00	DASH VENT
12/23	06/09/23	21		17647	6120 O'REILLY AUTO PA		177.37	.00	HVAC ACTUATR
12/23	06/09/23	21	C1039 -01	17670	7251 U.S. BANK NATION		779.72	-779.72	BRAKES FOR GEM CART
TOTAL					REPAIR/MAINT SUPPLIES	.00	1,159.16	-779.72	
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/09/23	21		17656	7403 SAMS MOBILE WASH		175.00	.00	INTERIOR DETAIL #41
12/23	06/09/23	21		17656	7403 SAMS MOBILE WASH		175.00	.00	ANIMAL CONTROL TRUCK
TOTAL					PROFESSIONAL CONTRACT SVC	.00	350.00	.00	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		15.41	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	15.41	.00	
TOTAL					FLEET MAINTENANCE	.00	1,524.57	-779.72	
TOTAL					FLEET MAINTENANCE	.00	1,524.57	-779.72	



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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220CH									
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		2,511.91	-2,511.91	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		2,712.35	-2,712.35	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		2,903.94	-2,903.94	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		2,903.94	-2,903.94	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		3,049.14	-3,049.14	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		3,063.66	-3,063.66	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		3,134.27	-3,134.27	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		3,194.33	-3,194.33	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		3,917.84	-3,917.84	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		4,036.48	-4,036.48	SODIUM HYPOCHLORITE-CHLOR
12/23	06/09/23	21	11591	-02 17673	6058 UNIVAR		5,243.88	-5,243.88	SODIUM HYPOCHLORITE-CHLOR
TOTAL						.00	36,671.74	-36,671.74	
4230									
12/23	06/09/23	21		17677	0474 WEST VALLEY SUPP		1.00	.00	CAP SEWER PVC
12/23	06/09/23	21		17624	7208 AQUA-METRIC SALE		23.84	.00	1 AUTO & 4 EXTENSIONS
12/23	06/09/23	21		17677	0474 WEST VALLEY SUPP		29.92	.00	S CAP, GLUE
TOTAL						.00	54.76	.00	
4310									
12/23	06/09/23	21	11691	-01 17660	6663 SUSP, INC		8,585.00	-8,585.00	LEMOORE CPO SERVICES
12/23	06/09/23	21	11691	-01 17660	6663 SUSP, INC		123,295.00	-123,295.00	LEMOORE CPO SERVICES
12/23	06/09/23	21	11870	-04 17660	6663 SUSP, INC		262.78	-262.78	SUSP REIMBURSABLE COSTS (
12/23	06/09/23	21	12138	-01 17675	0460 VALLEY PUMP & DA		7,960.00	-7,960.00	WELL 10 - VIDEO SURVEY
TOTAL						.00	140,102.78	-140,102.78	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		57.01	.00	PRINT LEASE
TOTAL						.00	57.01	.00	
TOTAL						.00	176,886.29	-176,774.52	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 4251 - UTILITY OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17648	7317 ODP BUSINESS SOL		71.64	.00	OFFICE SUPPLIES
TOTAL						.00	71.64	.00	
4380									
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		407.43	.00	PRINT LEASE
TOTAL						.00	407.43	.00	
TOTAL					UTILITY OFFICE	.00	479.07	.00	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 050 - WATER  
BUDGET UNIT - 5232 - FLOOD MITIGATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220									
12/23	06/09/23	21		17661	0428 STONEY'S SAND &		280.35	.00	FILL SAND
TOTAL						.00	280.35	.00	
TOTAL						.00	280.35	.00	
TOTAL						.00	177,645.71	-176,774.52	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 052 - WATER INCIDENT FUND  
BUDGET UNIT - 4752 - WATER INCIDENT

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/09/23	21	11686	-01 17654	0876 QUAD KNOPF, INC.		1,318.68	-1,318.68	PROJECT MANAGEMENT TANK 7
TOTAL						.00	1,318.68	-1,318.68	
TOTAL						.00	1,318.68	-1,318.68	
TOTAL						.00	1,318.68	-1,318.68	

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EXPENDITURE TRANSACTION ANALYSIS

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 056 - REFUSE  
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4230					REPAIR/MAINT SUPPLIES				
12/23	06/09/23	21		17646	0345 MORGAN & SLATES,		4.27	.00	FINANCE CHARGE
12/23	06/09/23	21		17671	7251 U.S. BANK NATION		43.26	.00	PROPANE
12/23	06/09/23	21		17646	0345 MORGAN & SLATES,		171.92	.00	RE-BEND CUSTOMERS MAT
12/23	06/09/23	21		17635	7339 FURTADO WELDING		172.16	.00	DIFFUSER,OXYGEN LG K
12/23	06/09/23	21		17671	7251 U.S. BANK NATION		257.38	.00	DUMPSTER PAINT
12/23	06/09/23	21		17671	7251 U.S. BANK NATION		283.65	.00	PAINT
12/23	06/09/23	21	C1028	-01 17671	7251 U.S. BANK NATION		618.00	-618.00	6X2-S UNPLATED (PIONEER)
12/23	06/09/23	21	C1028	-02 17671	7251 U.S. BANK NATION		740.00	-740.00	TM06201-08 W/AXLE
12/23	06/09/23	21	C1028	-03 17671	7251 U.S. BANK NATION		98.46	-98.46	SALES TAX
TOTAL					REPAIR/MAINT SUPPLIES	.00	2,389.10	-1,456.46	
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/09/23	21		17640	0234 KINGS WASTE AND		275.00	.00	STARBUCKS COMM RECYC
12/23	06/09/23	21	11552	-01 17632	6869 WELLS FARGO BANK		871.26	-871.26	TEMP POSITION
12/23	06/09/23	21	11553	-01 17640	0234 KINGS WASTE AND		89,266.24	-89,266.24	TIPPING FEE'S
TOTAL					PROFESSIONAL CONTRACT SVC	.00	90,412.50	-90,137.50	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		7.53	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	7.53	.00	
TOTAL					REFUSE	.00	92,809.13	-91,593.96	
TOTAL					REFUSE	.00	92,809.13	-91,593.96	

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SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220					OPERATING SUPPLIES				
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		41.94	.00	WATER BOTTLES
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		51.47	.00	WALKIE TALKIES
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		69.90	.00	WATER BOTTLES
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		109.66	.00	OFFICE SUPPLIES
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		134.34	.00	OFFICE SUPPLIES
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		422.51	.00	FRAMING NAILER
12/23	06/09/23	21	12208	-01 17661	0428 STONEY'S SAND &		947.34	-947.34	FILL SAND AND BASE ROCK
TOTAL					OPERATING SUPPLIES	.00	1,777.16	-947.34	
4230					REPAIR/MAINT SUPPLIES				
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		6.52	.00	REPLACEMENT OUTLETS
12/23	06/09/23	21		17646	0345 MORGAN & SLATES,		52.95	.00	POLY ELBOW, COUPLER
12/23	06/09/23	21		17646	0345 MORGAN & SLATES,		109.44	.00	PVC SUCTION HOSE
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		112.15	.00	LUMBER NEW ROOF
12/23	06/09/23	21		17636	2410 GAR BENNETT, LLC		131.68	.00	PREMIER PLUG, 5 GAL
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		167.02	.00	SUPPLIES ROOF REPAIR
12/23	06/09/23	21		17661	0428 STONEY'S SAND &		285.23	.00	RECYCLED BASE ROCK
TOTAL					REPAIR/MAINT SUPPLIES	.00	864.99	.00	
4310					PROFESSIONAL CONTRACT SVC				
12/23	06/09/23	21	11860	-01 17645	6156 LEPRINO FOODS CO		66,908.16	-66,908.16	LEPRINO WATER DISPOSAL FE
TOTAL					PROFESSIONAL CONTRACT SVC	.00	66,908.16	-66,908.16	
4330					PRINTING & PUBLICATIONS				
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		246.68	.00	VACTOR WALK AROUND
TOTAL					PRINTING & PUBLICATIONS	.00	246.68	.00	
4360					TRAINING				
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		3.31	.00	CREDIT CARD FEE
12/23	06/09/23	21		17672	7251 U.S. BANK NATION		125.00	.00	CERTIFICATION APP FEE
TOTAL					TRAINING	.00	128.31	.00	
4380					RENTALS & LEASES				
12/23	06/09/23	21		17674	5842 U.S. BANK EQUIPM		61.96	.00	PRINT LEASE
TOTAL					RENTALS & LEASES	.00	61.96	.00	
TOTAL					SEWER	.00	69,987.26	-67,855.50	

RUN DATE 06/09/2023 TIME 12:20:08

PEI - FUND ACCOUNTING

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 24  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 5310 - SEWER LIFT STATION 9A

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/09/23	21	11690	-02 17654	0876 QUAD KNOPF, INC.		3,861.00	-3,861.00	INCREASE LINE
TOTAL						.00	3,861.00	-3,861.00	
TOTAL					SEWER LIFT STATION 9A	.00	3,861.00	-3,861.00	

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 25  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 060 - SEWER& STORM WTR DRAINAGE  
BUDGET UNIT - 5318 - N LEMOORE SEWER INFRASTRU

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/09/23	21	12094	-01	17654				
TOTAL					0876 QUAD KNOPF, INC.	.00	2,000.00	-2,000.00	ENGINEERING SERVICES
							2,000.00	-2,000.00	
TOTAL					N LEMOORE SEWER INFRASTRU	.00	2,000.00	-2,000.00	
TOTAL					SEWER& STORM WTR DRAINAGE	.00	75,848.26	-73,716.50	



PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 26  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 069 - STORM DRAIN CAP  
BUDGET UNIT - 5505 - DAPHNE STORM DRAIN BASIN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/09/23	21	11753	-01 17654	0876 QUAD KNOPF, INC.		6,171.00	-6,171.00	DAPHNE STORM DRAIN
TOTAL						.00	6,171.00	-6,171.00	
TOTAL						.00	6,171.00	-6,171.00	
TOTAL						.00	6,171.00	-6,171.00	

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 27  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 085 - PBIA  
BUDGET UNIT - 4270 - PBIA

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340									
12/23	06/09/23	21		17629	2320 CITY OF LEMOORE		53.68	.00	MARCH WATER USE
12/23	06/09/23	21		17629	2320 CITY OF LEMOORE		56.36	.00	APRIL WATER USE
TOTAL						.00	110.04	.00	
TOTAL		PBIA				.00	110.04	.00	
TOTAL		PBIA				.00	110.04	.00	

PEI  
DATE: 06/09/2023  
TIME: 12:20:08

CITY OF LEMOORE  
EXPENDITURE TRANSACTION ANALYSIS

PAGE NUMBER: 28  
AUDIT11

SELECTION CRITERIA: transact.yr='23' and transact.period='12' and transact.fund between '001' and '300' and transact.batch='MJ060923'  
ACCOUNTING PERIOD: 12/23

FUND - 255 - PFMD ZONE 5  
BUDGET UNIT - 4875 - PFMD ZONE 5

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310									
12/23	06/09/23	21	12207	-01 17662	2799 TELSTAR INSTRUME		1,612.00	-1,612.00	TROUBLESHOOTING & FIELD
TOTAL						.00	1,612.00	-1,612.00	
TOTAL						.00	1,612.00	-1,612.00	
TOTAL						.00	1,612.00	-1,612.00	
TOTAL						.00	1,612.00	-1,612.00	
TOTAL						.00	487,708.88	-450,085.36	

PEI  
DATE: 06/09/2023  
TIME: 12:21:28

CITY OF LEMOORE  
GENERAL LEDGER TRANSACTION ANALYSIS

PAGE NUMBER: 1  
AUDIT311

SELECTION CRITERIA: account.acct between '2000' and '2999'AND transact.yr='23' and transact.period='12' and transact.batch='MJ060923  
ACCOUNTING PERIOD: 12/23

FUND - 120 - FACILITIES RENTAL FUND

ACCOUNT	DATE	T/C	REFERENCE	VENDOR/PAYER	DEBIT	CREDIT	DESCRIPTION
2020							
12/23	06/09/23	21	17628	T3336 CARLOS NAJAR		250.00	REFUND VETS HALL DEPO
TOTAL					.00	250.00	
2300							
12/23	06/09/23	21	17628	T3336 CARLOS NAJAR	250.00		REFUND VETS HALL DEPO
TOTAL					250.00	.00	
TOTAL				FACILITIES RENTAL FUND	250.00	250.00	
TOTAL REPORT					250.00	250.00	