LEMOORE

CALIFORNIA

LEMOORE CITY COUNCIL
COUNCIL CHAMBER
429 C STREET
August 19, 2025
5:30 P.M.

MEETING AGENDA

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

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

CLOSED SESSION

This item has been set aside for the City Council to meet in a closed session to discuss matters pursuant to Government Code Section 54956.9(d)(4). The City Attorney will provide an oral report regarding the Closed Session.

1. Government Code Section 54957.6
   Conference with Labor Negotiator
   Agency Designated Representatives: Christina D. Smith, City Attorney and Marissa Trejo, City Manager
   Employee Organizations: Lemoore Police Officers Association, Lemoore Police Sergeants Unit, and Unrepresented
2. Government Code Section 54957
   Public Employee Performance Evaluation – City Manager
3. Government Code Section 54956.9
   Conference with Legal Counsel – Anticipated Litigation
   Significant Exposure to Litigation Pursuant to Paragraph (2) or (3) of Subdivision (d) of Section 54956.9
   One Case

1 – CEREMONIAL / PRESENTATION

1-1 Employee of the Month – August 2025 (Benavides)

2 – STUDY SESSION

2-1 Kings County Regional Active Transportation Plan (Avalos)
2-2 Cannabis Ordinance Overview (Valdez)

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.

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/Special Meeting – August 5, 2025
4-2 Information Only – Quarterly Review of Transient Occupancy Tax (TOT) Collected – Quarter 4 – Fiscal Year 2025
4-3 Information Only – Police Department Update – July 2025
4-4 Information Only – Fire Department Update – June and July 2025
4-5 Approval – Issuance of a 120-day Notice of Termination from Public Agency Coalition Enterprise (PACE) Joint Powers Association (JPA)
4-6 Approval – Notice of Completion – Road Maintenance Project
4-7 Approval – Addition of Special Terms and Conditions on the Master User Fee Schedule
4-8 Information Only – Building Division Update – July 2025
4-9 Approval – Memorandum of Understanding between the City of Lemoore and Lemoore Police Officers Association
4-10 Approval – Memorandum of Understanding between the City of Lemoore and Lemoore Sergeants Bargaining Unit
4-11 Approval – Revised Position Allocation and Salary Schedule
4-12 Information Only – Summary of Grant Activity and Outcomes from Townsend Public Affairs
4-13 Approval – Appointment of Parks and Recreation Commissioner
4-14 Approval – Consulting Services Agreement between the City of Lemoore and Retail Strategies, LLC
4-15 Approval – Request for Release of Remaining SB178 Funds for Fire Training Facility

5 – PUBLIC HEARINGS

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

5-1 Public Hearing – Abatement of Public Nuisances (Benavides)

6 – NEW BUSINESS

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

No New Business.

7 – CITY COUNCIL REPORTS AND REQUESTS

7-1 City Council Reports / Requests

ADJOURNMENT

Upcoming Council Meetings

- City Council Regular Meeting, Tuesday, September 2, 2025 – Cancelled
- City Council Regular Meeting, Tuesday, September 16, 2025

Agendas for all City Council meetings are posted at least 72 hours prior to the meeting at the Council Chamber, 429 C Street and the Cinnamon Municipal Complex, 711 W. Cinnamon Drive. Written communications from the public for the agenda must be received by the City Clerk's Office no less than seven (7) days prior to the meeting date. The City of Lemoore complies with the Americans with Disabilities Act (ADA of 1990). The Council Chamber is accessible to the physically disabled. Should you need special assistance, please call (559) 924-6744, at least 4 business days prior to the meeting.

PUBLIC NOTIFICATION

I, Marisa Avalos, City Clerk for the City of Lemoore, declare under penalty of perjury that I posted the above Regular City Council Agenda for the meeting of August 19, 2025 at Council Chamber, 429 C Street and City Hall, 711 W. Cinnamon Drive, Lemoore, CA on August 12, 2025.

//s//
Marisa Avalos, City Clerk

CITY COUNCIL REGULAR MEETING
AUGUST 19, 2025 @ 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/87588710763?pwd=UcbHYSd21PoTxADdbmI6KZEjGP0A2w.1
- Meeting ID: 875 8871 0763
- Passcode: 234376
- 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. 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-email 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.

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 2-1

To: **Lemoore City Council**

From **Marisa Avalos, City Clerk**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Kings County Regional Active Transportation Plan**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Information Only.

Subject/Discussion:
The Kings County Association of Governments (KCAG) has developed the Draft 2025 Regional Active Transportation Plan (RATP) for the Kings County region. The plan's primary objective is to identify high-priority projects that will make walking and bicycling throughout Kings County safer with complete streets systems, which will help improve people's health and support economic vitality and environmental well-being. The plan incorporates and prioritizes a wide range of pedestrian and bicycle projects previously proposed and newly added by the County of Kings and the four incorporated cities.

The Plan also includes a regional Complete Streets Policy that includes principles to promote the goal of zero roadway facilities and serious injuries by 2035 that may be adopted by the County to strengthen the pursuit of competitive funding opportunities for active transportation projects.

The RATP has been prepared in recognition of the benefits of walking and bicycling and their contribution to a more balanced transportation system for the county. KCAG and its project consultant team are presenting the Draft RATP and Complete Streets Policy to local member agencies and soliciting feedback. A copy of the full draft plan is on file with the Clerk of the Board.

Financial Consideration(s):

The Kings County RATP recommends improvements to improve walking and biking conditions in Kings County. However, the plan is a document of the Kings County Associations of Governments, not of the County of Kings; as such, it does not bind or commit the County to undertake any of the improvements included in the RATP. Also, the RATP does propose new improvements that were subject to analysis by the consultant team with the respective Public Works departments of Lemoore, Avenal, and the County. The RATP also incorporates improvements recommended in earlier plans, including the County of Kings' General Plan. For these reasons, the RATP would have no direct fiscal impact on the County. To the extent that the County decides to implement some of the improvements because of the RATP, then the plan would have an indirect fiscal impact. The extent of this indirect impact is unknown, as it depends on which and how many improvements the County decides to undertake.

Alternatives or Pros/Cons:

N/A

Commission/Board Recommendation:

N/A

Staff Recommendation:

Information Only.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025
RATP		

Draft Kings County Regional Active Transportation Plan

August 6th, 2025

KINGS COUNTY ASSOCIATION OF GOVERNMENTS

Prepared by MARK THOMAS

ACKNOWLEDGEMENTS

Kings County Association of Governments

Commissioners

Alvaro Preciado, Avenal City Council
Sid Palmerin, Corcoran City Council
Marin Devine, Hanford City Council
David Orth, Lemoore City Council
Doug Verboon, Kings County Board of Supervisors
Joe Neves, Kings County Board of Supervisors

Member Agencies

County of Kings
City of Avenal
City of Corcoran
City of Hanford
City of Lemoore

Staff

Terri King, Executive Director
Teresa Nickell, Regional Planner

Consultants

Mark Thomas

Paul Martin, Project Manager
Amber Collins, Project Manager
Lynnete Guzman, Senior Transportation Planner
Jae Riddle, Senior Transportation Planner

LSA

Kristine Cai, Principal/Director of Mobility

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CHAPTER 1

INTRODUCTION

Purpose of the Plan

The 2025 Kings County Regional Active Transportation Plan (RATP) provides a comprehensive, countywide framework to expand and improve active transportation infrastructure and programming. It is designed to support the development of a safe, accessible, and connected network for walking and bicycling, incorporating both Complete Streets principles and Safe Routes to School initiatives.

The 2025 RATP identifies infrastructure and programmatic improvements needed to improve access to key destinations, such as schools, parks, employment centers, transit facilities, medical and healthcare services, and civic uses.

The following goals are intended to be achieved as part of the 2025 RATP.

GOALS

Increase active transportation trips through improved facilities and programming.

Reduce greenhouse gas emissions by encouraging mode shift from motor vehicles.

Promote public health through increased physical activity.

Enhance safety for all users, especially vulnerable groups such as children, seniors, and people with disabilities.

Ensure equitable access to transportation infrastructure for disadvantaged communities.

The following strategic objectives are intended to be met as part of the 2025 RATP.

OBJECTIVES

- → Update the 2019 Regional Active Transportation Plan and build upon existing local plans.
- → Support regional planning goals identified in the 2022 Kings County Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).
- → Position Kings County jurisdictions for competitive funding by identifying grant-ready projects aligned with State, federal, and regional active transportation goals.
- → Integrate Complete Streets principles and policies into local and countywide planning efforts to develop a safe, accessible, comprehensive multimodal transportation network that accommodates all types of users.

Role of Kings County Association of Governments

The Kings County Association of Governments (KCAG) serves as the Metropolitan Planning Organization (MPO) for the Kings County region. KCAG is responsible for distributing federal and state funding, providing administrative support for local transportation projects, and ensuring collaboration among local jurisdictions.

Established jointly by the County of Kings and the Cities of Avenal, Corcoran, Hanford, and Lemoore, KCAG is governed by representatives from each member agency. The California Department of Transportation (Caltrans) also participates in an advisory role.

KCAG led the development of the 2025 RATP by facilitating interagency cooperation to shape a plan that reflects local priorities and delivers feasible solutions that enhance mobility options and safety for residents throughout the county.

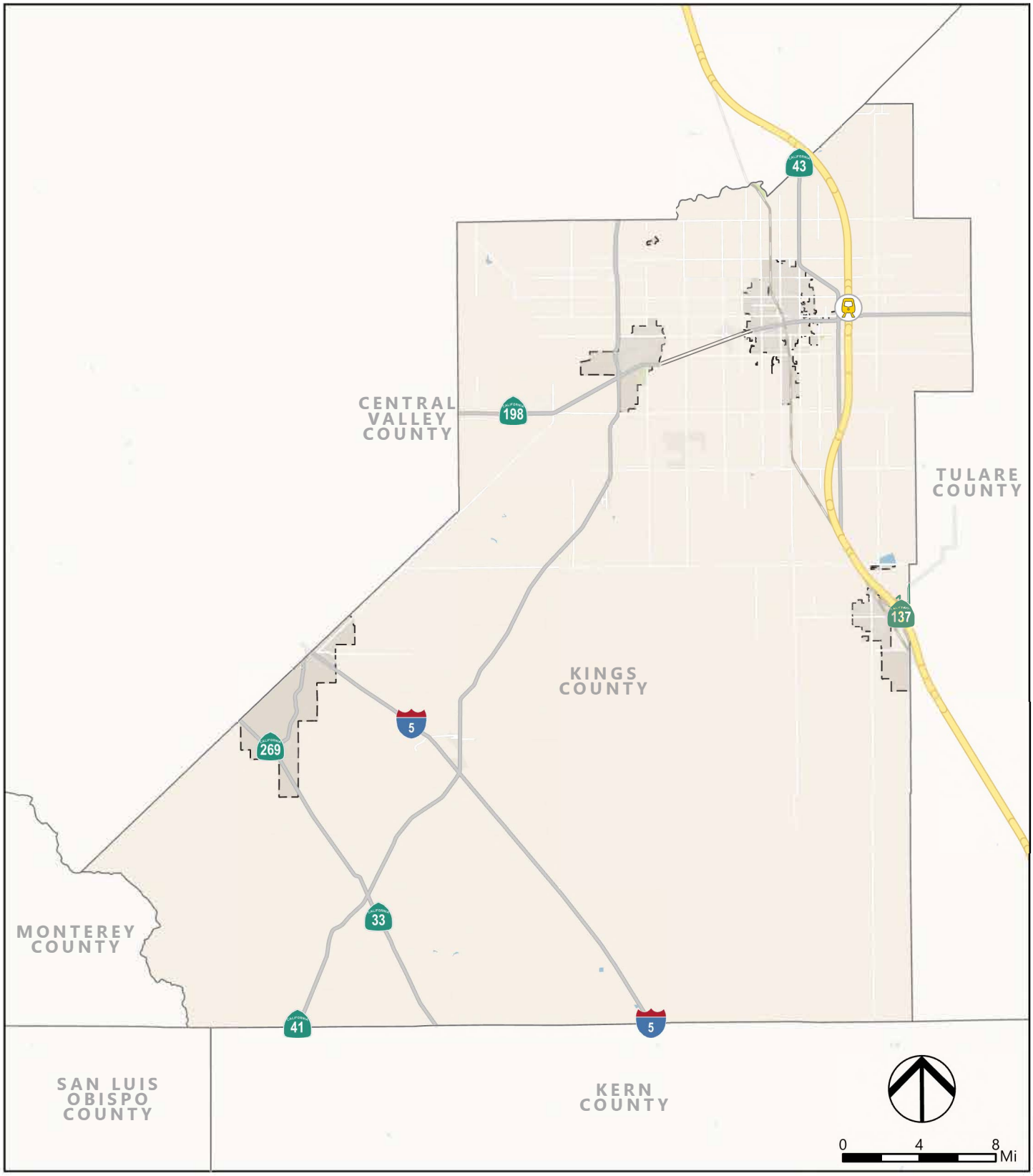
Regional Context within California

Kings County is located in the south-central San Joaquin Valley and spans 1,396 square miles. It is primarily rural and agricultural, with a current population of approximately 151,000 residents, projected to reach 157,531 by 2030.

Four incorporated cities, City of Hanford (Hanford), City of Lemoore (Lemoore), City of Corcoran (Corcoran), and City of Avenal (Avenal), form the urban centers, as illustrated in Figure 1-1. Serving as the County seat, Hanford is located centrally within Kings County along State Highway 198, between State Highway 99 and Interstate 5. The region also includes rural unincorporated communities such as Armona, Home Garden, Kettleman City, and Stratford.

Kings County is served by a combination of public transit and intercity passenger rail. The Kings County Area Public Transit Agency (KCAPTA) operates Kings Area Regional Transit (KART), offering fixed-route, commuter, and paratransit services. The City of Corcoran operates Corcoran Area Transit (CAT), a demand-response service within its local area. Passenger rail is provided by Amtrak San Joaquins, with stations in Hanford and Corcoran. Amtrak Thruway bus provides connections between Amtrak rail stations and Lemoore, Lemoore Naval Air Station, and Kettleman City.

Plans are underway to enhance regional connectivity. Amtrak passenger rail lines and bus routes will connect to the future California High Speed Rail Station, planned location three miles east of Hanford. The Cross Valley Corridor, a proposed 60+ mile regional transit corridor linking Kings, Tulare and Fresno Counties, is being studied between KCAPTA and Tulare County transit agencies.



KCAG 2025 Regional Active Transportation Plan

Figure 1-1. Kings County Study Area

Kings County Regional ATP

MARK THOMAS

City

Unincorporated County

CA High-Speed Rail Alignment

CA High-Speed Rail Station

What is Active Transportation?

Active transportation is any form of human-powered travel, such as walking, biking, or rolling, including the use of a wheelchair or other personal mobility device. It refers to non-motorized transportation used for everyday trips, such as commuting to work or school, running errands, or accessing transit.

The following outlines key facility types referenced throughout this document.

Active Transportation Network: The entire collection of existing and proposed bicycle and pedestrian facilities.

Bicycle Facility: The paths and spaces designated specifically for the movement of people bicycling. The California Department of Transportation (Caltrans) designates four classes of bicycle facilities, as described in the next page.

Pedestrian Facility: The paths and spaces designed specifically for the movement of people walking and rolling (e.g., wheelchair, mobility scooters, skateboard or rollerblades).

Pedestrian Priority Corridor: A roadway segment identified as a high-need area for pedestrian improvements due to existing deficiencies in pedestrian infrastructure. This corridor may lack continuous sidewalks, curb ramps, marked crosswalks, designated pedestrian crossings, and other pedestrian amenities.

Priority Crossing Improvement: An intersection or mid-block location identified for enhanced pedestrian safety treatments due to the absence or inadequacy of key crossing features. This location may lack curb ramps, marked crosswalks, designated pedestrian crossings, and other pedestrian amenities.

High Visibility Crosswalk

Curb Ramp and Marked Crosswalk

TYPES OF BICYCLE FACILITIES

Class I Multi-Use Path

Class I multi-use paths are paved, off-street facilities that support two-way travel for both bicyclists and pedestrians. Because they are physically separated from vehicle traffic, these paths offer a safer and more comfortable option for users of all ages and abilities.

Class II Bike Lane and Buffered Class II

Class II bike lanes are striped lanes on the street that provide a designated space for bicyclists, typically next to the curb or on-street parking. Buffered Class II bike lanes include extra space, marked with painted lines, between the bicycle lane and vehicle traffic to improve safety and comfort.

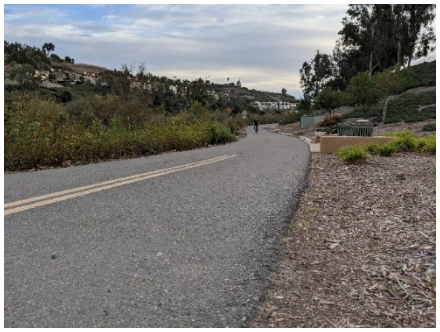
Class III Bike Route and Bicycle Boulevard

Class III bike routes are shared on-street spaces marked with signs and pavement markings to show that bicycles and cars share the road. These routes encourage drivers to yield to bicyclists, who may use the full travel lane. Bicycle Boulevards are an enhanced version of Class III routes, located on low-speed neighborhood streets and designed to prioritize bicycle travel. They include traffic calming features such as roundabouts, traffic diverters, curb extensions, hybrid beacons, and other enhancements.

Class IV Cycletrack

Cycletracks, known as protected bike lanes, are on-street bikeways that include a physical barrier between people bicycling and vehicle traffic. This barrier can be made of curbs, bollards, planters, or other vertical elements that improve safety and comfort. Cycletracks may be designed as one-way lanes on each side of the street or as two-way facilities on one side of the road.

Class I



Class II

Class III

Class IV

Statewide and Regional Planning Documents

The following documents influence active transportation planning activities within Kings County by establishing goals and objectives for the transportation network within their respective jurisdictions. These regional and statewide planning documents have been incorporated in the development of the 2025 RATP to ensure consistency with proposed projects.

"Got Needs?" Kings County Community Survey (2023)

The Kings Partnership for Prevention compiles the *Got Needs* community survey, a countywide perception-based survey that documents input from the most vulnerable populations. Findings from the 2023 *Got Needs* community survey identified constraints related to recreational opportunities for walking and bicycling activities:

- 21% of respondents stated they have access to bike paths in their community.
- 59% of respondents feel there are enough recreation *areas* in their community.
- 48% of respondents feel there are enough recreation *activities* in their area.
- 87% of respondents feel recreation *areas* in their community are accessible and 87% feel that recreation *activities* are accessible.

Kings County Association of Governments Regional Transportation Plan and Sustainable Communities Strategy (2022)

The Kings County Association of Governments' 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is a comprehensive long-range planning document which establishes regional goals, identifies present and future needs, analyzes deficiencies and constraints, and identifies fiscally constrained infrastructure improvements. A transportation improvement project must be listed in an adopted RTP/SCS to be eligible to receive state and federal funds. The RTP/SCS captures recommendations from adopted local and regional agency plans and is updated every four years. Chapter 8 of the 2022 RTP/SCS includes active transportation recommendations and is consistent with the 2019 Kings County Regional Active Transportation Plan.

Caltrans District 6 Active Transportation Plan Summary Report (2022)

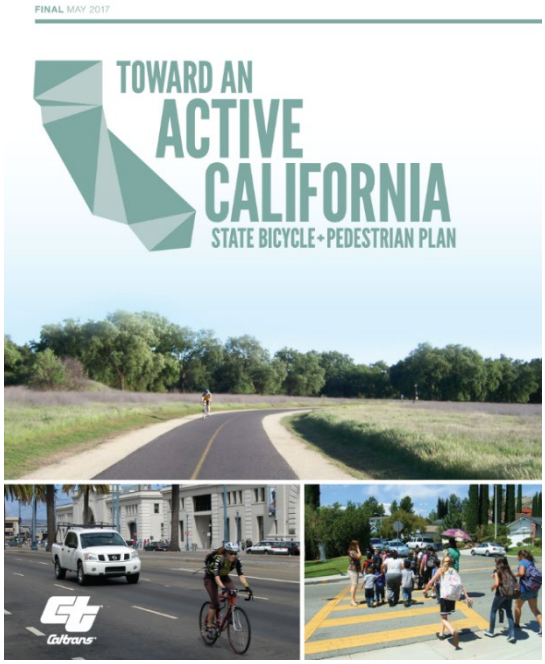
The Caltrans District 6 Active Transportation Plan (CAT Plan) identifies active transportation needs on the State Highway System within Caltrans District 6, including Kings County. The CAT Plan identifies prioritized highway segments and crossing locations for focused infrastructure enhancements. The CAT Plan developed an online interactive story map platform featuring maps of existing conditions, location-based needs, and prioritized highway segments and crossing locations to enhance mobility and connectivity for people walking and bicycling. Within Kings County, the prioritized highway segments and crossing locations are within or near the Cities of Avenal, Lemoore, Hanford, and Corcoran, and unincorporated communities Kettleman City, Stratford, and Armona. The CAT Plan identifies projects which align with the goals and strategies established in *Toward an Active California*.

California Long-Range Transportation Plan 2050 (2021)

The California Transportation Plan 2050 (CTP 2050) is Caltrans' statutorily fiscally unconstrained long-range transportation roadmap for achieving a sustainable multimodal transportation system. The CTP 2050 goals, objectives, and recommendations inform updates to Caltrans' six modal plans: Interregional Transportation Strategic Plan, Freight Mobility Plan, Rail Plan, Aviation System Plan, Transit Strategic Plan, and Bicycle and Pedestrian Plan. The CTP 2050 includes adopted policies and strategies to guide state and regional transportation planning and decision-making. The CTP 2050 identifies eight priority goal areas including safety, climate, equity, accessibility, public health, economy, environment, and infrastructure.

Cross-Valley Corridor Plan (2018)

The Tulare County Association of Governments' Cross-Valley Corridor Plan (2018) identifies opportunities to enhance connectivity and mobility in the Central San Joaquin Valley. The plan identifies projects and programs to increase transit service efficiency, promote transit-supportive land use developments, encourage economic revitalization and development, and facilitate growth in support of the California High-Speed Rail (HSR). The plan evaluates public transit service alternatives to support population and economic growth with respect to existing land uses and future development opportunities. The plan recommends walking and bicycling infrastructure enhancements that increase connectivity to four planned Cross-Valley rail stations in Kings County: Lemoore Naval Air Station, City of Lemoore, City of Hanford, and the unincorporated community of Armona.



California State Bicycle and Pedestrian Plan (2017)

Toward an Active California is Caltrans' first statewide policy-plan to establish objectives, strategies, and actions to encourage bicycling and walking trips. The plan includes adopted policies and actions which Caltrans and agency partners will advance to achieve the goals of increasing walking trips by 200% and increasing bicycling trips by 300%. The policies and actions strengthen the connection between transportation, environmental sustainability and public health. *Toward an Active California* supports the California Long-Range Transportation Plan's goal(s) to provide robust multimodal transportation options to all persons in the State of California.

Equity Analysis

An equity analysis was conducted to evaluate key indicators and identify areas of greatest need, with the goal of ensuring that proposed infrastructure improvements align with broader goals of environmental justice, public health, and social equity. The findings of this analysis are referenced throughout this document.

The analysis draws upon established statewide tools and datasets, listed in the chart below. Together, these metrics provide a comprehensive understanding of the social, environmental, and economic conditions affecting county residents, and inform the prioritization of projects in historically underserved and high-vulnerability communities.

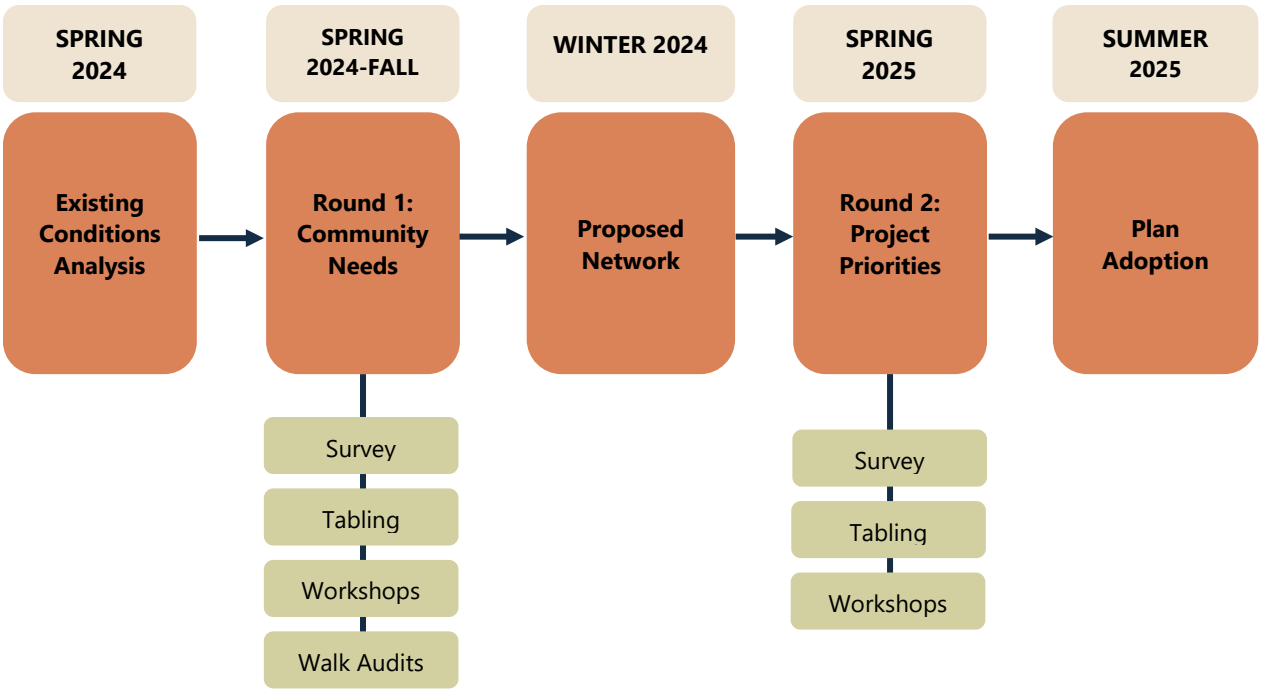
Metric and Description	Threshold for Disadvantaged Area
CalEnviroScreen	
CalEnviroScreen 4.0 is a screening tool developed by OEHHA (Office of Environmental Health Hazard Assessment) to assess cumulative environmental burdens and population vulnerabilities across California. The tool assigns percentile scores to each census tract based on four components: exposure, environmental effects, sensitive populations, and socioeconomic factors.	***A disadvantaged community is defined as a census tract that scores at or above the 75th percentile statewide.***
Free and Reduced-Price Meals	
The California Department of Education (CDE) administers the Free and Reduced-Price Meals (FRPM) program to provide nutritious meals to students from low-income households. Eligibility is based on household income: • Free meals: household income ≤130% of the federal poverty line • Reduced priced meals: income between 130% and 185% of the poverty line	***Schools where 75% or more of enrolled students qualify for FRPM are designated as FRPM-eligible schools, and are often prioritized for equity-focused investments***
Healthy Places Index	
The Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, ranks census tracts using a composite index based on conditions that influence life expectancy and community health. These include factors such as economic stability, education, healthcare access, housing quality, environmental conditions, and transportation.	***A disadvantaged community is defined as a census tract within the lowest quartile (bottom 25%) of HPI scores statewide.***
Income	
The U.S. Department of Housing and Urban Development (HUD) uses income thresholds to identify low-income communities. Based on 2021 American Community Survey (ACS) data, California's median household income was $84,097.	***Census tracts with median household income less than 80% of the statewide median are classified as low-income, consistent with HUD's definition.***

Public Engagement Activities

Between Spring 2024 and Spring 2025, a multi-faceted public engagement process was implemented to ensure that data-driven recommendations aligned with community-identified needs and priorities. The public engagement approach included both virtual and in-person methods to maximize accessibility and participation across Kings County. Special emphasis was placed on ensuring equitable engagement, with targeted outreach to disadvantaged populations and historically under-represented groups.

An overview of public engagement activities for the 2025 RATP is provided in the following pages. Subsequent chapters (3, 6 and 7) provide detailed summaries of engagement activities, including participation metrics, qualitative and quantitative input, and how feedback was integrated into plan development and project prioritization.

PUBLIC ENGAGEMENT TIMELINE



Project Advisory Committee

A Project Advisory Committee (PAC) was formed to guide technical project elements and leverage networks to raise visibility of the 2025 RATP. PAC members were invited to participate in virtual meetings to receive project updates and provide feedback on key phases of project development. Appendix C contains detailed documentation from each PAC meeting, including agendas, minutes, presentation slides, and meeting materials.

A summary of PAC meetings, including topics, dates, and attendance, is provided below.

Meeting 1: Project Introduction

April 15, 2024
Participants: 18
Overview of the 2025 RATP including project scope, goals, objectives, schedule, and public engagement approach.

Meeting 2: Existing Conditions

August 12, 2024
Participants: 33
Reviewed existing conditions analysis and summaries of non-infrastructure programs.

Meeting 3: Proposed Network

December 9, 2024 (Avenal)
December 16, 2024 (Lemoore)
December 18, 2024 (Kings County)
Focused feedback sessions with local agencies to gather jurisdiction-specific input on the proposed pedestrian and bicycle network and local priorities.

Meeting 4: Project Priorities

June 16, 2025
Participants: 26
Reviewed project prioritization analysis, community feedback, and the proposed infrastructure network.

The PAC included representatives from the agencies, organizations, and groups listed in the following chart.

PROJECT ADVISORY COMMITTEE MEMBERS	
Advocacy & Civic Organizations	Avenal Rotary Club, Corcoran Rotary Club, Hanford Sunset Rotary Club, Lemoore Rotary Club, Kings County Velo Club, Fulton Cycle Works, and the Kings County Farm Bureau
Educational Institutions	Kings County Office of Education, Lemoore College, College of the Sequoias, and local school districts
Local Jurisdiction Agencies	Staff from Public Works and Community Development Departments in the Cities of Avenal, Corcoran, Hanford, Lemoore, and the County of Kings. Staff from Community Service and Utility Districts in the unincorporated communities of Home Garden, Kettleman City, Armona, and Stratford
Law Enforcement & Public Safety	Avenal, Corcoran, Hanford, and Lemoore Police Departments, the Kings County Sheriff's Department, California Highway Patrol, and Kings County Fire Department
Public Health & Community-Based Organizations	Kings County Public Health, Adventist Health Business Development, Kings Partnership for Prevention, Kings County Commission on Aging, and Self-Help Enterprises
State Agencies	Caltrans District 6 and Naval Air Station Lemoore
Transit Agencies	Kings County Area Public Transit Agency, Corcoran Area Transit, and the California High-Speed Rail Authority and consultants
Tribal Governments	Santa Rosa Rancheria Tachi-Yokut Tribe

Public Engagement Initial Round: Community Needs

Survey #1: Community Needs Assessment

The first of two project surveys, *Project Survey #1: Community Needs*, was conducted from June 28, 2024, to September 30, 2024, to collect feedback on walking and bicycling conditions across Kings County. Available in both English and Spanish, the survey was accessible via the project website.

Promotion of the online survey included distribution via email to the Project Advisory Committee and local agencies for dissemination through their networks, and personalized emails to relevant stakeholder groups to share posts on their social media platforms. The survey link was also shared on printed promotional materials during in-person public engagement events.

Social Media Promotion

A total of 44 responses were collected from participants across Kings County. The survey focused on identifying barriers that limit walking and bicycling, and gathered input on preferred improvement types. The survey asked residents about transportation habits, safety concerns, and desired improvements. Appendix C contains an overview of survey findings, presented with a breakdown of responses for each question.

Walk Audits

Walk audits were conducted to assess site-specific safety concerns and identify infrastructure improvement needs throughout Kings County. Three walk audits, as listed in the chart below, were held in collaboration with community stakeholders to assess the roadway conditions and prioritize areas for improvements.

WALK AUDITS
Kings County Virtual Walk Audit *August 14, 2024*
Armona Community Walk Audit *November 4, 2024*
Stratford Community Walk Audit *November 7, 2024*

Tabling

The first series of tabling events focused on identifying local transportation needs, travel behaviors, safety concerns, and desired improvements. Display boards featured key questions from the online survey and maps illustrating existing conditions. Participants were encouraged to provide input by writing directly on the maps and responding to question prompts. Community members provided direct feedback on specific roadway conflict zones and highlighted areas requiring additional pedestrian or bicycle safety measures. Collateral materials were provided in both English and Spanish.

Tabling Event, Avenal, June 4, 2024

Walk Audit, Armona, November 4, 2024

Tabling events prioritized engagement with hard-to-reach and disadvantaged communities by conducting in-person activities at familiar and accessible locations. The Students for Success Fair at Lily of the Valley Church in the city of Lemoore provided an opportunity to connect directly with students and families seeking educational support resources. Tabling events held at the KCAO Armona and Home Garden Learning Centers were targeted toward families enrolled in Head Start programs. Additional outreach at the Avenal Senior Center targeted older adults receiving fresh, nutritious meals through community services.

The first series of tabling events held are listed in the chart below.

TABLING
Horseshoe & Loteria, Rotary Park, City of Avenal *June 4, 2024*
Students for Success Fair, Lily of the Valley Church, City of Lemoore *August 2, 2024*
Back to School, Lakeside Elementary School, **Home Garden** *August 26, 2024*
Family Engagement Night, KCAO Armona Learning Center *November 4, 2024*
Family Engagement Night, KCAO Home Garden Learning Center *November 7, 2024*

Community Workshops

A series of community workshops, both in-person and virtual, were conducted to increase awareness and understanding of the 2025 RATP and to gather input from residents. The workshops were designed to be interactive and informational, allowing for meaningful public engagement.

In-person workshops were held at familiar and accessible locations to maximize participation, particularly among hard-to-reach and disadvantaged communities. Collateral material, including flyers and presentation display boards, were provided in both English and Spanish.

To promote the workshops, bilingual flyers were distributed via email to the Project Advisory Committee, stakeholder groups and local agencies for dissemination through their networks. Hard copy bilingual flyers were posted at community-oriented locations to reach a diverse audience, including the Lemoore Recreation Center and the Avenal Senior Center.

The first round of workshops focused on identifying local transportation needs, travel patterns, safety concerns, and desired infrastructure improvements. Display boards presented key survey questions and maps of existing conditions. Attendees were invited to provide input by annotating maps and responding to written prompts. Community feedback included identification of roadway conflict zones and locations requiring enhanced pedestrian or bicycle safety interventions.

The first series of workshops are listed in the chart below.

Workshop, Avenal, September 11, 2024

COMMUNITY WORKSHOPS
Lemoore Recreation Center, City of Lemoore *August 1, 2024*
Kings Partnership Healthy Eating Active Living Workgroup, Virtual *August 14, 2024*
Avenal Theater, City of Avenal *September 11, 2024*

Public Engagement Second Round: Project Priorities

Survey #2: Project Prioritization

The second of two project surveys, *Project Survey #2: Project Priorities*, was conducted from May 1, 2025, to May 30, 2025, to gather feedback on the prioritization of proposed pedestrian and bicycle projects. The survey provided maps of the proposed pedestrian and bikeway infrastructure network improvements, along with a list of ranked projects based on their potential impact, feasibility, and alignment with community needs. Respondents were asked to rank their top five projects for both pedestrian infrastructure improvements and proposed bikeways.

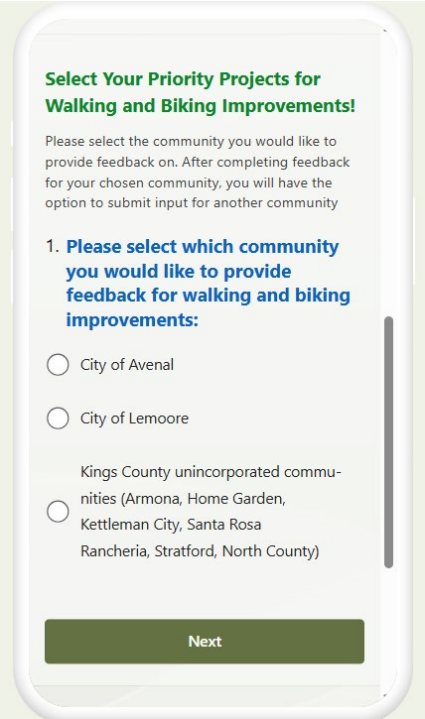
The online survey was available in both English and Spanish and was accessible via the project website, as well as digital promotional materials.

Promotion of the survey included distribution via email to the Project Advisory Committee and local agencies for dissemination through their networks, and personalized emails to relevant stakeholder groups to share posts on their social media platforms.

A total of 17 responses were received from participants across Kings County. The results were analyzed to inform the implementation plan and assess the alignment between community preferences and priority scoring based on potential impact and feasibility.

A summary of survey findings, including a breakdown of responses by questions, is provided in Appendix C.

Survey question boards used to gather public feedback



Online Survey via Mobile Device

Community Workshops and Tabling

The second round of workshops focused on collecting input on proposed project recommendations within the cities of Lemoore and Avenal, as well as unincorporated areas of the County of Kings. Workshops were held in conjunction with tabling events at key locations to engage directly with hard-to-reach and disadvantaged community members. Collateral materials were provided in both English and Spanish.

Display boards featured proposed pedestrian and bicycle network maps and ranked project lists, developed through a combination of community feedback gathered during the first round and technical analysis.

Participants were invited to engage in a project prioritization exercise by voting for their top five pedestrian projects and top five bicycle projects.

The workshop was designed to include a brief presentation summarizing the project background, planning process, and next steps. Members of the project team were available on-site to answer questions and discuss the recommendations in more detail. To maximize community participation, workshops were held at familiar and accessible locations and integrated into existing programs and events.

The following community workshops and tabling events are listed in the chart below.

WORKSHOPS & TABLING
Avenal Senior Center, City of Avenal *May 8, 2025*
Lemoore Recreation Center, City of Lemoore *May 8, 2025*

Community Workshop, Avenal, May 8, 2025

Plan Contents and Organization

The remainder of this report is organized as follows:

Chapter 2: Regional Needs and Benefits Assessment

Identifies regional and local needs related to walking, and bicycling, while highlighting the benefits of incorporating Complete Streets principles into transportation planning and project delivery.

Chapter 3: Avenal

Outlines existing conditions analysis, summarizes public engagement and feedback, and presents proposed projects and programs, including network maps of planned pedestrian and bicycle facilities.

Chapter 4: Corcoran

Presents the objectives of the 2024 Corcoran Active Transportation Plan and includes network maps of the planned pedestrian network and proposed bicycle network.

Chapter 5: Hanford

Presents the objectives of the 2025 Hanford Active Transportation Plan and includes network maps of planned pedestrian and bicycle facilities.

Chapter 6: Kings County

Outlines existing conditions analysis, summarizes public engagement and feedback, and presents proposed projects and programs, including network maps of planned pedestrian and bicycle facilities.

Chapter 7: Lemoore

Outlines existing conditions analysis, summarizes public engagement and feedback, and presents proposed projects and programs, including network maps of planned pedestrian and bicycle facilities.

Chapter 8: Implementation

Summarizes the project prioritization methodology, provides planning-level cost estimates for the highest-ranked projects, and identifies potential local, state, and federal funding sources to support implementation.

Appendices

Appendix A: Complete Streets Policy Template
Appendix B: Existing Conditions
Appendix C: Public Engagement
Appendix D: Implementation
Appendix E: Environmental Review

CHAPTER 2

REGIONAL NEEDS AND BENEFITS ASSESSMENT

Background

A foundational component of the Regional Active Transportation Plan (RATP) is the assessment of existing conditions and the identification of community needs related to walking, bicycling, and rolling. This chapter evaluates both regional and local active transportation needs, while also examining the potential benefits of implementing Complete Streets principles into transportation planning and project delivery.

Role of Complete Streets

Complete Streets is a policy and design approach that seeks to ensure transportation networks are safe, accessible, and convenient for all users, regardless of age, ability, or travel mode. This includes people walking, bicycling, using transit, rolling (e.g., wheelchairs or scooters), and driving. The approach supports broader state goals related to equity, public health, and climate resilience by encouraging mode shift, reducing vehicle dependency, and lowering greenhouse gas emissions.

Caltrans formalized its commitment to Complete Streets through policies such as Director's Policy 37 (2021) which declares Complete Streets as the default approach for Caltrans projects, and Deputy Directive 64-R2 (2021) which operationalizes Complete Streets within Caltrans planning, design, construction, operations, and maintenance. In addition, SB 960 (2024) mandates that Caltrans incorporate facilities for walking, biking, and transit when repairing or improving state highways.

By integrating Complete Streets into local and countywide planning efforts, Kings County aims to develop a comprehensive, multimodal transportation network that accommodates all types of users. These principles are foundational to building out active transportation networks and prioritizing infrastructure improvements.

Kings County Complete Streets Policy

To support alignment with state policy and regional goals, a template Complete Streets Policy has been developed for Kings County Association of Governments (KCAG), the County of Kings, and local cities to adopt through their respective Boards or City Councils. The Complete Streets Policy template is included in Appendix A of this Plan.

The Complete Streets Policy embraces the "8 to 80" philosophy—the idea that if a transportation system works for an 8-year-old and an 80-year-old, it will work for everyone. It also emphasizes a multimodal approach, considering the needs of pedestrians, bicyclists, transit riders, and drivers.

The Complete Streets Policy also includes a commitment to Vision Zero, establishing the goal of eliminating roadway fatalities and serious injuries. Vision Zero is an initiative to reduce traffic-related fatalities and severe injuries to zero by a target year, which may be supported by municipalities and counties with comprehensive safety action plans.

Adoption of the Complete Streets Policy will commit jurisdictions to safety-first planning and increase support eligibility for competitive funding opportunities for active transportation.

Assessment of Needs and Benefits

The following assessment provides the foundation for identification of priority improvements and guides investment decisions throughout Kings County.

Active Transportation Demand and Potential

Existing Conditions and Needs

Kings County has a total employed population of 56,893 people (United States Census, 2018-2022), of which 1.5% walk to work and 0.4% bicycle to work. The mode split equates to 1,706 weekday commute walking trips, while weekday commute bicycle trips total 456, as shown in Table 2-1.

Active transportation usage in Kings County remains relatively low, which may indicate limited infrastructure and connectivity for walking and bicycling.

Table 2-1. Current Countywide Walking and Bicycling Trips (2018-2022)

Commute	Walk	Bicycle	Calculation
Mode Split	1.5%	0.4%	Existing
Number of Commuters	853	228	Mode split applied to employed population
Weekday Commute Trips	1,706	456	Commuters multiplied by 2 (round trips)
Total Trips	**2,162**		

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Mode Shift Increase

Strategic investment in infrastructure and programming RATP is expected to increase walking and bicycling mode share.

Estimating future benefits requires calculated projections regarding Kings County's future population and anticipated commuting patterns.

Based on population projections by the California Department of Finance, Kings County is anticipated to reach a total population of 159,854 by 2035. Assuming a 37.3% employment rate of the total population, the projected employed population would be approximately 59,631.

If implementation of the RATP leads to a doubling of the current mode split (3.0% for walking and 0.8% for bicycling), the total number of active commute trips is expected to increase to 4,532 daily trips, as shown in Table 2-2.

Table 2-2. Projected Countywide Walking and Bicycling Trips (2035)

Commute	Walk	Bicycle	Source
Mode Split (Projected)	3.0%	0.8%	Assumed post-RATP implementation
Number of Commuters	1,789	477	Mode split applied to projected employed population
Weekday Commute Trips	3,578	954	Commuters multiplied by 2 (round trips)
Total Trips	**4,532**		

Source: California Department of Finance, Demographic Research Unit, Report P-2A: Total Population Projections, California Counties, 2020-2060

Collision History: Needs and Benefits

Bicycle and Pedestrian Collision Rates and Severity

Between 2019 to 2023, there were 246 collisions injuring a pedestrian or bicyclist in Kings County, as presented in Table 2-3. Of these collisions, 62.2% involved pedestrians and 37.8% involved bicyclists. Fatal injuries account for 11% of all bicyclist/pedestrian-involved collisions, including one bicyclist and 27 pedestrians. Additionally, 19.5% of bicycle/pedestrians- involved collisions resulted in severe injuries, 47.6% resulted in visible injuries, and 21.5% resulted in complaints of pain by the victim.

Statewide, pedestrians represented 26% of all motor vehicle fatalities, while bicyclists accounted for 2.9%, according to the 2021 SafeTREC Traffic Safety Facts. Kings County's collision rates underscore a disproportionate safety concern for vulnerable road users, reinforcing the need to reduce the number of collisions and eliminate fatalities and severe injuries.

Eliminating Traffic Deaths and Severe Injuries

Vision Zero is an initiative to reduce the occurrence of traffic-related fatalities and severe injuries to zero by a target year. Accomplishing the goal of zero roadway fatalities and severe injuries can be addressed through the adoption of Vision Zero policies. As part of this Plan, a template Vision Zero policy has been developed and included in Appendix A. This policy outlines a commitment for KCAG to formally adopt Vision Zero as a regional goal, with the target of eliminating traffic deaths and severe injuries by 2035. Kings County can achieve the goals of Vision Zero through equity-focused strategies that establish safe speeds, create safe streets, and improve safety culture and collaboration (i.e. – Safe Streets Safety Action Plan). While achieving zero fatalities or severe injuries may seem an ambitious goal, incremental advances will directly benefit all traveling residents and visitors within Kings County.

Table 2-3. Bicycle/Pedestrian-Involved Collisions by Level of Severity (2019-2023)

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	1	10	56	26	93
Pedestrian Collisions	27	38	61	27	153
Total	**28**	**48**	**117**	**53**	**246**

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2024

Public Health and Disadvantaged Communities: Needs and Benefits

Health and Active Transportation Disparities

According to the Healthy Places Index (HPI), Kings County ranks healthier than only 21.4% of California counties in terms of active transportation indicators. Currently, only 3.01% of the employed population in the county commutes by transit, walking, or bicycling — closely aligning with the statewide average.

Despite high rates of automobile access (92.9% of residents), expanding active transportation options remains essential to support residents who are carless or who prefer alternative modes of travel. Promoting walking and bicycling can also provide broader health and environmental benefits, including improved air quality, increased physical activity, and reduced traffic congestion.

Access Gaps in Disadvantaged Communities

The Kings County 2023 *Got Needs Survey* is a countywide, perception-based survey that serves as a tool capturing community needs, particularly from vulnerable populations. The *Got Needs Survey* further reveals gaps in active transportation infrastructure and the community's perception of its availability. The survey identifies that 36.2% of respondents feel location is a barrier to accessing local recreational opportunities. Moreover, only 20.6% reported the presence of bike paths in their communities while 28.9% reported the presence of walking trails. These findings suggest that improving nearby access to walking and bicycling infrastructure and opportunities is a critical need for enhancing access to recreational bikeways and trails for Kings County residents, particularly for disadvantaged communities where such infrastructure is limited. Prioritizing these improvements is needed to ensure equitable access to recreational opportunities and safer, more reliable active transportation options.

Advancing Transportation Equity through E-Bike Programs

Implementing an Electric Bicycle (E-Bike) Loan or Rebate Program in Kings County can expand mobility options by providing access to electrically powered bicycles, reducing the physical burden of traveling via standard bicycle. Loan and rebate programs can make bicycling more accessible to disadvantaged community members and those who may find bicycling challenging due to physical limitations or longer commutes. A loan or rebate program will address transportation equity, allowing resource limited residents to benefit from active transportation options. As a result, a loan or rebate program would not only increase bicycling rates, but also contribute to reduced traffic congestion, improved air quality, and enhanced public health in Kings County.

Active Transportation Network and Gap Closures: Needs and Benefits

Infrastructure Gaps and Accessibility Barriers

The lack of adequate or existing active transportation infrastructure in Kings County presents mobility challenges and limits access to valuable public resources and key destinations for people with disabilities. Based on a combination of technical analyses, roadway assessments, and public input, the following community needs were identified:

- Gaps in sidewalk networks and pedestrian infrastructure
- Lack of protected bikeways or inconsistent bike path connectivity
- Inadequate pedestrian crossings
- Lack of shaded and well-lit pathways
- Limited access to walking and bicycling trails

ADA-Compliant and Inclusive Infrastructure Enhancements

To address Americans with Disabilities Act (ADA) requirements and improve the active transportation network in Kings County, several key enhancements can be considered to create a more inclusive and accessible environment for people with disabilities. Below are some benefits of potential countermeasures and improvements:

- *Widening and Leveling Sidewalks:* Sidewalks that are at minimum 48-inches of clear width, well-maintained and free of uneven surfaces to reduce barriers for people with mobility devices.
- *Curb Ramps:* Installation of or upgrading ADA-compliant curb ramps at intersections, either aligned with other capital projects or as separate standalone projects.
- *Paved and Smooth Surfaces:* Walking trails with smooth, paved surfaces to accommodate people using wheelchairs, mobility scooters or strollers.
- *Rest Areas:* Rest areas with benches and shade along longer trails and paths to provide resting opportunities for people with limited stamina or mobility.
- *Clear Signage:* Well-placed and easy-to-read signage, including tactile and braille signs where necessary, to guide users along paths, alert users to upcoming features, and provide wayfinding assistance.
- *Bus Stops:* Bus stops and transit hubs with ADA-compliant infrastructure, including ramps, sheltered seating, clear boarding areas, and smooth transitions between the street and the bus stop.
- *Access to First/Last Mile Solutions:* Bike-share or scooter-share programs that offer adaptive bikes or mobility devices for individuals with disabilities to travel the first or last mile to their destination.
- *Improved Lighting:* Adequate lighting along sidewalks, trails, and at intersections to increase visibility and safety, particularly for people with visual impairments.
- *High-Contrast Markings:* High-contrast and reflective materials to mark crosswalks, bike lanes, and pedestrian areas, making them easier to identify for those with low vision.

Regional and Local Planning: Needs and Benefits

Needs: Strategic Planning with Integrated Land Use and Transportation Coordination

Strategic planning that aligns land use, transportation, and accessibility goals is essential to supporting active transportation and multimodal connectivity in Kings County. Examples include:

- **Land Use and Transportation Policies.** Policies that require accessible sidewalks, bike lanes, public transit access, and ADA-compliant infrastructure in new developments.
- **High-Speed Rail Planning.** Coordination between land use and transportation planning in anticipation of California's High-Speed Rail development in Kings County and the promotion of integrated transportation solutions that support compact and mixed-use development around station areas.
- **Lemoore College.** As a major educational hub in Kings County, Lemoore College needs enhanced focus on providing a variety of transportation options to serve students, staff, and the surrounding community.

Benefits: Complete Streets Policy and Plan Integration to Support Mode Shift

Incorporating Complete Streets and active transportation priorities into regional planning documents enhances connectivity and supports broader sustainability goals.

- **General Plan Updates by Cities and County.** The General Plan serves as a blueprint for growth and development and guides transportation planning efforts. Incorporating Complete Streets principles into General Plan updates ensures future developments prioritize multi-modal transportation, while reducing car reliance and promoting walking and bicycling.
- **Transit-Oriented Developments.** Near rail stations, such as the planned HSR stations, which emphasize walkable, pedestrian-friendly environments, can improve regional connectivity and reduce car dependence.
- **First/Last mile Connectivity.** Enhancing connections between key destinations and nearby neighborhoods through dedicated bike lanes, connected sidewalks, and public transit links will promote increased walking and bicycling.

CHAPTER 3

AVENAL

Study Area

The City of Avenal is located in southwestern Kings County, as shown in Figure 3-1. It is bordered by unincorporated areas of Kings County to the east and south, and by unincorporated Fresno County to the north and west. Regional access to Avenal is provided by three State network facilities: Highway 33 and Interstate 5, which extend north-south; and Highway 269 (Skyline Boulevard), which extends east–west.

Of the City of Avenal's 19.5 square miles, majority of land area is undeveloped, consisting primarily of open space and mountainous terrain. The city also contains large areas of rural and un-urbanized land, consisting of Agricultural uses. The city's urbanized area occupies approximately 1.5 square miles in the southern portion of Avenal, east of Highway 33 and along both sides of Highway 269 (Skyline Boulevard). The urbanized area's roadway network is predominantly organized in a grid pattern with straight, well-connected streets providing access to single-family residential neighborhoods. Key local thoroughfares include First Avenue, Seventh Avenue, Corcoran Avenue, and San Joaquin Street.

The City of Avenal has a population of 14,108 people, according to the U.S. Census (2024). Of the total population, 27.3% (3,853) are under 18 years old, and 5.1% (719) are adults age 65 and up.

Literature Review

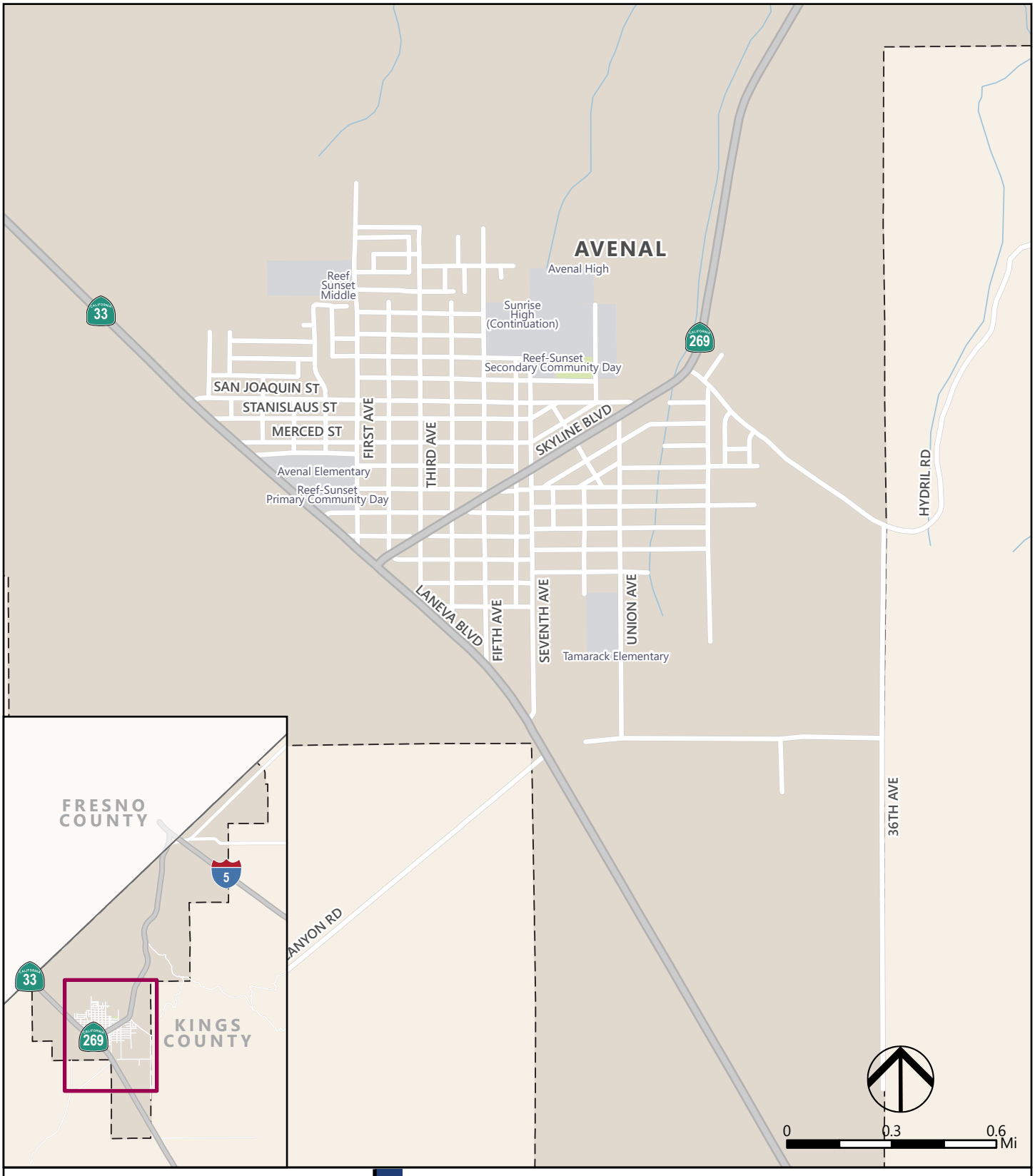
The following documents influence active transportation planning activities within the City of Avenal by establishing goals and objectives for the local transportation network. These planning documents have been incorporated in the development of the 2025 RATP to ensure consistency with proposed projects in the City of Avenal. For a review of applicable regional and statewide planning documents, refer to Chapter 1.

City of Avenal General Plan (2018)

The Avenal General Plan includes a Circulation Element that guides the development and improvement of the City's transportation system to support existing and planned land uses. The Circulation Element identifies goals to enhance pedestrian and bicycle travel, policies and actions to meet the identified goals, and recommends bicycle and pedestrian improvements on the network.

City of Avenal Active Transportation and Safe Routes to School Plan (2016)

The 2016 Avenal Active Transportation and Safe Routes to School Plan guides the City's development of bicycle, pedestrian, safe routes to school, and trail facilities. The Plan recommends a fully integrated active transportation network accommodating all modes of travel, as referenced in the City's General Plan. The Plan includes goals and policies, existing conditions analysis, recommended projects and programs, and an implementation strategy.



KCAG 2025 Regional Active Transportation Plan

Figure 3-1. Avenal Study Area

LEGEND

- City
- Community

Kings County Regional ATP

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Existing Conditions Analysis

Existing Land Use

Avenal contains large areas of rural and un-urbanized land, consisting of agricultural uses. The most prominent developed land use designation in the City of Avenal is residential, as illustrated in Figure 3-2.

Residential areas are primarily clustered toward the southern limits of the city. Commercial uses are concentrated along Skyline Boulevard, a one-lane thoroughfare that is part of the State Highway System (State Route 269) and bisects the city between Hydril Road and Lavena Boulevard. Additional commercial uses are clustered along Kings Street and Tulare Street, and west of Skyline Boulevard near the southwest corner of the city.

Kings Street west of Skyline Boulevard functions as the city's downtown, featuring commercial establishments including restaurants, liquor stores, markets, and the Avenal Theater. Other commercial and civic uses, including City Hall, U.S. Post Office, and Kings County Avenal Branch Library, are located along or near Skyline Boulevard between Hydril Road and South Sixth Avenue. At the southernmost end of the city, a significant portion of land is occupied by the California Department of Corrections and Rehabilitation's Avenal State Prison.

Existing Travel Mode Split

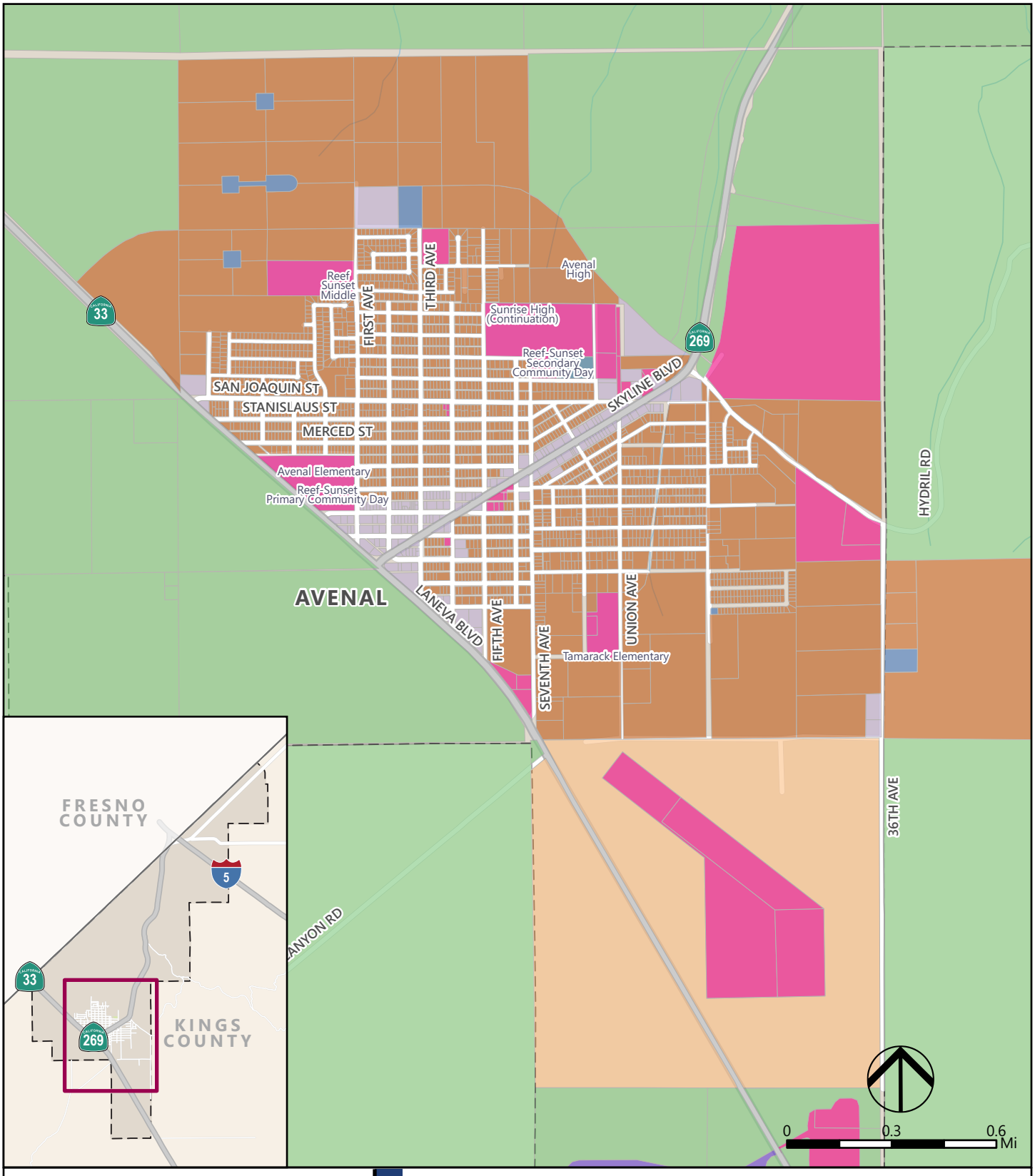
The U.S. Census American Community Survey (ACS) publishes statistics related to commuting in the United States for people age 16 and over, and details various travel modes taken to and from the workplace. Personal vehicle trips constitute an overwhelming proportion of mode share in the four incorporated communities in Kings County; with over 90% of commuter trips occurring by personal vehicle.

In Avenal, 95.7% of commuters travel to work by personal vehicle, representing the highest share across Kings County, as shown in Table 3-1. An additional 3.0% comprises the highest percentage across the county for travel via other modes including taxis, motorcycles or other alternatives. Commutes via walking account for 1.3% of commuter trips while bicycling and public transit usage is reported at 0.0%.

Table 3-1: Avenal Travel Mode (2022)

Travel to Work	Avenal	Corcoran	Hanford	Lemoore
Personal Vehicle	**95.7%**	92.7%	90.8%	93.8%
Public Transit	**0.0%**	0.1%	0.7%	0.1%
Walk	**1.3%**	1.0%	1.1%	1.4%
Bike	**0.0%**	0.0%	0.3%	1.3%
Taxi, motorcycle, other	**3.0%**	1.2%	1.1%	1.0%
Work from home	**0.0%**	5.0%	6.0%	2.4%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates



KCAG 2025 Regional Active Transportation Plan

Figure 3-2. Avenal Existing Land Use

Kings County Regional ATP

MARK THOMAS

LEGEND

- City
- Community
- Residential
- Commercial
- Industrial
- Public Facility
- State Prison
- Open Space
- Agriculture

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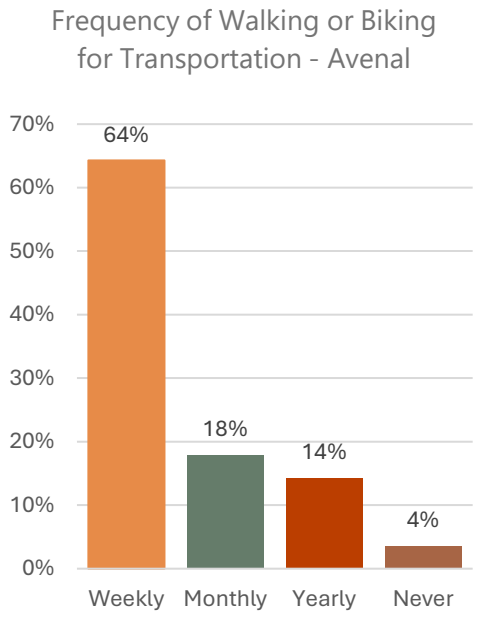
Existing Active Transportation Network

The pedestrian infrastructure network in Avenal is substantially developed, with sidewalks in most residential and commercial areas. However, sidewalk gaps exist, particularly along Highway 33 which limits connectivity and accessibility for pedestrians. Marked crosswalks are concentrated near schools, along Skyline Boulevard, and the downtown corridor on Kings Street. Pedestrian crossing infrastructure is otherwise inconsistent throughout the city.

Skyline Boulevard, a major arterial traversing diagonally through the city's gridded roadway network, presents notable challenges due to skewed intersections and limited marked crosswalks. This corridor experiences high pedestrian activity while lacking sufficient crossing opportunities, particularly between Seventh Avenue and Union Avenue where the presence of Avenal High School, restaurants, and retail shops attract foot traffic.



Source: Community Needs Assessment, 2024

Beyond Skyline Boulevard, residential neighborhoods feature mid-block alleys that serve informal walking paths, while unpaved trails in the Kettleman Hills north of Floyd Rice Park provide recreational walking options. Despite these amenities, pedestrian safety remains a concern, where there is a lack of common pedestrian infrastructure including curb ramps, sidewalk buffers, and adequate lighting.

Avenal has over five miles of existing bikeways including Class II Bike Lane and Class III Bike Route facilities, as shown in Figure 3-3. The existing bikeway network includes San Joaquin Street, the city's longest continuous east-west corridor. San Joaquin Street provides connections to the U.S. Post Office and multiple KART transit stops. Bikeway facilities on north-south corridors, including First Avenue, Fifth Avenue, and Seventh Avenue, serve key local destinations Avenal Elementary School, Avenal High School, the State Foods Supermarket, and the Kings County Avenal Branch Library.

Despite the present bikeway facilities, Avenal's bicycle network remains limited in continuity and coverage. Several routes are isolated and lack clear transitions between bikeway facility types, reducing the overall comfort of the system. Additionally, higher traffic-volume corridors, such as Skyline Boulevard and Highway 33, currently lack designated bicycle facilities and present barriers to bicyclists seeking direct routes through the city.

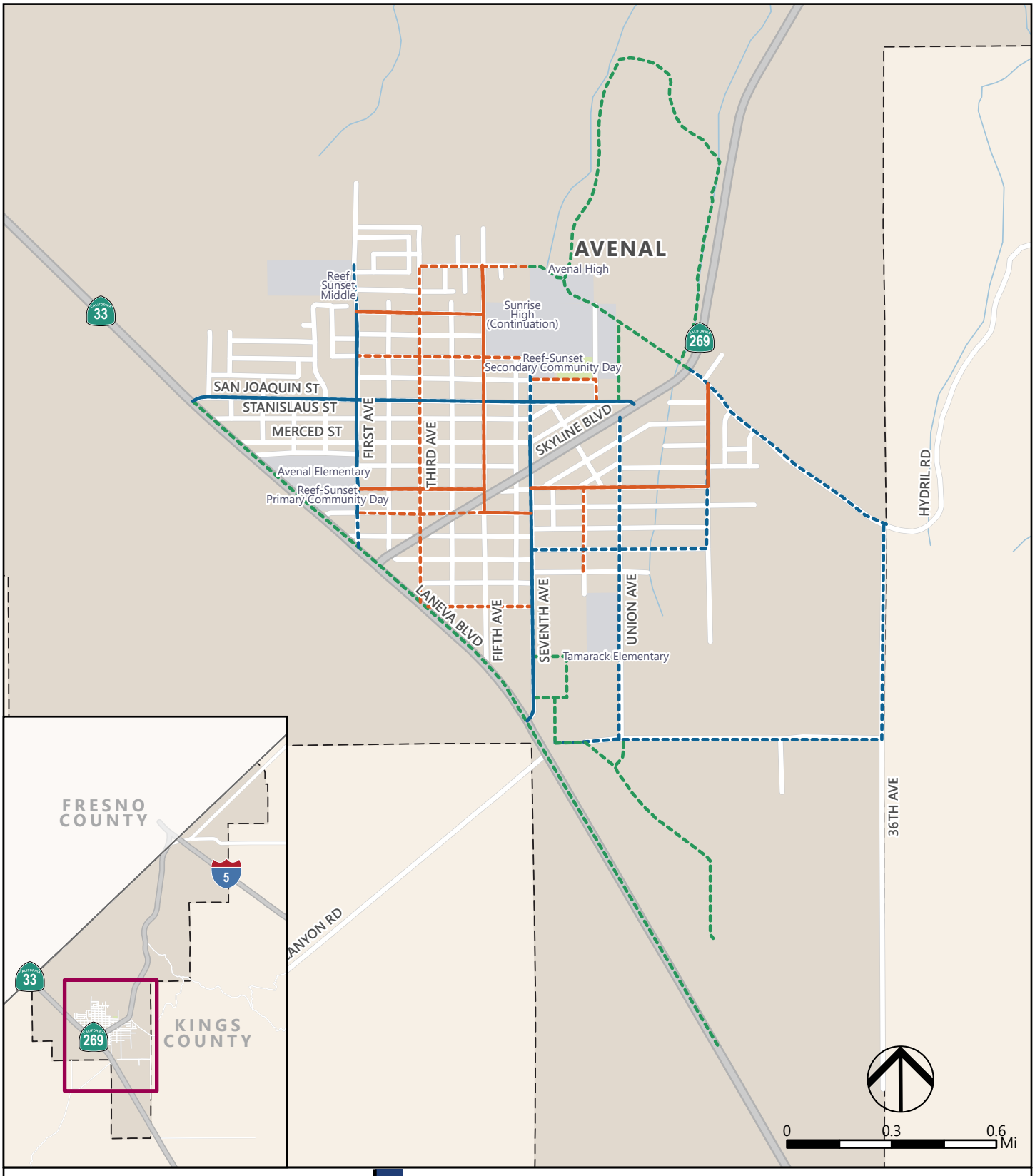


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Figure 3-3. Avenal Existing Bikeways Network

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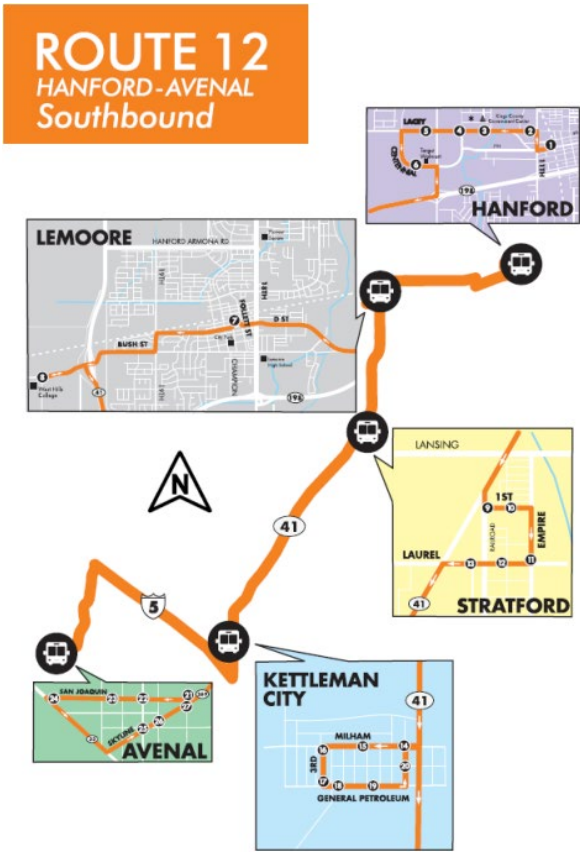
- Existing Class II
- Existing Class III
- Planned Class I
- Planned Class II
- Planned Class III

Existing Transit Network

As shown in Figure 3-4, Avenal is currently served by KART Route 12, which operates Monday through Friday, with limited service on Saturdays. Route 12 provides regional connectivity with stops in Kettleman City, Stratford, Lemoore, and Hanford, and includes an express service offering direct connections between the KART Transit Center in Hanford and Avenal.

While regional transit service is available, significant infrastructure gaps exist in Avenal's local transit network. Bus stops are infrequently spaced and often lack essential amenities such as shelters, benches, and lighting. Furthermore, sidewalk conditions near bus stops are inconsistent, presenting barriers to safe and accessible transit use, particularly for seniors, youth, and individuals with disabilities.



Source: Kings Area Regional Transit, kartbus.org

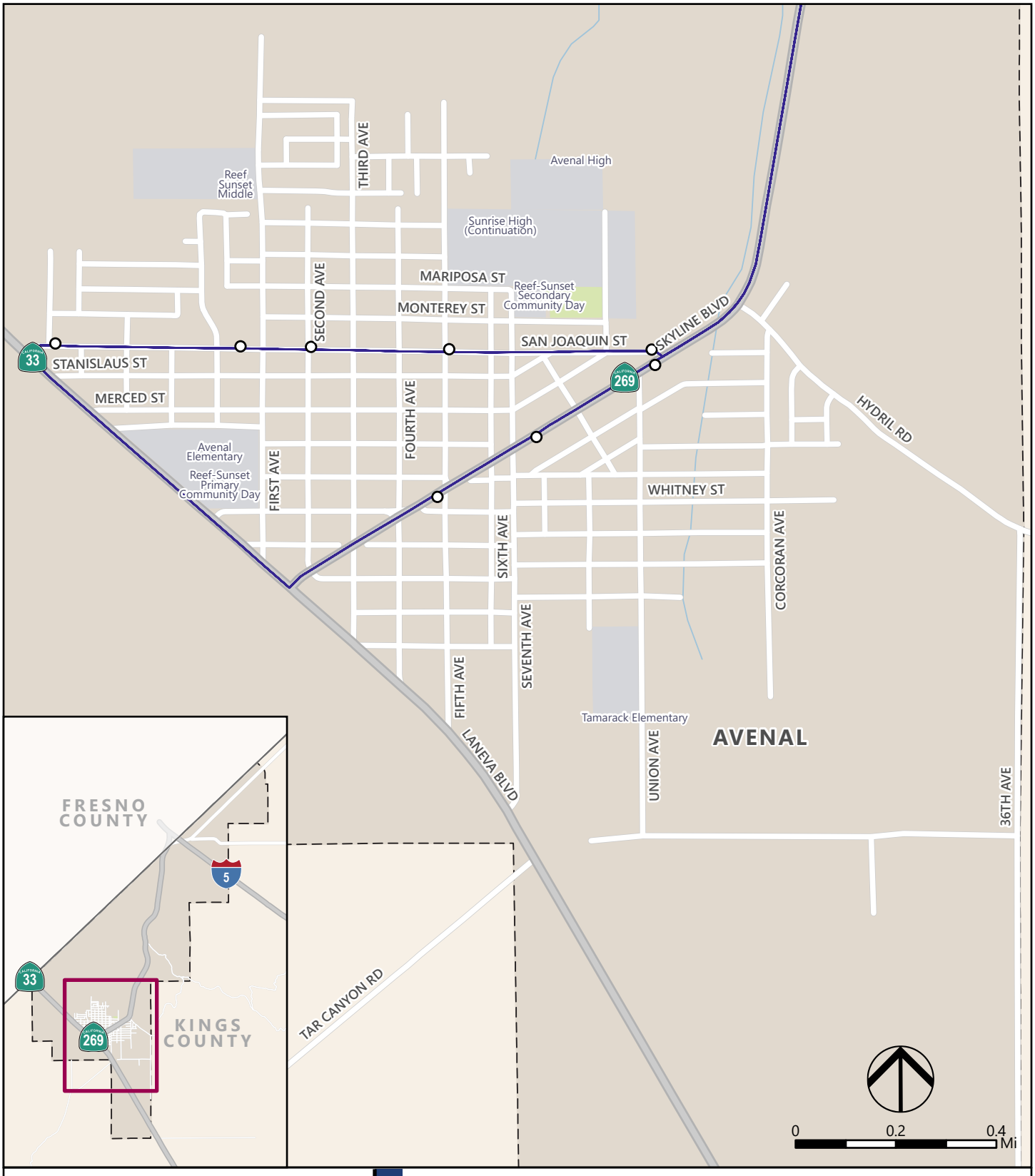


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Figure 3-4. Avenal Existing Transit Network

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KART Routes

Avenal

KART Stops

California High-Speed Rail Station

California High-Speed Rail

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Safety Analysis

Safety is a top priority for transportation agencies when considering existing and future conditions of the transportation network. Monitoring collision histories helps to identify target areas where infrastructure improvements can enhance the safety of the roadway network. Police reports collected on collision incidents are submitted to the Statewide Integrated Traffic Records System (SWITRS). UC Berkeley's Transportation Injury Mapping System (TIMS) post-processes the data available on SWITRS to confirm or provide geolocations of crash locations. The following collision histories were acquired from the TIMS database.

Collison History

Between January 1, 2013, and December 31, 2023, there have been 8 bicycle-involved collisions and 20 pedestrian-involved collisions in Avenal. Of the 28 bicycle- and/or pedestrian-involved collisions, nine resulted in fatalities or severe injuries, as shown in Table 3-2.

As illustrated in Figure 3-5, most pedestrian-involved collisions in Avenal have occurred along or near Skyline Boulevard and San Joaquin Street, including three fatalities and two severe injuries. One additional pedestrian-involved fatality was reported on Highway 33, located south of the city's urban core. Bicycle-involved collisions are primarily clustered in residential areas south of Skyline Boulevard, with no reported fatalities or severe injuries.

*Table 3-2**:** Bicycle/Pedestrian-Involved Collisions by Level of Injury (2013-2023) – Avenal*

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	0	8	0	8
Pedestrian Collisions	5	4	5	6	20
Total	**5**	**4**	**13**	**6**	**28**

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2023

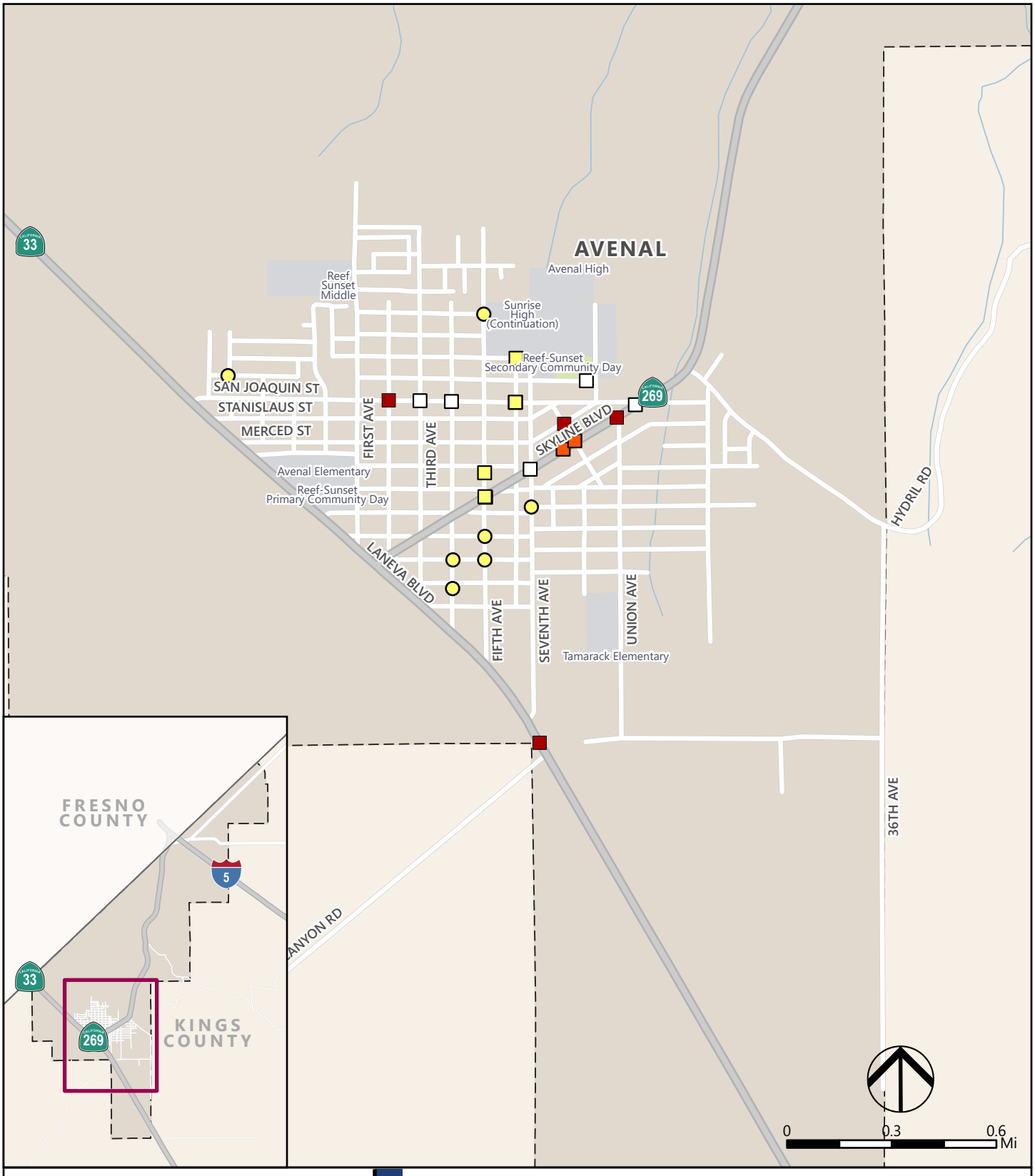

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Figure 3-5. Avenal Bicycle and Pedestrian Collisions

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Pedestrian Collisions (2013-2023 TIMS)
- Fatal
- Severe
- Visible
- Complaint of Pain

Bicycle Collisions (2013-2023 TIMS)
- Fatal
- Severe
- Visible
- Complaint of Pain

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Equity Analysis

An equity analysis was conducted to evaluate key indicators and identify areas of greatest need, with the goal of ensuring that proposed infrastructure improvements align with broader goals of environmental justice, public health, and social equity. Chapter 1 describes the metrics used in the equity analysis, along with the thresholds applied to define disadvantaged communities.

The summary below outlines the findings related to equity and the identification of disadvantaged communities in Avenal.

CalEnviroScreen

As shown in Figure 3-6, Avenal falls within the top quartile of CalEnviroScreen 4.0 scores, indicating that it qualifies as a disadvantaged community. The City of Avenal is fully located within California census tract 6031001701, which ranks in the 77th percentile statewide. This means that Avenal experiences higher environmental and socioeconomic burdens than 77% of communities across California.

Free & Reduced Priced Meals

As shown in Figure 3-7, six schools were eligible for Free and Reduced Priced Melas (FRPM) program during the 2020–2021 school year. The following schools are FRPM-eligible schools, meaning that 75% or more of enrolled students qualify for free meals or reduced priced meals based on family household income.

- Avenal Elementary School
- Avenal High School
- Reef Sunset Middle School
- Reef-Sunset Secondary Community Day School
- Sunrise High School
- Tamarack Elementary School

Healthy Places Index

As shown in Figure 3-8, the Healthy Places Index (HPI) rates Avenal's overall community health conditions in the bottom 25th percentile, indicating that it qualifies as a disadvantaged community. The City of Avenal is fully located within California census tract 6031001701, which ranks Avenal in the 5th percentile statewide. This means that Avenal has healthier community conditions than only 5.1% of cities and towns across California.

Median Household Income

As shown in Figure 3-9, Avenal's urbanized area includes households with a median income below 80% of the statewide median. In 2021, California's median household income was $84,097, which classifies Avenal as a low-income community.

Avenal Disadvantaged Community Indicators	
CalEnviroScreen *Environmental and Social Burden*	✓
Free & Reduced Priced Meals *Schools eligible for free or reduced meals*	✓
Healthy Places Index *Community health conditions*	✓
Income *Median household income*	✓

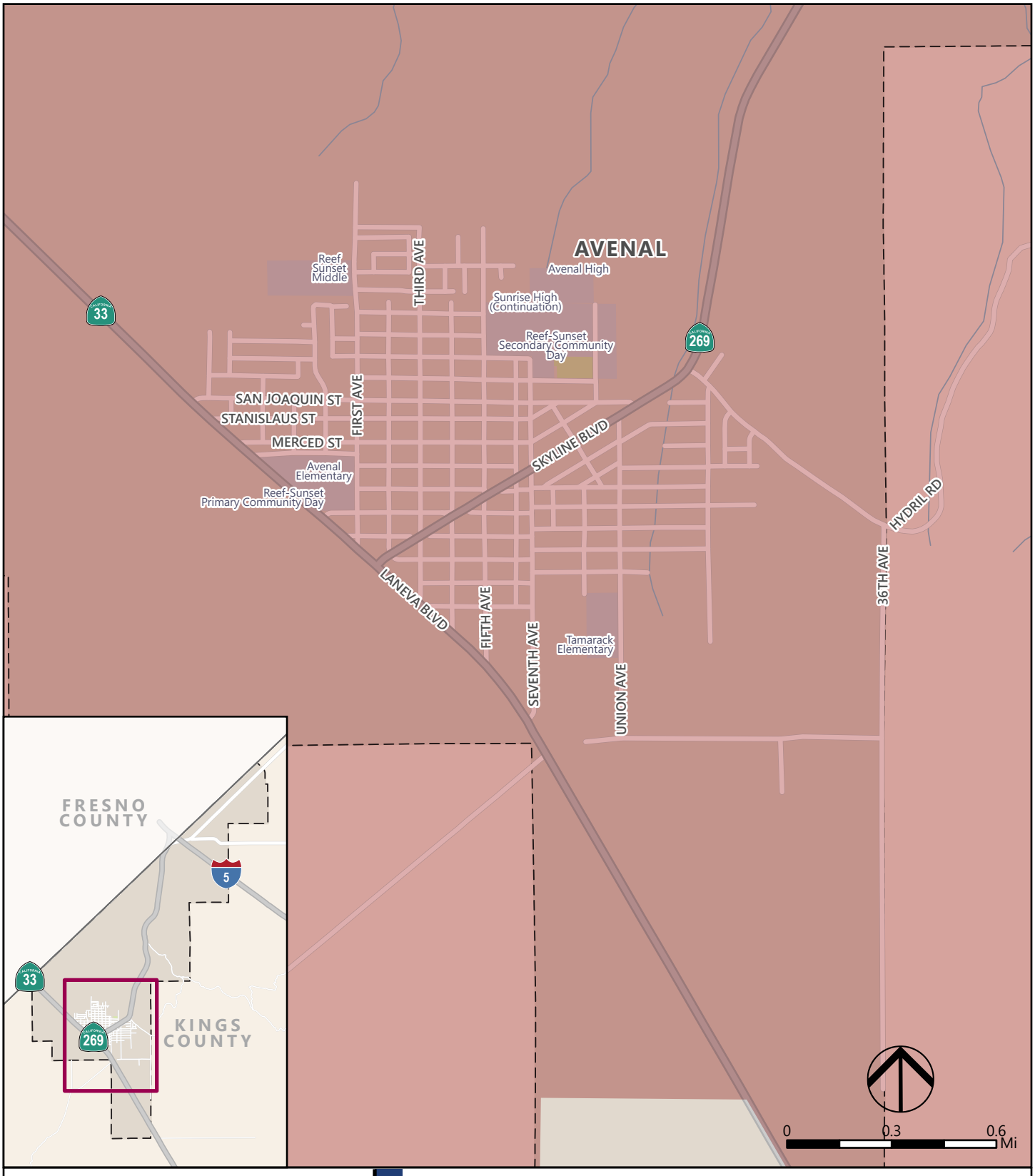

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Figure 3-6. Avenal CalEnviroScreen

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CalEnviroScreen 4.0 Top 25%

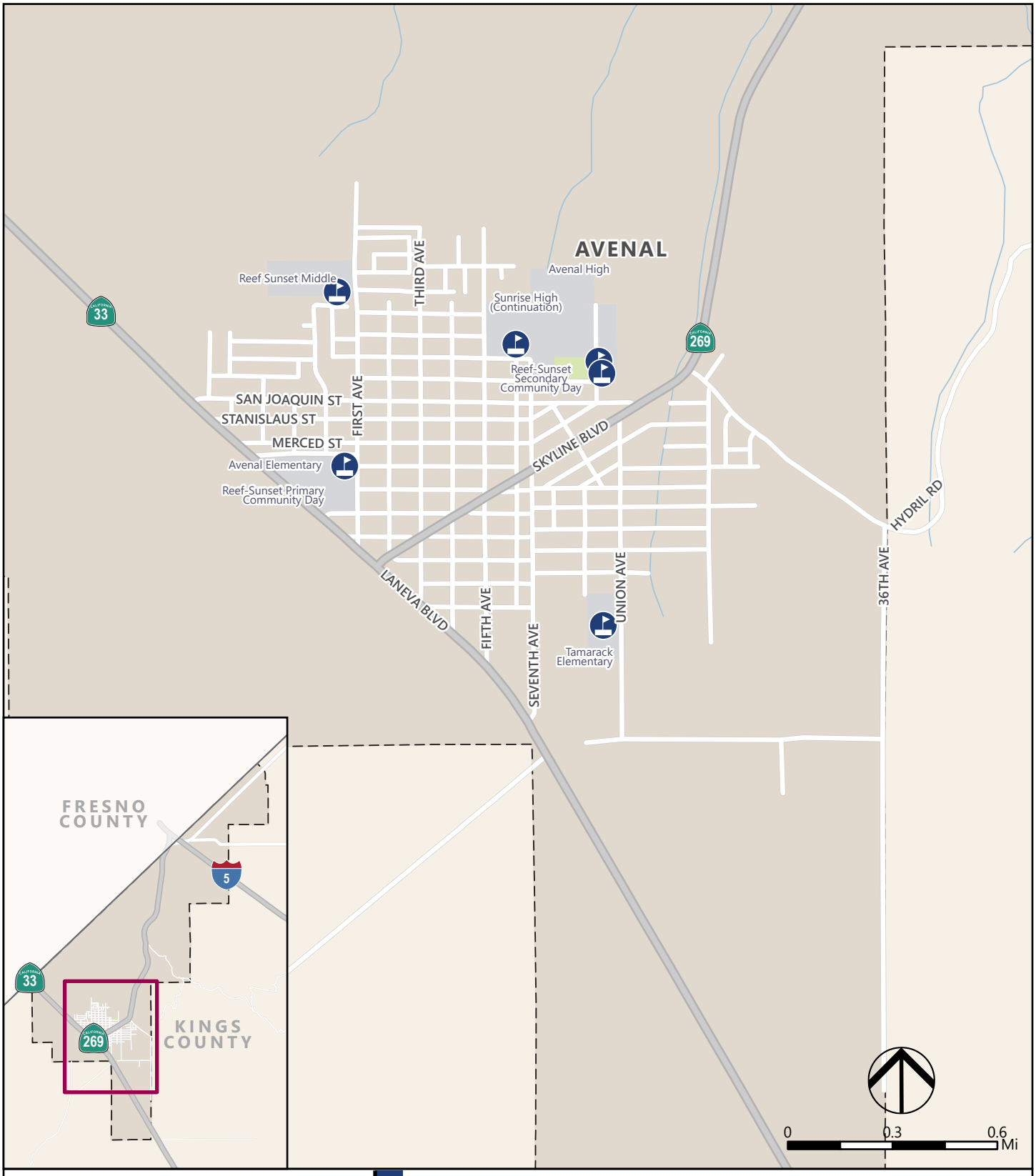

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Figure 3-7. Avenal FRPM Schools

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Free & Reduced Priced Meal Eligible Schools

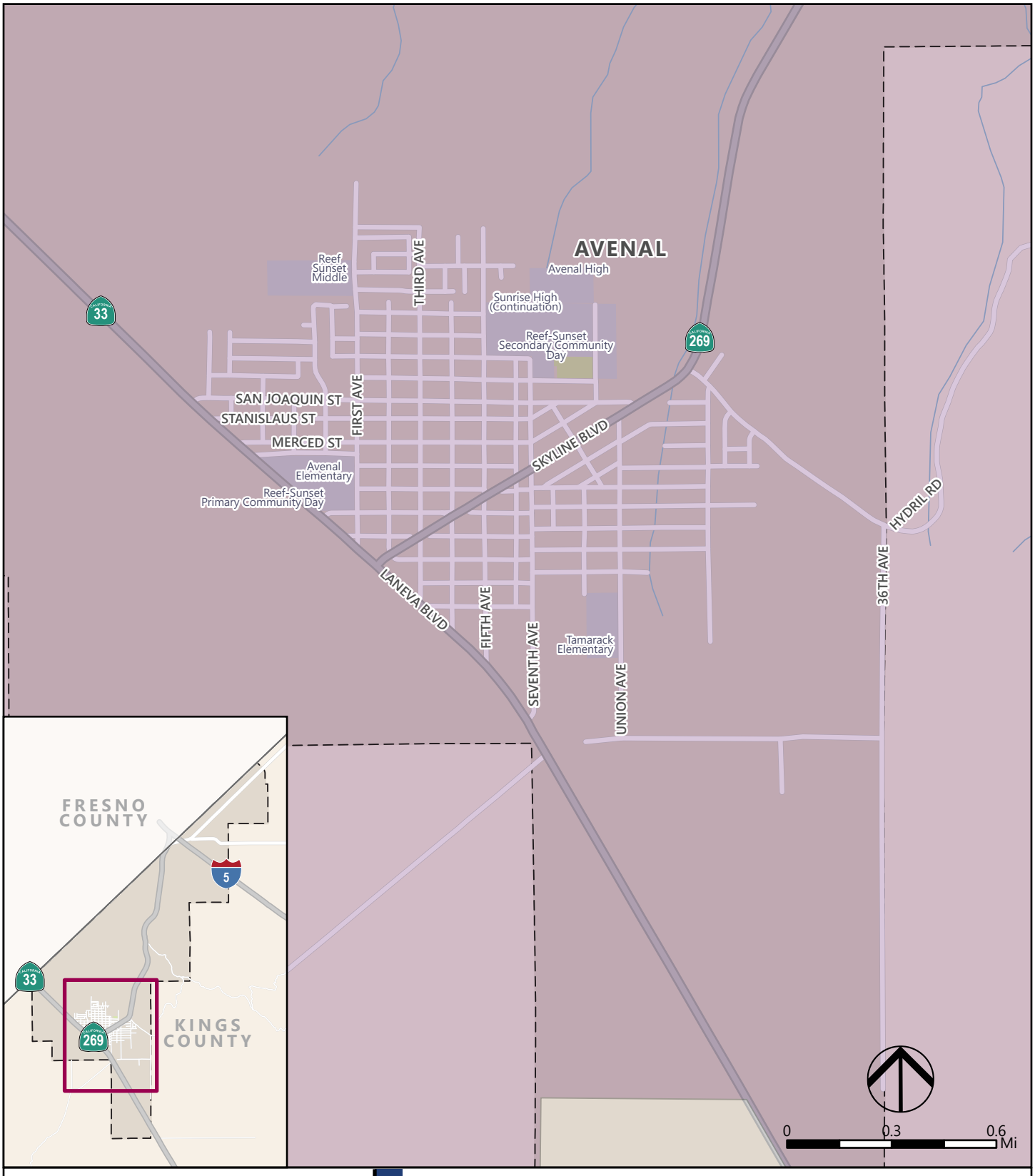

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Figure 3-8. Avenal Healthy Places Index

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Healthy Places Index Bottom 25%

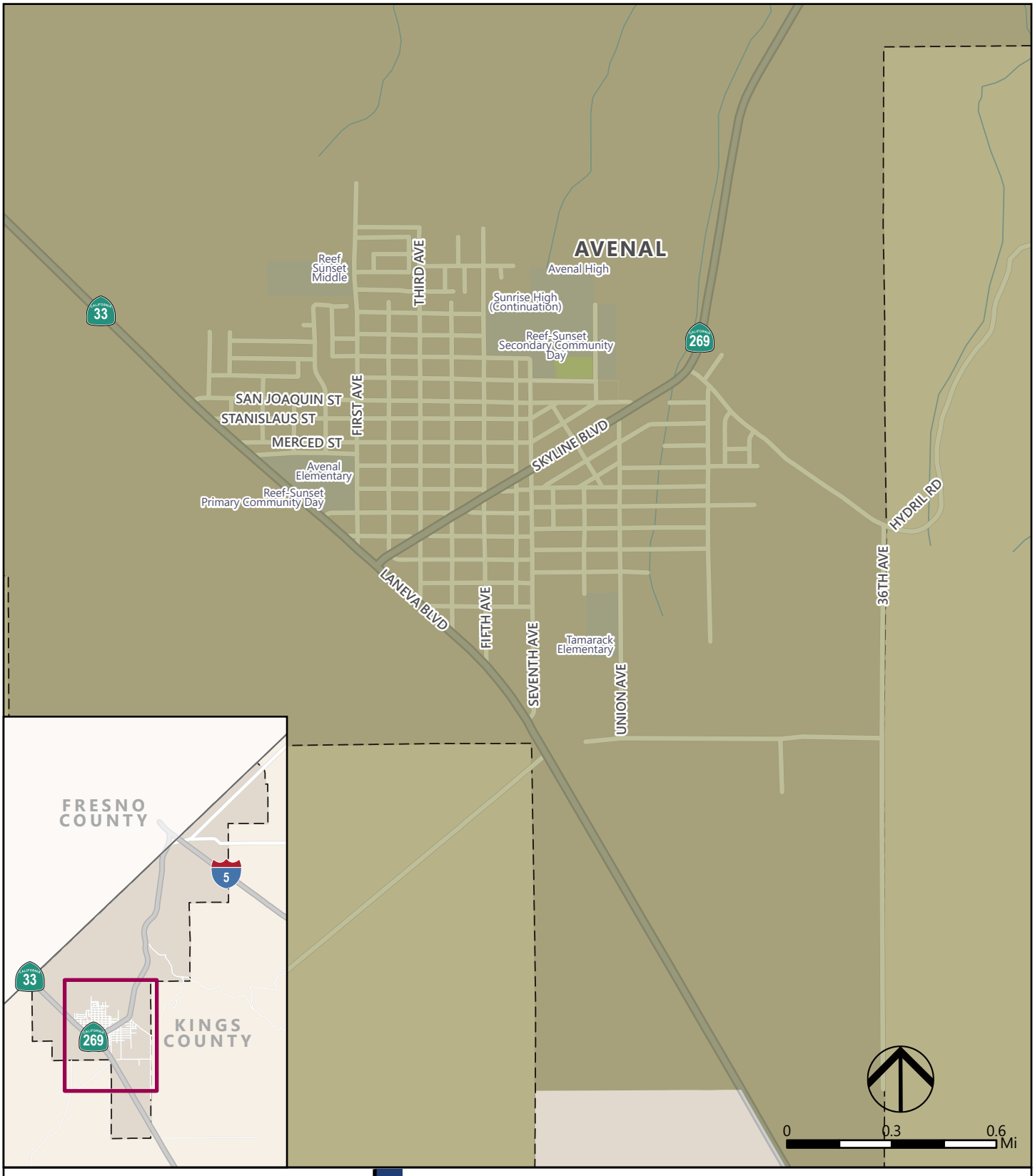

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Figure 3-9. Avenal Median Household Income

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Median Household Income less than 80% of the statewide median

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Public Engagement

Between Spring 2024 and Spring 2025, a multi-faceted outreach strategy was conducted to inform development of the 2025 RATP. The outreach strategy combined digital and in-person engagement methods and gathered input from a broad and diverse audience. Chapter 1 summarizes the countywide engagement process, including stakeholder meetings, surveys, workshops, and walk audits.

The following section summarizes the public engagement activities conducted in Avenal and highlights key feedback received.

Avenal Rotary Club Tabling Event, June 4, 2024

ENGAGEMENT ACTIVITIES

Public input from engagement activities in Avenal provided insights into the community's challenges, preferences, and priorities for active transportation. The following events were conducted as part of the outreach process:

- **June 4, 2024**
  Tabling Event
  Avenal Rotary Club, Horseshoe and Lotería Bash
  Location: Rotary Pocket Park

- **September 11, 2024**
  Community Workshop
  Location: Avenal Theater
  Participation: 30 participants

- **May 8, 2024**
  Community Workshop
  Location: Avenal Senior Center
  Participation: 25 participations

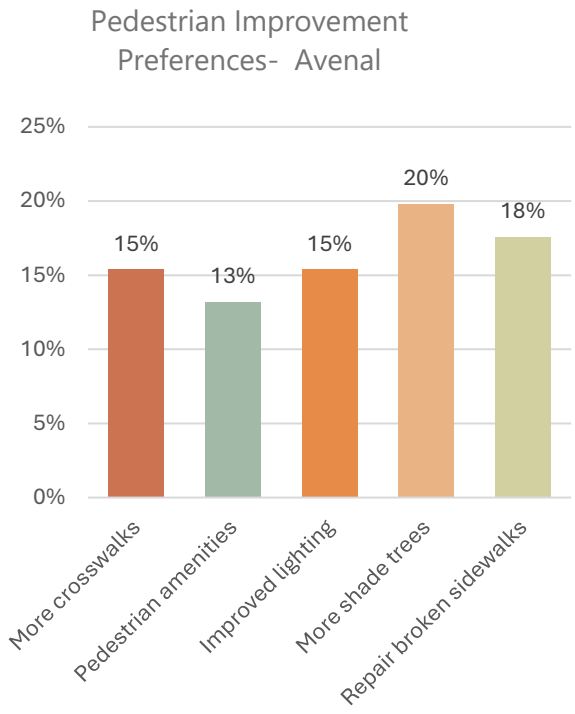
Avenal Community Workshop, September 11, 2024

WHAT WE HEARD

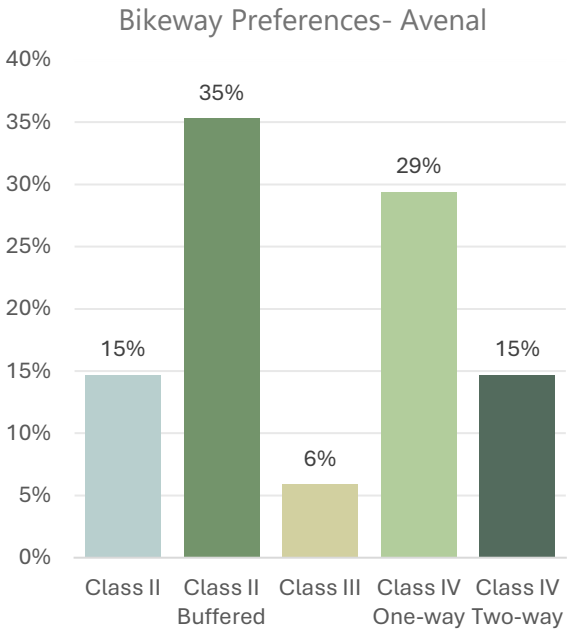
How Often People Walk or Bike: Most community members walk or bike regularly—58% do so a few times a week for fun or exercise, and 64% use active transportation for daily travel at the same frequency. Less frequent use was reported by others, with a small percentage never walking or biking.

Barriers to Walking and Biking: Key concerns include stray dogs (32%), dark streets at night (21%), and missing or damaged sidewalks (19%). For bicyclists, additional issues include speeding vehicles (15%), potholes at intersections (14%), and a lack of bike lanes (12%).

What About E-Bikes?: Cost is the biggest barrier to e-bike use (48%), followed by the lack of safe bike infrastructure (43%).



Source: Community Needs Assessment, 2024



Source: Community Needs Assessment, 2024

Bikeway Preferences: Residents prefer buffered bike lanes (35%) and Class IV cycletracks (29%), showing strong support for protected bike facilities. They also favor green painted bike lanes (16%), separation from vehicles (15%), and pothole repairs (15%).

Pedestrian Improvements: Top suggestions include adding shade trees (20%), repairing sidewalks (18%), marking new crosswalks (15%), and improving street lighting (15%).

Safety enhancements: Lowering speed limits (37%) and better enforcement of dangerous driving (34%) were the most requested strategies to make walking and biking safer.

Recommendations

Project recommendations for active transportation infrastructure improvements and programming were informed by a combination of existing conditions analysis, technical needs assessment, community input, and consideration of equity and safety indicators.

Proposed Pedestrian Network

A total of nine proposed pedestrian improvement projects were identified in Avenal, as illustrated in Figure 3-10 and listed in Table 3-3.

Pedestrian Priority Corridors include segments proposed for sidewalk gap closures and crossing enhancements along San Joaquin Street (from A Avenue to Park Avenue) and Skyline Boulevard (from 6th Street to Central Avenue). Additional spot-specific crossing enhancements are proposed along Skyline Boulevard at San Joaquin Street and near Hydril Road.

Crossing enhancements are also proposed near key community destinations, including the Avenal Community Health Center, Reef-Sunset Middle School, the Avenal Police Department, and the Post Office. Further crossing enhancements are identified along the Union Avenue and Kern Street intersection, north of Tamarack Elementary School, and in areas where future development is planned.

In residential neighborhoods, spot-specific enhancements are proposed at the intersection of Fremont Street and Corcoran Avenue (near Arroyo Del Camino Apartments), and at the intersection of Corcoran Avenue and Kern Street (near Camino del Mar Apartments).

The proposed projects are intended to address existing gaps in the pedestrian network, improve connectivity to essential services and educational institutions, and enhance pedestrian safety for students, families, and seniors accessing schools, community facilities, and transit.

IMPROVING WALKABILITY IN AVENAL

Proposed Pedestrian Improvement Projects

- ✓ **Closing Sidewalk Gaps and Enhancing Crossings**
- ✓ **Improving Accessibility to Community Destinations**
- ✓ **Enhancing Neighborhood Safety**

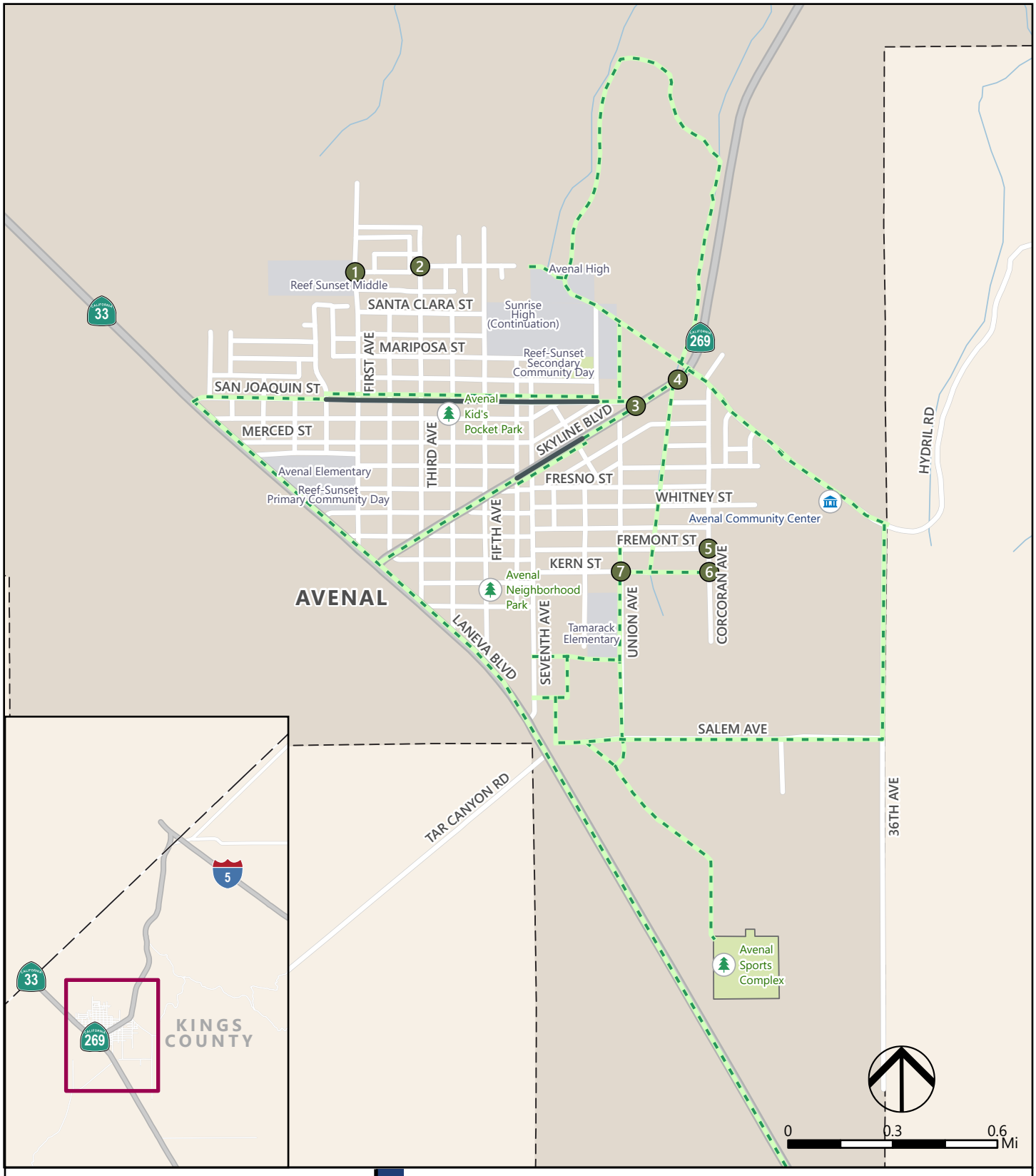


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Figure 3-10. Avenal Proposed Pedestrian Network

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- Priority Crossing Improvement
- Pedestrian Priority Corridor
- Avenal City Parks
- Class I Multi-Use Path

Table 3-3. Avenal Proposed Pedestrian Projects

PEDESTRIAN PROJECT (NAME & LOCATION)	TYPE OF IMPROVEMENT	MILES
Arroyo Del Camino Apartments *Intersection of Fremont Street and Corcoran Avenue*	Priority Crossing Improvement	N/A
Avenal Community Health Center *Health Center Driveway at Skyline Boulevard*	Priority Crossing Improvement	N/A
Camino del Mar Apartments *Intersection of Corcoran Avenue and Kern Street*	Priority Crossing Improvement	N/A
Ken Brown Public Safety Center Police Department *Intersection of 3rd Avenue and Alpine Street*	Priority Crossing Improvement	N/A
Post Office *Intersection of San Joaquin Street and Skyline Boulevard*	Priority Crossing Improvement	N/A
Reef Sunset Middle School *Intersection of 1st Avenue and Calaveras Street*	Priority Crossing Improvement	N/A
San Joaquin Street *San Joaquin Street from A Avenue to Park Avenue*	Pedestrian Priority Corridor	0.78
Skyline Boulevard *Skyline Boulevard from 6th Street to Central Avenue*	Pedestrian Priority Corridor	0.22
Union Ave/Kern St Upcoming Development *Intersection of Union Avenue and Kern Street*	Priority Crossing Improvement	N/A

Proposed Bikeways Network

A total of 22 proposed bikeway projects were identified in Avenal, as illustrated in Figure 3-11 and listed in Table 3-4.

The recommended bicycle network comprises approximately 19.4 miles of new or upgraded bicycle facilities, including 13.2 miles of Class I shared-use paths, 2.7 miles of Class II and buffered bike lanes, and 3.5 miles of Class III bike routes.

Bikeway improvements are distributed throughout the city to enhance access to schools, parks, community facilities, and transit stations. Class I paths are proposed along major corridors, such as San Joaquin Street and Laneva Boulevard, as well as recreational connectors, Northeast Avenal Loop and Big Tar Canyon Road.

Buffered Class II bike lanes are proposed along First Avenue, providing a north-south connection between Reef-Sunset Middle School and Laneva Boulevard. Additional Class II bike lanes to improve north-south bicycle connectivity are planned for key corridors including Skyline Boulevard, Union Avenue, and Corcoran Avenue.

Class III bike routes are proposed along Alpine Street, Mariposa Street, Third Avenue, Hanford Avenue, and lower-traffic streets near schools and civic areas. These proposed routes are intended to enhance local circulation and provide safer access for students and families.

IMPROVING BIKEWAYS IN AVENAL

Proposed Bicycle Improvement Projects

- ✓ **More Protected and Dedicated Routes**
- ✓ **Improved North–South Connectivity**
- ✓ **Safe Neighborhood Routes**

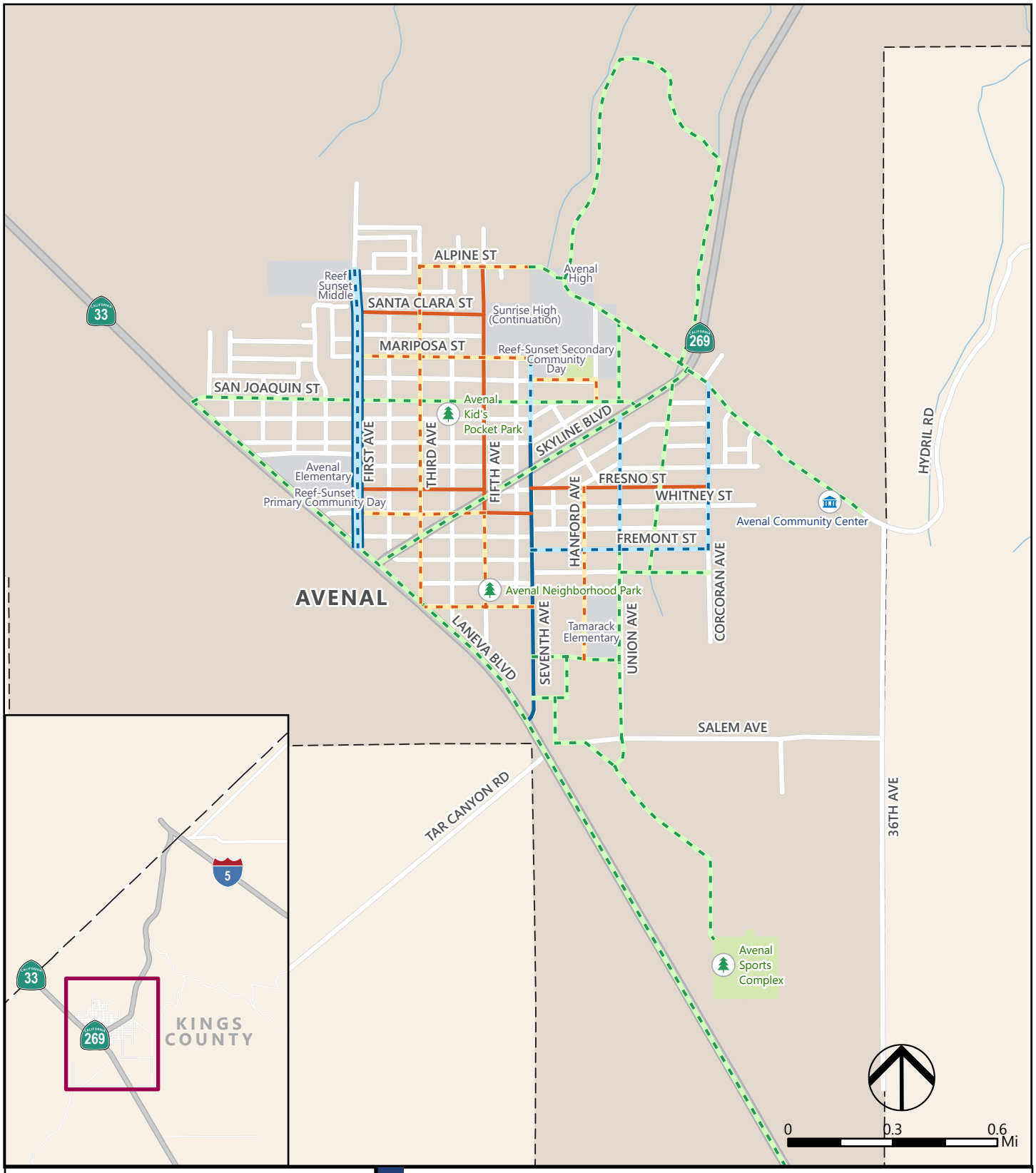

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Figure 3-11. Avenal Proposed Bikeways Network

Kings County Regional ATP

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Proposed Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III

Existing Bikeways
- Class I
- Class II
- Class III
- Avenal City Parks

Table 3-4. Avenal Proposed Bikeways Projects

BIKEWAY PROJECT (NAME & LOCATION)	TYPE	MILES
1st Avenue *Laneva Boulevard / Route 33 → Alpine Street*	Class II (Buffered)	0.79
3rd Avenue *Laneva Boulevard / Route 33 → Alpine Street*	Class III	1.28
7th Avenue *Mariposa Street → Merced Street*	Class II	0.24
Big Tar Canyon Road *Salem Avenue → Avenal Sports Complex*	Class I	0.61
Corcoran Avenue *Hydril Road → Fremont Street*	Class II	0.47
Fremont Street *7th Avenue → Corcoran Avenue*	Class I	0.51
Hanford Avenue *Fresno Street → Hanford Avenue Class I*	Class III	0.49
Hearthstone Village Loop *7th Avenue → Big Tar Canyon Road*	Class I	1.10
Hydril Road *Skyline Boulevard → Avenal Animal Shelter on 36th Avenue*	Class I	0.64
Kern Street *Union Avenue → Corcoran Avenue*	Class I	0.25
Kings Street *1st Avenue → 5th Avenue*	Class III	0.36
Laneva Boulevard / Route 33 *San Joaquin Street → 36th Avenue*	Class I	3.35
Mariposa Street *1st Avenue → 7th Avenue*	Class III	0.49
Monterey Street - Park Avenue *7th Avenue → San Joaquin Street*	Class III	0.25
Northeast Avenal Loop *Alpine Street → Skyline Boulevard*	Class I	2.27
Orange Street - 5th Avenue *Laneva Boulevard / Route 33 → Seventh Avenue*	Class III	0.58
Reef Sunset Secondary *San Joaquin Street → Hydril Road*	Class I	0.23
San Joaquin Street *Laneva Boulevard / Route 33 → Skyline Boulevard*	Class I	1.27
Skyline Boulevard *Laneva Boulevard / Route 33 → Hydril Road*	Class I	1.04
Union Avenue *Fremont Street → Big Tar Canyon Road*	Class I	0.38
Union Avenue *Skyline Boulevard → Fremont Street*	Class II	0.32
Water Channel *Skyline Boulevard → Kern Street*	Class I	0.54

Bicycle Parking

Bicycle parking facilities were identified in Avenal to ensure accessibility to key destinations, enhance first- and last-mile connectivity, and encourage bicycling as a viable mode of transportation. Long-term bicycle parking is recommended at key destinations where users are anticipated to spend extended amounts of time, such as schools and community and recreational facilities, as illustrated in Figure 3-12.

Two types of bicycle parking should generally be provided, based on adjacent land use. For land uses where users will park for many hours or all day, such as Transit Stations, Office or Industrial, long-term parking solutions are recommended, as illustrated in Figure 3-12. For land uses where users will park for shorter periods, such as retail establishments, short-term parking solutions are recommended.

Implementation of bicycle parking can be accomplished as part of land development projects. The scale and design of these facilities can be adapted to their unique project circumstances and consider conditions unique to their project location.

Long-term bicycle parking helps address gaps in end-of-trip facilities and improve convenience and security for bicyclists, particularly in areas with high pedestrian and bicycle activity. The following long-term bicycle parking locations were identified throughout Avenal.

- Reef-Sunset Middle School
- Avenal High School
- City Hall
- Avenal Elementary School
- Veterans Memorial Hall and Senior Center
- Avenal Theater and Event Center
- Avenal Museum – Avenal Rotary Club Meeting Location
- City of Avenal Community Center
- Wonderful Wellness and Family Resource Center
- Avenal State Prison

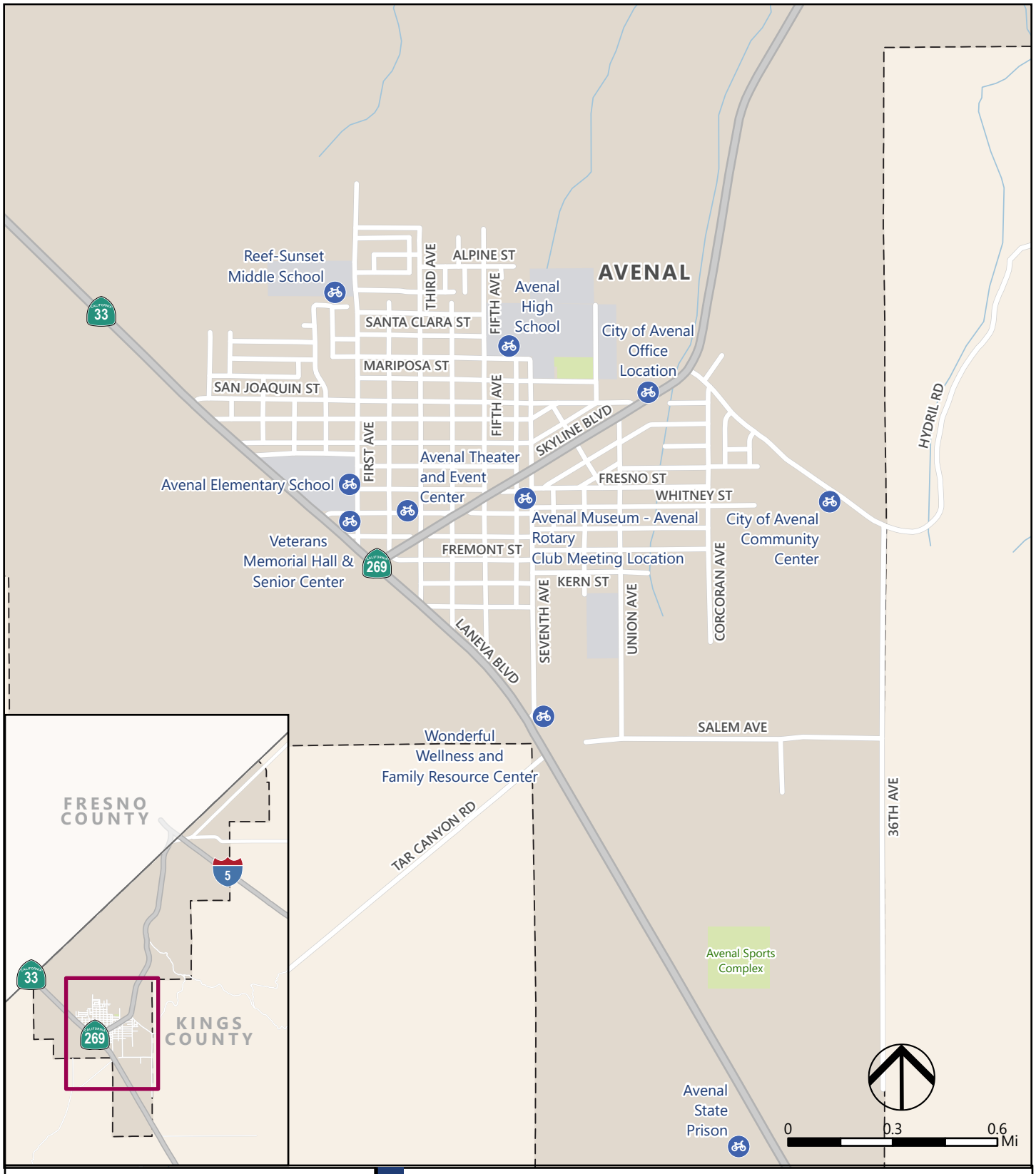

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Figure 3-12. Avenal Potential Bicycle Parking

Kings County Regional ATP

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Long Term Bicycle Parking Spaces

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Infrastructure Project Priorities

Through a comprehensive project prioritization evaluation, the proposed infrastructure projects were ranked across six criteria based on their potential impact, feasibility, and alignment with community needs.

Appendix D provides the detailed project prioritization methodology and approach for ranking the proposed infrastructure projects, including project information such as improvement type, location, and anticipated implementation timeframe.

Community Feedback

The input collected through the workshop and *Project Survey #2: Project Priorities* (discussed in Chapter 1) was used to validate whether the highest-priority ranked projects aligned with community preferences.

Pedestrian Infrastructure Projects: While high-ranking projects are supported, several lower-scoring projects, particularly those near schools and residential developments, garnered higher public interest.

- Pedestrian Priority Corridors along San Joaquin Street and Skyline Boulevard received the highest technical scores (90), but accounted for 10% of the public vote each, indicating moderate community support.
- Reef Sunset Middle School Crossing Improvement received a lower technical score (67.5) but had the highest share of public votes at 16%, showing strong community preference.
- Union Avenue/Kern Street Upcoming Development Crossing Improvement garnered 13% of the votes, reflecting community interest despite a lower technical score
- The Avenal Community Health Center Crossing Improvement project balanced both metrics well, with a ranked score of 80 and 11% of public votes.

Bikeway Infrastructure Projects: There was mixed alignment between community voting and the ranked technical scores.

- Skyline Boulevard (Class II), 7th Avenue (Class II), and 3rd Avenue (Class III) tied for the highest ranked score (92.5), and among these, Skyline Boulevard and 3rd Avenue each received 10% of votes, indicating strong community support. However, 7th Avenue received only 3% of votes, suggesting less public interest.
- Union Avenue (Class I) received the most public support at 18%, despite having the lowest technical score (42.5). Big Tar Canyon Road (Class I) followed a similar pattern, with a technical score of 60 and 15% of the vote. This suggests a strong local preference for off-street bikeways, even if they are technically less feasible.
- Mariposa Street (Class III) and Fremont Street (Class I) received only 1% of public votes, despite ranking the highest technical scores.

Non-Infrastructure Recommendations

Street design alone cannot address the cultural, behavioral, and external barriers that prevent people from walking or bicycling. To support pedestrian and bicycle infrastructure investments, program-based solutions have been identified to promote behavior change and facilitate long-term mode shift, as listed in Table 3-5.

Table 3-5. Avenal Non-Infrastructure Recommendations

AVENAL NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Car-Free Street Events	The City can reduce barriers to traveling via active transportation modes by operating an open streets event program. An Open Streets event encourages bicycling, walking, and rolling through a positive car-free experience. An Open Streets event temporarily restricts vehicle-through traffic on a specific roadway or route and makes the roadway available only to people walking, bicycling, rolling, and other social activities. Responsible Agencies: City of Avenal
Community Education Campaign	The City can increase the share of people commuting via active transportation modes by implementing a community education campaign. The campaign would focus on informing and encouraging safe walking, bicycling, and driving behaviors. Campaign strategies may include: • Media Campaigns for Safe Travel: Raise awareness about safe travel practices for all road users. • Bicycle Maintenance Lessons: Teach residents how to keep their bikes in safe and operable conditions. • Safe Commuting Tips: Disseminate safe commuting tips that help pedestrians and bicyclists navigate roads with confidence. • Safe Driving Near Bicyclists: Educating drivers on safe practices near bicycles promotes mutual respect and reduces collisions. • Safety Message Booths at Community Events: Provide hands-on learning and outreach opportunities. Responsible Agencies: City of Avenal
School Curriculum Education	The City and School District can work together to implement pedestrian and bicycle skills as part of physical education courses. Many schools around the nation have begun implementing this into their elementary school physical education courses. An effective approach may be to assign these lessons to a particular grade (i.e., pedestrian safety and beginning bike safety skills are taught to all first graders, and intermediate bike safety skills are taught to all third graders). Responsible Agencies: City of Avenal, Reef-Sunset Unified School District

AVENAL NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Street Closures Near Schools	To enhance student safety and promote walkability, the City can establish temporary or permanent closures of streets directly in front of schools during peak student arrival and dismissal times. Aligned with Safe Routes to Schools (SRTS) strategies, the initiative would: • Reduce traffic congestion and the risk of collisions near school zones by limiting vehicle access. • Promote walking and bicycling to school by creating safer, more accessible routes for students. • Collaborate with schools, parents, and residents to identify safety concerns and implement solutions. • Integrate supporting measures such as designated drop-off zones, improved crosswalks, and bicycle lanes to complement street closures. Responsible Agencies: City of Avenal, Reef-Sunset Unified School District
Safe Routes to Schools	The City can enhance student safety for active transportation to and from school by adopting or participating in a local or regional Safe Routes to School (SRTS) Program. SRTS programs assess walking and bicycling conditions near schools to identify strategies that improve safety and encourage active transportation through programming, policies, and infrastructure. Possible strategies include: • Walk and Roll to School Day: Annual events promoting walking, bicycling, or other active transportation modes. • Walking School Bus: Planned routes where students walk to school with adult chaperones, joining at organized designated points. • Bike Train: Organized group bike ride for students and parents to travel school along designated corridors to "pick-up" additional students along the way. • Youth Walk/Bike Education: Short-term programs that teach safety skills for walking and bicycling. • Travel Tally Exercises: Classroom data collection on travel modes to identify trends over time, infrastructure needs, and strengthen grant applications. • Walk Audits: Assessments including school communities and transportation professionals to identify safety improvements around school campuses. Responsible Agencies: City of Avenal, Reef-Sunset Unified School District

AVENAL NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
E-Bike Rebate Program	The City can increase the share of people commuting by bicycle by implementing an E-Bike Incentive program. The City can promote e-bike/cargo bike rebate and voucher programs, such as the California Air Resources Board program that offers up to $1,000 and $1,750 for e-bikes and cargo bikes, respectively. Disadvantaged communities, including Avenal, qualify for up to an additional $250 rebate. Other funding opportunities for e-bike rebates could also be provided to residents by KCAG. An e-bike incentive reduces barriers to e-bike ownership by providing a monetary subsidy or voucher for e-bike purchases. Concurrently develop and distribute materials that educate the community on the benefits of e-bikes and cargo bikes. Responsible Agencies: City of Avenal, Kings County Association of Governments
Bikeway Signage Installation Program	The City can install bikeway signage at strategic locations to guide bicyclists, inform motorists, and promote safe bicycling. Clearly marked lanes reduce collisions by clarifying shared road use, while visible signage encourages more cycling by reassuring users they are on designated paths. Once installed, signage is relatively low maintenance and serves as a long-term investment in public infrastructure. Responsible Agencies: City of Avenal
Transportation Demand Management	The City can increase the share of people commuting by bicycle by implementing a transportation demand management (TDM) policy. The policy would require large employers to provide resources that reduce barriers to traveling by bicycle to and from their place of employment. Examples of resources include end-of-trip facilities (i.e. secure long-term bicycle storage and shower facilities). TDM policies can also support more carpool and work vanpooling activity. Responsible Agencies: City of Avenal

CHAPTER 4

CORCORAN

Study Area

The City of Corcoran is located in southern Kings County, approximately 19 miles south of the county seat of Hanford and 19 miles west of the City of Tulare and Highway 99 in Tulare County. As shown in Figure 4-1, Highway 43 runs north–south along the eastern edge of the city and crosses through its northern section, providing regional access. The city's main local and regional thoroughfares include 6 ½ Avenue, Dairy/6th Avenue, North Avenue, Orange Avenue, Otis Avenue, Patterson Avenue, Sherman Avenue, and Whitley Avenue.

The City of Corcoran has a population of 22,627 people, according to the U.S. Census (2024). Of the total population, 21.3% (4,819) are under 18 years old, and 9.8% (2,217) are adults age 65 and up.

Appendix B presents a summary of existing conditions, analyses of safety and equity, and a review of applicable planning documents that pertain to the City of Corcoran.

Corcoran Active Transportation Plan

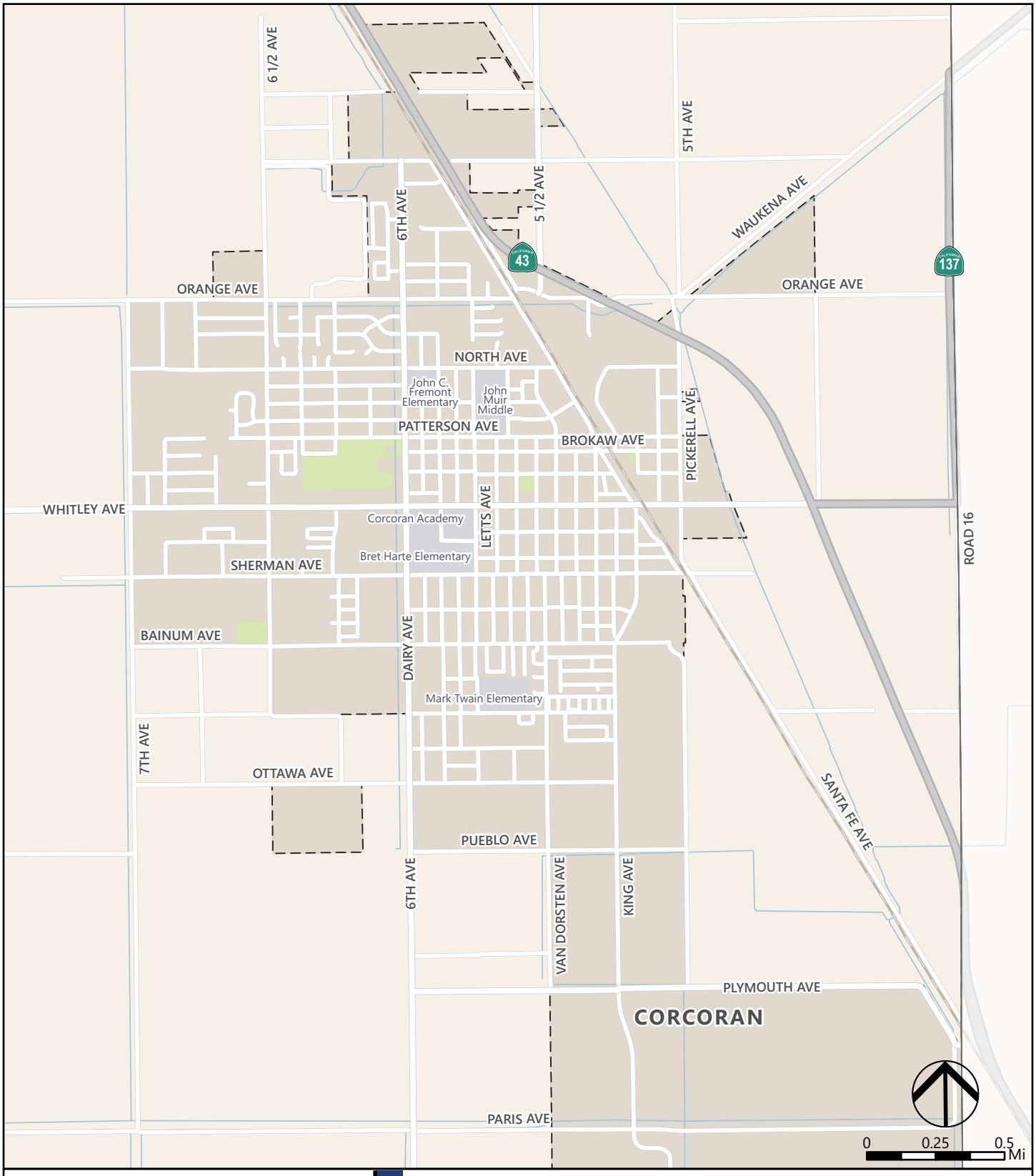
The City of Corcoran adopted its first citywide Active Transportation Plan (Corcoran ATP) in December 2024. The Corcoran ATP establishes a comprehensive strategy to enhance walking, bicycling and rolling for individuals of all ages and abilities, while positioning the City to pursue funding for high-priority improvements. The Corcoran ATP identifies 33 pedestrian and bicycle infrastructure projects, and 12 non-infrastructure strategies focused on programs, policies, and maintenance to support active transportation.

Vision and Goals

The Corcoran ATP emphasizes a connected, safe, and accessible active transportation network that supports public health, equity, and quality of life.

This vision is supported by the following goals:

- Expand and enhance the active transportation network to make it safer and more appealing for residents and visitors of all ages and abilities to walk, bike, and roll in Corcoran.
- Create a connected active transportation network to enable all students to walk, roll, or bike to school in Corcoran.
- Improve quality of life and public health through investments that improve access to community destinations and expand opportunities for outdoor recreation.
- Pursue strategic, high-impact investments that are cost effective and feasible and that can be maintained over time.



KCAG 2025 Regional Active Transportation Plan

Figure 4-1. Corcoran Study Area

Kings County Regional ATP

MARK THOMAS

LEGEND

City

Community

Active Transportation Network

The planned pedestrian and bicycle infrastructure network focuses on improving connections between residential neighborhoods and key destinations such as schools, parks, and commercial areas. These improvements are centered along the following major corridors:

- **School Corridor**
  - Oregon Avenue north to Patterson Avenue
  - Letts Avenue north of Patterson Avenue to North Avenue
  - Bell Avenue at Claire Avenue and Letts Avenue
  - Hanna Avenue at Letts Avenue
  - North Avenue at Letts Avenue

- **Commercial Corridor**
  - Whitley Avenue at 6 ½ Avenue
  - Whitley Avenue at Dairy Avenue, Chittenden Avenue, and Josephine Avenue

- **Parks Corridor**
  - Orange Avenue at Otis Avenue, Letts Avenue, and Dairy Avenue
  - North Avenue at Dairy Avenue
  - Patterson Avenue at Hanna Avenue and Dairy Avenue

As illustrated in Figure 4-2, pedestrian improvements include sidewalk gap closures, enhanced street crossings, and pedestrian amenities such as pedestrian-scale lighting.

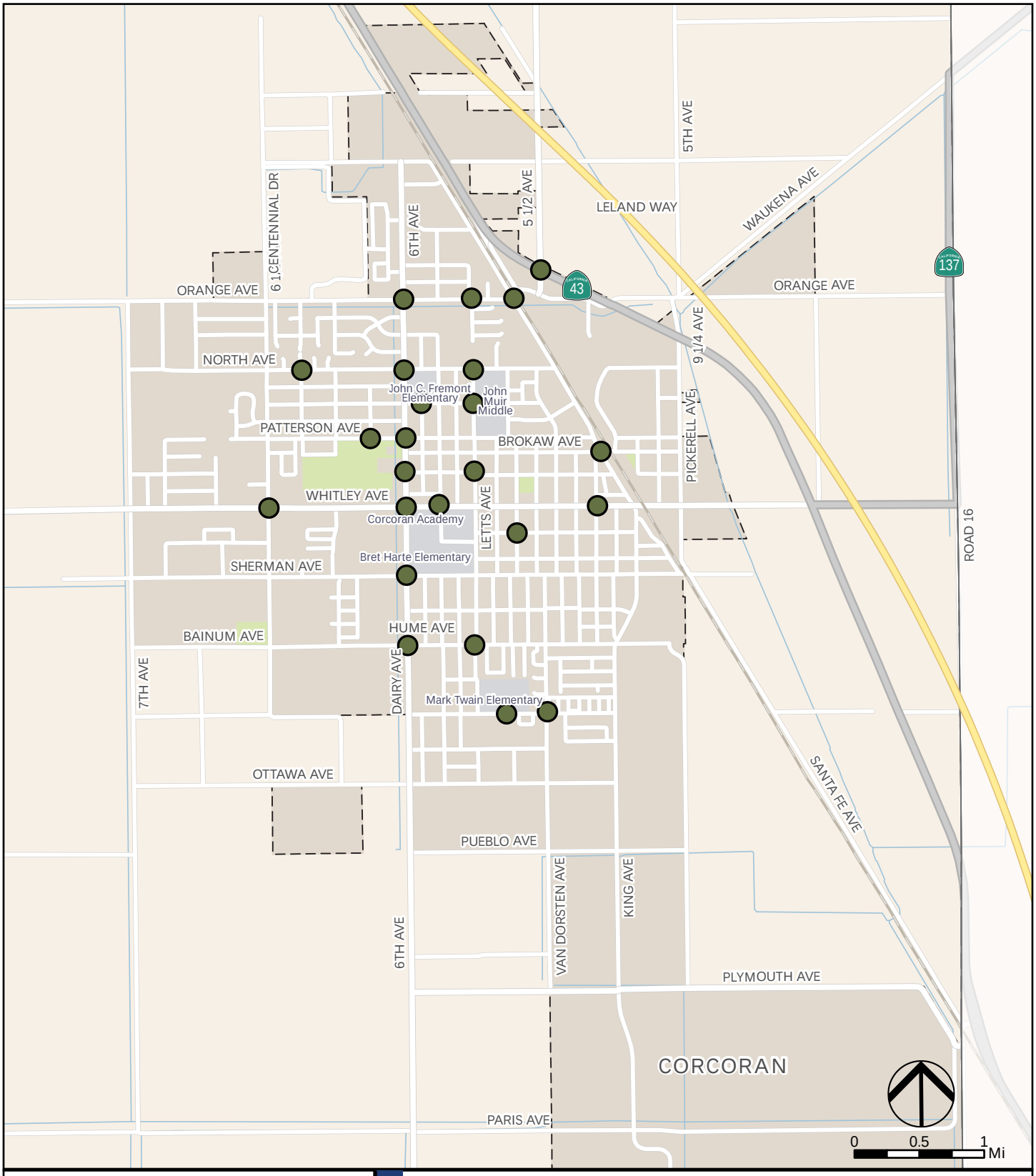
The planned bicycle network includes approximately 13.15 miles of new or upgraded facilities aimed to improve safety, connectivity, and user comfort. The network includes a mix of Class I, II, and III bikeways as listed below:

- Class I (6.55 miles): Off-street shared-use paths along Dairy Avenue, 6th Avenue, Whitley Avenue, and North Avenue.
- Class II (6.6 miles): On-street striped bike lanes on Van Dorsten Avenue, Norboe Avenue, Hanna Avenue, Bell Avenue, Orange Avenue, Patterson Avenue, Sherman Avenue, Orange Avenue, and 6½ Avenue.
- Class III (0.80 miles): Shared roadway bicycle routes on 5¼ Avenue, Flory Avenue, and King Avenue.

Proposed Bicycle Network

As part of the 2025 RATP public engagement process, stakeholders identified an opportunity to enhance the Corcoran bicycle network. A north-south Class IV buffered bicycle lane is proposed along Otis Avenue, extending between Orange Avenue and Whitley Avenue. The nearly 1-mile bikeway facility will enhance safety and connectivity between The Loop Pump Track to the north, downtown areas, and the Corcoran Amtrack Station to the south.

The adopted bicycle network from the 2024 Corcoran Active Transportation Plan, along with the proposed Otis Avenue Class IV bikeway, is illustrated in Figure 4-3.



KCAG 2025 Regional Active Transportation Plan

Figure 4-2. Corcoran **Planned Pedestrian Network**

Kings County Regional ATP

MARK THOMAS

LEGEND

- Corcoram ATP Pedestrian Recommendations
- CA High-Speed Rail Alignment

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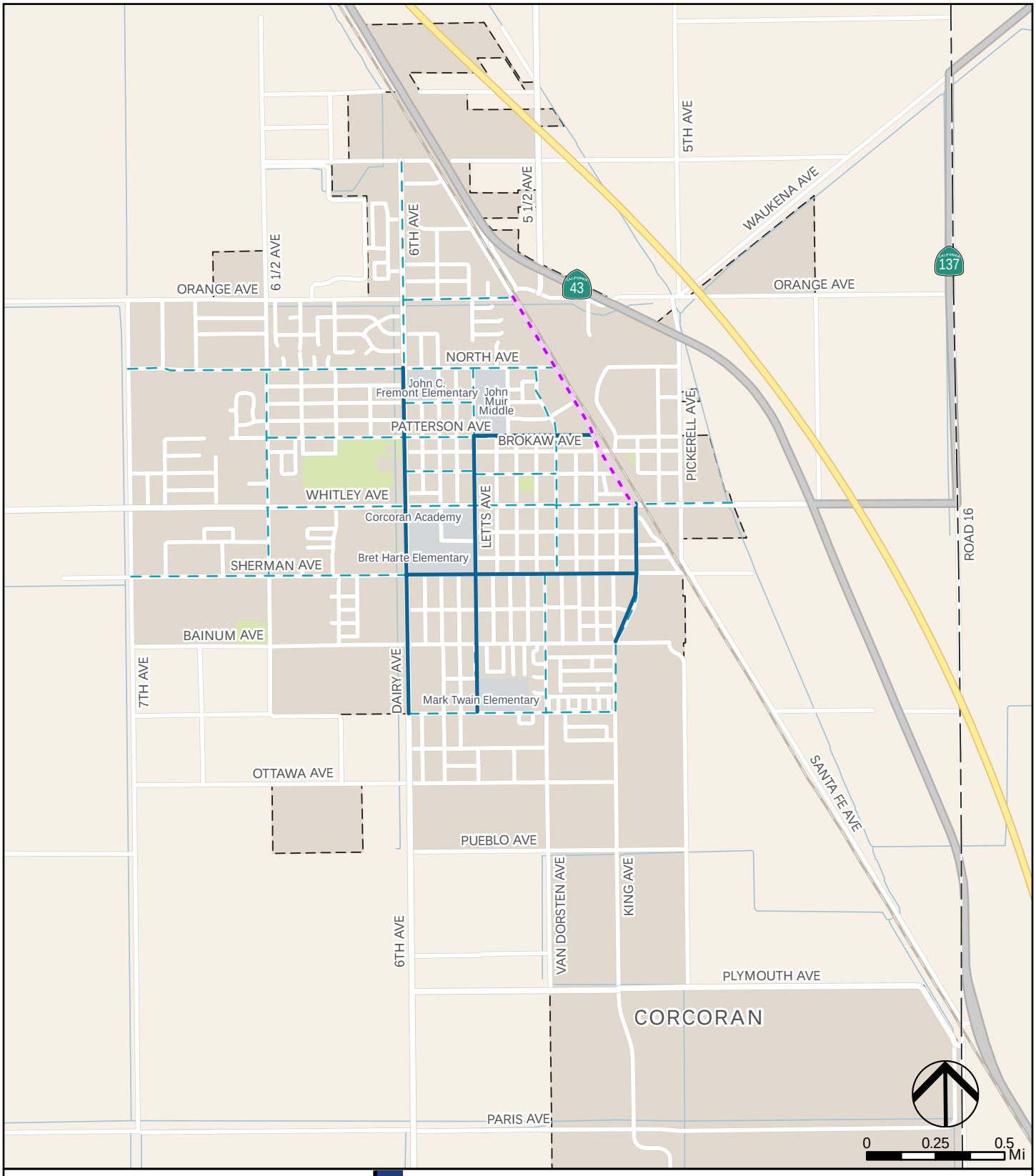

KCAG 2025 Regional Active Transportation Plan

Figure 4-3: Corcoran Proposed Bikeways Network

Kings County Regional ATP

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LEGEND

Proposed Bikeways

Class IV

Existing Bikeways

Class II

Planned Bikeways

CA High-Speed Rail Alignment

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CHAPTER 5

HANFORD

Study Area

The City of Hanford is located between the cities of Selma and Corcoran. As shown in Figure 5-1 Highway 198 runs east–west through the city and provides connections to Interstate 5 and Lemoore and to Visalia in Tulare County. Highway 43 runs north–south along the eastern edge of the city. Two railroad corridors also bisect Hanford in both directions, intersecting near the downtown Amtrak station, which connects to Fresno and Bakersfield.

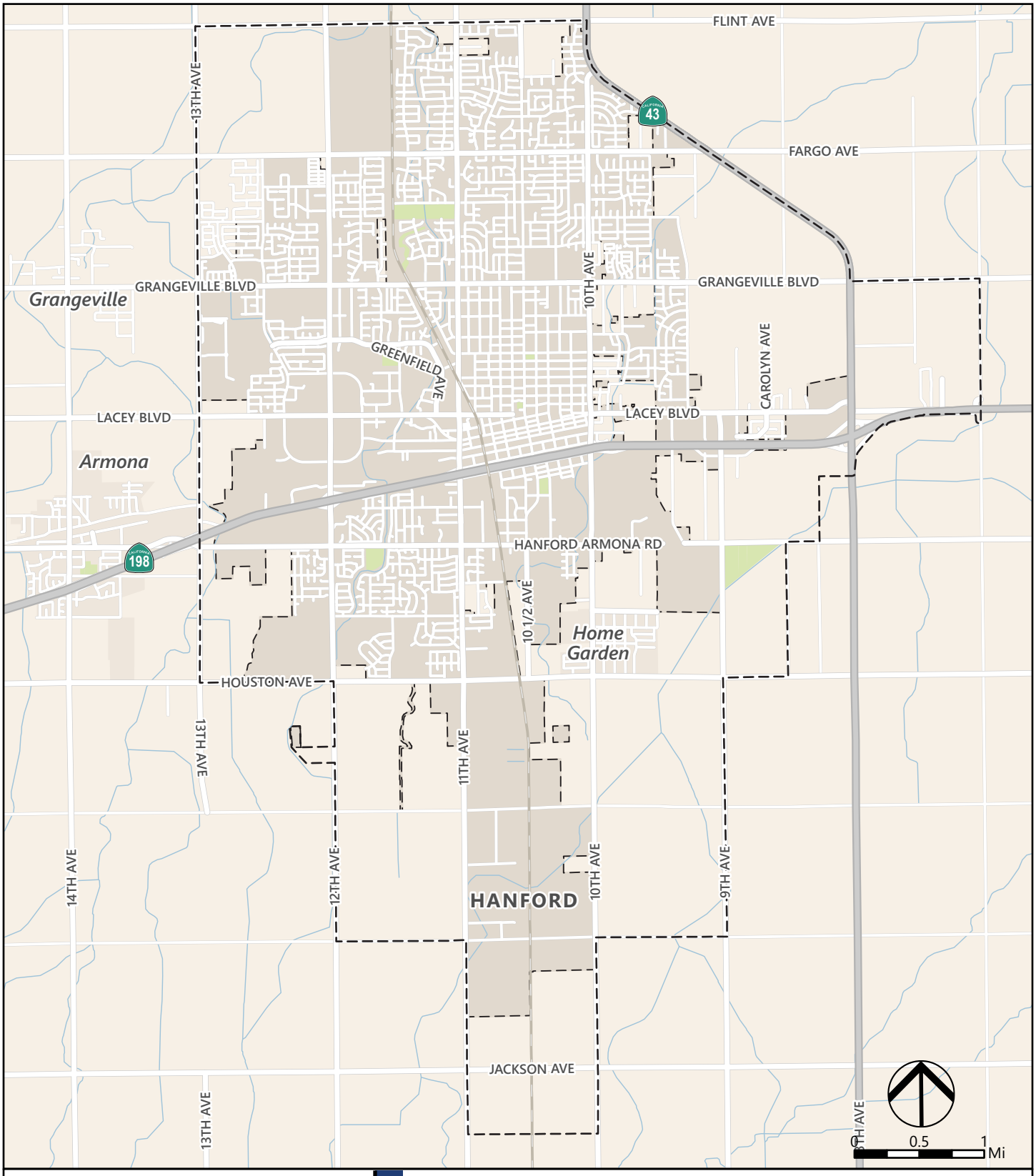
The city's downtown has a grid-style street layout, while suburban neighborhoods extend toward the outskirts. Large transportation corridors, including Highways 198 and 43, act as physical barriers between neighborhoods. Hanford's south side, located below Highway 198, has no high schools and is separated from the rest of the city.

A planned High-Speed Rail station on the east side is expected to bring 30,000 new residents, creating future demand for improved bicycle and pedestrian connections.

The City of Hanford is the county's most populous city, with a population of 60,594 people, according to the U.S. Census (2024). Of the total population, 28.7% (17,386) are under 18 years old, and 12.8% (7,756) are adults age 65 and up.

Appendix B presents a summary of existing conditions, analyses of safety and equity, and a review of applicable planning documents that pertain to the City of Hanford.

Hanford Thursday Night Market Place, August 2, 2024



KCAG 2025 Regional Active Transportation Plan

Figure 5-1. Hanford Study Area

Kings County Regional ATP

MARK THOMAS

LEGEND

- Planned 2035 City Boundary (Hanford 2035 General Plan)
- City
- Community

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Hanford Active Transportation Plan

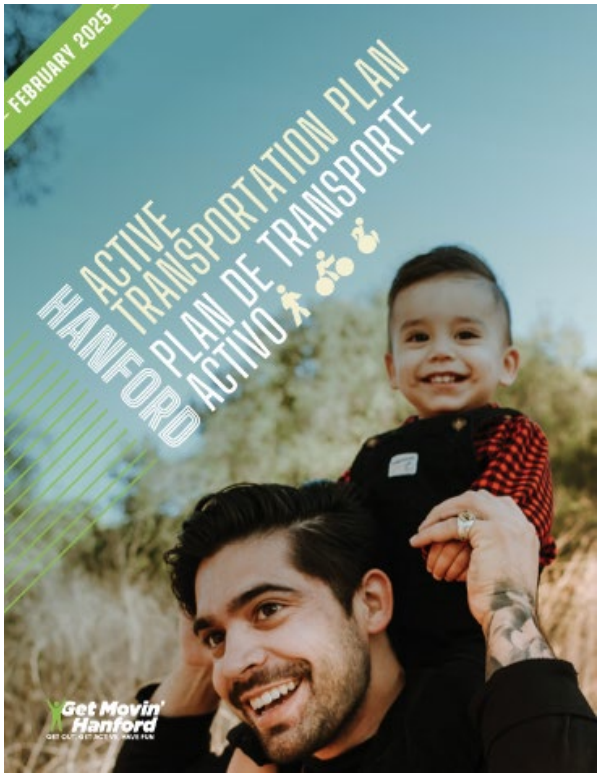
The City of Hanford adopted an updated citywide Active Transportation Plan (Hanford ATP) in February 2025. The Hanford ATP establishes a comprehensive strategy to expand and enhance the City's bicycle and pedestrian infrastructure, building upon the City's 2016 Pedestrian and Bicycle Master Plan to reflect new priorities, investments, and transportation opportunities. The Hanford ATP emphasizes safe, accessible, and multimodal connections to key destinations such as downtown, schools, transit hubs, and the future High-Speed Rail station.

The City plans to implement improvements in a phased approach, such as leveraging pavement restriping opportunities to install buffered bike lanes. Implementing the network through a phased investment approach lays the foundation for a more robust and connected bikeway network in the future while maximizing available current resources. The Hanford ATP also includes coordination strategies and funding approaches to support implementation through local efforts and competitive grant opportunities. This approach is focused on larger capital projects where local funds may not be sufficient to reach implementation.

Vision and Goals

The Hanford ATP envisions a vibrant and connected active transportation network that supports public health, equity, sustainability, and quality of life. This vision is supported by the following goals:

- Access, Connectivity, and Multimodal Consistency
- Health, Wellbeing, and Sustainability
- Public Safety and Comfort
- Collaboration and Community Partnerships



Active Transportation Network

The Hanford active transportation network is focused on improving access across Highway 198, enhancing connections between residential neighborhoods, schools, parks, downtown, transit, and the future High-Speed Rail station. Network recommendations aim to increase the share of trips made by walking and bicycling, enhance transportation equity, and improve safety and quality of life for Hanford residents.

As illustrated in Figure 5-2, pedestrian improvements in Hanford are categorized as Pedestrian Priority Corridors or Pedestrian Priority Zones. A total of 59 pedestrian priority locations were identified for target improvements throughout Hanford. Recommended treatments include enhanced pedestrian crossings and traffic control devices.

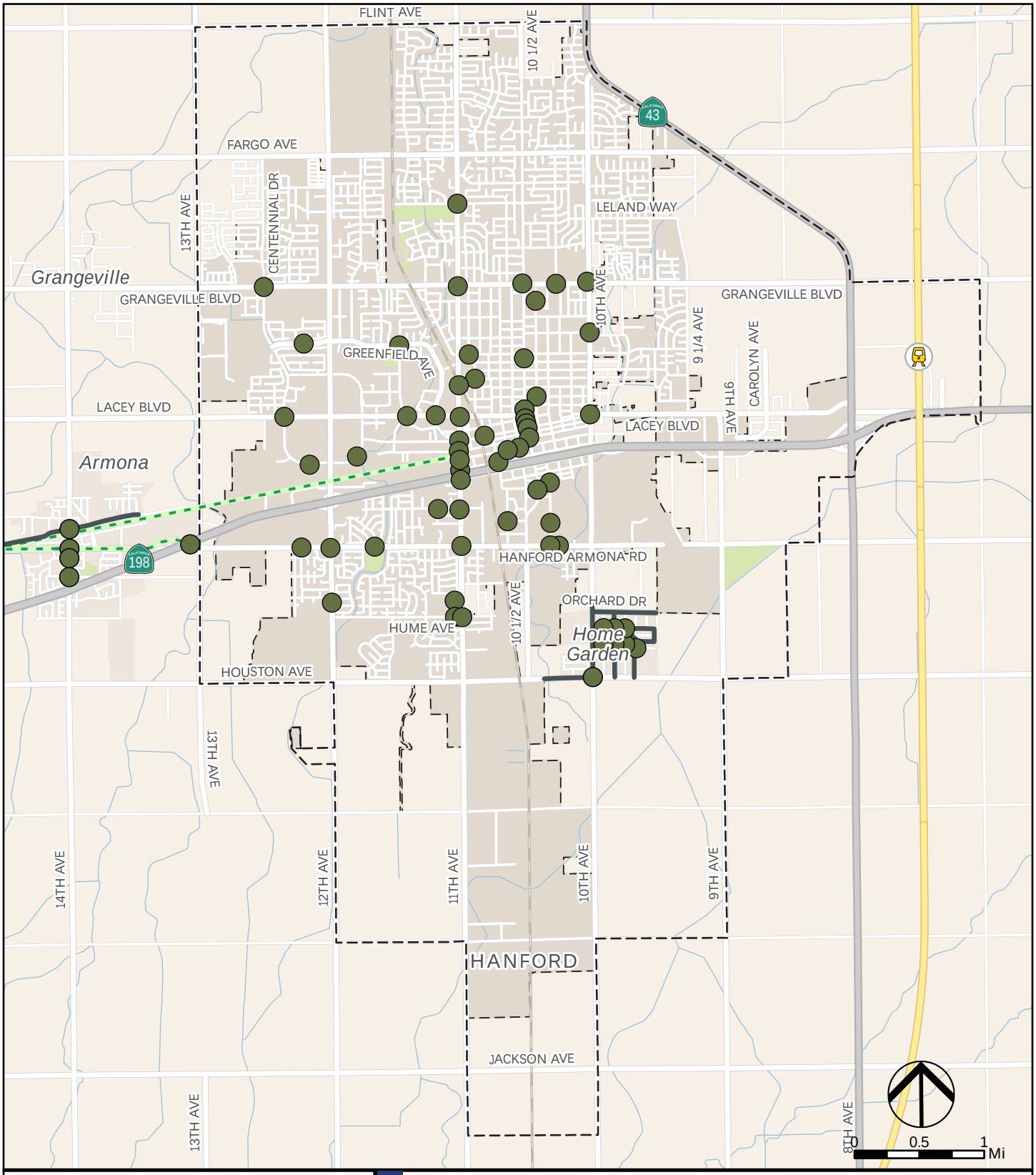
Pedestrian Improvements	
Pedestrian Priority Corridors	Featured along major roads, including Hanford Armona Road, E Lacey Boulevard, 11th Avenue, and N Douty Street.
Pedestrian Priority Zones	Concentrated between 10th Avenue and 12th Avenue, with two zones located north of Highway 198 and one zone to the south.

The recommended bicycle network improvements would triple Hanford's existing bikeway mileage, adding approximately 93 miles of new bikeways. As shown in Figure 5-3, bikeway improvements are distributed across the city and categorized into implementation phases, Backbone Network or Complete Network.

Bicycle Improvements	
Backbone Network	Prioritized for near-term implementation to establish key connections and high-impact corridors.
Complete Network	Intended for longer-term implementation to build out the full system and support local access.

Key facilities in the recommended bicycle network include:

- The People's Trail (Class I)
- East-west Shared-Use Path
- Separated Bikeways (Class IV)
- Buffered Bike Lanes (Class II) and Bike Lanes (Class II)
- Bike Boulevards (Class III)



KCAG 2025 Regional Active Transportation Plan

Figure 5-2. Hanford **Planned** Pedestrian Network

Kings County Regional ATP

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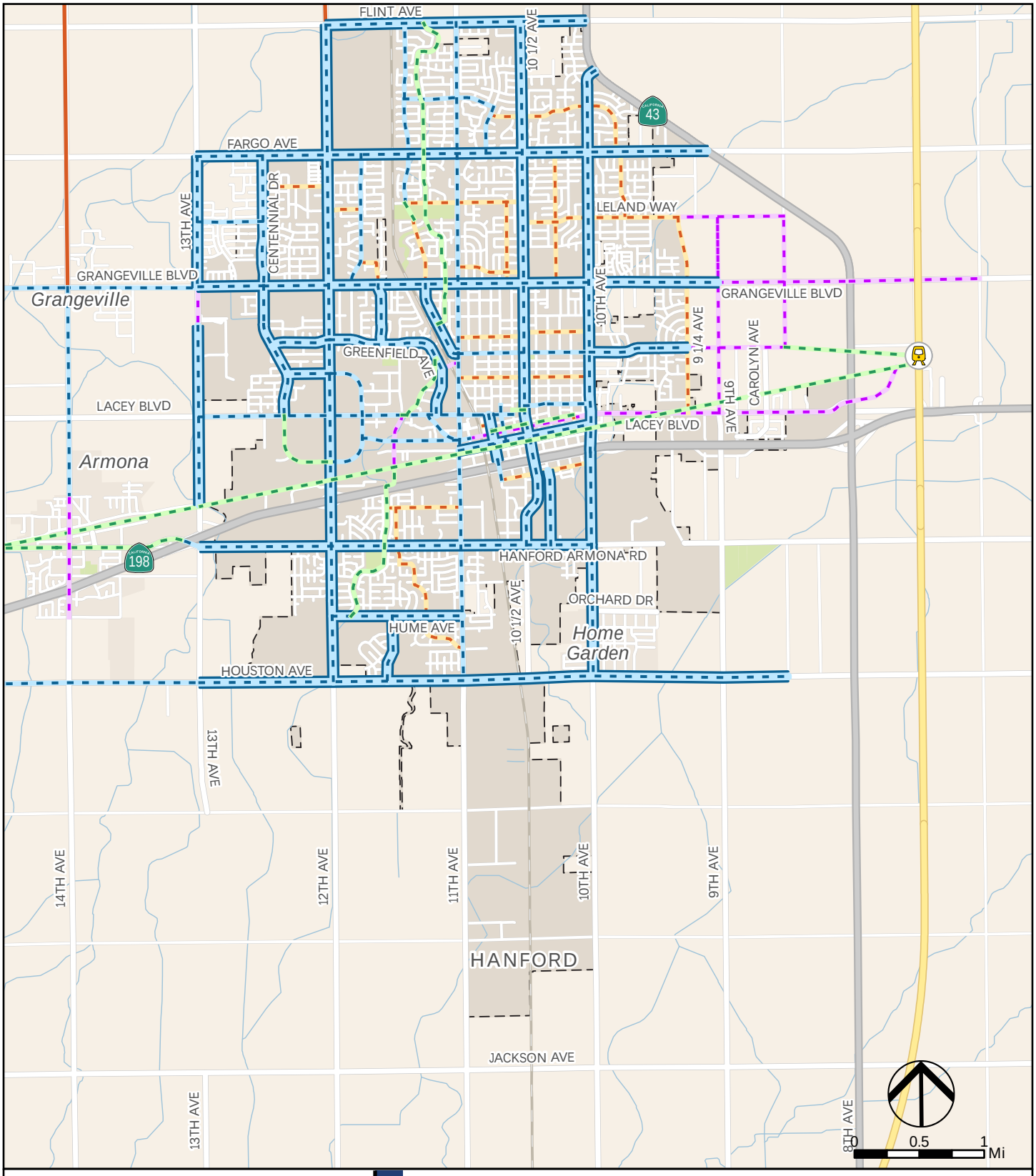
LEGEND

- Hanford ATP Pedestrian Recommendations
- Pedestrian Priority Corridor
- Class I Multi-Use Path
- CA High-Speed Rail Alignment
- CA High-Speed Rail Station



KCAG 2025 Regional Active Transportation Plan

Figure 5-3. Hanford **Planned** Bikeways Network

Kings County Regional ATP

MARK THOMAS

LEGEND

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

Existing Bikeways
- Class I
- Class II
- Class III
- CA High-Speed Rail Alignment
- CA High-Speed Rail Station

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CHAPTER 6

KINGS COUNTY

Study Area

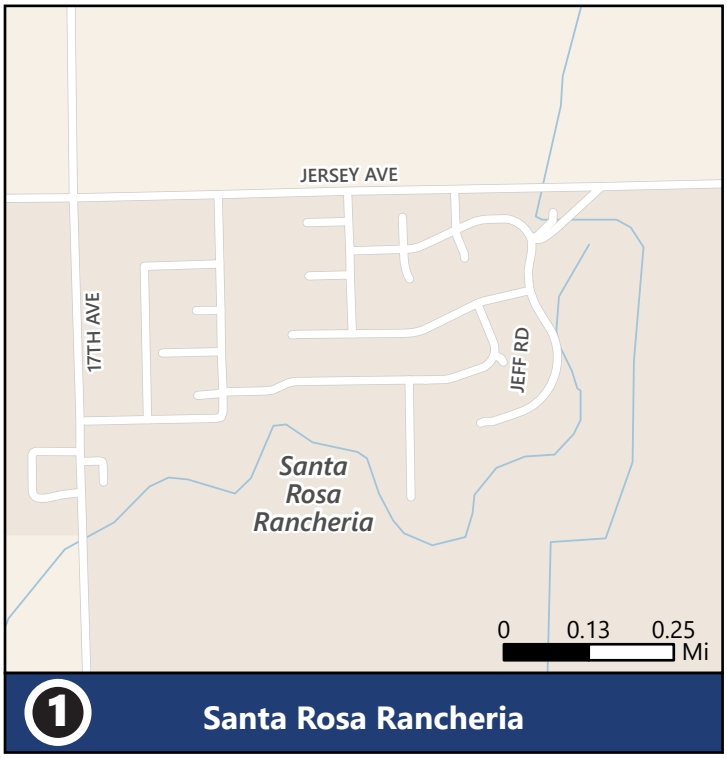
Kings County is located in the south-central region of California's San Joaquin Valley and encompasses approximately 1,396 square miles, as shown in Figure 6-.1. Based on the U.S Census (2023), the unincorporated areas of Kings County have a combined population of approximately 29,274, accounting for approximately 20 percent of the county's total population.

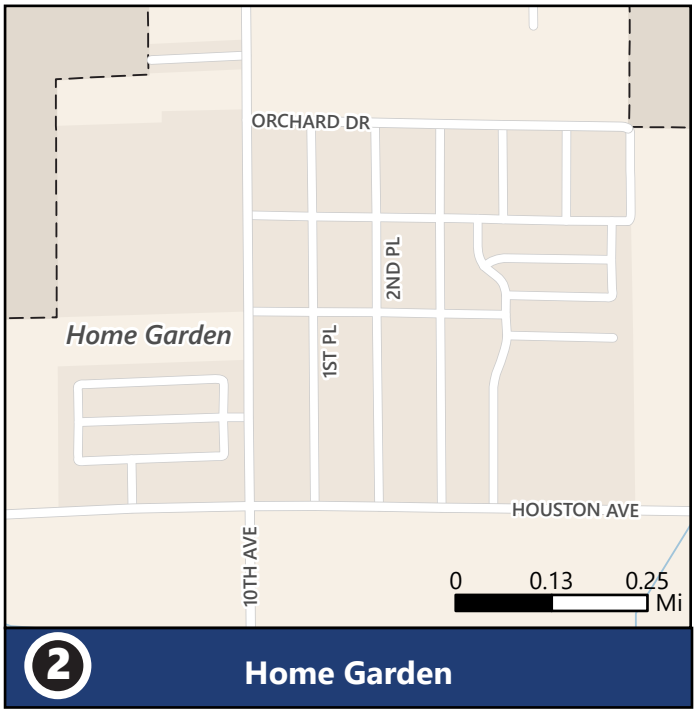
Majority of the population residing in unincorporated Kings County is concentrated in the communities of Armona, Home Garden, Kettleman City, and Stratford. Additional unincorporated areas include Grangeville, Hardwick, Lemoore Naval Air Station, and the Santa Rosa Rancheria Tachi Yokut tribal community.

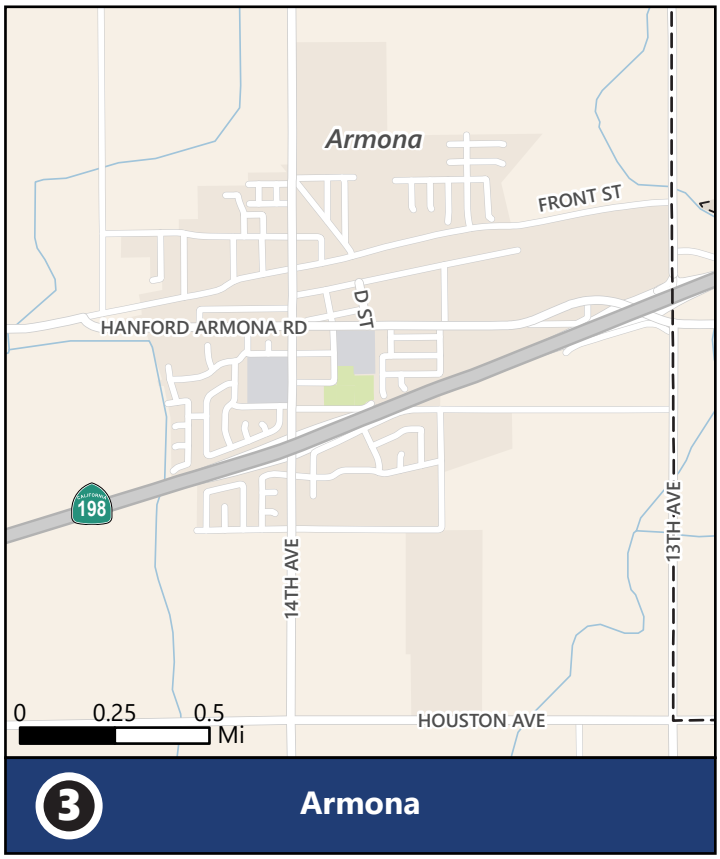
The Kings County unincorporated communities are distributed throughout the region in close proximity to incorporated cities and major transportation corridors. Armona, Grangeville, and Home Garden are located adjacent to the City of Hanford, within two miles of the city's jurisdictional boundary, forming a collection of communities near the county's administrative center. Kettleman City is situated along State Route 41, ten miles east of the City of Avenal. Stratford is located approximately seven miles south of the City of Lemoore, while Santa Rosa Rancheria is between Lemoore and Stratford, approximately five miles from each. Hardwick is located five miles northwest of Hanford, less than one mile south of Kings County's shared boundary with Fresno County.

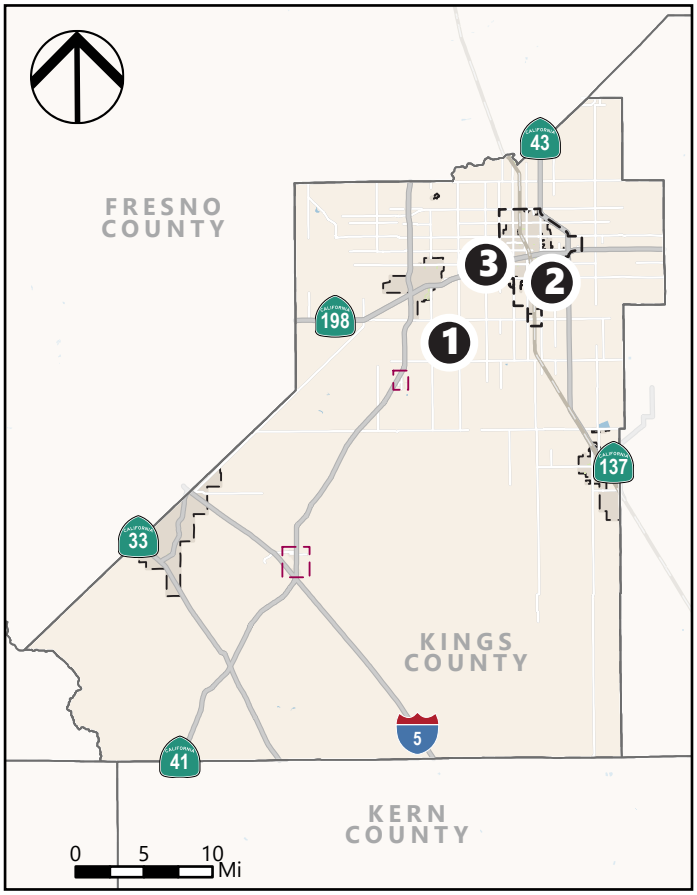
Unincorporated communities access services and destinations in incorporated cities via key regional county roadways and state facilities. Communities are primarily served by the following:

- **Armona:** Hanford Armona Road and State Route 198
- **Lemoore Naval Air Station:** State Route 198
- **Grangeville:** Grangeville Boulevard
- **Home Garden**: 10 ½ Avenue, 10th Avenue, and Houston Avenue
- **Hardwick:** 14th Avenue and Excelsior Avenue
- **Kettleman City:** Brown Street and State Route 41
- **Stratford:** State Route 41
- **Santa Rosa Rancheria:** Jersey Avenue









KCAG 2025 Regional Active Transportation Plan

Figure 6-1. Kings County and Unincorporated Communities Study Area (1 of 2)

Kings County Regional ATP

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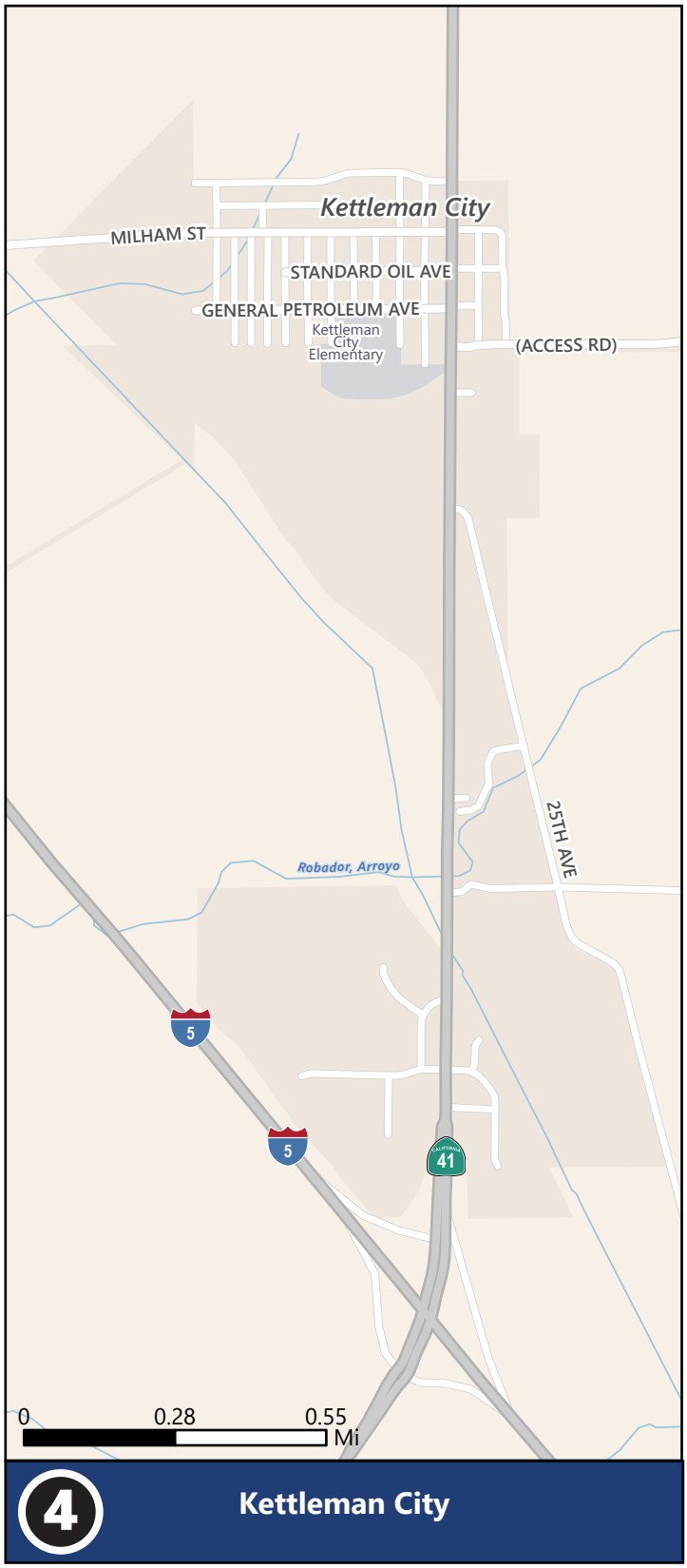
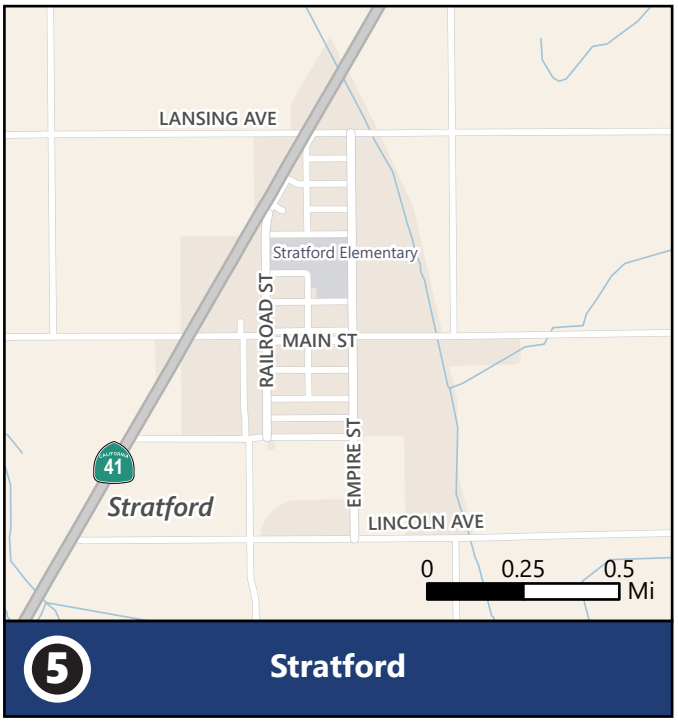
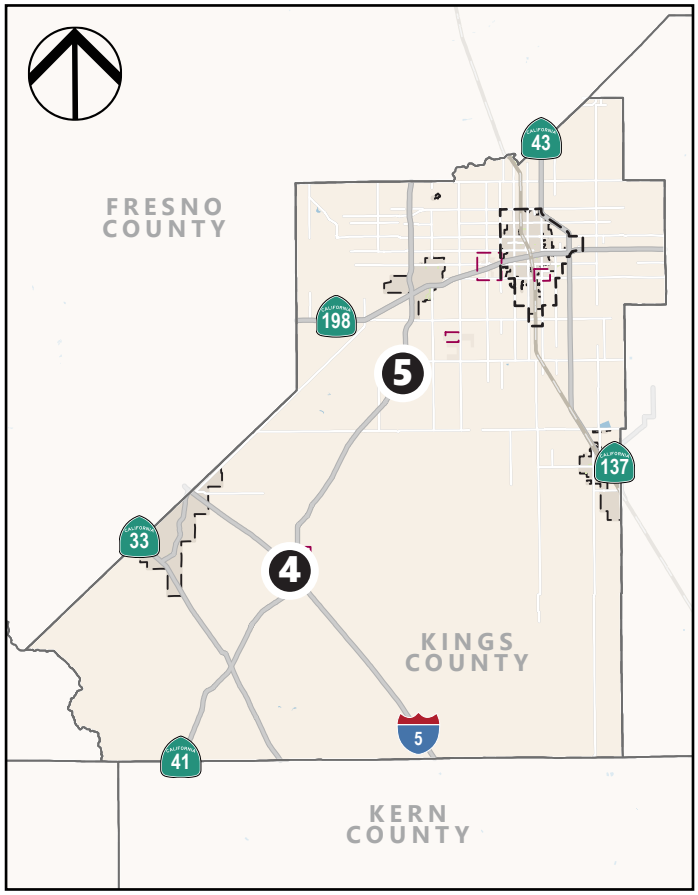
City

Community







KCAG 2025 Regional Active Transportation Plan

Figure 6-1. Kings County and Unincorporated Communities Study Area (2 of 2)

Kings County Regional ATP

MARK THOMAS

City

Community

Literature Review

The following documents influence active transportation planning within the unincorporated areas of Kings County by establishing goals and objectives for the local transportation network. These planning documents have been incorporated in the development of the 2025 RATP to ensure consistency with proposed projects in unincorporated Kings County. For a review of applicable regional and statewide planning documents, refer to Chapter 1.

County of Kings Local Roadway Safety Plan (2023)

The 2023 Kings County Local Roadway Safety Plan (LRSP) is a data-driven document aimed at reducing and eliminating the occurrence of traffic-related fatalities and severe injuries on the transportation network. The LRSP completed an analysis of crash history data and collaborated with a Stakeholder Working Group to identify infrastructure and non-infrastructure solutions to reduce collisions, based on established Emphasis Areas. LRSP Emphasis Areas include delivering safety enhancements in underserved communities, public education around safer countywide travel, targeted safety education for school students, reducing the annual number of severe and fatal transportation-related injuries and decreasing instances of driving under the influence. Countermeasures recommended by the LRSP, consistent with treatments proposed in the 2025 RATP, include separated bike lanes, pedestrian crossing improvements, and traffic control devices.

County of Kings Americans with Disabilities Act Transition Plan (2016)

The 2016 County of Kings Americans with Disabilities Act Transition Plan (Kings ADA Plan) identifies physical obstacles on county-owned and maintained facilities which limit accessibility for persons living with disabilities. The Kings ADA Plan outlines next steps to achieve ADA compliance, including implementation methods, estimated costs, action items, phasing schedule and priorities. Section B and Section D of the Kings ADA Plan focus on addressing and removing barriers and obstacles for pedestrian travel and mobility.

Draft Kings County 2035 General Plan (2024)

The Draft Kings County 2035 General Plan includes Community Plans for the unincorporated communities of Armona, Home Garden, Kettleman City, and Stratford. Each Community Plan identifies goals, policies, and objectives to enhance walking and bicycling conditions in the following ways:

- Integrating pedestrian and bicycle facilities and connections in new growth areas.
- Enhancing pedestrian and bicycle access and safety through the use of traffic-calming street design treatments, to be implemented at key crossing locations.
- Evaluating the need and seeking funding for Safe Routes to School improvements.

Existing Conditions Analysis

Existing Land Use

Residential zoning constitutes the majority of developed land use designations across unincorporated Kings County, as illustrated in Figure 6-2. In Armona, mixed-use areas are located near Lacey Boulevard and clustered around 14th Avenue and Front Street, with commercial uses to the west. Home Garden features a linear mix of commercial, public, and high-density residential uses along 10th Avenue. Kettleman City includes a cluster of transportation commercial uses near Interstate 5. Stratford has a small downtown mixed-use core around Main Street, with additional mixed-use parcels east of Aqua Vista Avenue.

Existing Travel Mode Split

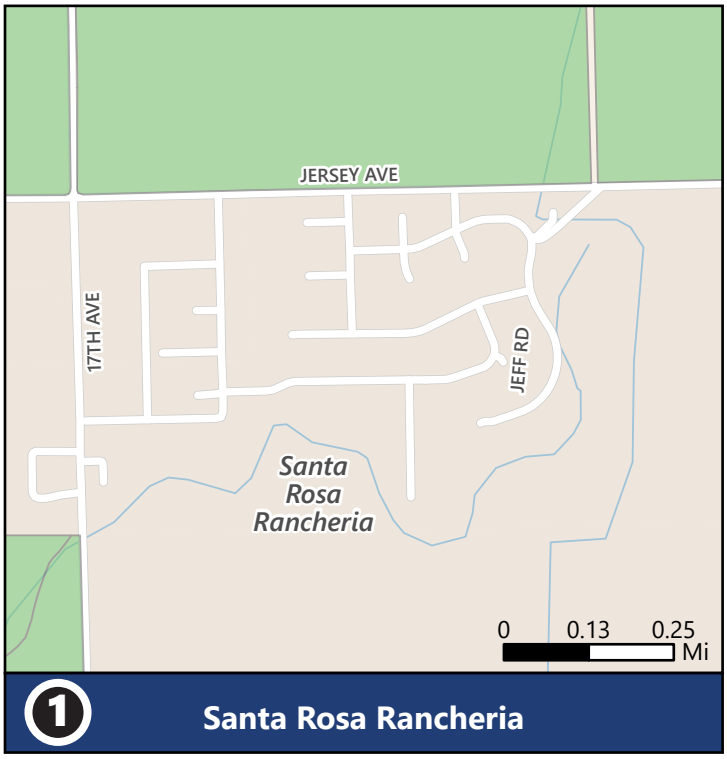
The U.S. Census American Community Survey (ACS) publishes statistics related to commuting in the United States for people aged 16 and over, including the different travel modes taken to and from the workplace. Private vehicle trips constitute an overwhelming mode share in Kings County; over 90% of commuter trips in the four Kings County incorporated communities are by private vehicle.

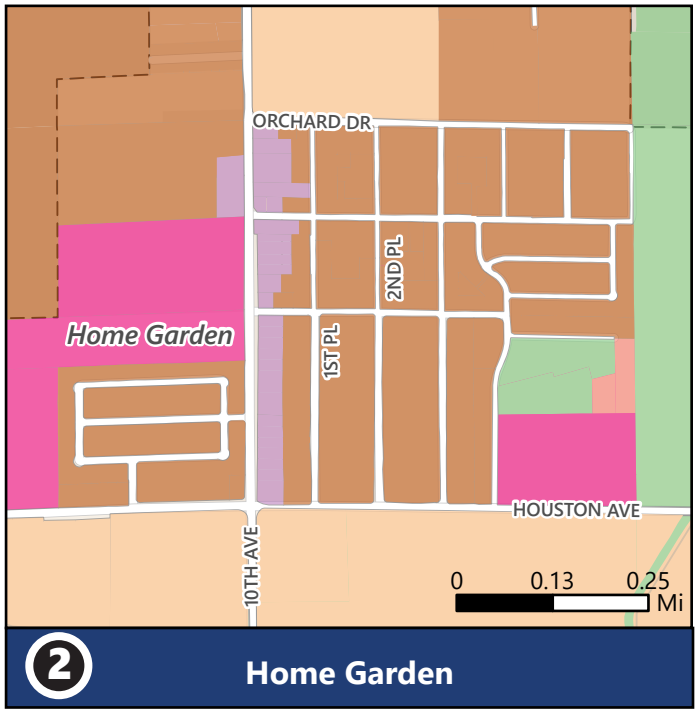
In Home Garden, 96.0% of residents travel to work by vehicle, the highest share among all unincorporated areas. Armona follows closely with 92.2%, while Kettleman City has the lowest rate at 89.9%, indicating a slightly more diverse travel mode split. Public transit usage remains minimal across all three communities, as shown in Table 6-1, with the highest rate in Armona at only 2.9%. Notably, Kettleman City has the highest walking rate at 4.2%. Traveling via bicycle is not reported in any of the three unincorporated communities. Other commute modes, including taxis and motorcycles, are 2.0% in Armona and 2.6% in Home Garden.

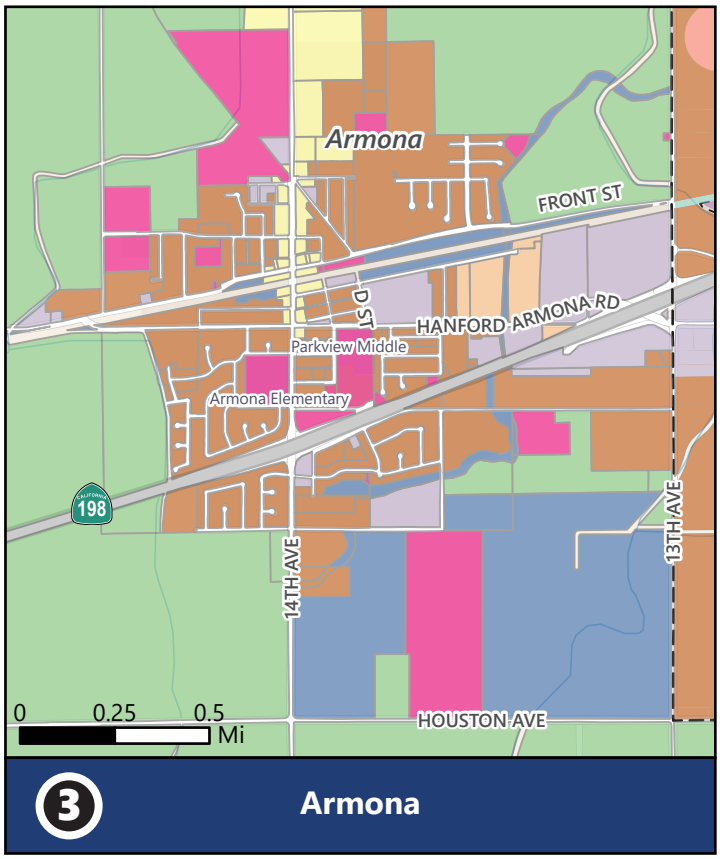
Table 6-1. Unincorporated Kings County Travel Mode (2022)

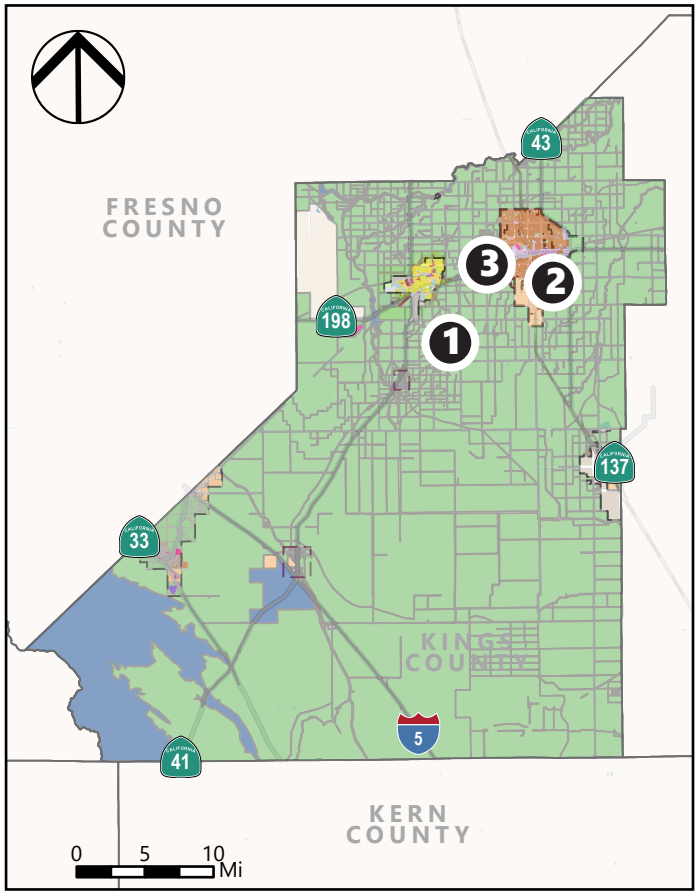
Travel to Work	Armona	Home Garden	Kettleman City
Personal Vehicle	92.2%	96.0%	89.9%
Public Transit	2.9%	0.2%	0.0%
Walk	0.0%	0.0%	4.2%
Bike	0.0%	0.0%	0.0%
Taxi, motorcycle, other	2.0%	2.6%	0.0%
Work from home	2.9%	1.2%	5.9%

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates









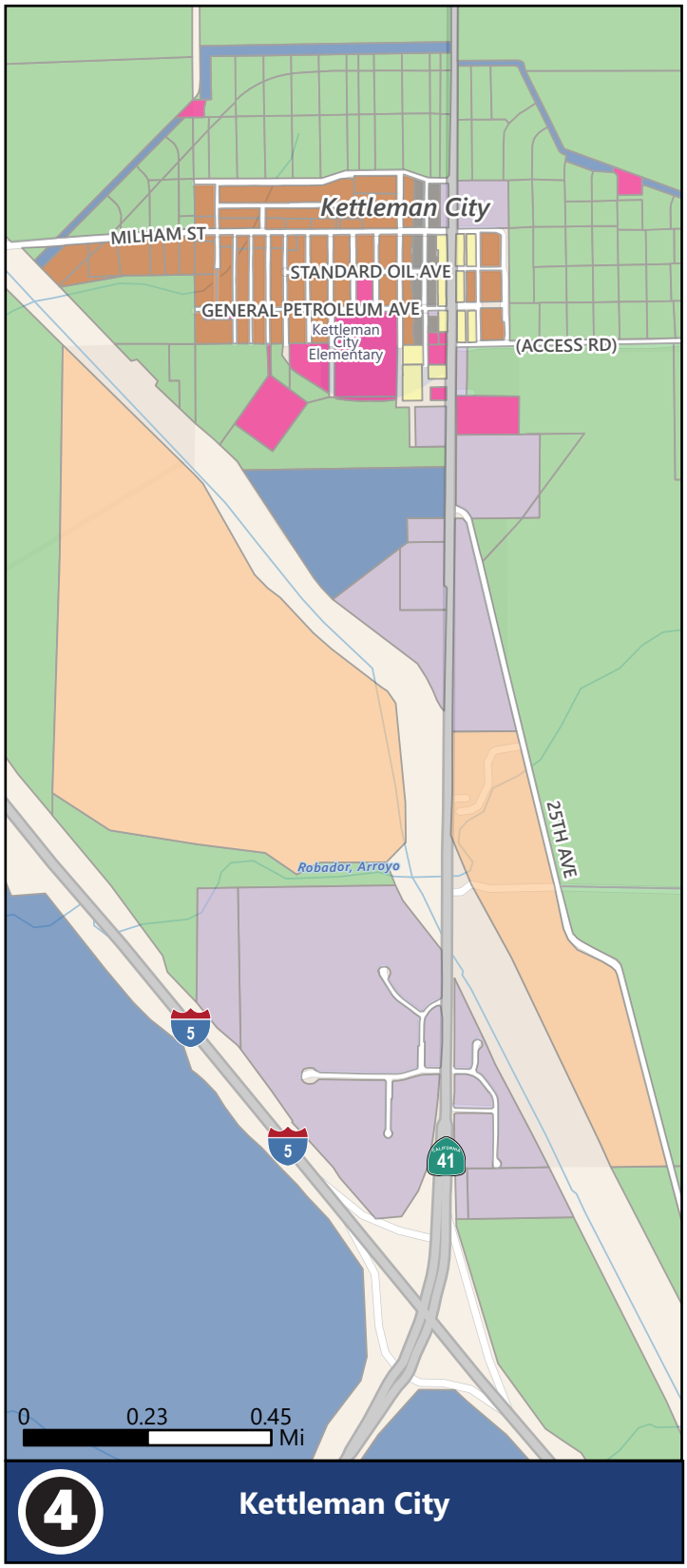
KCAG 2025 Regional Active Transportation Plan

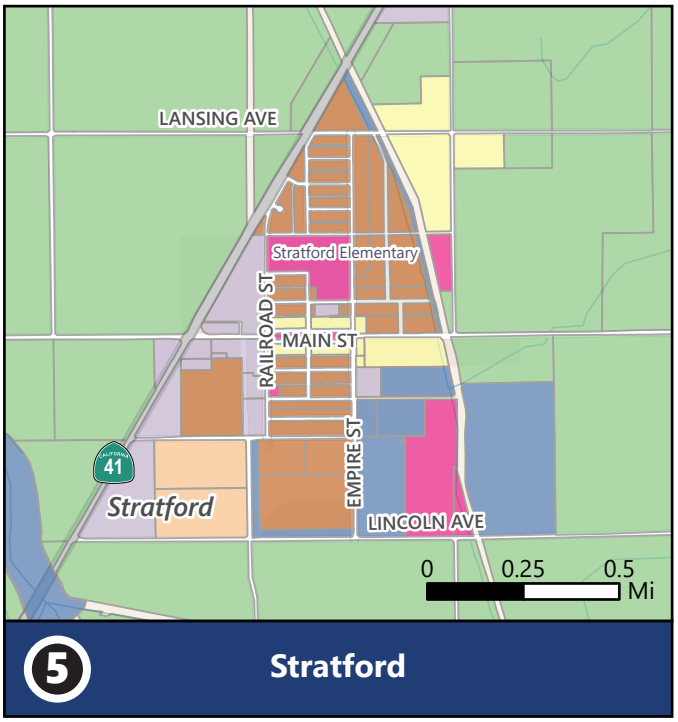
Figure 6-2. Kings County and Unincorporated Communities Existing Land Use (1 of 2)

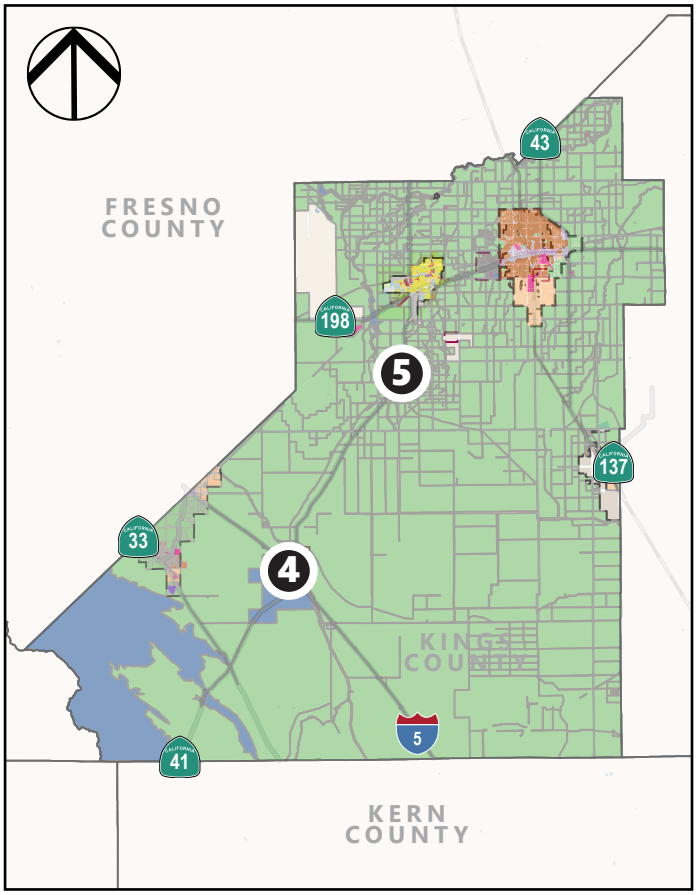
Kings County Regional ATP

MARK THOMAS

Agriculture	Industrial	Open Space	Residential
Commercial	Mixed Use	Public	Transitional







KCAG 2025 Regional Active Transportation Plan

Figure 6-2. Kings County and Unincorporated Communities Existing Land Use (2 of 2)

Kings County Regional ATP

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Agriculture	Industrial	Open Space	Residential
Commercial	Mixed Use	Public	Transitional

Existing Active Transportation Network

Pedestrian Network Constraints

The pedestrian network in Kings County varies by area, with conditions shaped by development patterns, available funding, and historical construction practices. Home Garden and Armona have partial sidewalks while Kettleman City and Stratford have more sidewalk infrastructure gaps due to the construction practices when the communities were developed. In these areas and in parts of Home Garden's community, pedestrians often share roadway shoulders with vehicular traffic due to the absence of dedicated pedestrian facilities. Schools throughout the region generally provide some pedestrian amenities, including marked crosswalks and reduced-speed zones.

The following sections summarize key pedestrian network constraints by community:

Armona

Pedestrian infrastructure in Armona is inconsistent, particularly along major corridors such as Front Street and 14th Avenue. Sidewalk gaps and the absence of marked pedestrian crossings, especially along 14th Avenue, create barriers to continuous pedestrian mobility.

Home Garden

Pedestrian facilities in Home Garden are largely absent. In most areas, pedestrians must walk in the roadway with vehicular traffic due to the lack of sidewalks. Where sidewalks do exist, they are limited to short, disconnected segments in residential developments west of 10th Avenue.

Kettleman City

Sidewalk infrastructure is minimal within the residential core of Kettleman City. Most streets lack curbs and paved shoulders, with the roadway edge transitioning directly from asphalt to unpaved dirt shoulders, offering minimal separation between pedestrians and vehicles.

Stratford

Pedestrian infrastructure in Stratford is fragmented and incomplete. In many locations, the absence of sidewalks or paved shoulders forces pedestrians to walk in the roadway, increasing exposure to traffic and reducing pedestrian safety.

Santa Rosa Rancheria

Sidewalk connectivity is limited in Santa Rosa Rancheria, with missing segments along Jersey Avenue. Additionally, there are no designated pedestrian crossings, limiting safe access for pedestrians to access key community destinations.

Residential Neighborhood, Stratford

Bicycle Network

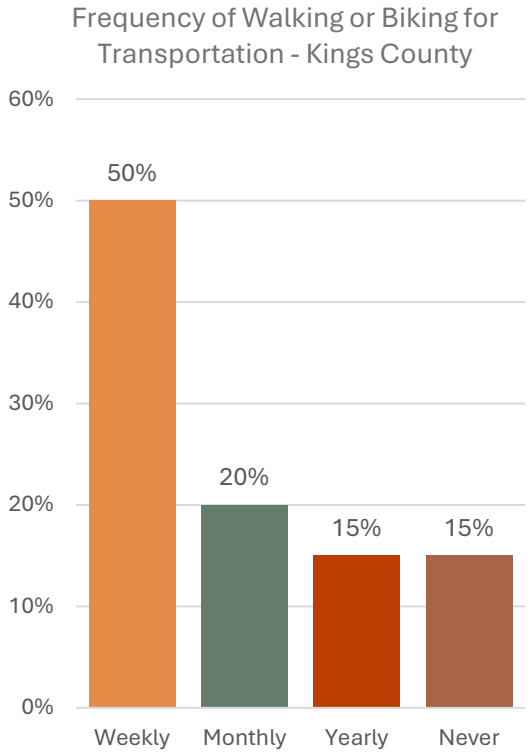
Unincorporated Kings County includes approximately 42 miles of bikeways, primarily consisting of Class III Bike Routes (shared roadways with signage but without dedicated striping or separation), as illustrated in Figure 6-3.

East-West Bikeway Corridors:

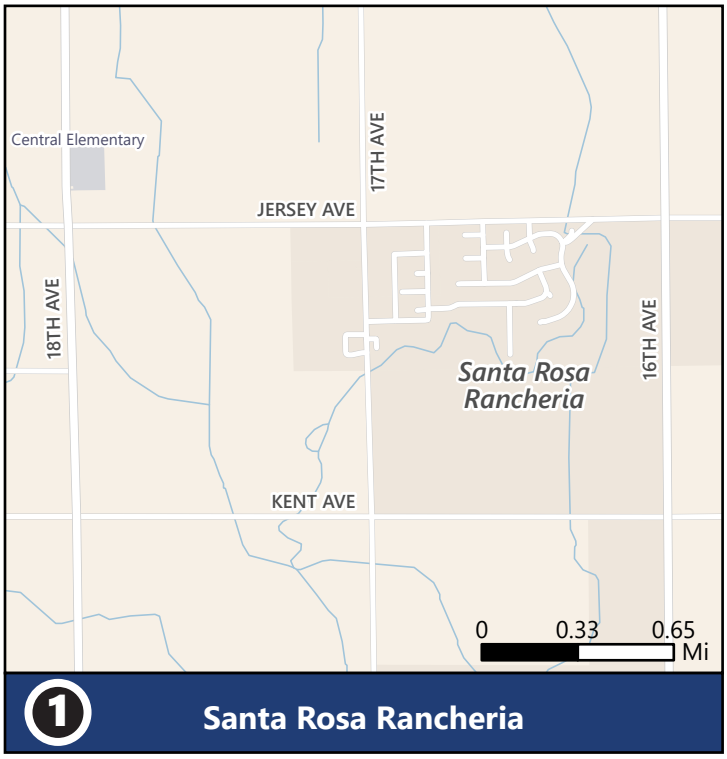
- Grangeville Boulevard – Connects the communities of Grangeville and Halls Corner.
- Avenal Cutoff Road – Extends from Jackson Avenue to the Avenal city limit.
- Hanford Armona Road – Connects the Lemoore and Hanford city limits.

North-South Bikeway Corridors:

- 12th Avenue – From Excelsior Avenue to the Hanford city limit.
- 14th Avenue – From Flint Avenue to Hanford Armona Road.
- 18th Avenue – From Grangeville Boulevard to the Lemoore city limit.



Source: Community Needs Assessment, 2024



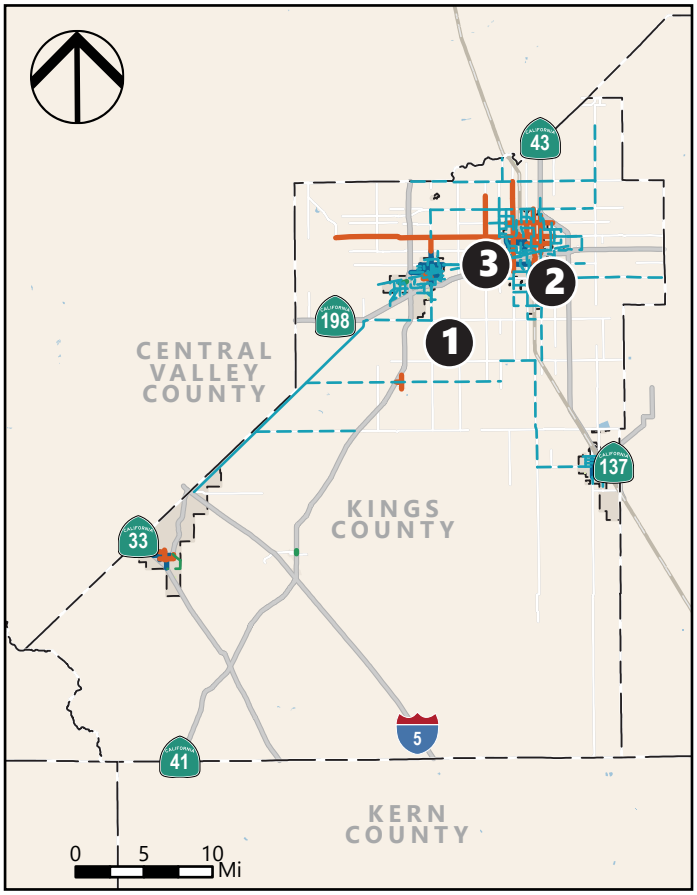


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Figure 6-3. Kings County and Unincorporated Communities Existing Bikeways Network (1 of 2)

Kings County Regional ATP

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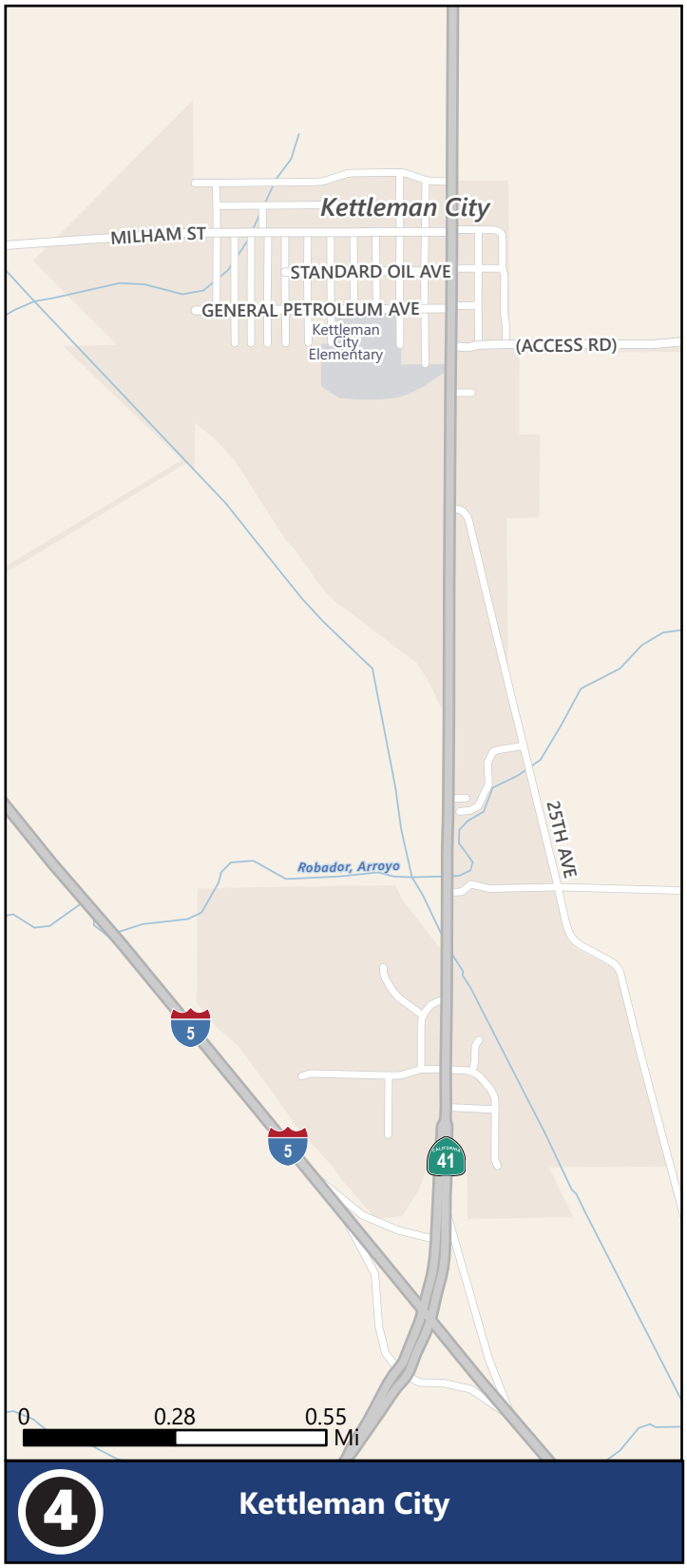
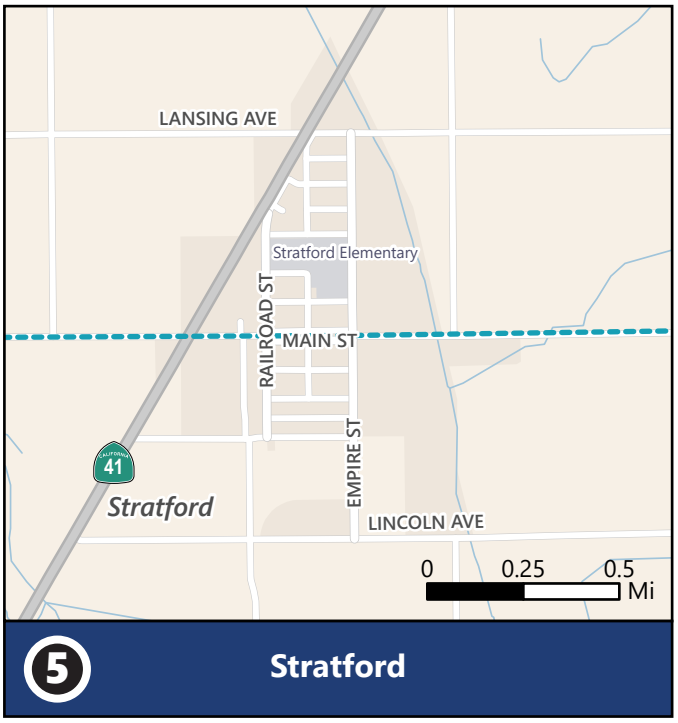
Existing Class I
Existing Class II
Existing Class III
Existing Bikeway
Planned Class I
Planned Class II
Planned Class III
Planned Bikeway





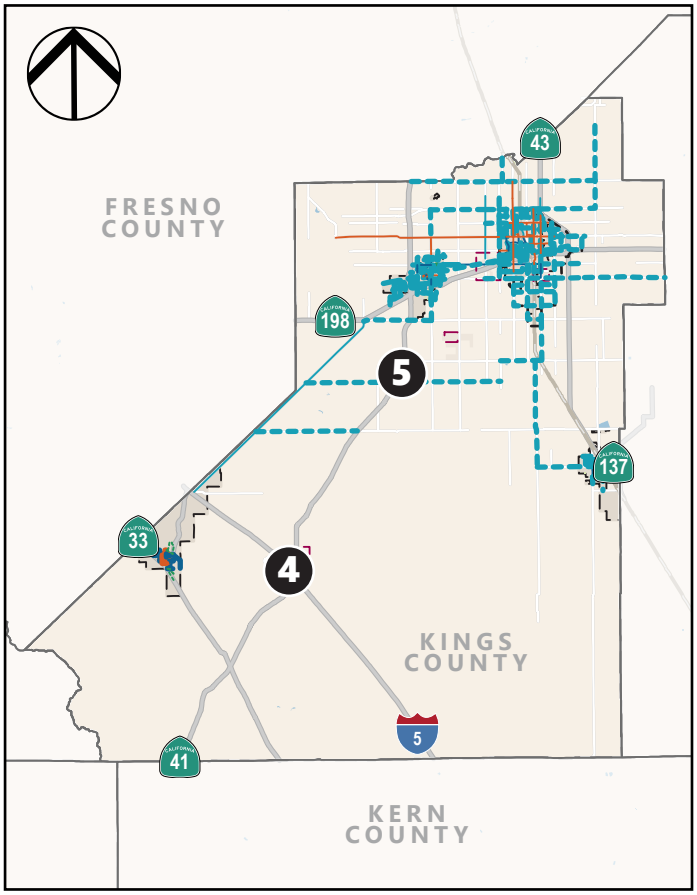


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Figure 6-3. Kings County and Unincorporated Communities Existing Bikeways Network (2 of 2)

Kings County Regional ATP

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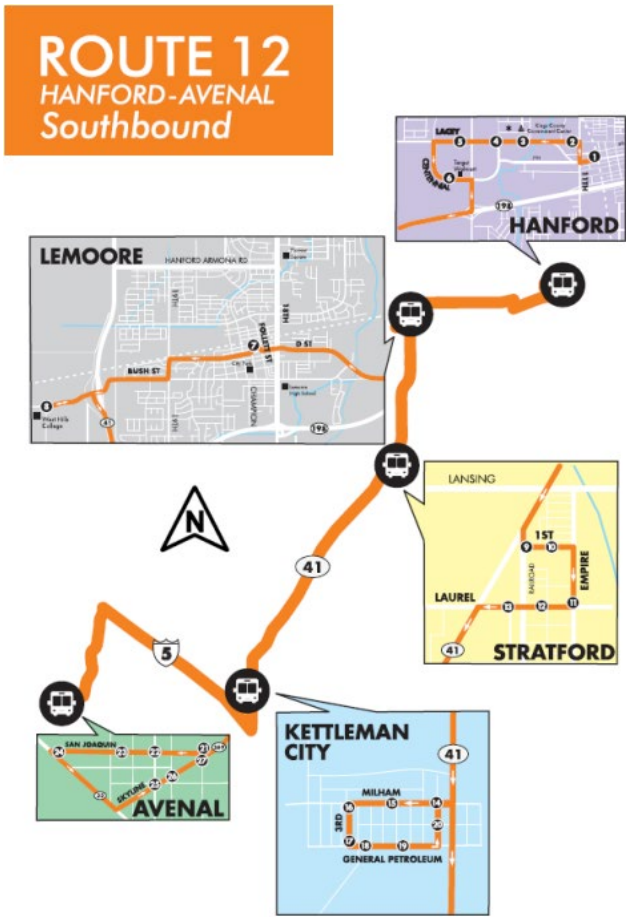
Existing Class I
Existing Class II
Existing Class III
Existing Bikeway
Planned Class I
Planned Class II
Planned Class III
Planned Bikeway

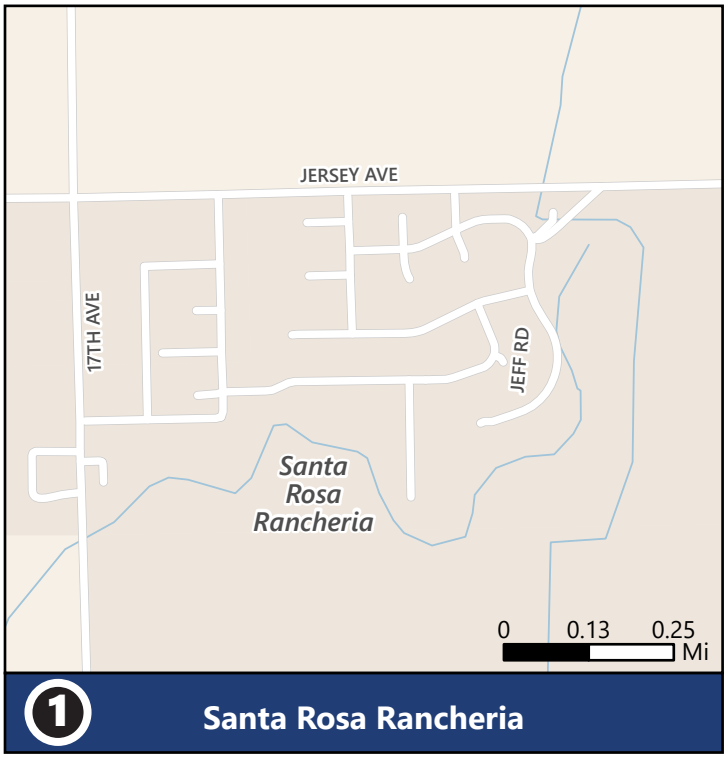
Existing Transit Network

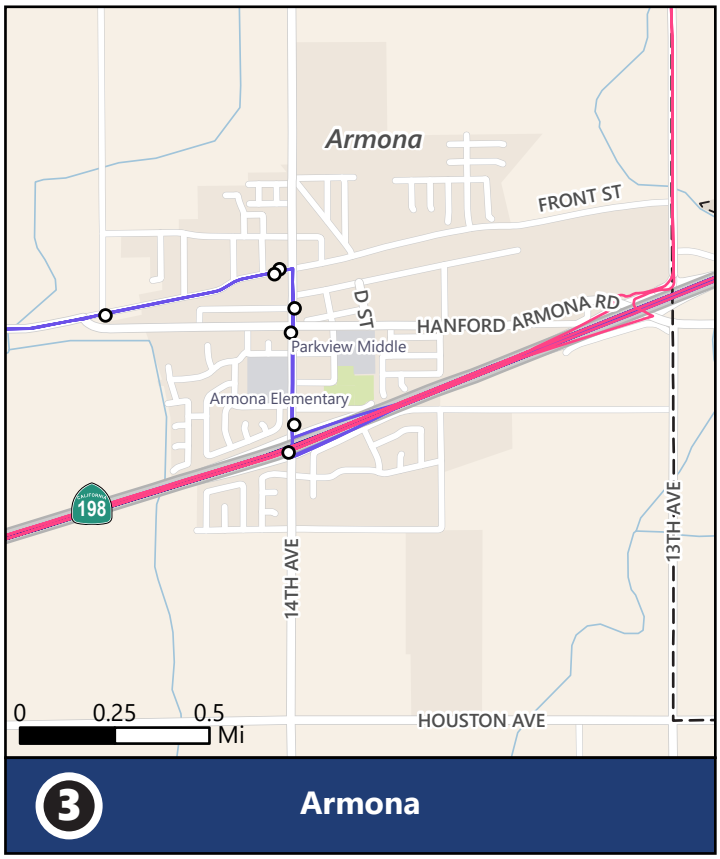
Several Kings Area Regional Transit (KART) routes provide service to unincorporated areas within Kings County, as shown in Figure 6-4.

- Route 4 includes stops in Home Garden, offering local residents access to regional destinations.
- Route 12 serves both Stratford and Kettleman City, connecting these communities to surrounding areas.
- Route 14 provides service to Hardwick.
- Route 20 includes stops in Armona, enhancing mobility options for residents in that area.



Source: Kings Area Regional Transit, kartbus.org





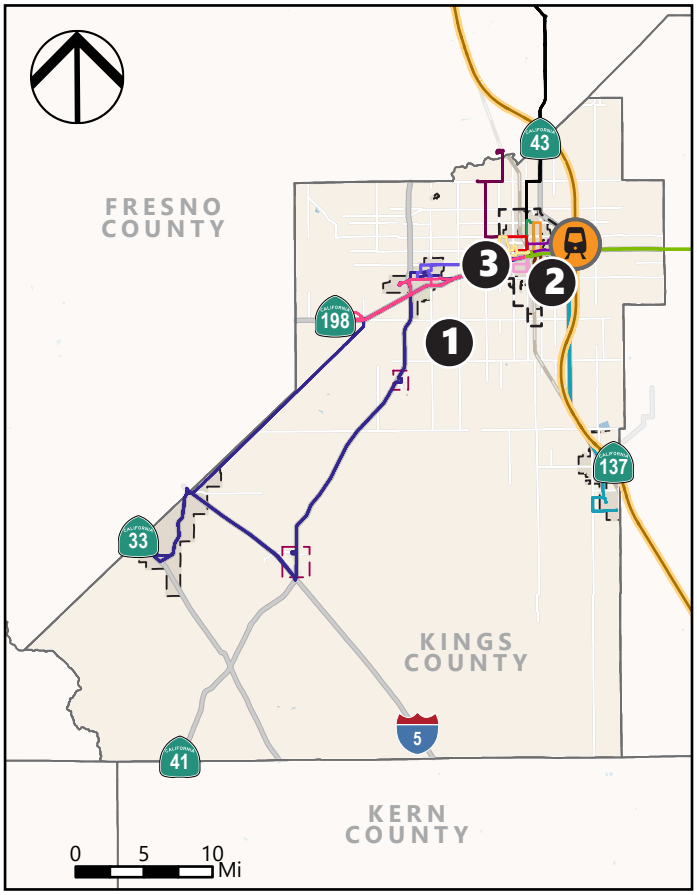


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Figure 6-4. Kings County and Unincorporated Communities Existing Transit Network (1 of 2)

Kings County Regional ATP

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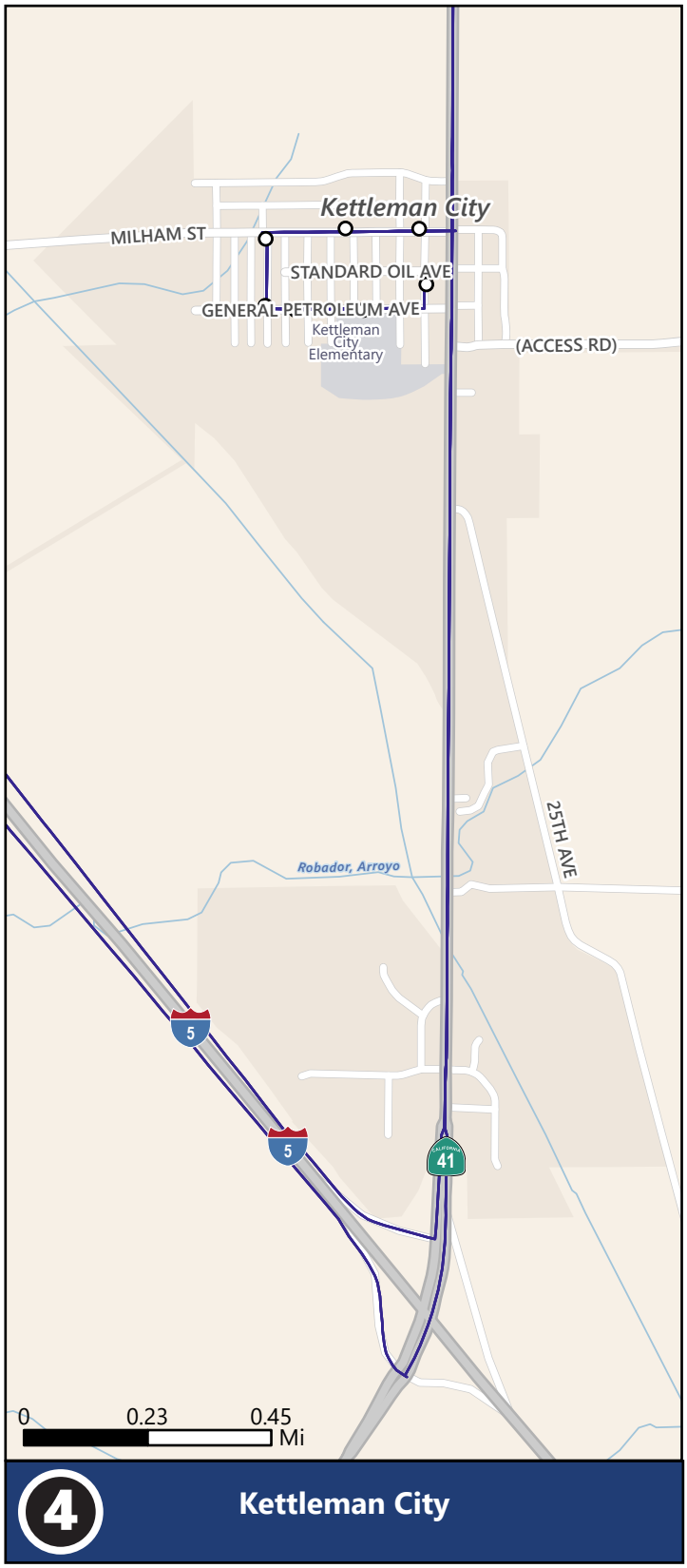
KART Routes
- Avenal
- Lemoore

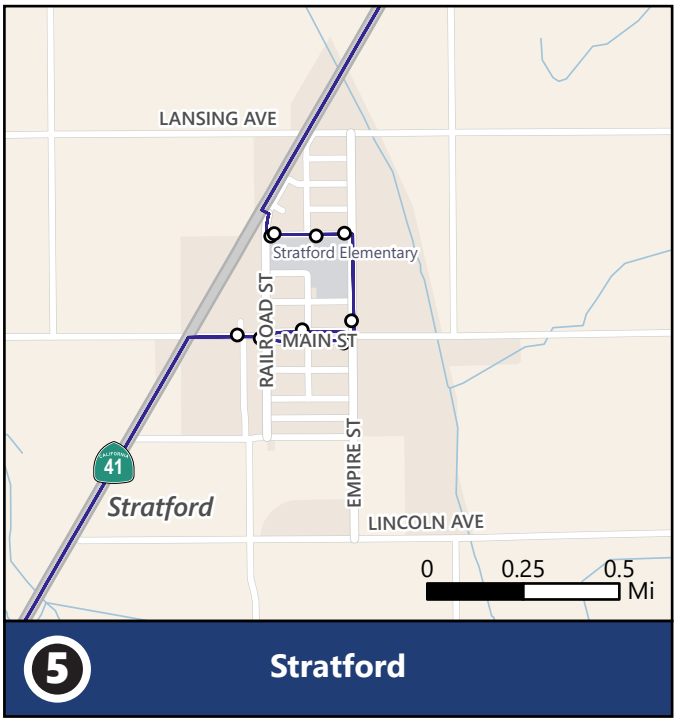
Lemoore NAS

KART Stops

California High-Speed Rail

California High-Speed Rail Station





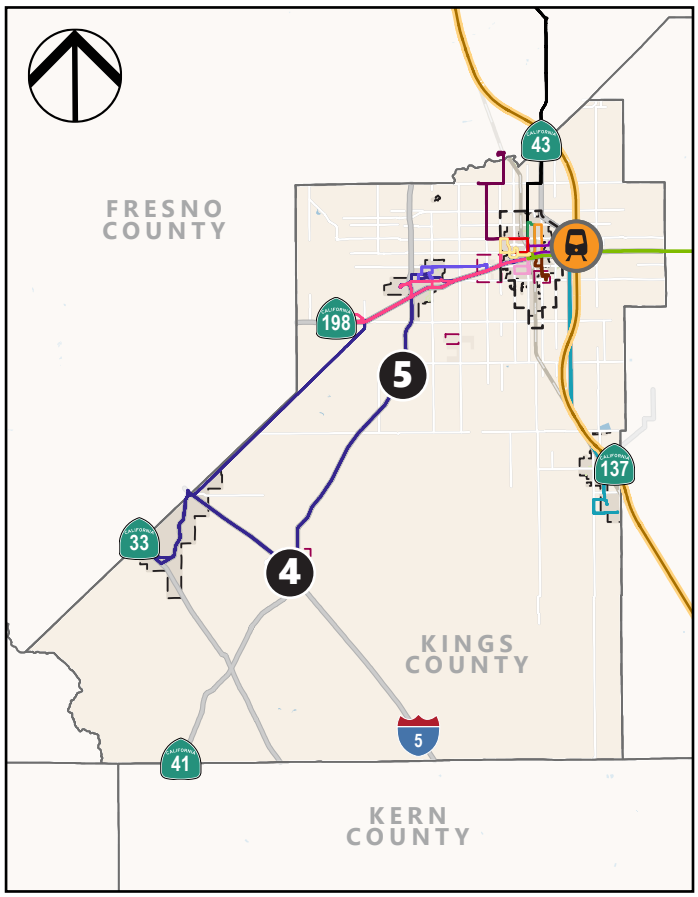


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Figure 6-4. Kings County and Unincorporated Communities Existing Transit Network (2 of 2)

Kings County Regional ATP

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KART Routes
- Avenal
- Blue Line
- Brown Line
- Corcoran
- Fresno
- Green Line
- Laton
- Lemoore
- Lemoore NAS
- Orange Line
- Pink Line
- Purple Line
- Red Line
- Visalia
- Yellow Line
- KART Stops
- California High-Speed Rail
- California High-Speed Rail Station

Safety Analysis

Safety is a top priority for transportation agencies when considering existing and future conditions of the transportation network. Monitoring collision histories helps to identify target areas where infrastructure improvements can enhance the safety of the roadway network. Police reports collected on collision incidents are submitted to the Statewide Integrated Traffic Records System (SWITRS). UC Berkeley's Transportation Injury Mapping System (TIMS) post-processes the data available on SWITRS to confirm or provide geolocations of crash locations. The following collision histories were acquired from the TIMS database.

Collison History

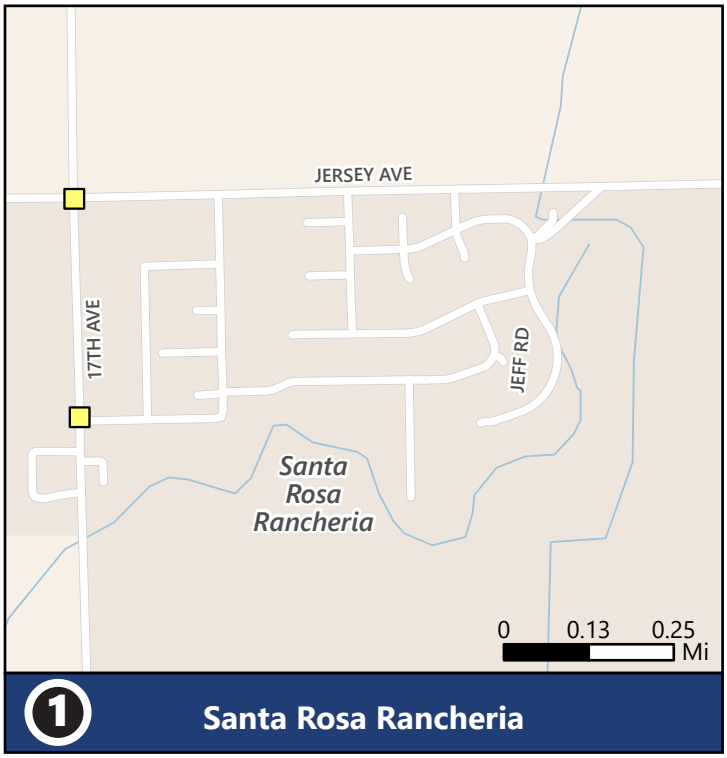
Between January 1, 2019 and December 31, 2023, a total of 8 bicycle-involved collisions and 34 pedestrian-involved collisions were reported in unincorporated Kings County, as shown in Table 6-2. Of the bicycle- and pedestrian-involved collisions, 22 resulted in fatalities or severe injuries.

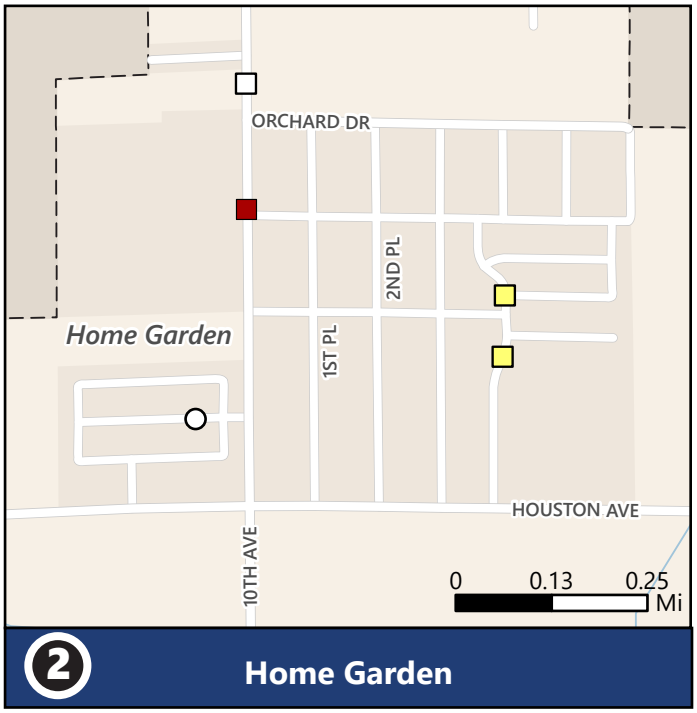
As illustrated in Figure 6-5, the highest concentration of bicycle- and pedestrian-involved collisions in unincorporated Kings County is in Armona, primarily along major corridor 14th Avenue, with one fatality recorded near the intersection of 14th Avenue and Front Street. Additional fatalities have been reported on 10th Avenue in Home Garden and along State Route 41 (SR-41) in Kettleman City, indicating critical safety concerns in these areas.

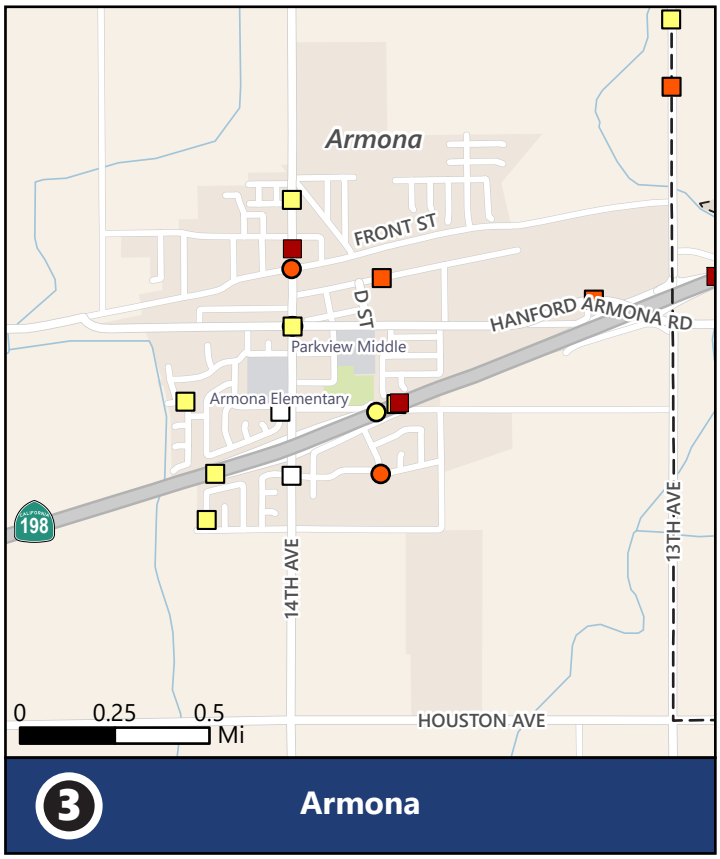
Table 6-2. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023) – Kings County

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	2	5	1	8
Pedestrian Collisions	14	6	7	7	34
Total	**14**	**8**	**12**	**8**	**42**

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2023







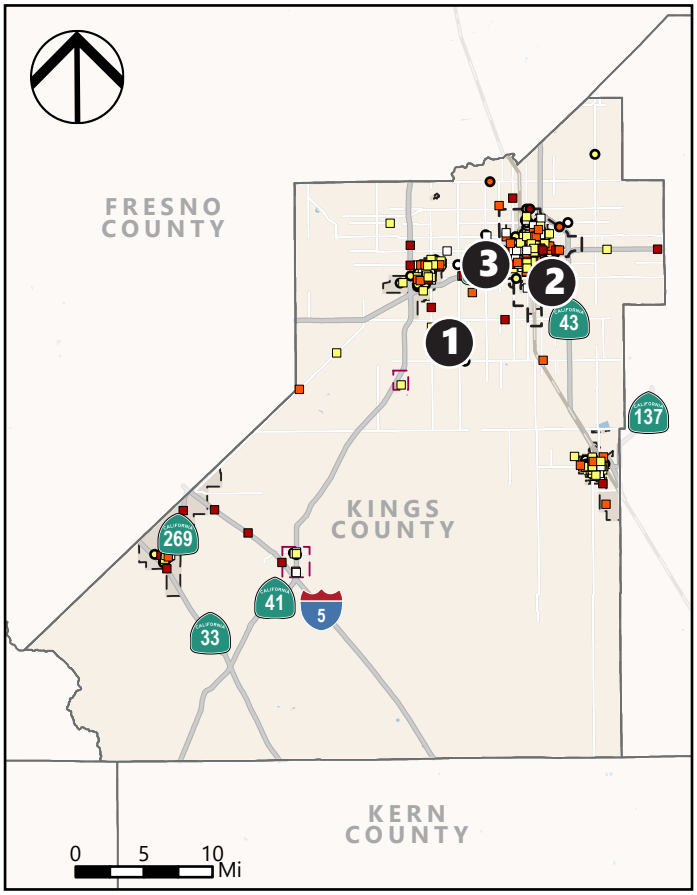


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Figure 6-5. Kings County and Unincorporated Communities Bicycle and Pedestrian Collisions (1 of 2)

Kings County Regional ATP

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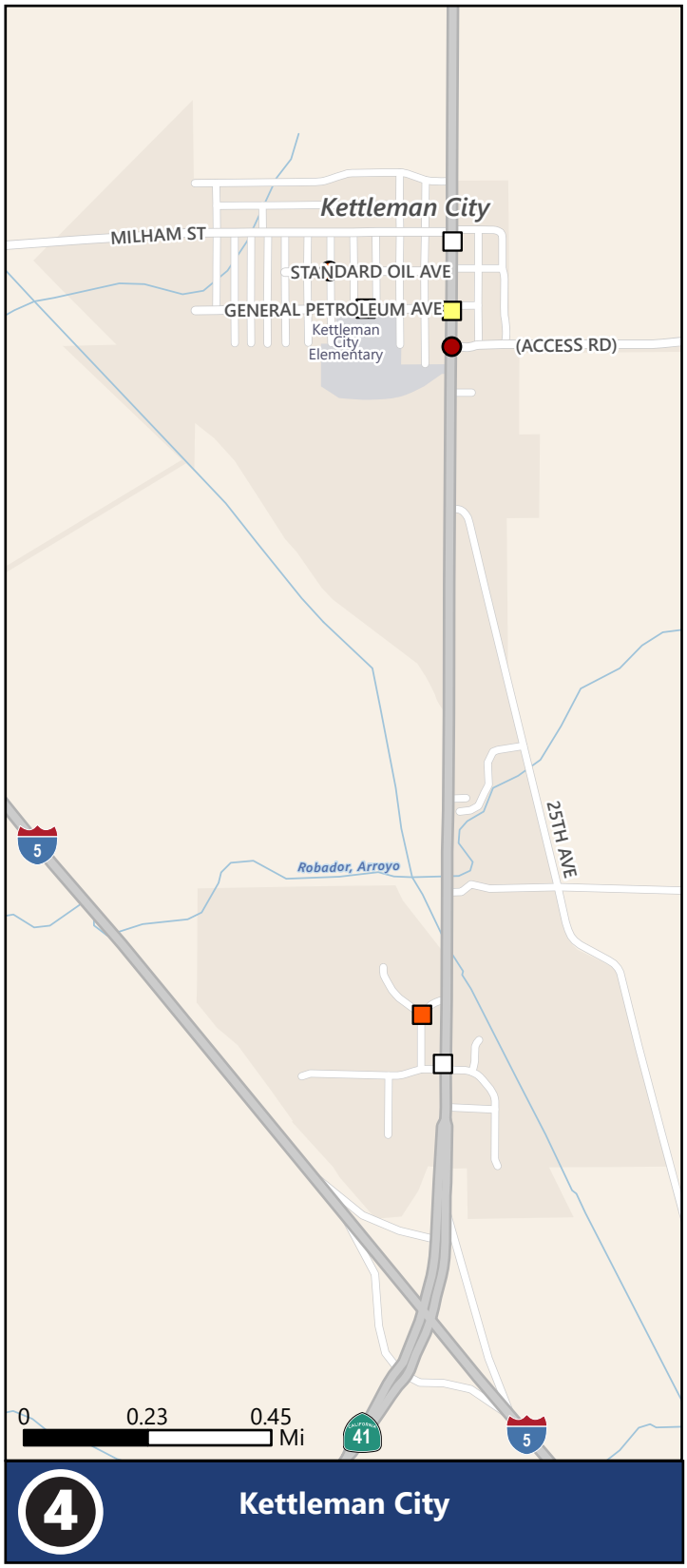
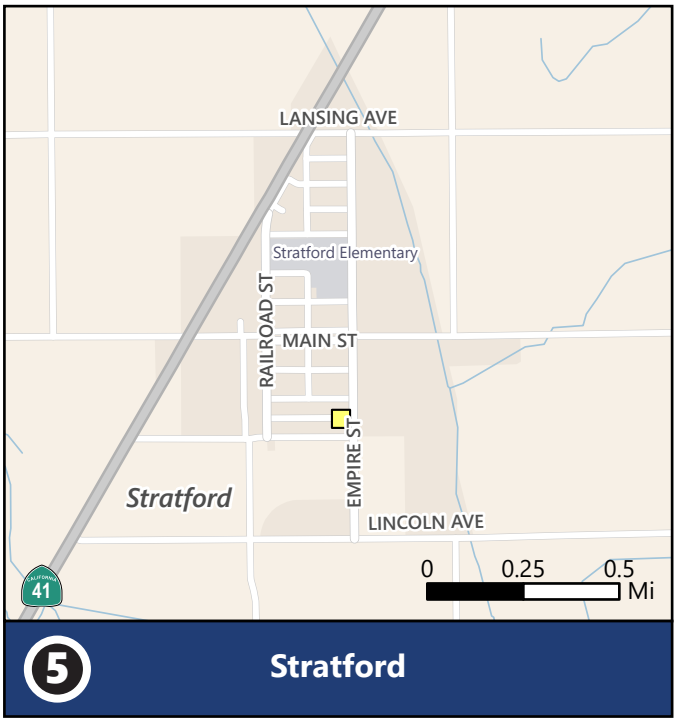
Pedestrian Collisions (2013-2023 TIMS)
- Fatal (36)
- Severe (60)
- Visible (145)
- Complaint of Pain (90)

Bicycle Collisions (2013-2023 TIMS)
- Fatal (7)
- Severe (26)
- Visible (117)
- Complaint of Pain (83)





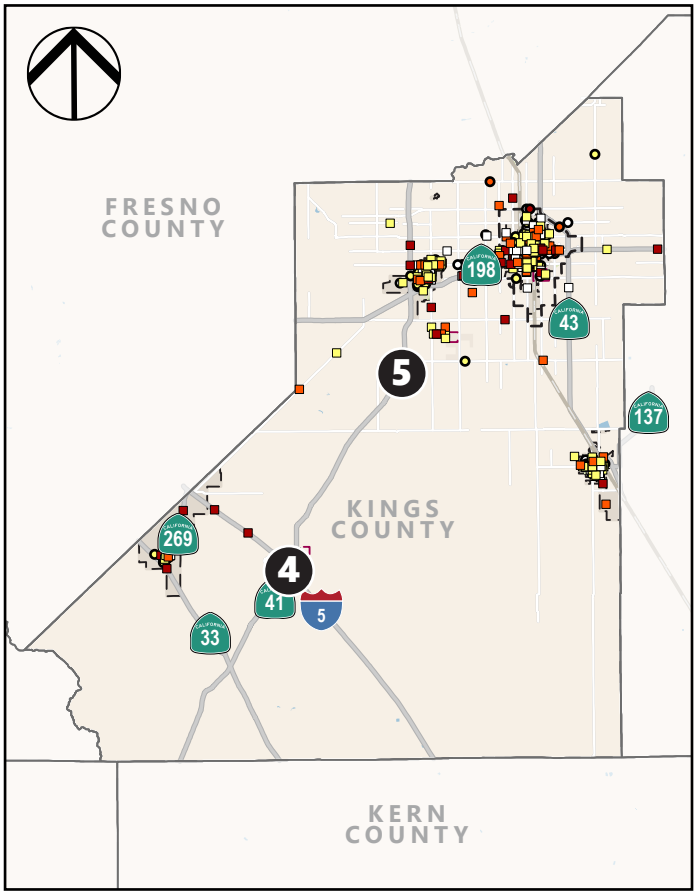


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Figure 6-5. Kings County and Unincorporated Communities Bicycle and Pedestrian Collisions (2 of 2)

Kings County Regional ATP

MARK THOMAS

Pedestrian Collisions (2013-2023 TIMS)
- Fatal (36)
- Severe (60)
- Visible (145)
- Complaint of Pain (90)

Bicycle Collisions (2013-2023 TIMS)
- Fatal (7)
- Severe (26)
- Visible (117)
- Complaint of Pain (83)

Equity Analysis

An equity analysis was conducted to evaluate key indicators and identify areas of greatest need, with the goal of ensuring that proposed infrastructure improvements align with broader goals of environmental justice, public health, and social equity. Chapter 1 describes the metrics used in the equity analysis, along with the thresholds applied to define disadvantaged communities.

The summary below outlines the findings related to equity and the identification of disadvantaged communities in unincorporated Kings County.

CalEnviroScreen

As shown in Figure 6-6, the unincorporated communities of Armona, Home Garden, Santa Rosa Rancheria, Stratford, and Kettleman City are located within census tracts that rank in the top quartile of CalEnviroScreen 4.0 scores. This designation means these communities are considered disadvantaged, facing greater environmental and socioeconomic burdens than 75% of communities across California.

Kings County: Disadvantaged Community Indicators	
CalEnviroScreen *Environmental and Social Burden*	✓
Free & Reduced Priced Meals *Schools eligible for free or reduced meals*	✓
Healthy Places Index *Community health conditions*	✓
Income *Median household income*	✓

Free & Reduced Priced Meals

As shown in Figure 6-7, six schools were eligible for Free and Reduced Priced Melas (FRPM) program during the 2020–2021 school year. The following schools are FRPM-eligible schools, meaning that 75% or more of enrolled students qualify for free meals or reduced priced meals based on family household income.

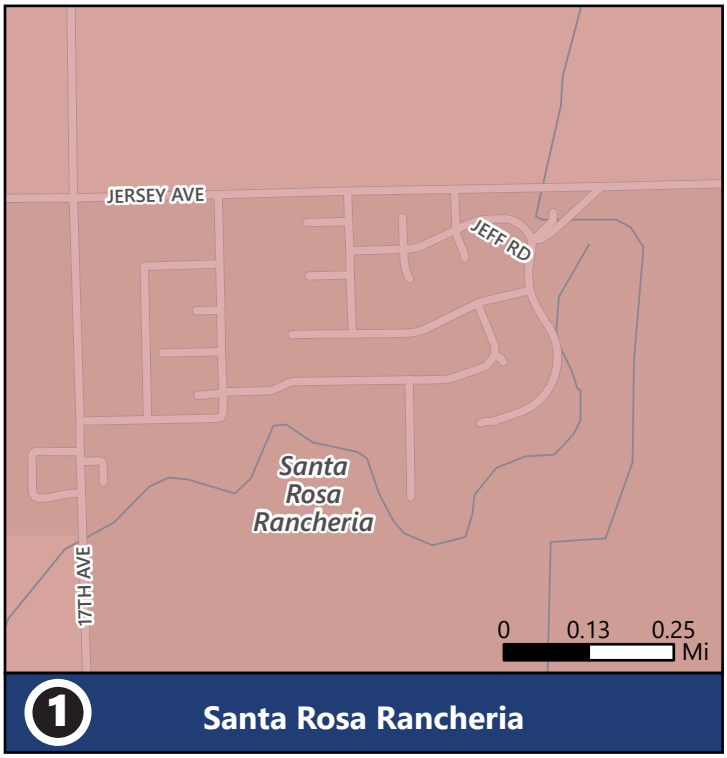
- Armona Elementary (Armona)
- Parkview Middle School (Armona)
- Lakeside Elementary School (Home Garden)
- Mid Valley Alternative Charter (Hanford)
- Kettleman City Elementary (Kettleman City)
- Stratford Elementary (Stratford)

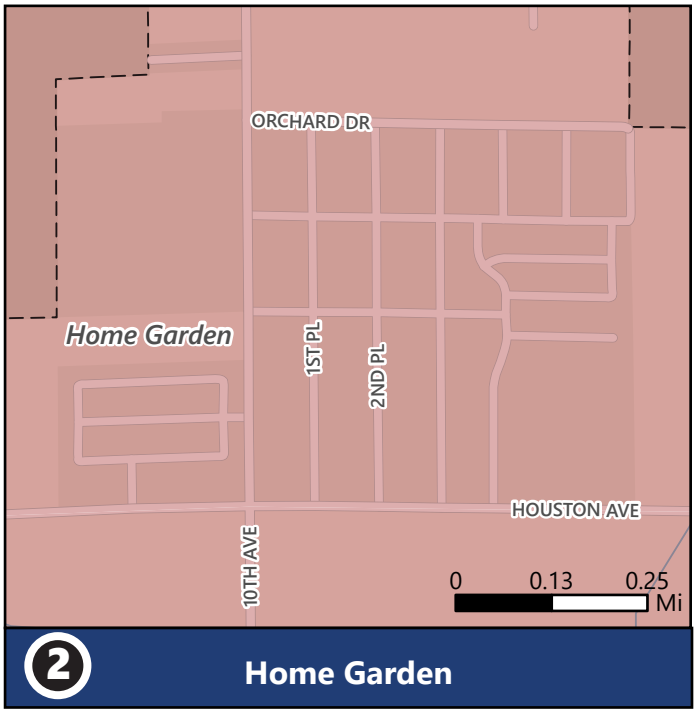
Healthy Places Index

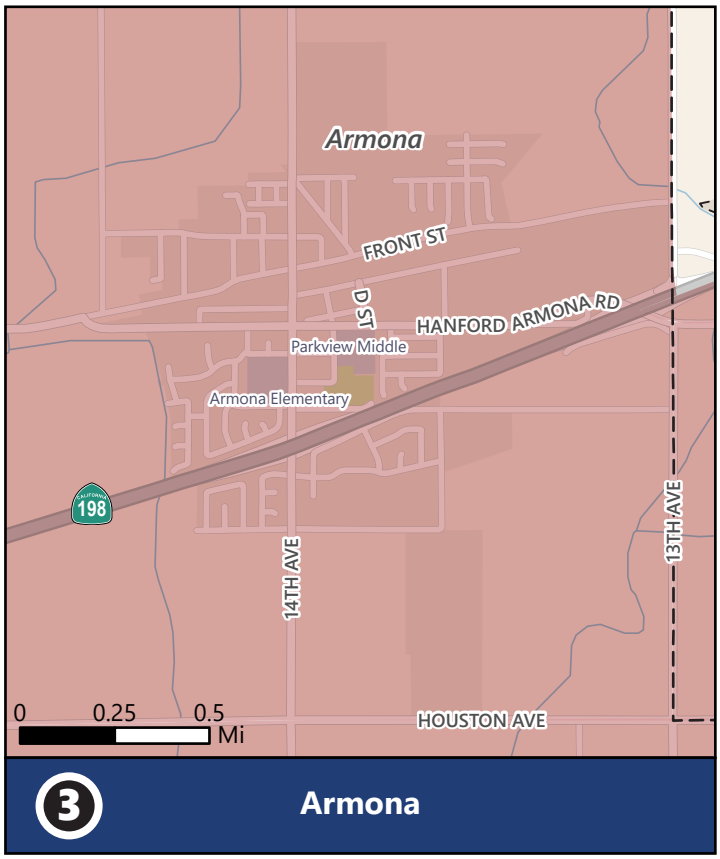
As shown in Figure 6-8, the unincorporated communities of Armona, Home Garden, Santa Rosa Rancheria, Stratford, and Kettleman City are located within census tracts that rank in the bottom quartile of Healthy Places Index (HP) scores. This means these communities are considered disadvantaged, with overall community health conditions lower than 75% of communities across California.

Median Household Income

As shown in Figure 6-9, the unincorporated communities of Armona, Home Garden, Kettleman City, Stratford, and Santa Rosa Rancheria include households with a median income below 80% of the statewide median. In 2021, California's median household income was $84,097, which classifies these communities as low-income.







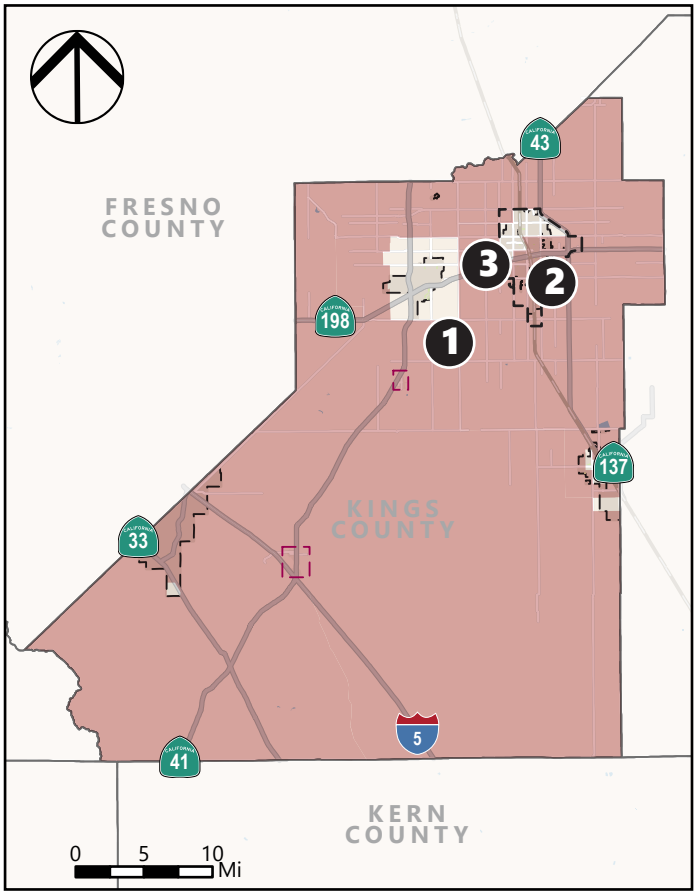


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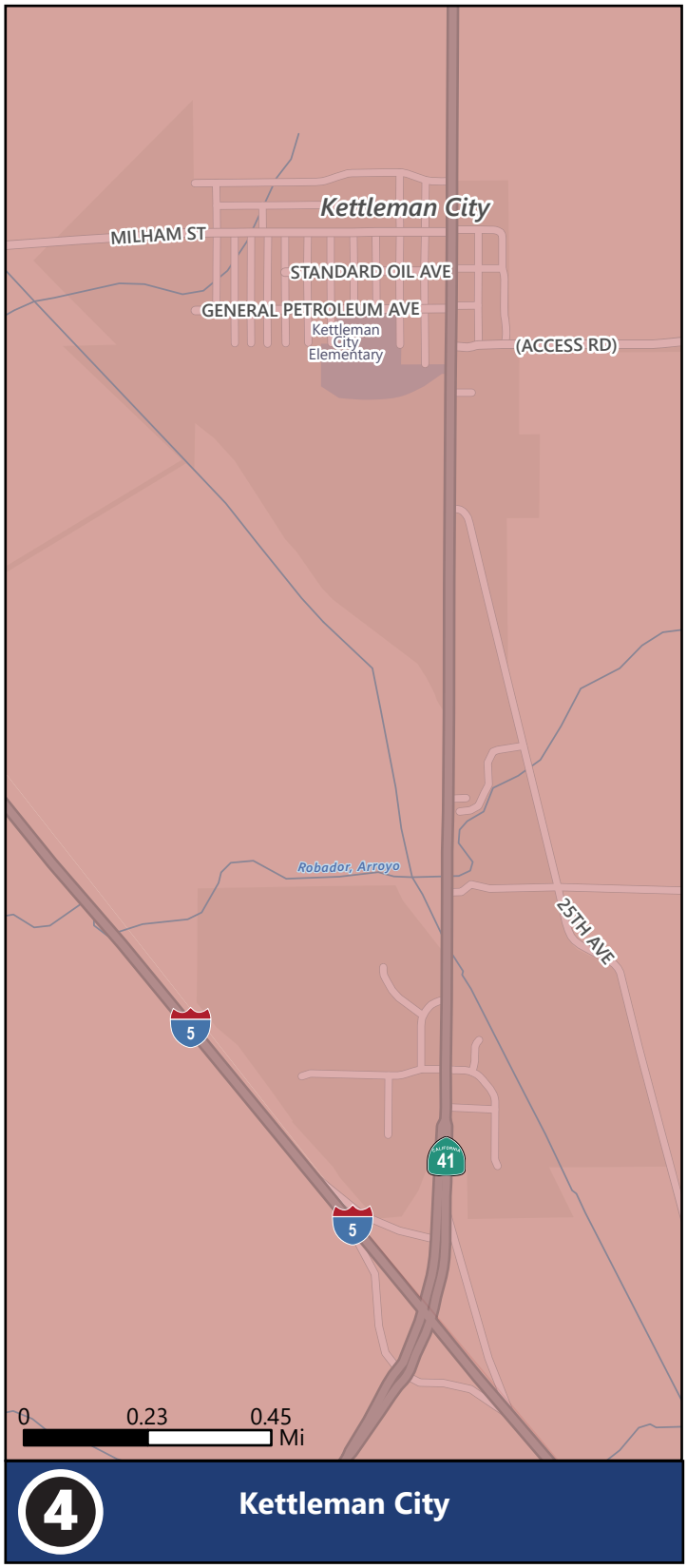
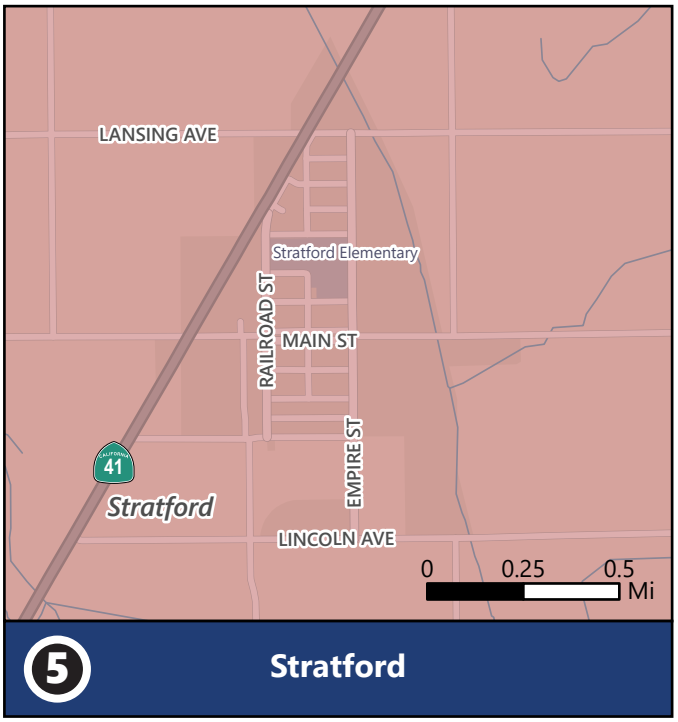
Figure 6-6. Kings County and Unincorporated Communities CalEnviroScreen (1 of 2)

CalEnviroScreen 4.0 Top 25%





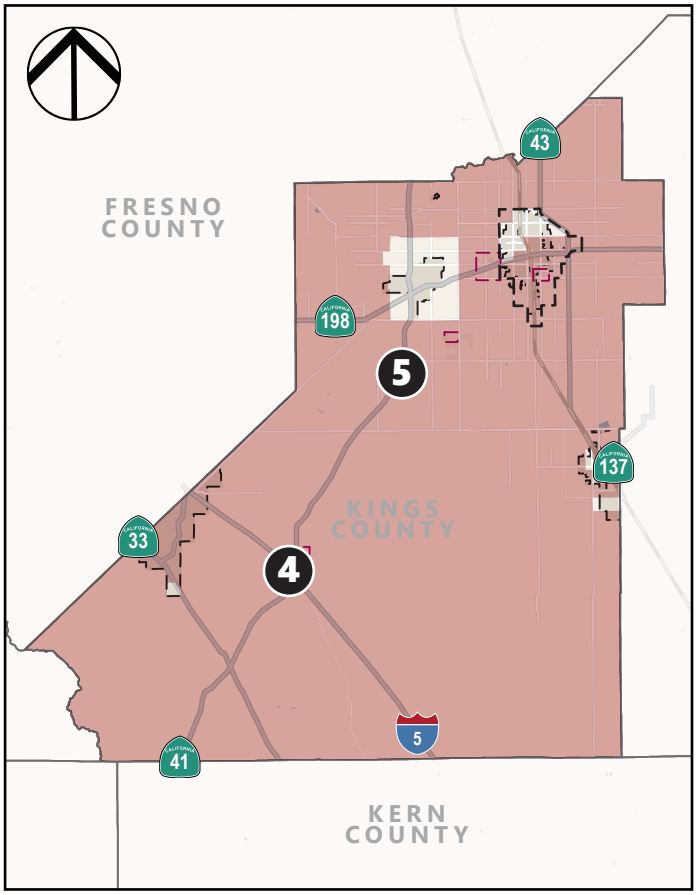


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Figure 6-6. Kings County and Unincorporated Communities CalEnviroScreen (2 of 2)

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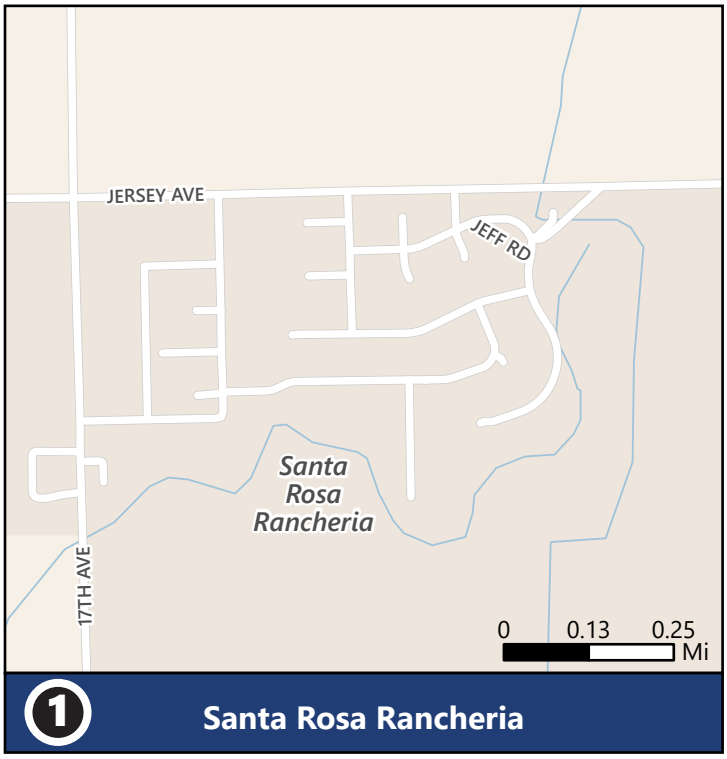
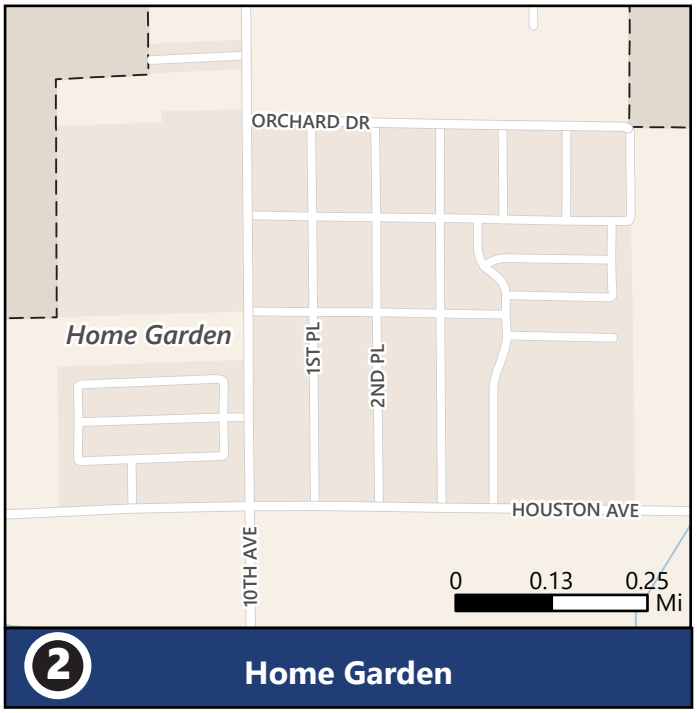
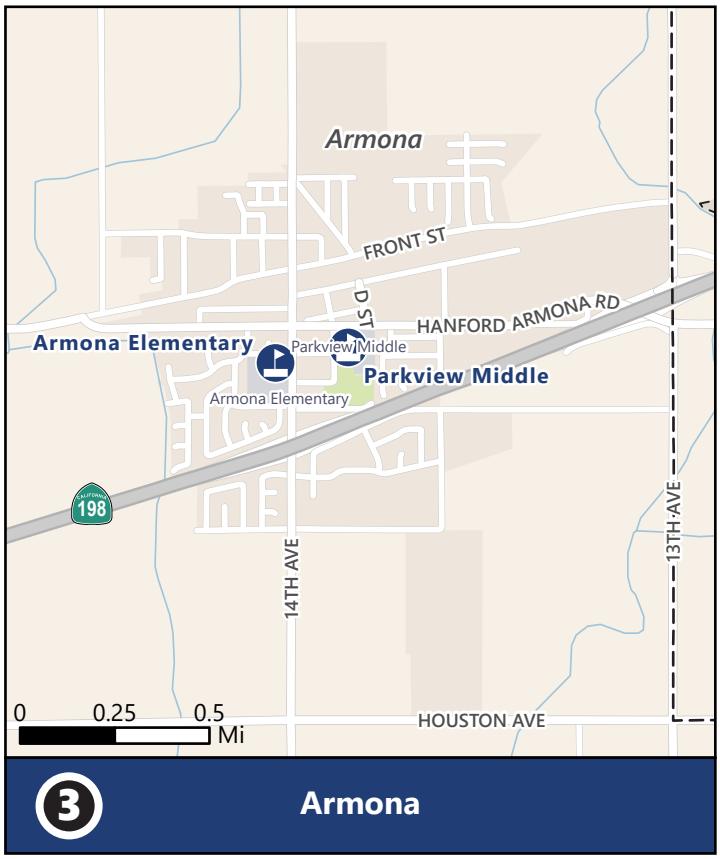
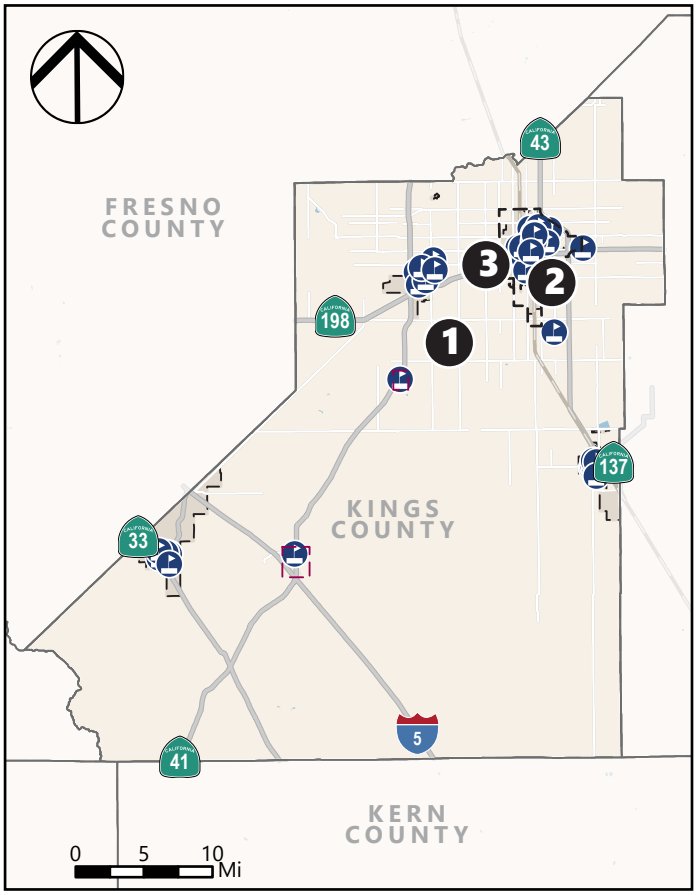
CalEnviroScreen 4.0 Top 25%





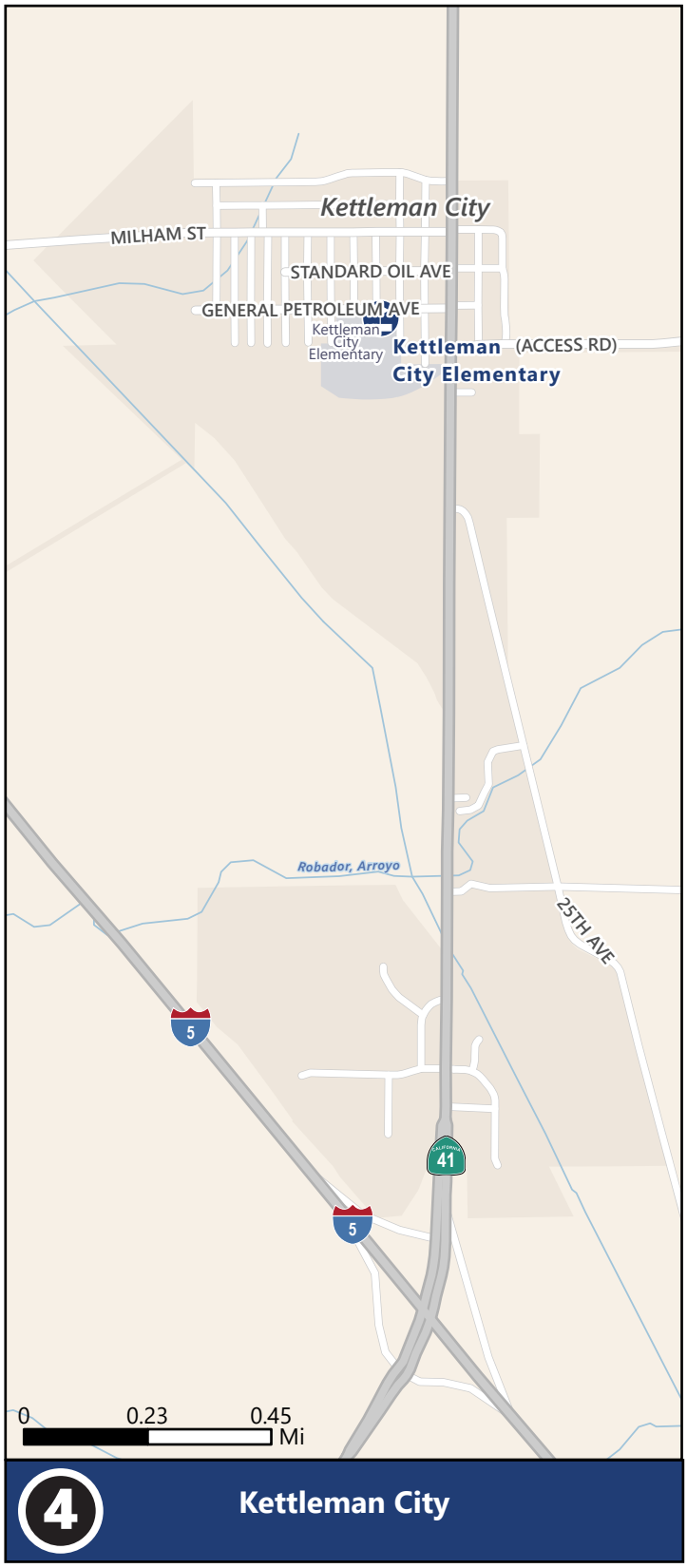


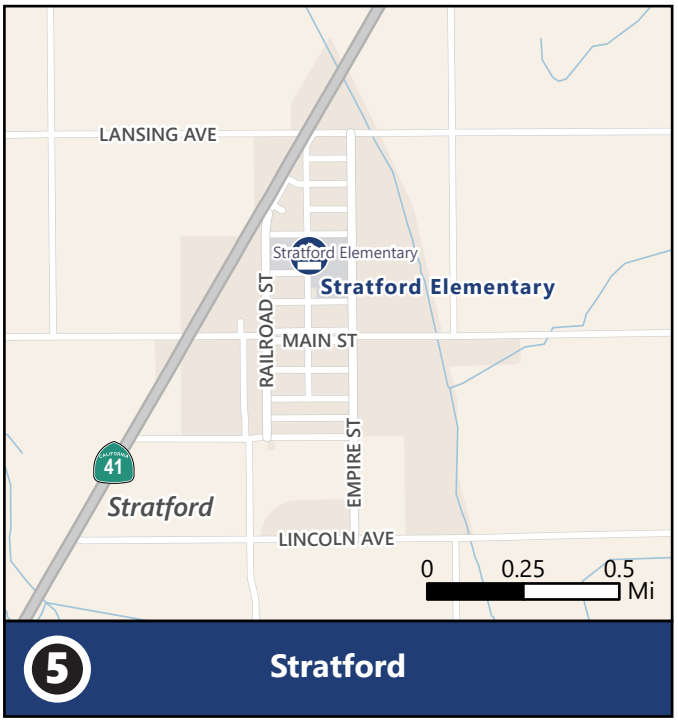


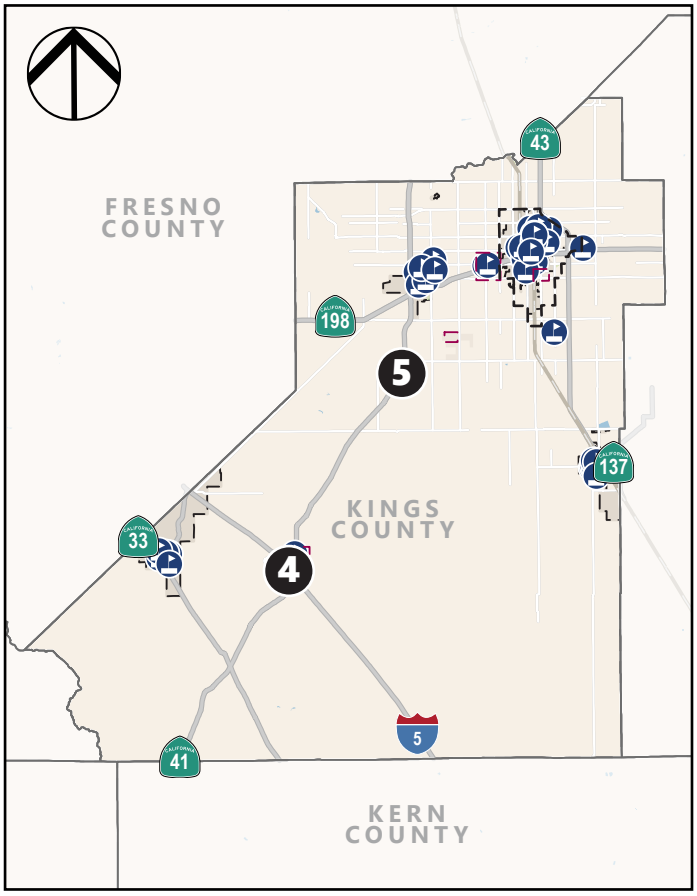
KCAG 2025 Regional Active Transportation Plan

Figure 6-7. Kings County and Unincorporated Communities FRPM Schools (1 of 2)

Free & Reduced Priced Meal Eligible Schools







KCAG 2025 Regional Active Transportation Plan

Figure 6-7. Kings County and Unincorporated Communities FRPM Schools (2 of 2)

Kings County Regional ATP

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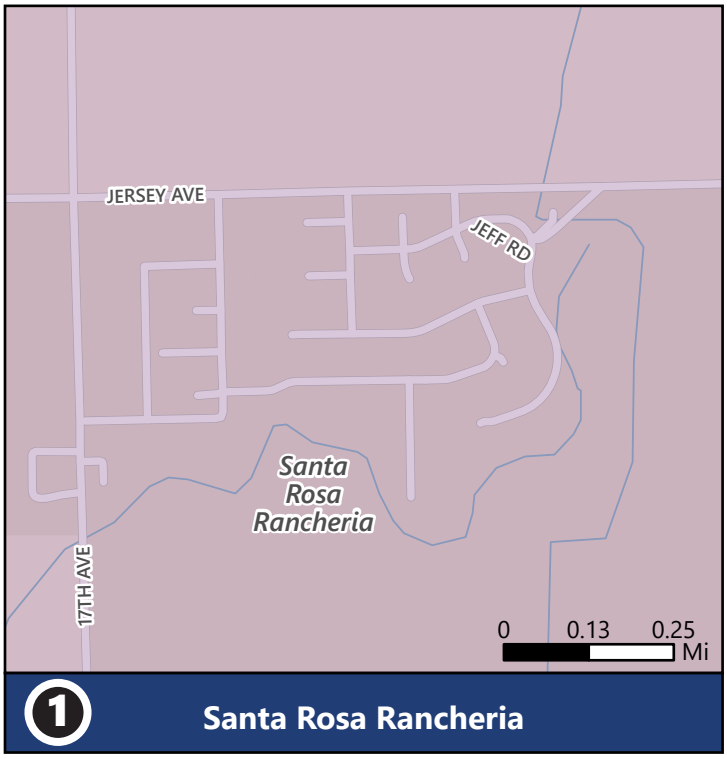
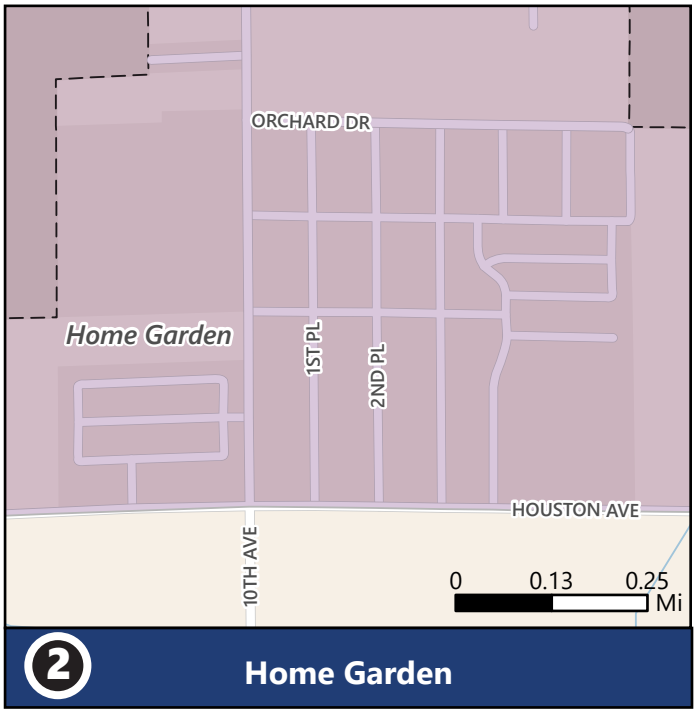
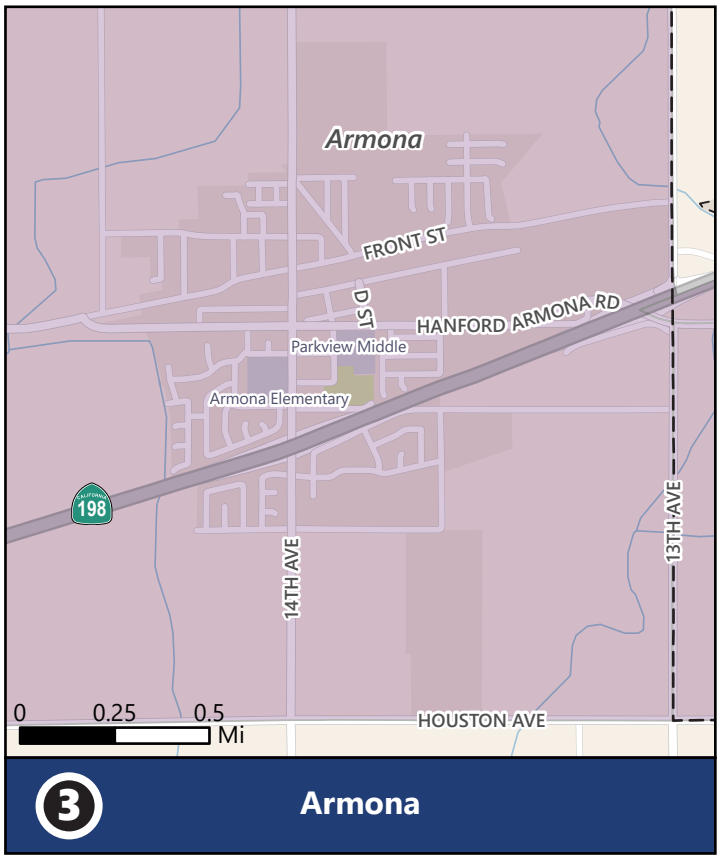
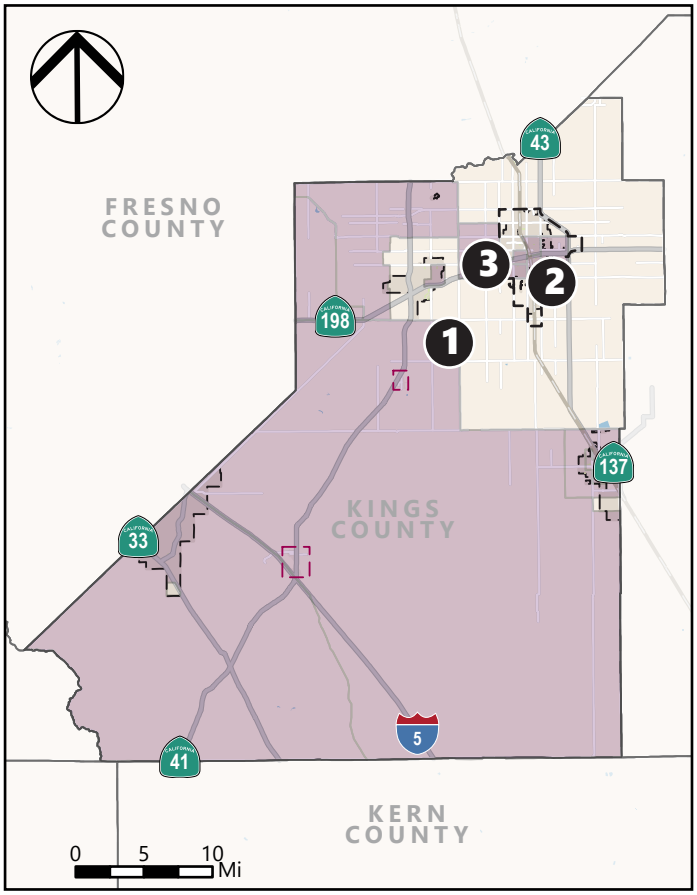
Free & Reduced Priced Meal Eligible Schools









KCAG 2025 Regional Active Transportation Plan

Figure 6-8. Kings County and Unincorporated Communities Healthy Places Index (1 of 2)

Kings County Regional ATP

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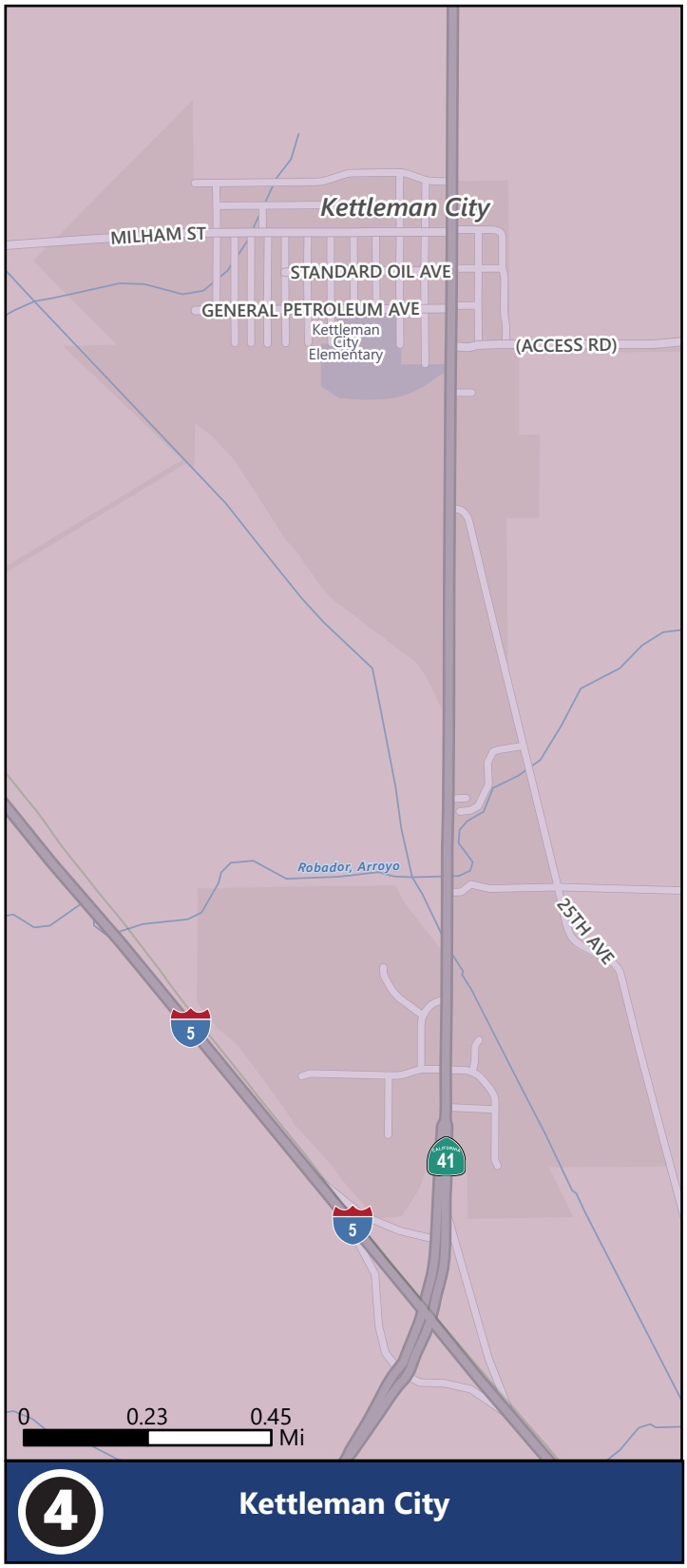
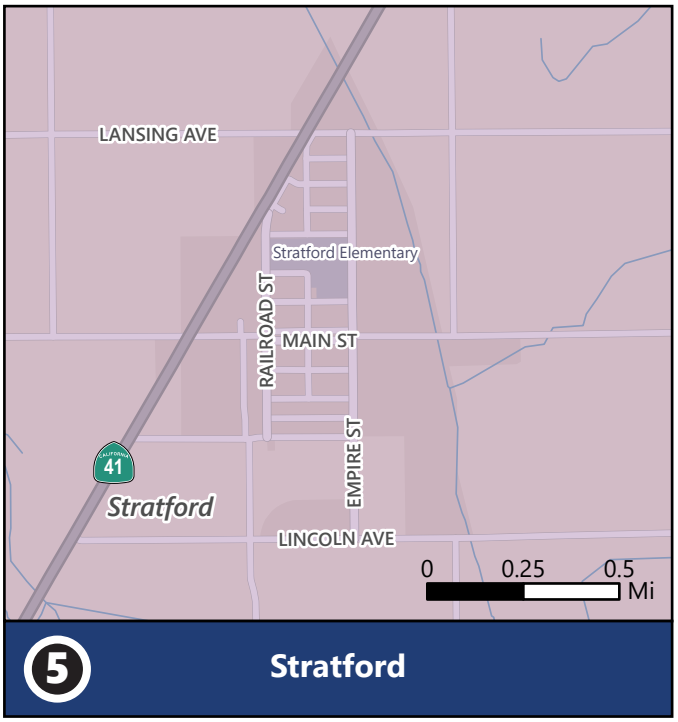
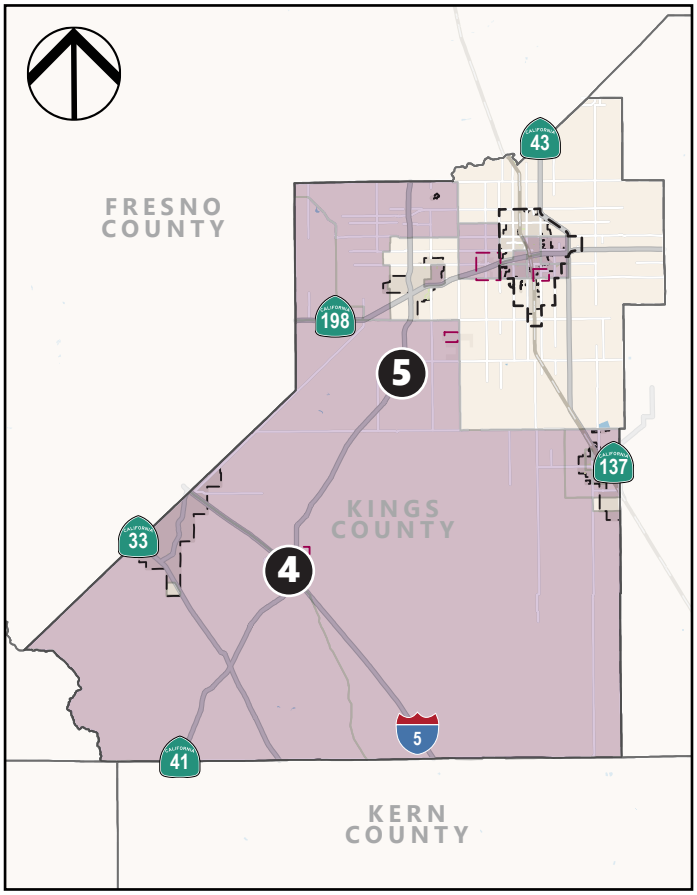
Healthy Places Index Bottom 25%







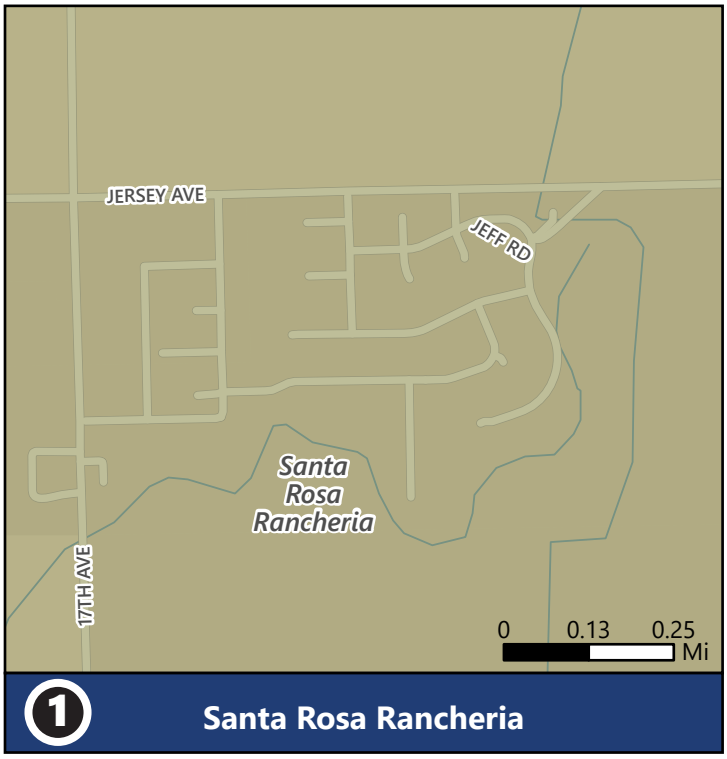
KCAG 2025 Regional Active Transportation Plan

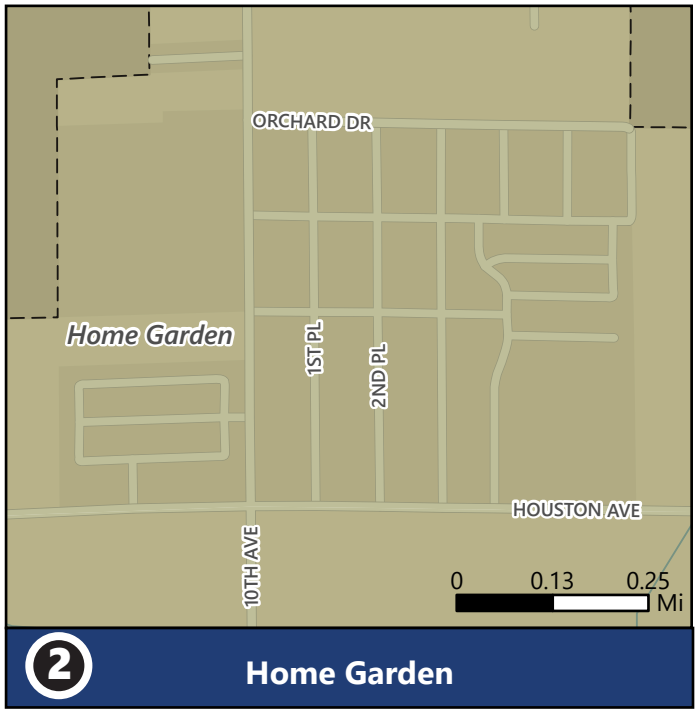
Figure 6-8. Kings County and Unincorporated Communities Healthy Places Index (2 of 2)

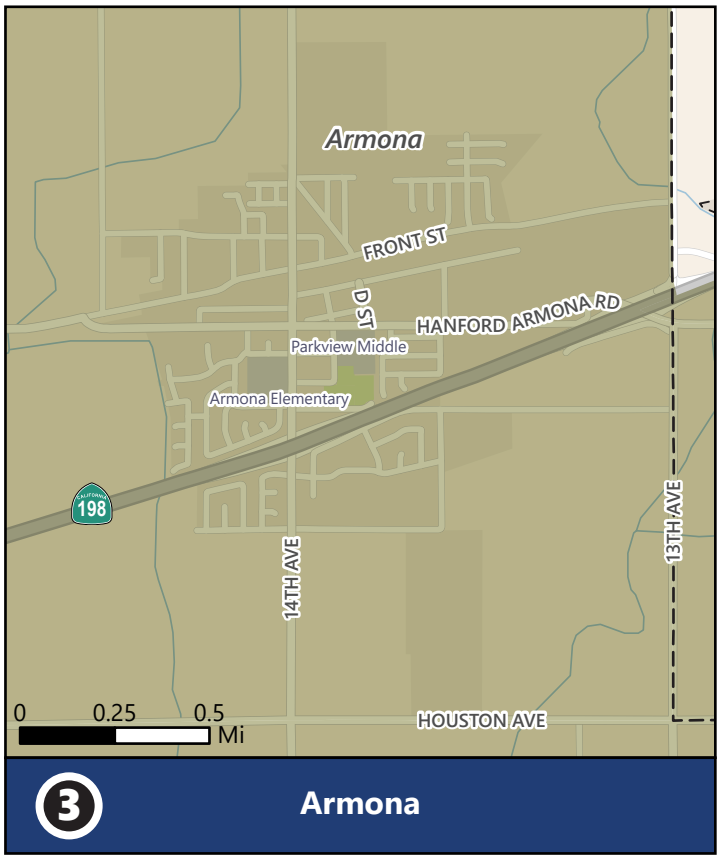
Kings County Regional ATP

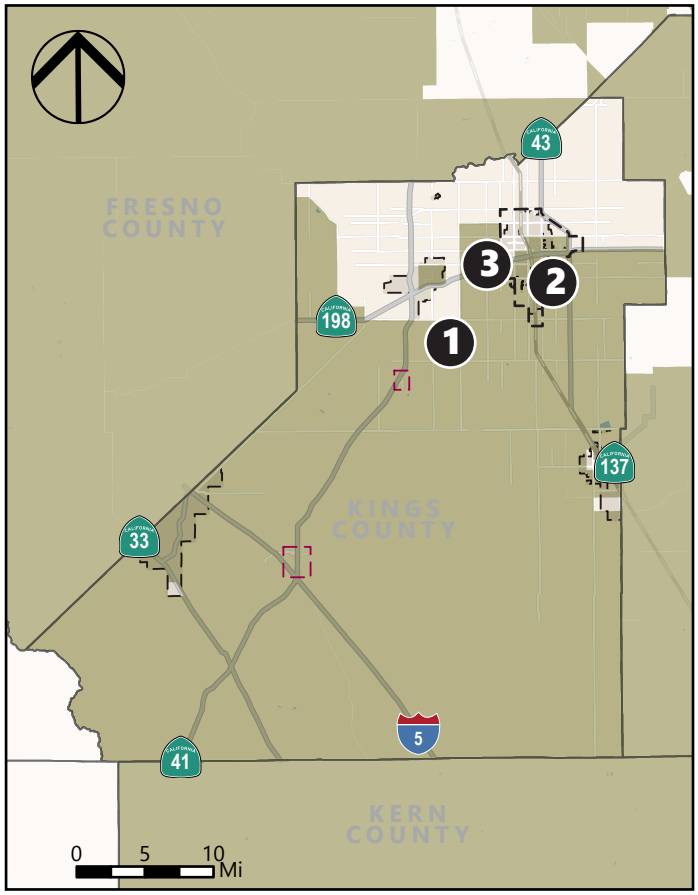
MARK THOMAS

Healthy Places Index Bottom 25%









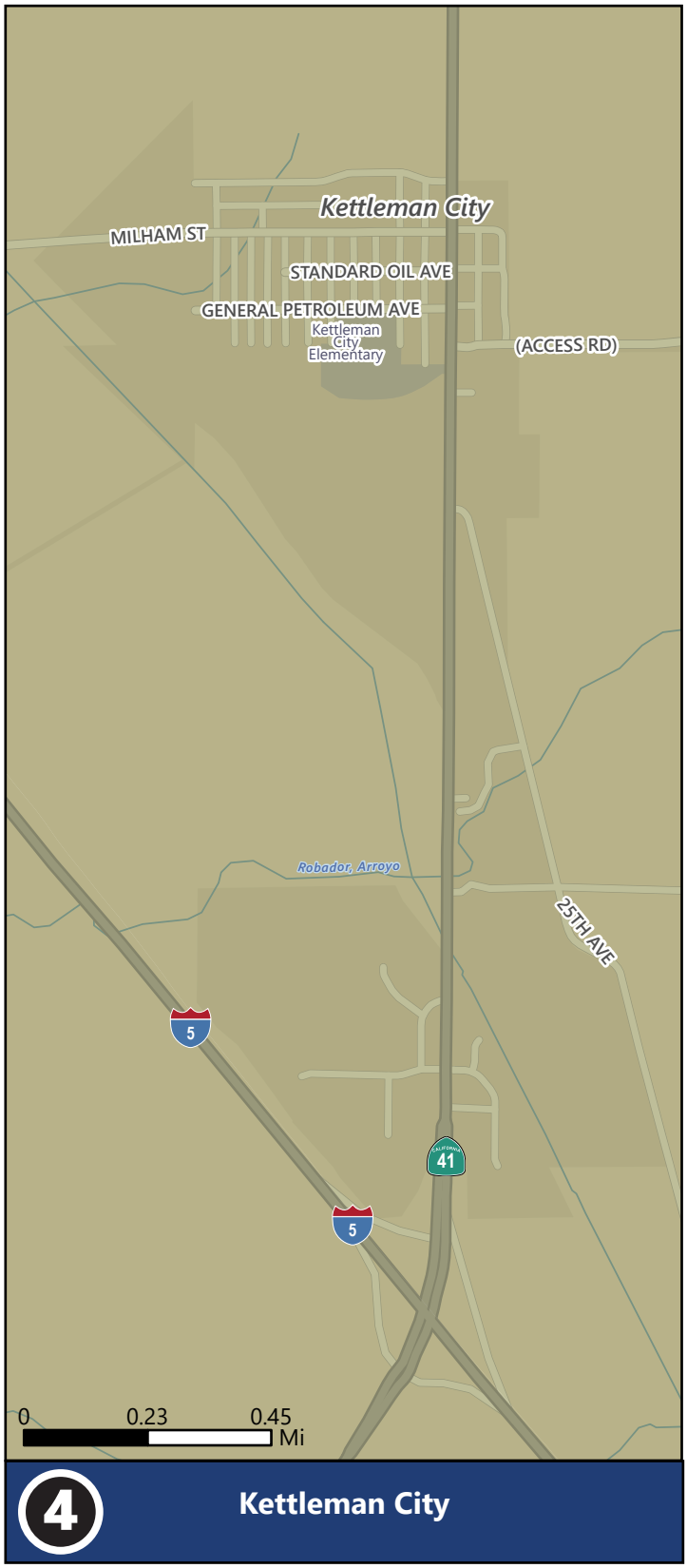
KCAG 2025 Regional Active Transportation Plan

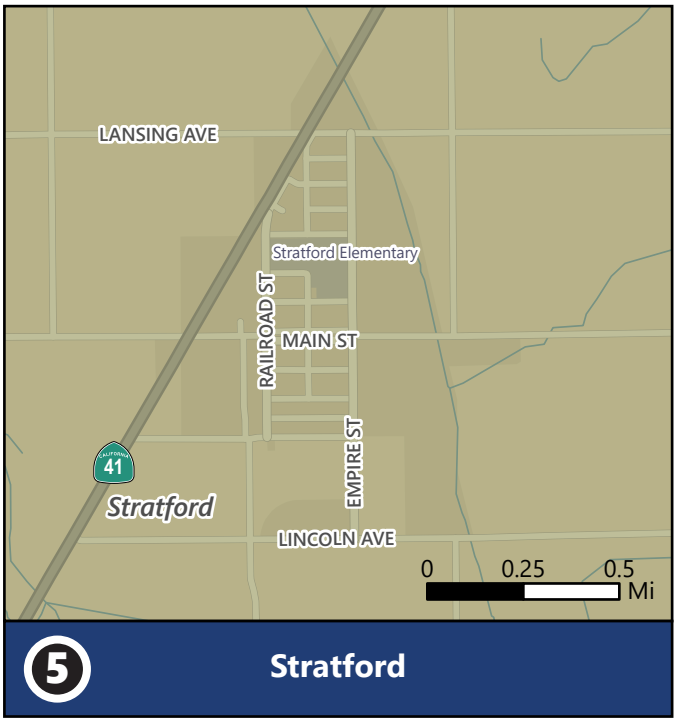
Figure 6-9. Kings County and Unincorporated Median Household Income (1 of 2)

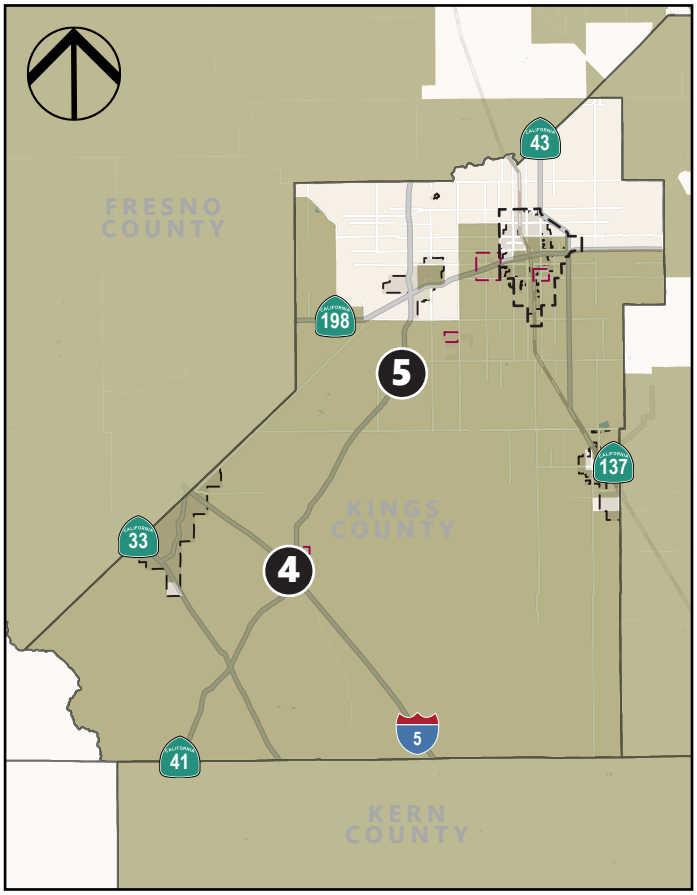
Kings County Regional ATP

MARK THOMAS

Median Household Income less than 80% of the statewide median







KCAG 2025 Regional Active Transportation Plan

Figure 6-9. Kings County and Unincorporated Median Household Income (2 of 2)

Kings County Regional ATP

MARK THOMAS

Median Household Income less than 80% of the statewide median

Public Engagement

Between Spring 2024 and Spring 2025, a multi-faceted outreach strategy was conducted to inform development of the 2025 RATP. The outreach strategy combined digital and in-person engagement methods and gathered input from a broad and diverse audience. Chapter 1 summarizes the countywide engagement process, including stakeholder meetings, surveys, workshops, and walk audits.

The following section summarizes the public engagement activities conducted in unincorporated communities of Kings County and highlights key feedback received.

ENGAGEMENT ACTIVITIES

Public input from engagement activities provided insights into the community's challenges, preferences, and priorities for active transportation. The following engagement activities were held in unincorporated communities of Kings County:

- **August 14, 2024**
  Community Workshop
  Location: Virtual - Kings Partnership Healthy Eating Active Living Workgroup
  Participation: 15 participants

- **August 26, 2024**
  Tabling Event
  Location: Back to School Night at Lakeside Elementary School, Home Garden

- **November 4, 2024**
  Tabling Event
  Location: Family Engagement Night at KCAO Armona Learning Center, Armona

- **November 4, 2024**
  Walk Audit
  Location: Parkview Middle School and Armona Elementary School
  Participation: 5 participants

- **November 7, 2024**
  Walk Audit
  Location: Stratford Elementary School
  Participation: 6 participants

- **November 7, 2024**
  Tabling Event
  Family Engagement Night at KCAO Home Garden Learning Center, Home Garden

Tabling, Family Engagement Night at KCAO Armona Learning Center, November 4, 2024

Walk Audits

Walk audits were conducted to assess site-specific safety concerns and identify infrastructure improvement needs throughout Kings County. Three walk audits were held in collaboration with community stakeholders to assess the roadway conditions and prioritize areas for improvements.

- **Virtual Walk Audit – August 14, 2024.** A virtual walk audit was held in collaboration with Kings Partnership Healthy Eating Active Living (HEAL) Workgroup. Participants included representatives from organizations focused on health, education, family services, and active living, many of whom work directly in underserved communities. Participants provided input on walking and bicycling conditions in the unincorporated communities of Armona, Home Garden, and Stratford, highlighting key areas of concern related to pedestrian safety, connectivity, and infrastructure deficiencies.

Stratford Community Walk Audit, November 7, 2024

- **Armona Community Walk Audit – November 4, 2024.** Two in-person walk audits were conducted in Armona to assess walking and bicycling conditions in the neighborhood surrounding Parkview Middle School and Armona Elementary School. The five participants included the District Superintendent, Principals of both schools, and additional school administrative staff. The evaluation began at Parkview Middle School and continued with a short walk to Armona Elementary.

Armona Community Walk Audit, November 4. 2024

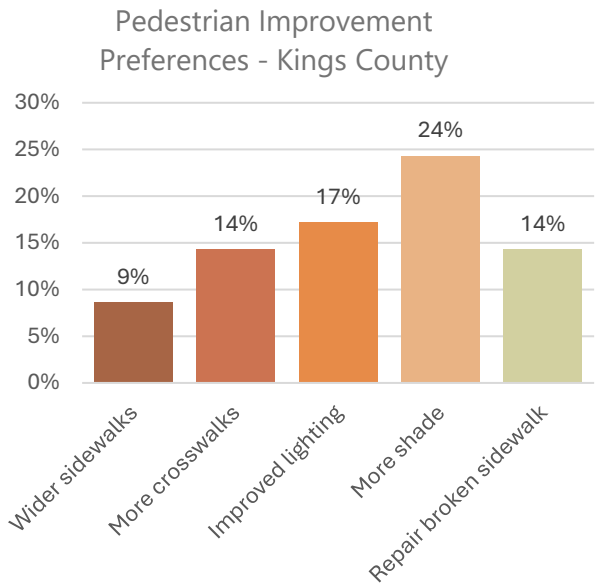
- **Stratford Community Walk Audit – November 7, 2024.** An in-person walk audit was conducted in Stratford to assess walking and bicycling conditions in the neighborhood surrounding Stratford Elementary School. The six participants included the School Principal, Superintendent, and additional school administrative staff. Observations focused on pedestrian safety during peak-traffic timeframes such as student pick-up/drop-off and food distribution events.

WHAT WE HEARD

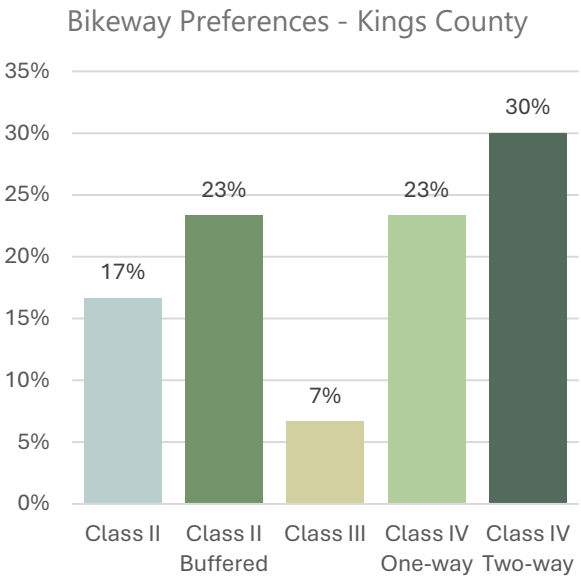
How Often People Walk or Bike: Most residents reported regular walking or biking—46% do so a few times a week for recreation, and 50% use these modes for transportation at the same frequency. Others reported walking or biking a few times a month or year, while 15% do not engage in active transportation at all.

Barriers to Walking and Biking: Common walking concerns include stray dogs (33%), dark streets (19%), and aggressive driving (18%). Additional issues include missing or broken sidewalks (10%), long distances (10%), and uncomfortable weather (9%). For bicyclists, key barriers include poor nighttime visibility (19%), aggressive or distracted drivers (17%), rough pavement and weather conditions (16% each), lack of bike lanes (11%), and unsafe intersections (6%).

What About E-Bikes?:The high cost of e-bikes is the most significant barrier (56%), followed by missing infrastructure and discomfort with the technology (22%).



Source: Community Needs Assessment, 2024



Source: Community Needs Assessment, 2024

Bikeway Preferences: Residents showed the strongest support for Class IV two-way cycletracks (30%), followed by Class II buffered bike lanes and Class IV one-way cycletracks (23% each). Fewer preferred Class II lanes (17%) or Class III routes (7%). Top improvement needs include pothole repairs (26%), green painted lanes (17%), signage and signal sensors (11% each), and physical separation from traffic.

Pedestrian Improvement Preferences: Top priorities include planting more shade trees (24%) and improving street lighting (17%). Additional suggestions include adding crosswalks (14%), repairing sidewalks (14%), widening sidewalks (9%), and installing benches (7%).

Safety Enhancements: The most requested strategies to improve safety were increased law enforcement of dangerous driving (40%), lowering speed limits (28%), and better bike lane striping (16%).

Recommendations

Recommendations for active transportation infrastructure improvements and programming were informed by a combination of existing conditions analysis, technical needs assessment, community input, and consideration of equity and safety indicators.

Proposed Pedestrian Network

A total of 27 pedestrian improvement projects were identified and proposed for implementation throughout unincorporated Kings County, as illustrated in Figure 6-10 and listed in Table 6-3.

Armona

Proposed crossing enhancements are located along 14th Avenue on Front Street, Hanford Armona Road, and Pimo Street. These locations are surrounded by residential areas, schools, and local businesses. Front Street is also identified as a Pedestrian Priority Corridor (see Chapter 1 for definition).

Home Garden

Pedestrian Priority Corridors are proposed along Houston Avenue, 10th Avenue, Orchard Drive, 2nd Place, and Shaw Place. Additional crossing enhancements are identified at the intersection of Houston Avenue and 10th Avenue.

Kettleman City

Proposed crossing enhancements are located along SR-41 at the intersections of General Petroleum Avenue and Standard Oil Avenue. Sidewalk improvements are also proposed along surrounding local streets to enhance pedestrian connectivity.

Santa Rosa Rancheria

Pedestrian Priority Corridors are proposed along 18th Avenue, 17th Avenue, and Jersey Avenue. Crossing enhancements are proposed along Jersey Avenue at 18th Avenue, 17th Avenue, and 16th Avenue; the intersection of 17th Avenue and Akali Drive near the Tachi Palace Casino Resort; and on 16th Avenue near the Coyote Corner Community Center.

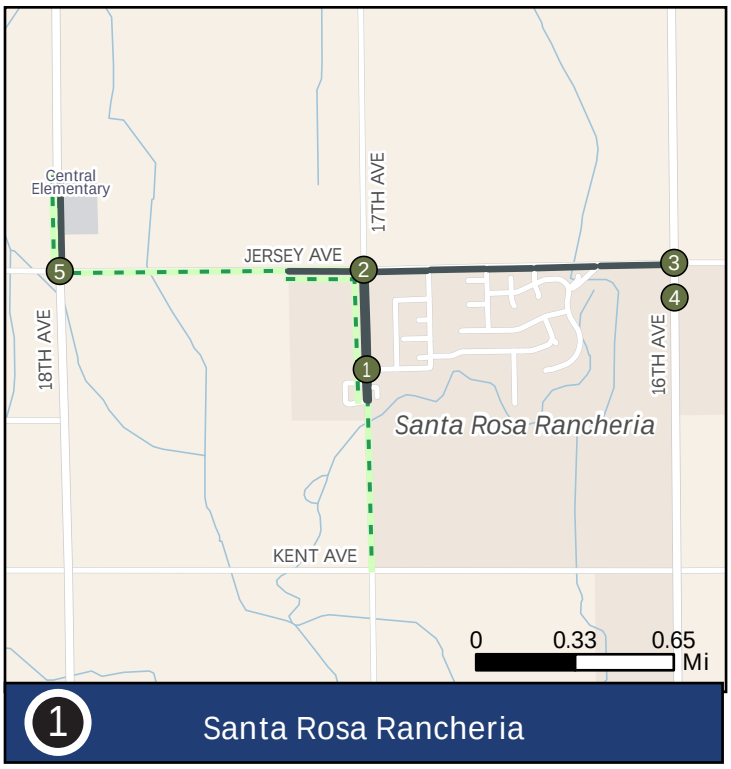
Stratford

Proposed crossing enhancements are located at the SR 41/Laurel Avenue intersection and near Stratford Elementary School, south of Empire Street and 1st Street. Pedestrian Priority Corridors are proposed along Railroad Street and Empire Street, including adjacent residential cross streets and Main Street, which surrounds the downtown area.

IMPROVING WALKABILITY IN KINGS COUNTY

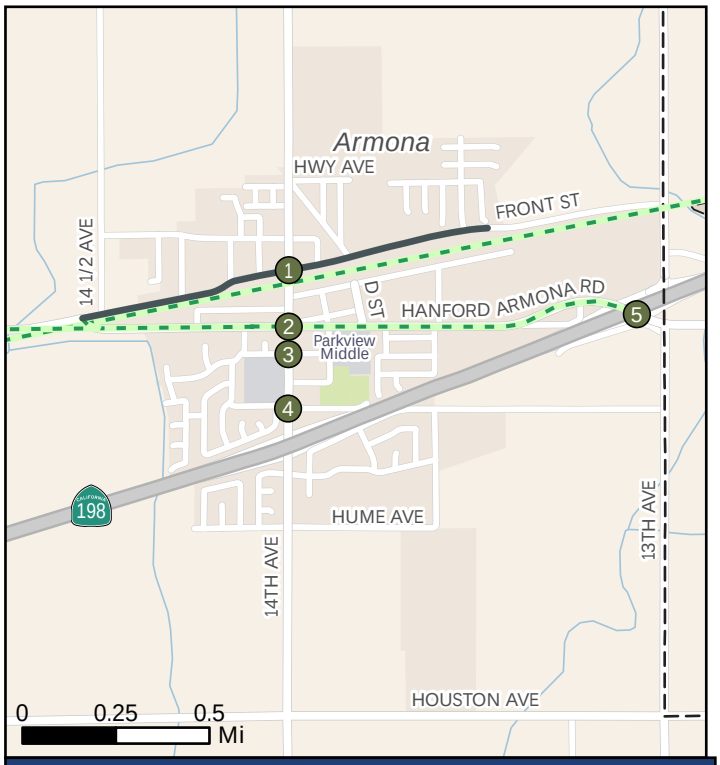
Proposed Pedestrian Improvement Projects

- ✓ **Closing Sidewalk Gaps and Enhancing Crossings**
- ✓ **Improving Accessibility to Community Destinations**
- ✓ **Enhancing Neighborhood Safety**

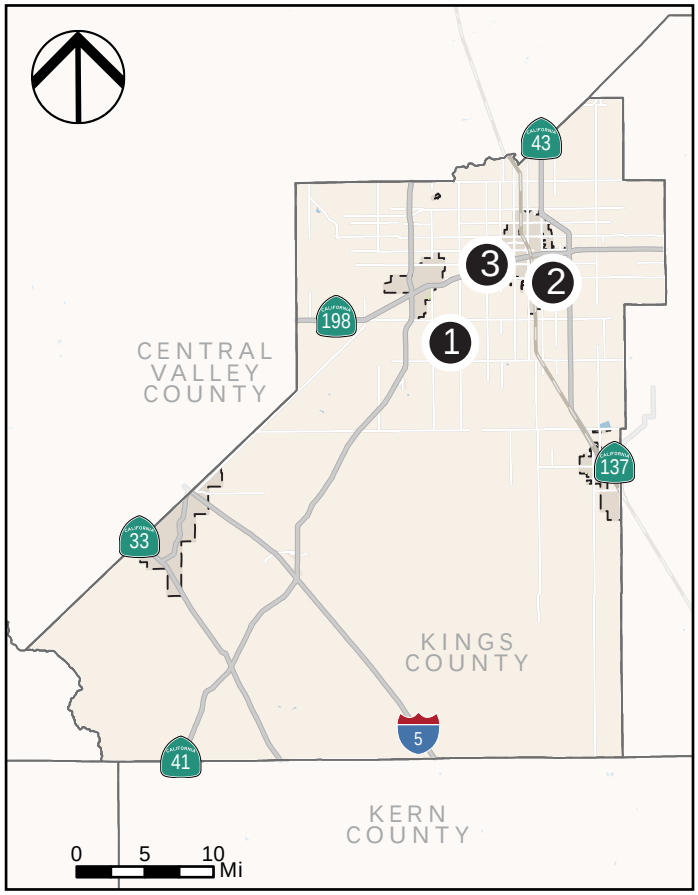


1 Santa Rosa Rancheria

2 Home Garden



3 Armona



KCAG 2025 Regional Active Transportation Plan

Figure **6-10.** Kings County and Unincorporated Communities **Proposed** Pedestrian Network **(1 of 2)**

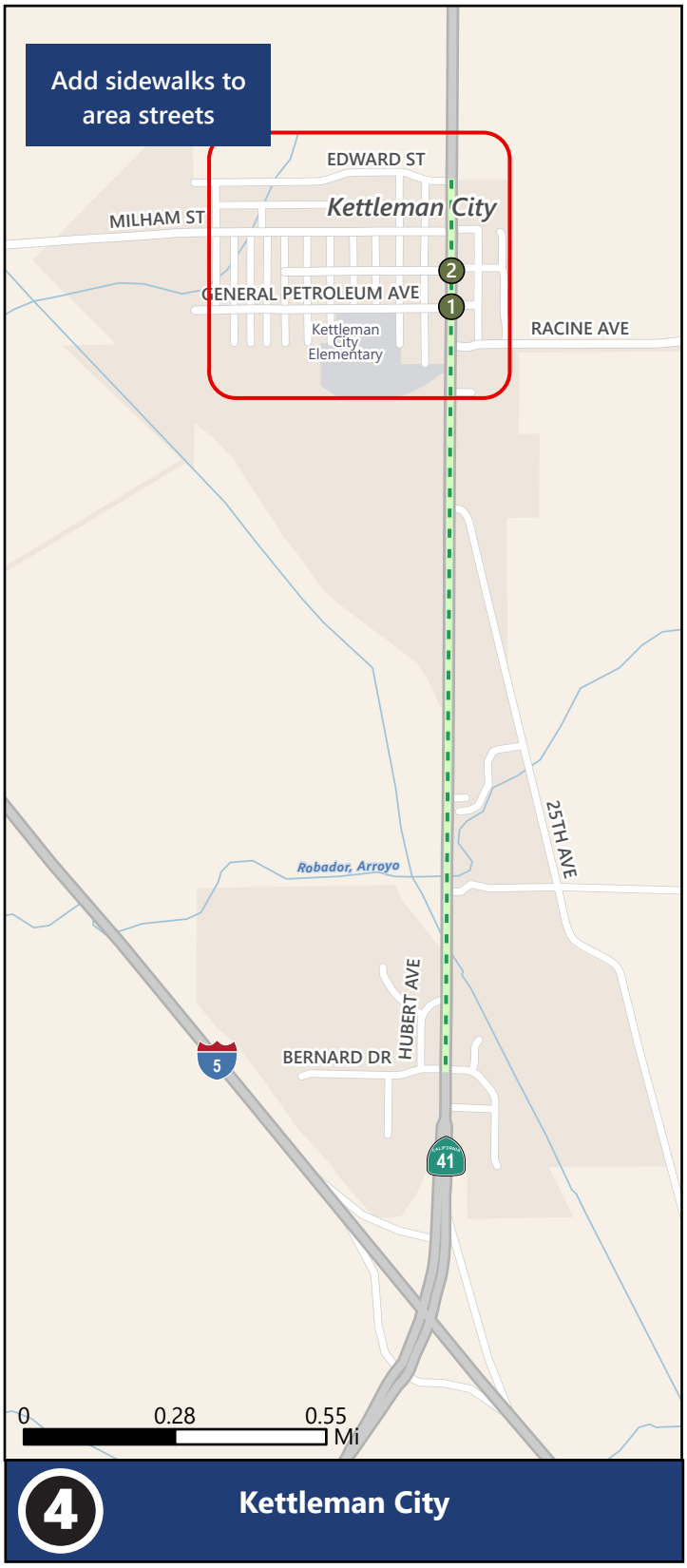
Kings County Regional ATP

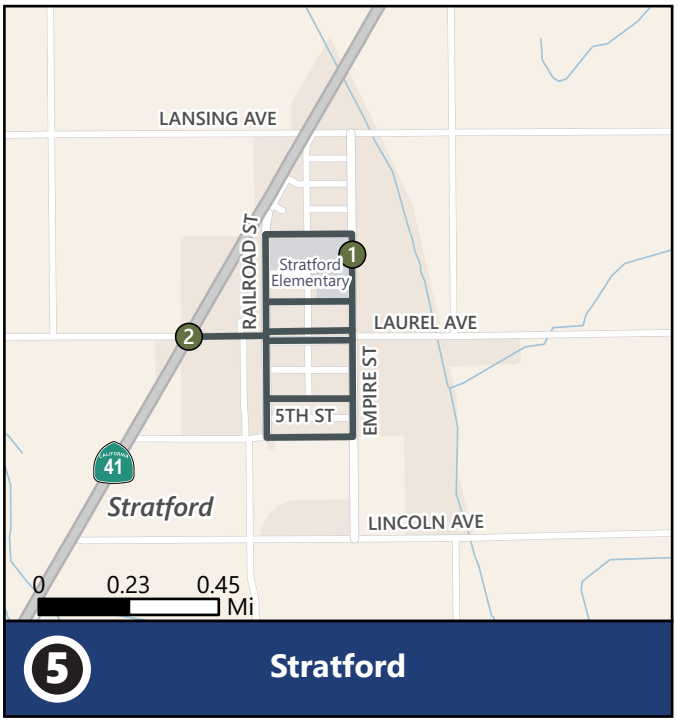
MARK THOMAS

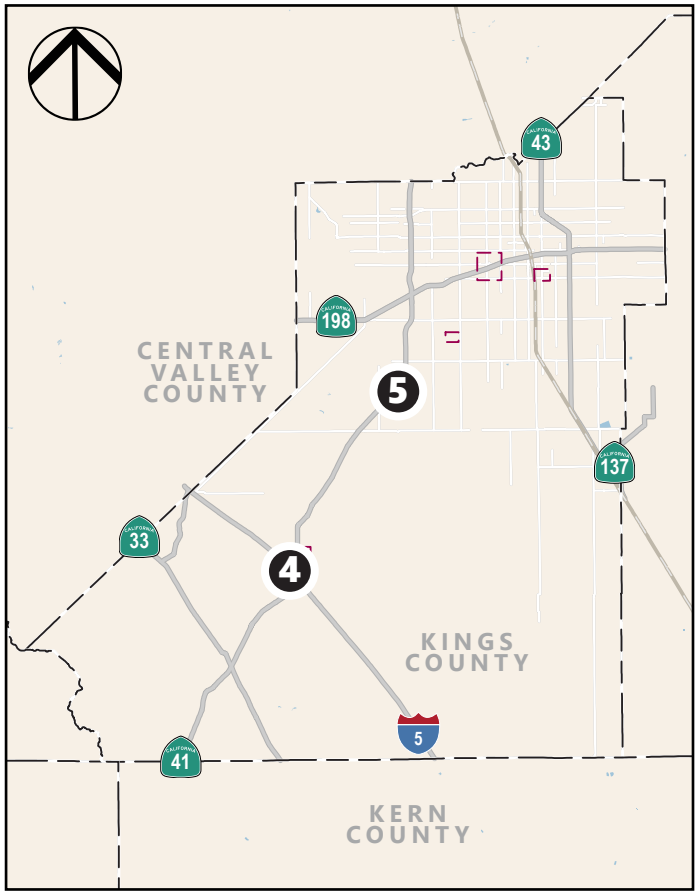
Priority Crossing Improvement

Pedestrian Priority Corridor

Class I Multi-Use Path







KCAG 2025 Regional Active Transportation Plan

Figure 6-10. Kings County and Unincorporated Communities Proposed Pedestrian Network (2 of 2)

Kings County Regional ATP

MARK THOMAS

Priority Crossing Improvement

Pedestrian Priority Corridor

Class I Multi-Use Path

Table 6-3. Kings County Proposed Pedestrian Projects

PEDESTRIAN PROJECT (NAME & LOCATION)	TYPE OF IMPROVEMENT	MILES
ARMONA		
Armona Union Elementary School *Intersection of Pimo Street and 14th Avenue*	Priority Crossing Improvement	N/A
Front Street *Hanford Armona Road to 410' east of Oak Avenue*	Pedestrian Priority Corridor	1.11
Kings County Fire Department *Intersection of Hood Avenue and 14th Avenue*	Priority Crossing Improvement	N/A
Royal Food *Intersection of Hanford Armona Road and 14th Avenue*	Priority Crossing Improvement	N/A
Taqueria La Esquinita *Intersection of Front Street and 14th Avenue*	Priority Crossing Improvement	N/A
HOME GARDEN		
2nd Place *Orchard Drive to Houston Avenue*	Pedestrian Priority Corridor	0.5
10th Avenue *Houston Avenue to Cam Ramon*	Pedestrian Priority Corridor	0.59
El Ranchero Liquor #2 *Intersection of Houston Avenue and 10th Avenue*	Priority Crossing Improvement	N/A
Home Avenue-Shaw Place *Shaw Place to Garden Drive*	Pedestrian Priority Corridor	0.8
Houston Avenue *Superior Soil Supplements to 10th Avenue*	Pedestrian Priority Corridor	0.37
Orchard Drive *10th Avenue to 6th Place*	Pedestrian Priority Corridor	0.49
KETTLEMAN CITY		
Kettleman Citywide *Sidewalk corridors where applicable*	Pedestrian Priority Corridor	N/A
Kettleman City Market *Intersection of Standard Oil Avenue and Brown Avenue/SR-41*	Priority Crossing Improvement	N/A
Napa Auto Parts *Intersection of General Petroleum Avenue and SR-41*	Priority Crossing Improvement	N/A

PEDESTRIAN PROJECT (NAME & LOCATION)	TYPE OF IMPROVEMENT	MILES
SANTA ROSA RANCHERIA		
17th Avenue *Jersey Avenue to Davis Circle*	Pedestrian Priority Corridor	0.42
Central Elementary Corridor *Intersection of 18th Avenue and Jersey Avenue*	Pedestrian Priority Corridor	0.3
Central Elementary Crossing *Intersection of 18th Avenue and Jersey Avenue*	Priority Crossing Improvement	N/A
Coyote Corner *Intersection of Jersey Avenue and 16th Avenue*	Priority Crossing Improvement	N/A
Jersey Avenue *West of 17th Avenue to 16th Avenue*	Pedestrian Priority Corridor	1.2
Planned 16th Avenue Driveway *Future Planned Driveway on 16th Avenue*	Priority Crossing Improvement	N/A
Tachi Palace Casino Resort *Intersection of Akali Drive and 17th Avenue*	Priority Crossing Improvement	N/A
Yokut Gas *Intersection of Jersey Avenue and 17th Avenue*	Priority Crossing Improvement	N/A
STRATFORD		
Main Street *Stratford- Railroad Street to SR-41*	Pedestrian Priority Corridor	0.62
Railroad Street/Empire Street *Stratford- Railroad Street and Empire Street between 1st Street and 6th Street*	Pedestrian Priority Corridor	1.44
SR-41 *Stratford- SR-41 Crossing at Laurel Avenue/Main Street*	Priority Crossing Improvement	N/A
Stratford Elementary School *Stratford- South of Empire Street and 1st Street Intersection*	Priority Crossing Improvement	N/A
Stratford Neighborhood Streets *Stratford- Segments of 1st Street, 3rd Street, 4th Street, and 6th Street between Railroad Street and Empire Street*	Pedestrian Priority Corridor	0.42

Proposed Bikeways Network

A total of 17 bikeway projects were identified throughout unincorporated Kings County, as illustrated in Figure 6-11 and listed in Table 6-4.

The proposed bikeway network covers approximately 45.6 miles of new or enhanced bicycle facilities, including 14.01 miles of Class I shared-use paths, 28.06 miles of Class II bike lanes, 1.92 miles of Class IV separated bikeways, and 1.61 miles of Class III bike routes.

The recommended bikeway network emphasizes low-stress facilities that improve access to schools, parks, employment centers, and transit stops across Armona, Stratford, Kettleman City, Home Garden, Santa Rosa Rancheria, and rural North County.

Armona
Proposed bikeways include Class II bike lanes on 14th Avenue (from Lacey Boulevard to Railroad Avenue), Class IV separated bikeways on 14th Avenue (from Railroad Avenue to Hume Avenue), and a Class I shared-use path on Hanford Armona Road (connecting the Lemoore Canal Class I Trail to the SR-99 on/off ramp).

Santa Rosa Rancheria
Proposed bikeways include Class II bike lanes along 18th Avenue, 16th Avenue, and Kent Avenue, and Class I shared-use paths along Jersey Avenue, 17th Avenue, and 18th Avenue.

Stratford
A Class III bike route is proposed along Cross Street, between Railroad Street and 5th Street.

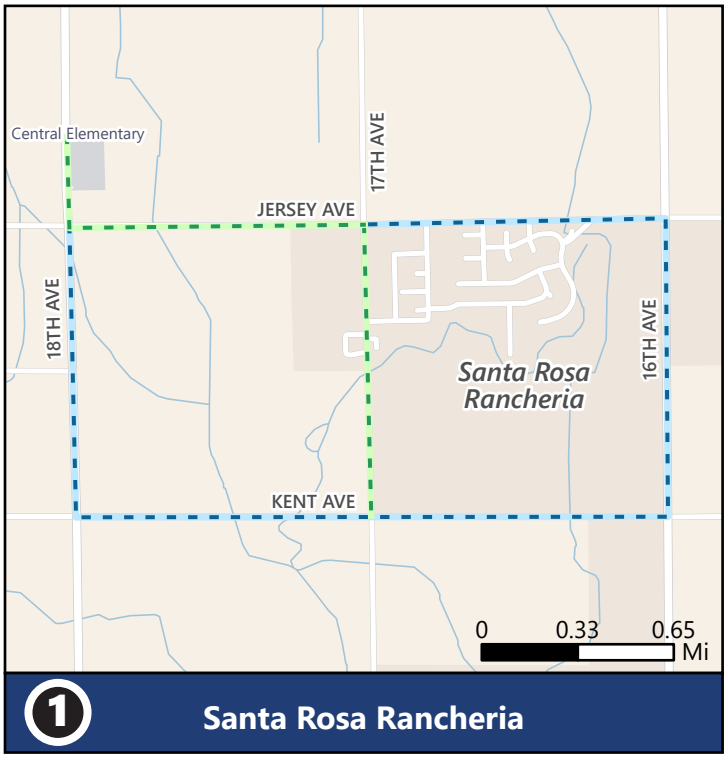
Home Garden
Proposed bikeways include Class I shared-use path along Houston Avenue and Class IV separated bikeway along 10th Avenue.

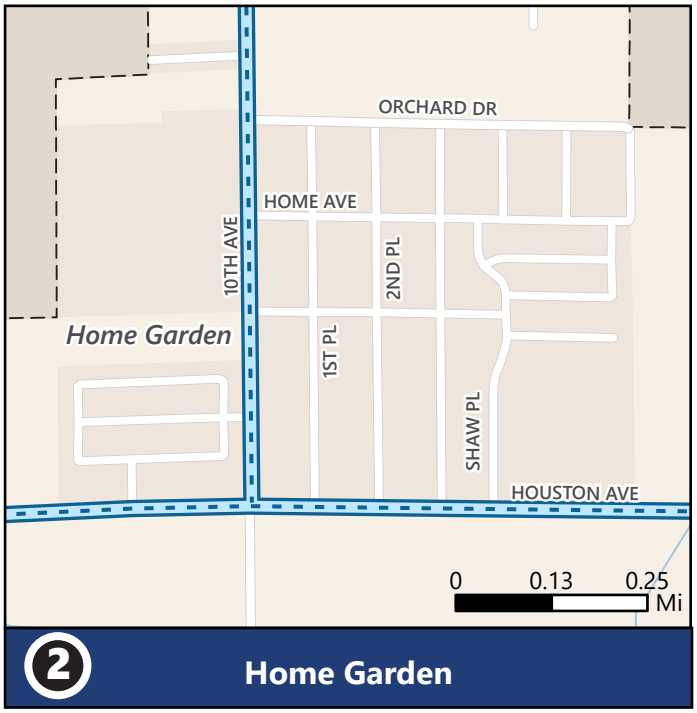
Kettleman City
A Class I shared-use path is proposed along SR 41, extending south from the existing pathway to Bernard Drive. This facility will enhance connectivity between residential neighborhoods and nearby commercial and employment centers. In addition, Class III bikeways are proposed along General Petroleum Avenue (east-west corridor), 9th Street (north-south corridor), and Milham Street (east-west corridor), linking residential areas with the broader regional bicycle network.

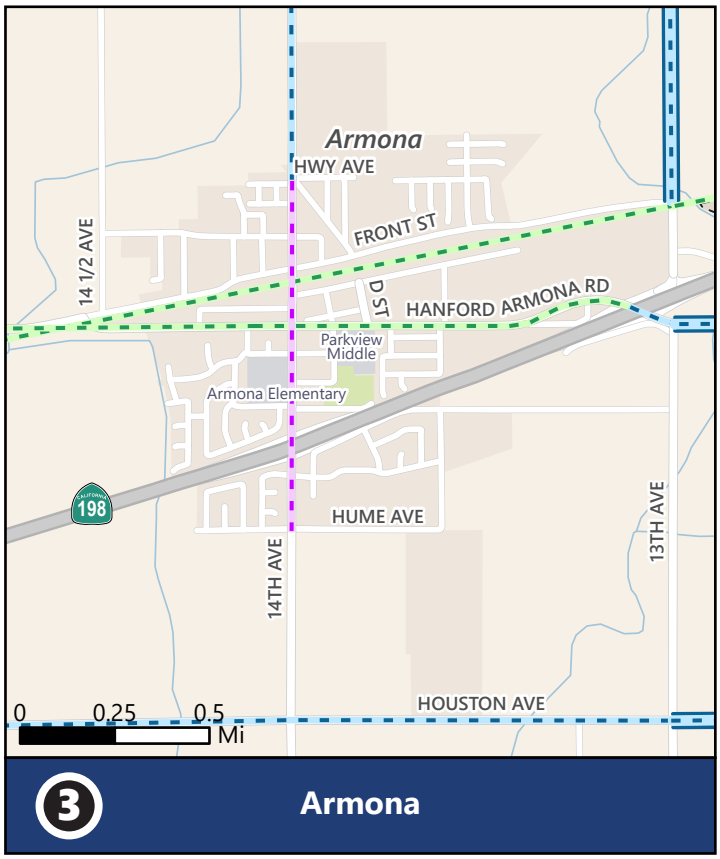
IMPROVING BIKEWAYS IN KINGS COUNTY

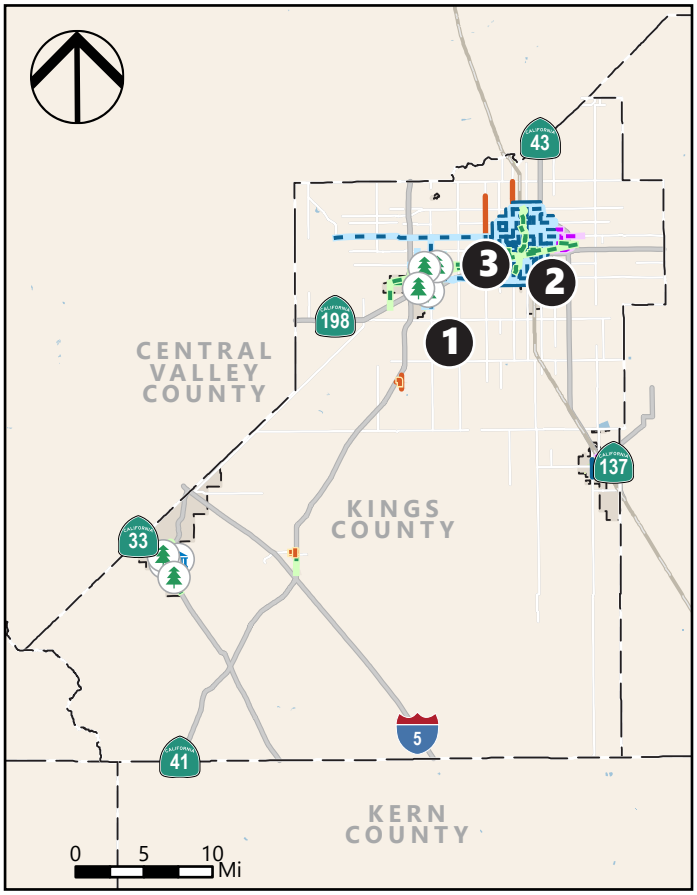
Proposed Bicycle Improvement Projects

- ✓ **More Protected and Dedicated Routes**
- ✓ **Improved East-West Connectivity**
- ✓ **Safe Neighborhood Routes**









KCAG 2025 Regional Active Transportation Plan

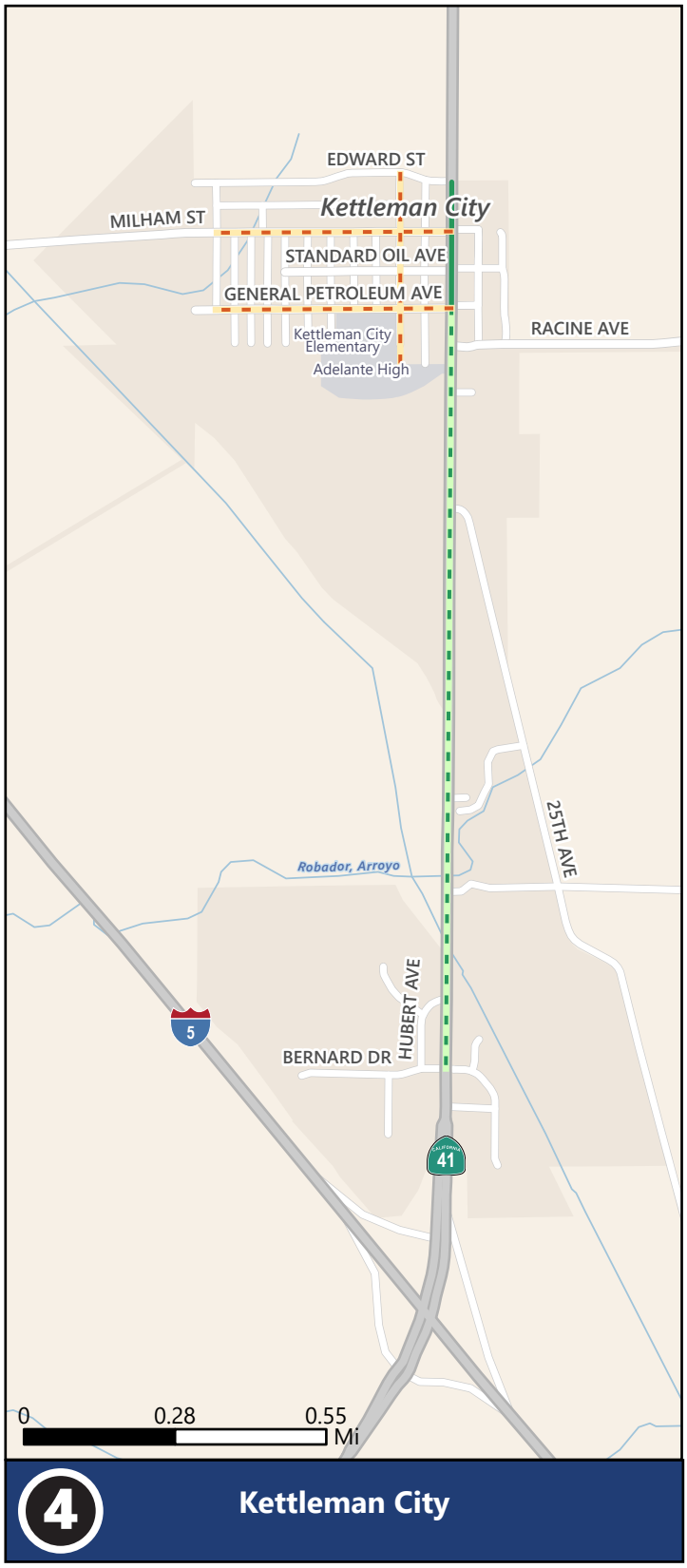
Figure 6-11. Kings County and Unincorporated Communities Proposed Bikeways Network (1 of 3)

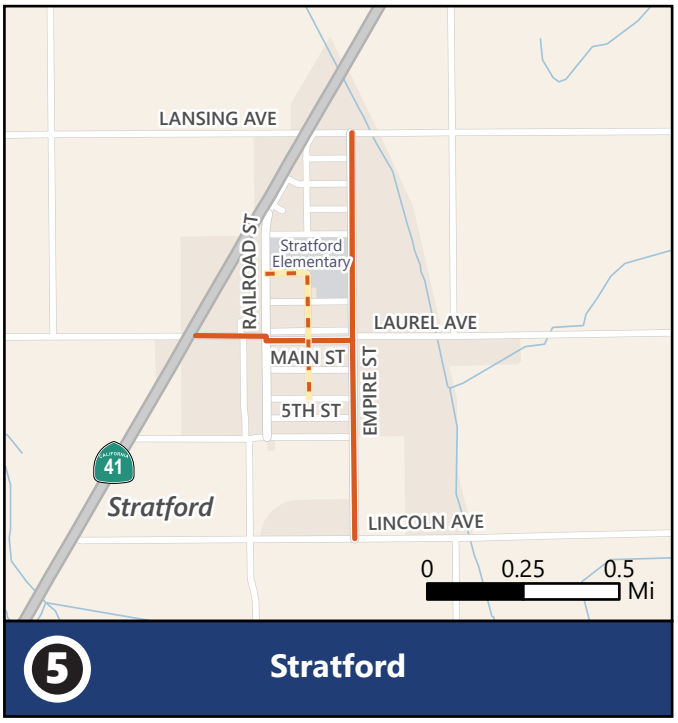
Kings County Regional ATP

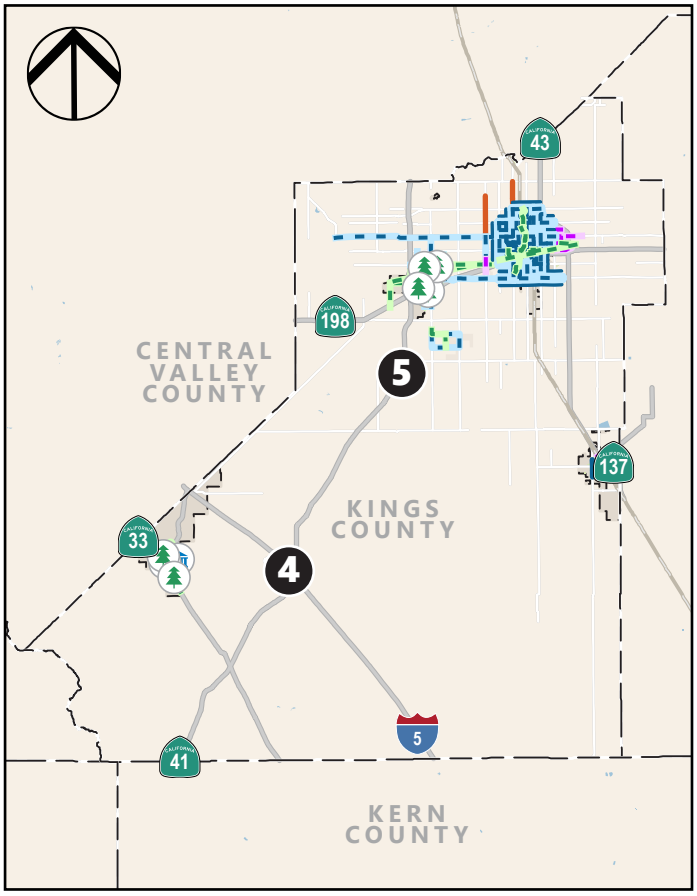
MARK THOMAS

Proposed Bikeways: Class I, Class II, Class II (Buffered), Class III, Class IV

Existing Bikeways: Class I, Class II, Class III







KCAG 2025 Regional Active Transportation Plan

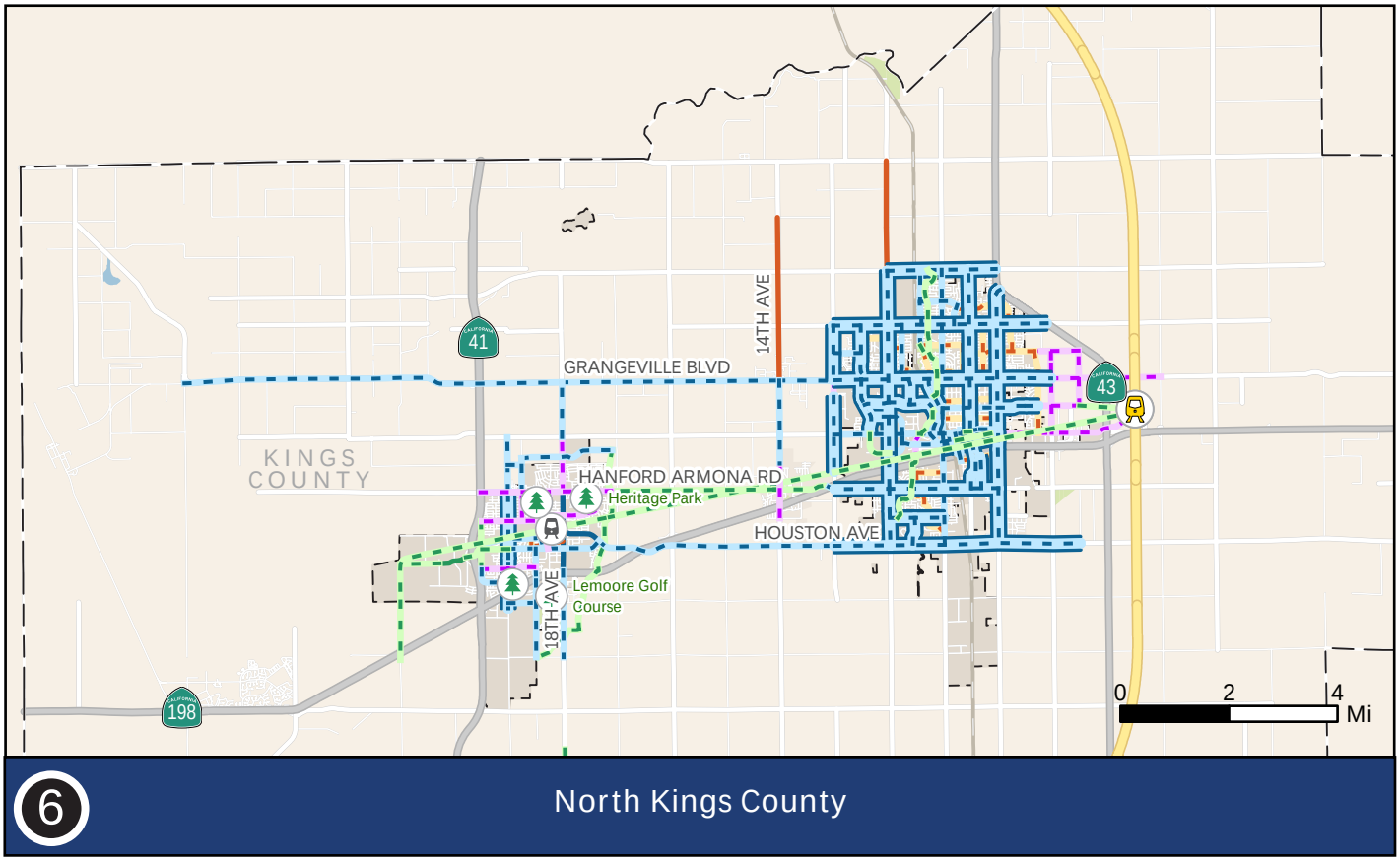
Figure 6-11. Kings County and Unincorporated Communities Proposed Bikeways Network (2 of 3)

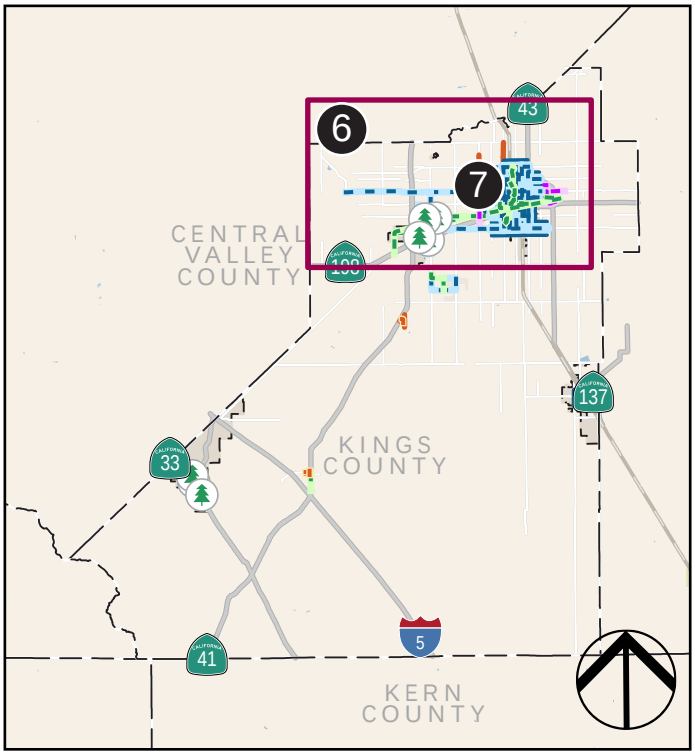
Kings County Regional ATP

MARK THOMAS

Proposed Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

Existing Bikeways
- Class I
- Class II
- Class III





KCAG 2025 Regional Active Transportation Plan

Figure 6-11. Kings County and Unincorporated Communities Proposed Bikeways Network (3 of 3)

Kings County Regional ATP

MARK THOMAS

Proposed Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

Existing Bikeways
- Class I
- Class II
- Class III
- CA High-Speed Rail Alignment

CA High-Speed Rail Station

Table 6-4. Kings County Proposed Bikeways Projects

BIKEWAY PROJECT (NAME & LOCATION)	TYPE	MILES
Armona		
14th Avenue Armona *Lacey Boulevard to Railroad Avenue*	Class II	0.62
14th Avenue Cycletrack *Railroad Avenue to Hume Avenue*	Class IV	0.91
Hanford Armona Road *Lemoore Canal Class I to SR-198 On/Off Ramp*	Class I	3.98
Hanford Armona Road *SR-198 to 13th Avenue*	Class II	0.12
Kettleman City		
Brown Street/SR-41 *General Petroleum Avenue to Bernard Drive*	Class I	1.38
General Petroleum Avenue *First Street to Brown St/SR-41*	Class III	0.43
Milham Street *First Street to Brown Street*	Class III	0.43
Ninth Street *Edward Street to Kettleman City Elementary School*	Class III	0.34
North County		
14th Avenue North County *Grangeville Boulevard to Lacey Boulevard*	Class II	1
18th Avenue *Grangeville Boulevard to Lacey Boulevard*	Class II	1
Grangeville Boulevard *25th Avenue Alignment to 13th Avenue*	Class II	11.98
Houston Avenue/D Street *Bush Street to 9th Avenue*	Class II	5.45
Railroad ROW *SR-198 to 11th Avenue*	Class I	7.43
Santa Rosa Rancheria		
17th Avenue *Jersey Avenue to Kent Avenue*	Class I	0.98
18th Avenue/Jersey Avenue *Central Elementary School to 17th Avenue*	Class I	1.31
Jersey Avenue Loop *17th Avenue to Jersey Avenue*	Class II	5.02
Stratford		
Cross Street *Railroad Street to 5th Street*	Class III	0.41

Bicycle Parking

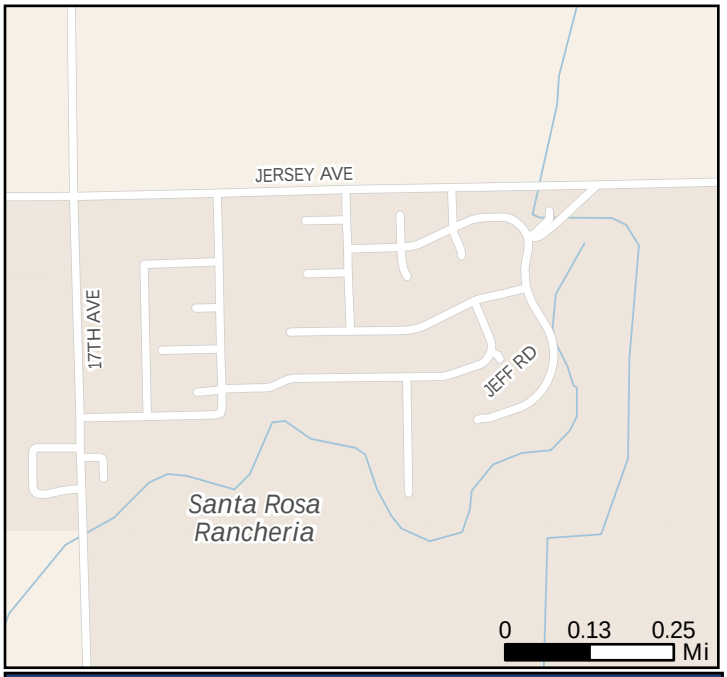
Bicycle parking facilities were identified across Kings County to ensure accessibility to key destinations, enhance first- and last-mile connectivity, and encourage bicycling as a viable mode of transportation. Long-term bicycle parking is recommended at key destinations where users are anticipated to spend extended amounts of time, such as schools and community and recreational facilities, as illustrated in Figure 6-12.

Two types of bicycle parking should generally be provided, based on adjacent land use. For land uses where users will park for many hours or all day, such as Transit Stations, Office or Industrial, long-term parking solutions are recommended, as illustrated in Figure 6-12. For land uses where users will park for shorter periods, such as retail establishments, short-term parking solutions are recommended.

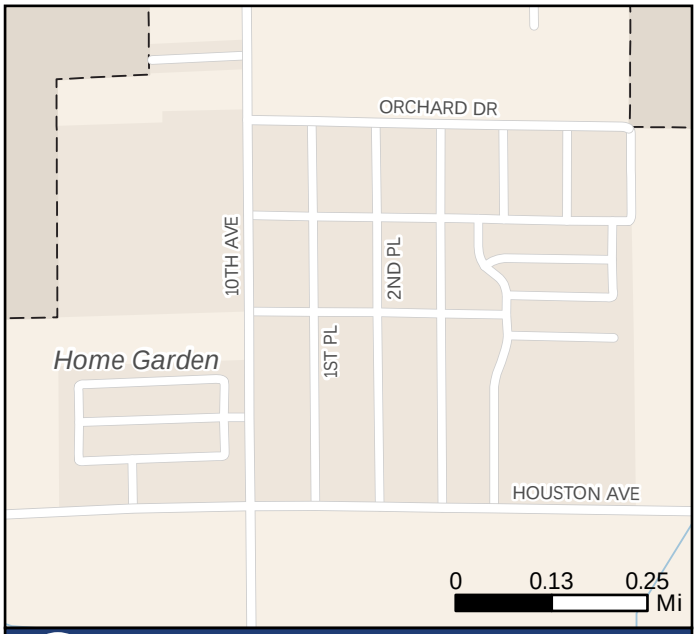
Implementation of bicycle parking can be accomplished as part of land development projects. The scale and design of these facilities can be adapted to their unique project circumstances and consider conditions unique to their project location.

Long-term bicycle parking increases opportunities for bicycling through providing end-of-trip facilities. Long-term bicycle parking improves convenience and security for bicyclists, particularly in areas with high pedestrian and bicycle activity. The following long-term bicycle parking locations were identified in unincorporated Kings County:

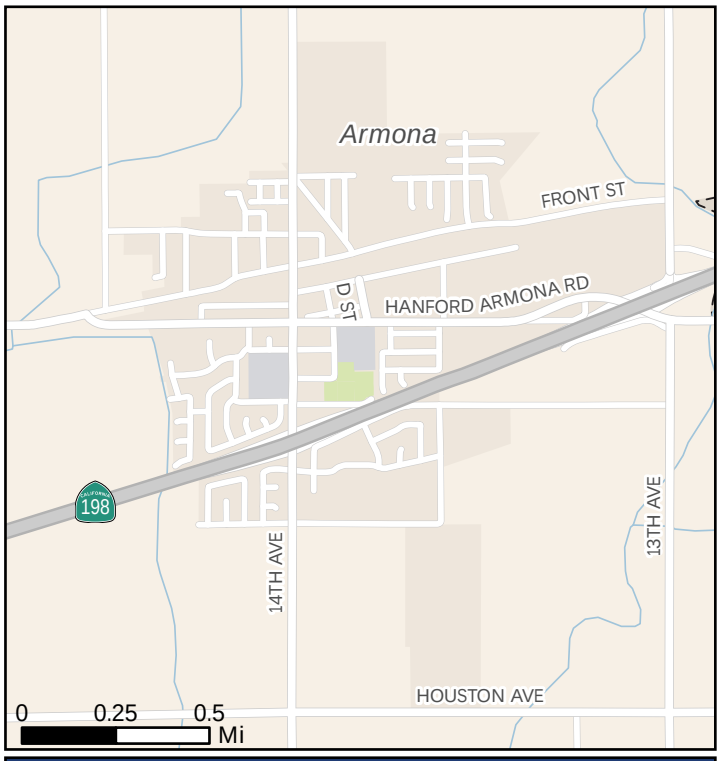
- Hansen Ranches (east of Corcoran limits)
- Del Monte Foods (south of Hanford limits)
- Lemoore Naval Air Station (west of Lemoore limits)



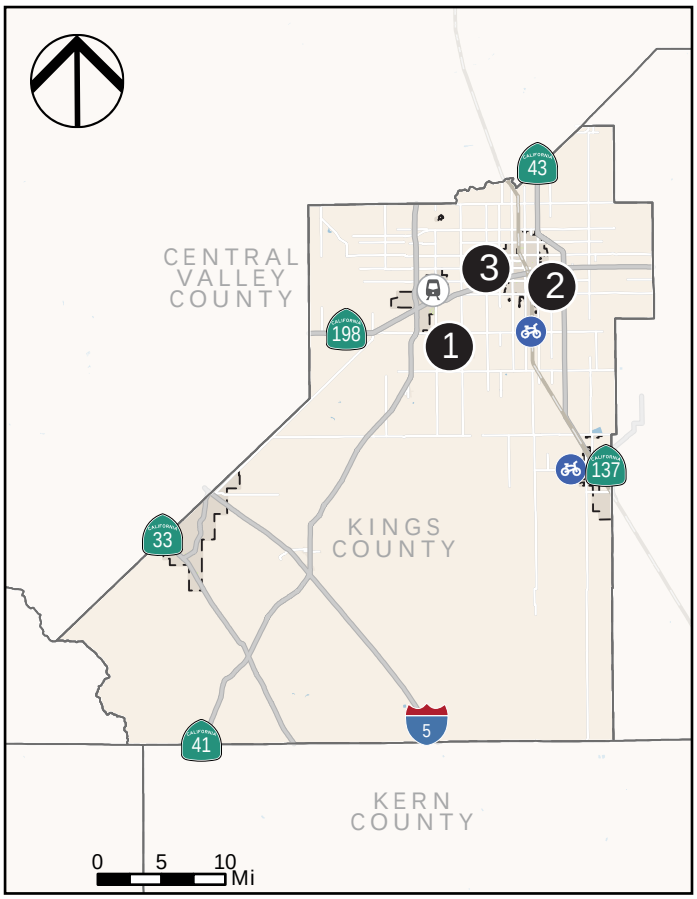
1 Santa Rosa Rancheria



2 Home Garden



3 Armona



KCAG 2025 Regional Active Transportation Plan

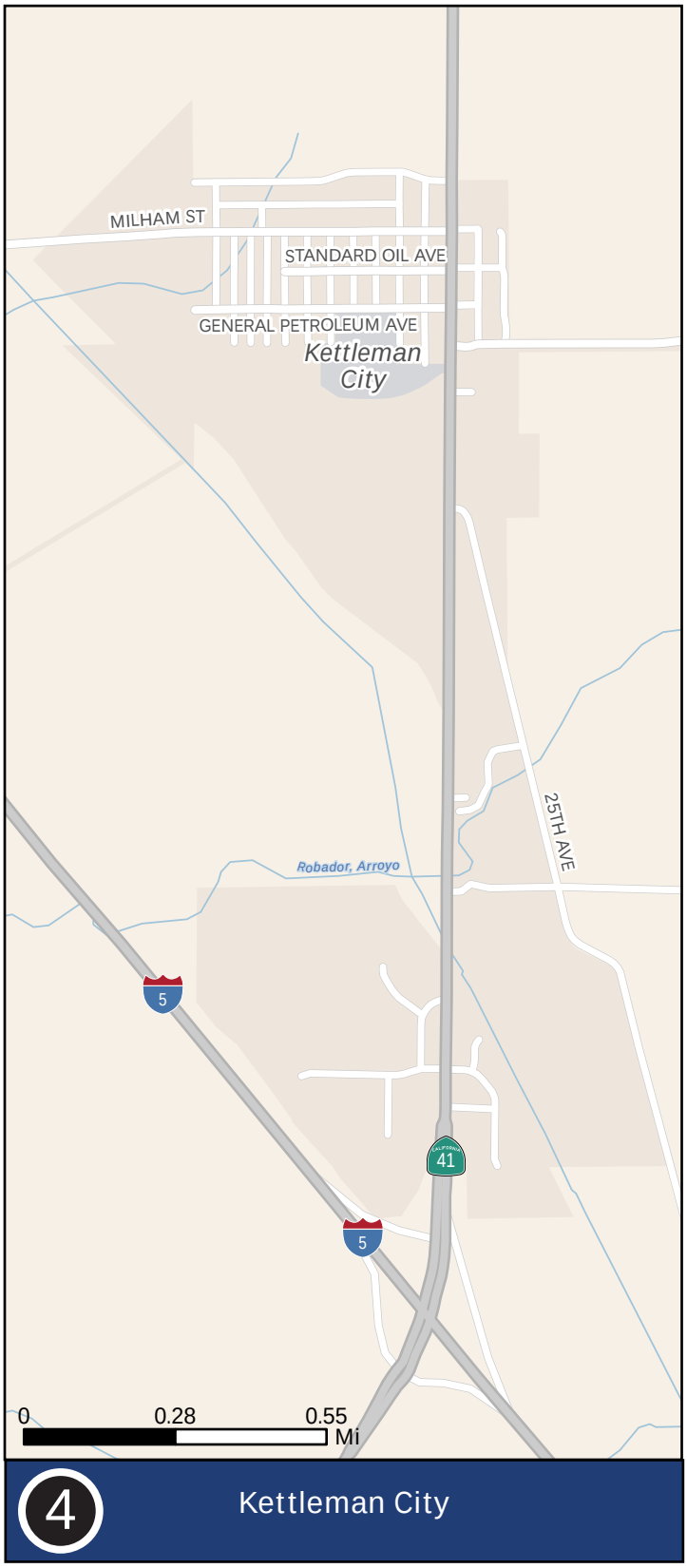
Figure 6-12. Kings County and Unincorporated Communities Potential Bicycle Parking (1 of 3)

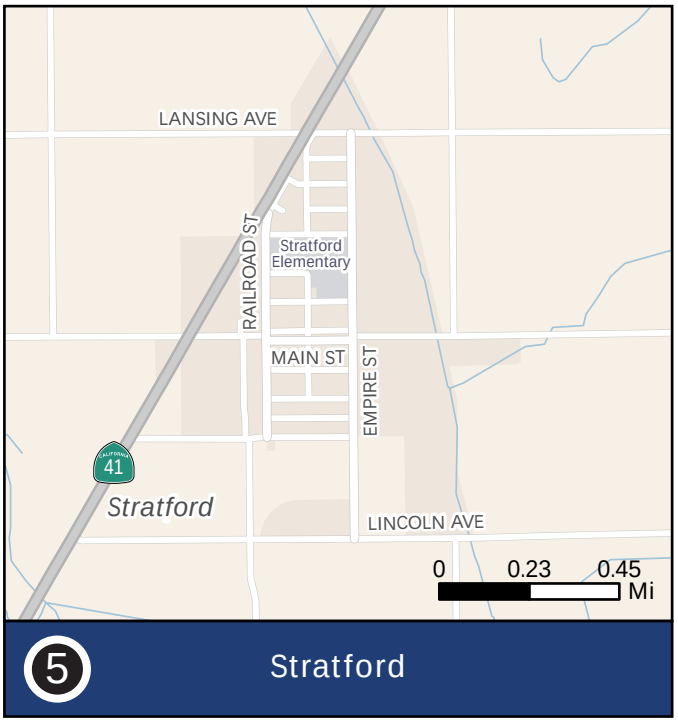
Kings County Regional ATP

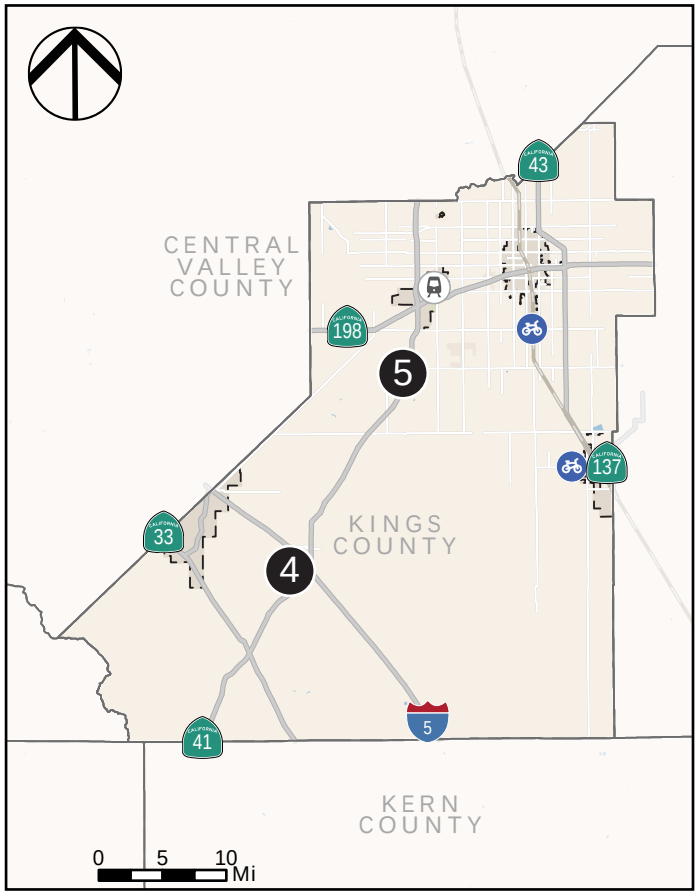
MARK THOMAS

Long Term Bicycle Parking Spaces

Future Cross Valley Corridor Station







KCAG 2025 Regional Active Transportation Plan

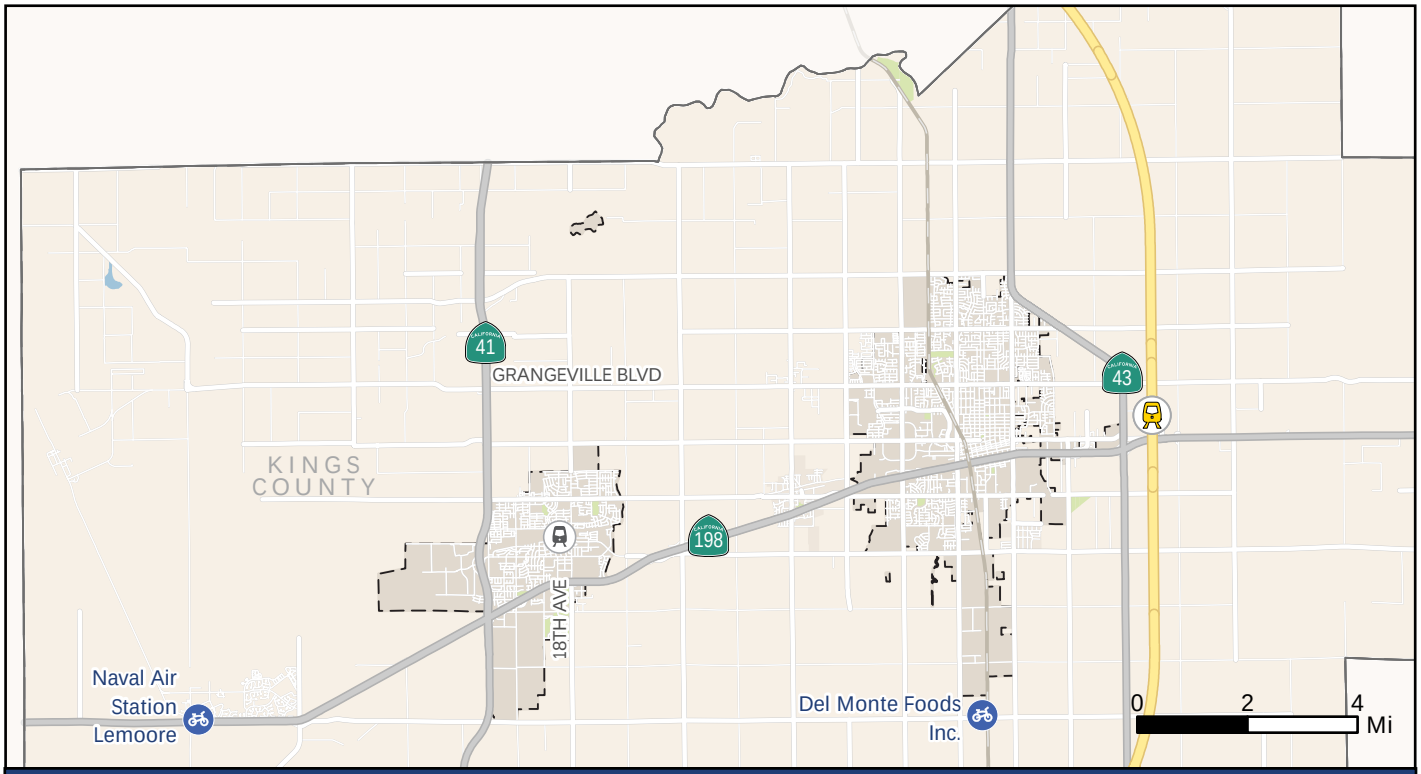
Figure 6-12. Kings County and Unincorporated Communities Potential Bicycle Parking (2 of 3)

Kings County Regional ATP

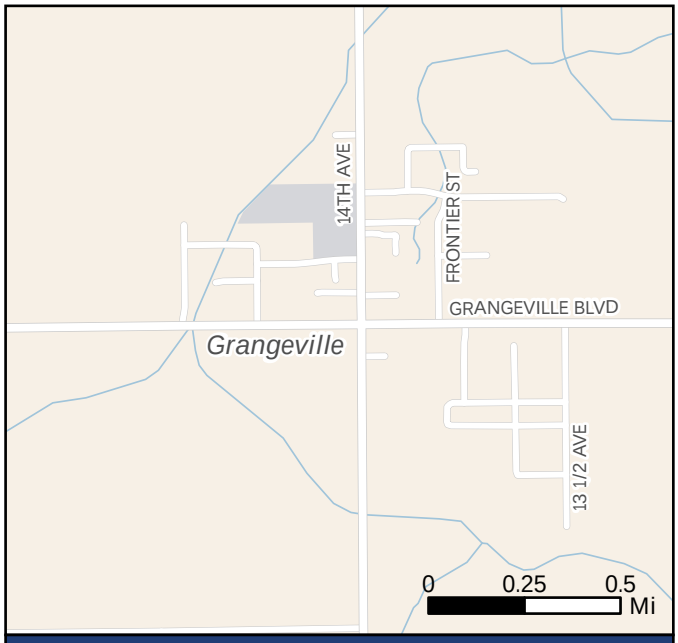
MARK THOMAS

Long Term Bicycle Parking Spaces

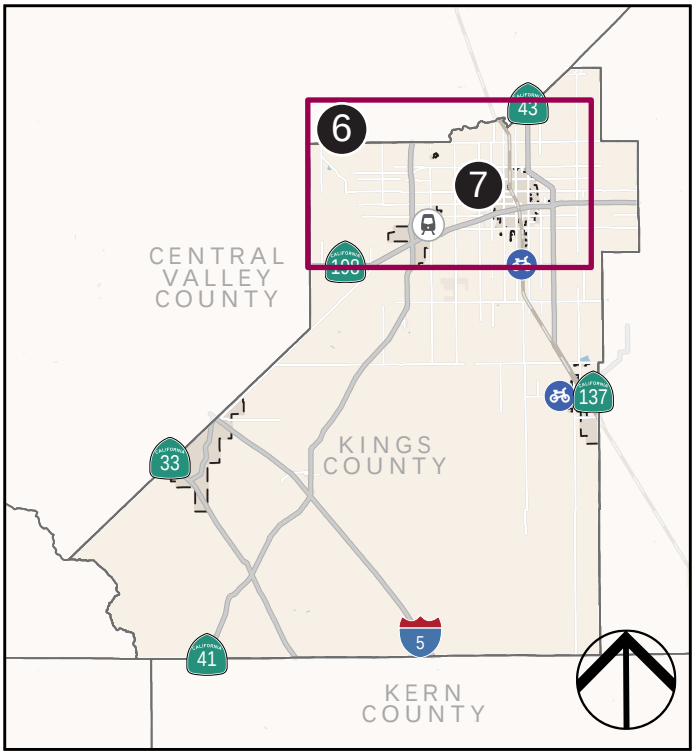
Future Cross Valley Corridor Station



6 North Kings County



7 Grangeville



KCAG 2025 Regional Active Transportation Plan

Figure 6-12: Kings County and Unincorporated Communities Proposed Bicycle Network

Kings County Regional ATP

MARK THOMAS

Long Term Bicycle Parking Spaces

CA High-Speed Rail Station

CA High-Speed Rail Alignment

Future Cross Valley Corridor Station

Infrastructure Project Priorities

Through a comprehensive project prioritization evaluation, the proposed infrastructure projects were ranked across six criteria based on their potential impact, feasibility, and alignment with community needs.

Appendix D provides the detailed project prioritization methodology and approach for ranking the proposed infrastructure projects, including project information such as improvement type, location, and anticipated implementation timeframe.

Community Feedback

Public input collected through the Project Advisory Committee Meetings and *Project Survey #2: Project Priorities* (discussed in Chapter 1) was used to validate whether the highest-priority ranked projects aligned with community preferences.

Pedestrian Infrastructure Projects: Proposed pedestrian projects received public support across all unincorporated communities in Kings County.

- Santa Rosa Rancheria projects received the highest level of support, accounting for approximately 70% of the total responses. These projects included crossing and sidewalk gap improvements along 17th Avenue, 18th Avenue, and Jersey Avenue.
- Projects in Kettleman City, Stratford, Armona, and Home Garden each received approximately 10% of the vote, with community support focused on similar crossing and sidewalk enhancements.
- Additionally, a recommendation was made to designate Main Street in Stratford as a pedestrian priority corridor.

Bikeways Infrastructure Projects: Proposed bikeway projects received public support across all unincorporated communities in Kings County

- Projects in the north area of the county and Armona received the highest level of support (40% of votes each).
- In the north area of the county, Class II facilities along 14th Avenue, 18th Avenue, and Grangeville Boulevard were identified as high priorities, indicating strong community interest in enhancing regional connectivity.
- In Armona, support was directed toward the 14th Avenue Class II segment (20% of votes) and Class IV segment (10%).
- Additional feedback included a recommendation to extend the Hanford Armona Road bikeway to connect with Hanford's existing Class II buffered bike lane.
- Stratford's Cross Street Class III segment also received support, accounting for 10% of bikeway-related responses.

Non-Infrastructure Recommendations

Street design alone cannot address the cultural, behavioral, and external barriers that prevent people from walking or bicycling. To support pedestrian and bicycle infrastructure investments, program-based solutions have been identified to promote behavior change and facilitate long-term mode shift, as listed in Table 6-5.

Table 6-5. Kings County Non-Infrastructure Recommendations

KINGS COUNTY NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Start Smart Program	California Highway Patrol (CHP) offices in Kings County provide the Start Smart program to the community and typically perform outreach via social media and postings in public spaces. The CHP can annually seek funding to either increase the quantity of programs offered or to advertise the program. California Highway Patrol and Kings County school districts can develop standard communication methods, such as take-home flyers or automated phone calls, for dissemination to students and their parents/guardians each academic year. Outreach and Engagement would be conducted with support from school administrations at all County schools including grades 6-12, with schools considering incentives such as community service hours or extra credit for student participation. Responsible Agencies: California Highway Patrol, Kings County School Districts
Every 15 Minutes Education Campaign	"Every 15 Minutes" is a branded two-day educational presentation for high school juniors and seniors. The presentation re-enacts the scene of a collision caused by driving under the influence and encourages students to think comprehensively about the repercussions of intoxicated driving. The program is currently conducted approximately every one- to two-years at Kings County schools. The agency leading the program's implementation typically rotates based on staff availability. Funding to implement the program is available from the California Office of Traffic Safety. Responsible Agencies: California Highway Patrol; Jurisdictional Police Departments; County Sheriff Offices; Kings County Fire Department; American Ambulance/Ambulance Contractors; Coroner's Office; Kings County School Districts.

KINGS COUNTY NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Don't Drink and Drive Education Campaign	The California Office of Traffic Safety (OTS) provides free anti-Driving Under the Influence (DUI) resources in the Go Safely campaign to agencies for dissemination. The DUI media toolkit offers posters and infographic handouts outlining tips to avoid drunk driving such as blood-alcohol warnings and driving alternatives. Stakeholder agencies can identify opportunities to customize and disseminate digital and printed material throughout their respective community groups. Implementation could involve identifying avenues for both digital and printed materials and setting internal goals to distribute a set quantity of materials each year. Responsible Agencies: Kings County Public Health Department, Kings County Behavioral Health Substance Use Disorders Division, California Highway Patrol
Safe Routes to Schools	Safe Routes to School (SRTS) is a national partnership program and initiative to create a safe and supportive environment for students to walk, bicycle, and scooter to and from school. The program's benefits have shown to increase student physical activity as well as academic performance. Possible strategies include: • Walk and Roll to School Day: Annual events promoting walking, bicycling, or other active transportation modes. • Walking School Bus: Organized routes where students walk to school with adult chaperones, joining at designated points. • Bike Train: Organized group bike ride for students and parents to travel to school along designated corridors to "pick-up" additional students along the way. • Youth Walk/Bike Education: Short-term programs teaching safety skills for walking and bicycling. • Travel Tally Exercises: Classroom data collection on travel modes to identify infrastructure needs and strengthen grant applications. • Walk Audits: Assessments with school faculty, parents, and professionals to identify safety improvements around school campuses. Responsible Agencies: Kings County Department of Public Works, Kings County School Districts, Kings County Department of Public Health, Partnership for Prevention, Kings Community Action Organization

KINGS COUNTY NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Share the Road Pledge	The Share the Road Pledge is a campaign program aimed at increasing the safety of bicyclists, pedestrians, and motorcyclists. The pledge centers on educating drivers about the unique safety challenges faced by people walking, cycling, and traveling on motorcycles by highlighting proper driving practices to avoid collisions. Community members sign up to the initiative by pledging their signature, resulting in a higher degree of follow-up towards commitments to transportation safety. Stakeholder agencies can develop a Countywide Share the Road Pledge Program and identify local community champions to disseminate materials, lessons, and collect pledge signatures. Responsible Agencies: Kings County Department of Public Works or Public Affairs, Kings County Department of Public Health, Valley Voice Newspapers, Kings Community Action Organization
Task Force Operations	Impaired-Driving Task Forces are an effective tool to reduce DUI activity and establish public and political support to dissuade individuals from impaired driving. California Highway Patrol can coordinate with partner public safety departments to pursue Office of Traffic Safety (OTS) Grant funding to pay for additional enforcement measures, including DUI checkpoints and patrols specifically focused on enforcement of impaired driving. Responsible Agencies: California Highway Patrol, Kings County Sheriff's Office, Kings County Department of Public Works
Bicycle and Pedestrian Safety Training for Officers	The National Highway Traffic Safety Administration provides the Pedestrian Safety Enforcement Operations: A How-To Guide (Guide) training tool for enforcement officers, which offers tips and guidance on how enforcement operations can help reduce pedestrian injuries and fatalities. Enforcement Agencies can coordinate the distribution and assignment of training materials with the intention to have all officers complete the training by the year 2030. The Guide's proposed practices should be considered for implementation on a regular schedule throughout the year. Responsible Agencies: California Highway Patrol, Kings County Sheriff's Office, Kings County Department of Public Works

E-Bike Rebate Program	The County can increase the share of people commuting by bicycle through implementing an E-Bike Incentive program. The County can promote e-bike/cargo bike rebate and voucher programs, such as the California Air Resources Board (CARB) program that offers up to $1,000 and $1,750 for e-bikes and cargo bikes, respectively, to those who qualify, plus up to an additional $250 for those living in disadvantaged communities. Other funding opportunities for e-bike rebate could also be provided by KCAG. An e-bike incentive reduces barriers to e-bike ownership by providing a monetary subsidy or voucher for e-bike purchases. Concurrently develop and distribute materials that educate the community on the benefits of e-bikes and cargo bikes. Responsible Agencies: County of Kings, Kings County Association of Governments
Bikeway Signage Installation Program	The County can install bikeway signage at strategic locations to guide cyclists, inform motorists, and promote safe cycling. Clearly marked lanes reduce collisions by clarifying shared road use, while visible signage encourages more cycling by reassuring users they are on designated paths. Once installed, signage is relatively low maintenance and serves as a long-term investment in public infrastructure. Responsible Agencies: County of Kings
Transportation Demand Management	The County can increase the share of people commuting by bicycle by implementing a transportation demand management (TDM) policy. The policy would require large employers to provide resources that reduce barriers to traveling by bicycle to and from their place of employment. Examples of resources include end-of-trip facilities, i.e., secure long-term bicycle storage and shower facilities. TDM policies can also support more carpool and work vanpooling activity. Responsible Agencies: County of Kings
Bicycle Accessories Giveaway Program	A barrier to safe bicycling is often the lack of necessary equipment (i.e., helmet, bike lights, locks, reflective attire, etc.). The County can pursue a program to provide essential gear at no or reduced costs to low-income residents. The County can subsidize or provide free bicycle equipment to residents who qualify for CalFresh or Southern California Edison's California Alternative Rates for Energy and Family Electric Rate Assistance utility discounts. The County could consider working with local bike shops to implement this program. Responsible Agencies: County of Kings

Bicycle-Friendly Community

The League of American Bicyclists recognizes communities that improve bicycling conditions through education, encouragement, enforcement, and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle-friendliness recognition can indicate that a community is a healthy and vibrant place. Similar to well-rated schools and attractive downtowns, bicycle friendliness can increase property values, spur business growth, and increase tourism.

The County should apply for Bicycle Friendly Community status after implementation of the priority projects and many of the recommended programs identified in this Plan.

When the County is successful at attaining the Bicycle Friendly Community status, the County should promote the milestone achievement to the community through a press release or marketing campaign highlighting the amenities that warrant the designation.

Responsible Agencies: County of Kings

CHAPTER 7

LEMOORE

Study Area

The City of Lemoore (City) is located in northwestern Kings County, west of Hanford and east of Lemoore Naval Air Station, as illustrated in Figure 7-1. The city encompasses approximately 8.8 square miles and is surrounded by unincorporated areas of Kings County.

Lemoore's urbanized area is concentrated east of State Route 41 and north of Highway 198, forming the city's core residential and commercial area. The historic downtown district is centrally located along West D Street and serves as a hub for civic uses and a range of local businesses and services. Major corridors such as 18th/Lemoore Avenue, Bush Street, 19th Avenue, and Hanford-Armona Road serve as key connectors within the City and its neighboring communities. Key destinations along these corridors include the Lemoore Plaza Shopping Center, located at the intersection of Lemoore Avenue and Hanford-Armona Road, and Lemoore College, located on the City's west side and adjacent to State Route 41.

According to the U.S Census (2024), the City has a population of 27,057 residents. This count includes approximately 7,683 children and adolescents under 18 years old (28.4%) and 2,922 older adults aged 65 and over (10.8%). These population groups are considered vulnerable roadway users.

Literature Review

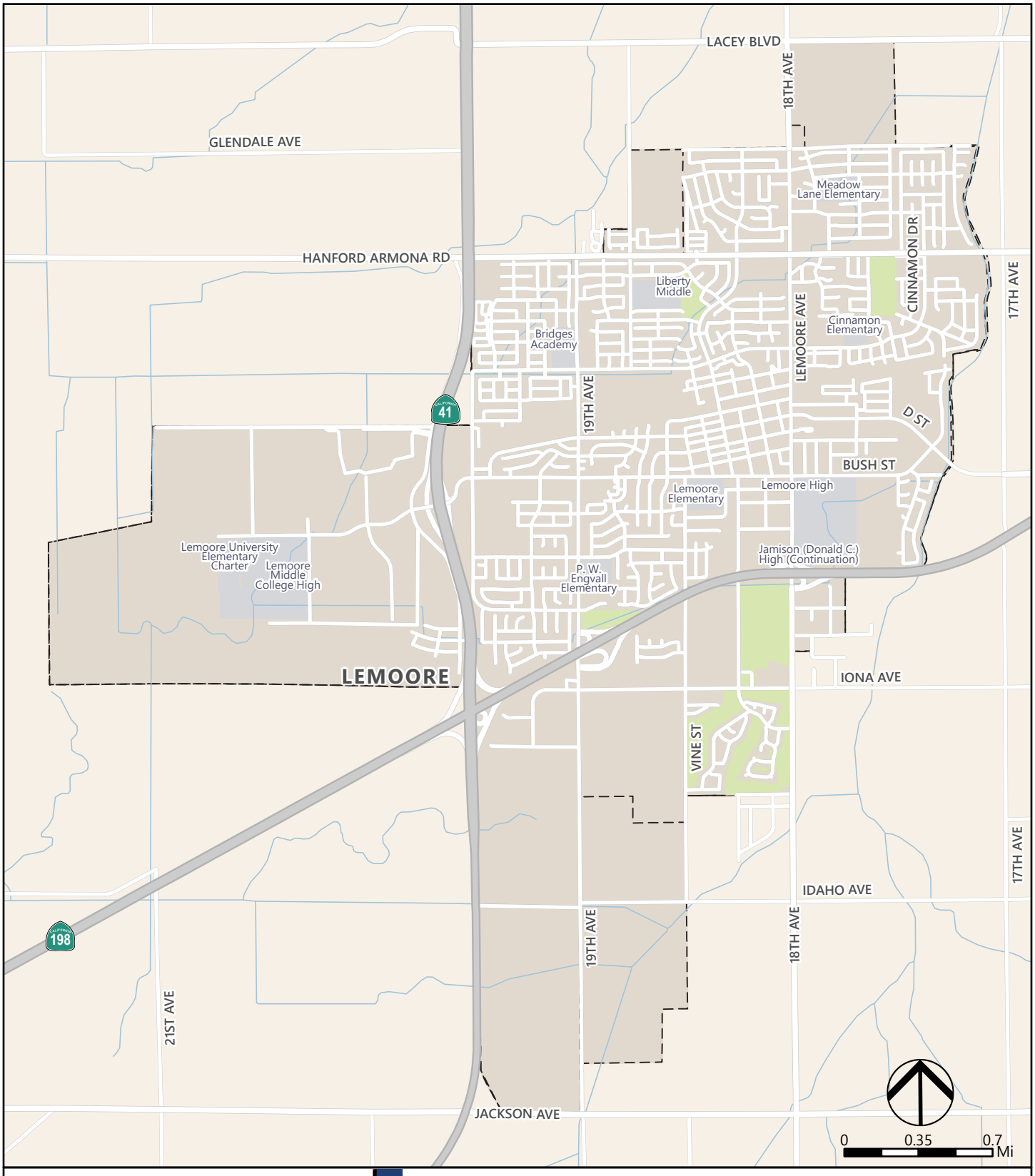
The following documents influence active transportation planning activities within the City of Lemoore by establishing goals and objectives for the local transportation network. These planning documents have been incorporated in the development of the 2025 RATP. For a review of applicable regional and statewide planning documents, refer to Chapter 1.

City of Lemoore 2030 General Plan Circulation Element (2008)

The City of Lemoore General Plan 2030 includes a Circulation Element that provides guidance and specific actions for continued safe and efficient operation of Lemoore's circulation system. The Circulation Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. The Circulation Element includes provisions for roadways, truck routes, transit, rail use, pedestrian, and bicycle transportation modes, as well as parking.

City of Lemoore Americans with Disabilities Act Transition Plan (2013)

The City of Lemoore Americans with Disabilities Act Transition Plan (Lemoore ADA Plan) identifies physical barriers to accessibility on city-managed facilities which limit accessibility for persons living with disabilities. The Lemoore ADA Plan provides solutions for the removal of these barriers and recommendations to ensure compliance with ADA requirements.



KCAG 2025 Regional Active Transportation Plan

Figure 7-1. Lemoore Study Area

Kings County Regional ATP

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LEGEND

City

Community

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Existing Conditions and Analysis

Existing Land Use

Residential land use is the predominant designation within the City of Lemoore, as illustrated in Figure 7-2. The historic downtown area, located west of Lemoore Avenue, is zoned for a variety of land uses, including designation for mixed-use developments that support commercial activity, housing, and civic functions. Surrounding the downtown area, neighborhoods to the north, south, and east are primarily designated for residential use, interspersed with commercial uses that provide local goods and services. On the city's west side, adjacent to State Route 41, land use designations include a combination of commercial, industrial, and residential uses. These designations near the state facility reflect how the area serves as a gateway to the City and a key employment corridor.

Existing Travel Mode Split

The U.S. Census American Community Survey (ACS) publishes statistics related to commuting in the United States for people aged 16 and over, and details various travel modes taken to and from the workplace.

Personal vehicle trips constitute an overwhelming proportion of mode share in Kings County with over 90% of commuter trips taking place by personal vehicles in the four incorporated cities in Kings County.

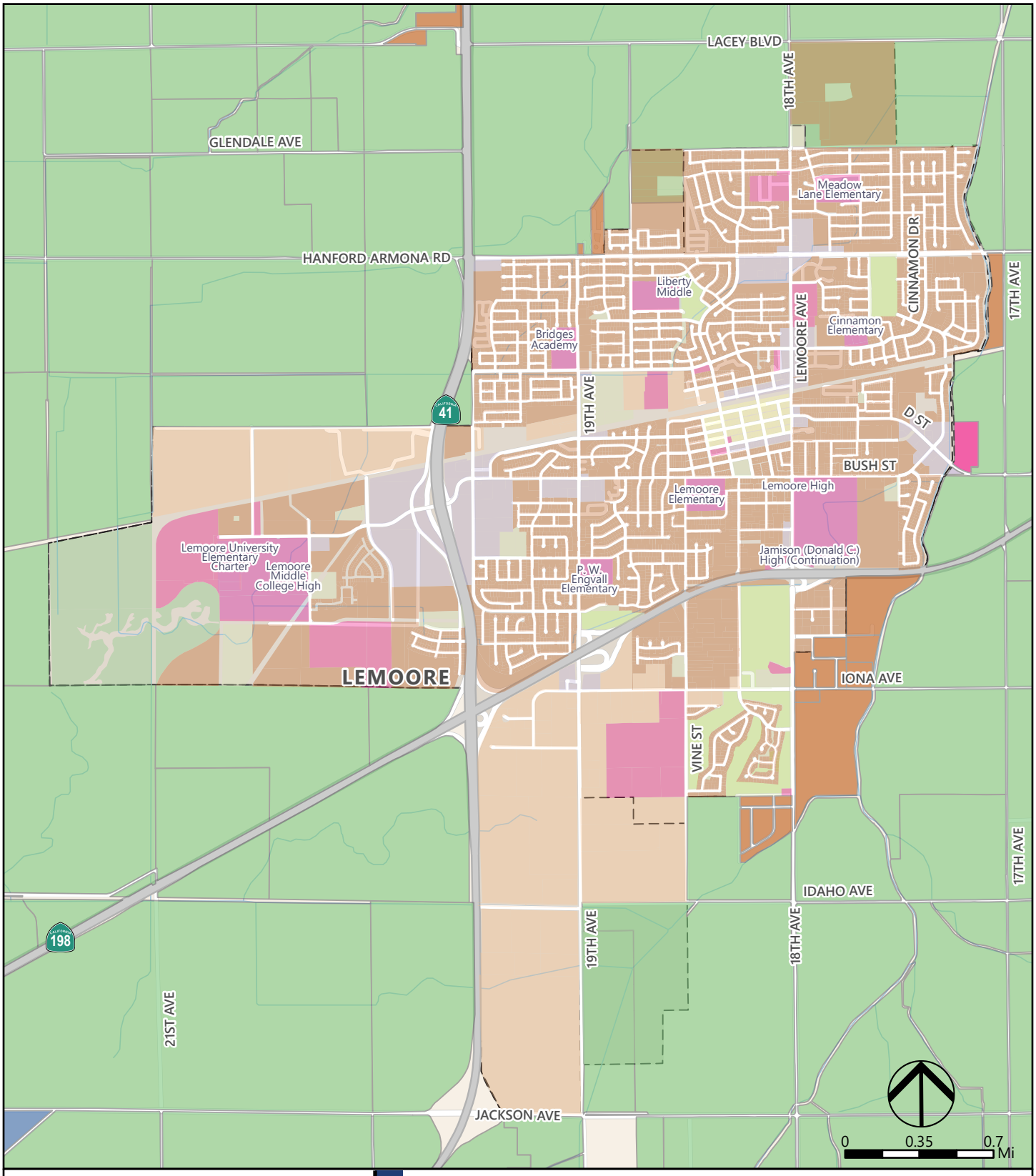
Among the four incorporated cities in Kings County, Lemoore has the highest share of commuter trips by active travel modes. Within City of Lemoore, commute by walking accounts for 1.4% of trips and commute by bicycling accounts for 1.3% of trips, as shown in Table 7-1. Commute by public transit accounts for less than 1% of commuter trips across all incorporated cities, including Lemoore.

In Lemoore, 93.8% of commuters travel to work by personal vehicle, which is consistent with the county-wide trend. Walking accounts for 1.4% of the total trips, the second highest share in the county, while bicycling represents 1.3%, the highest among the four incorporated cities. Public transit usage is notably low at 0.1%, tied for the second lowest with the City of Corcoran. Additionally, 1.0% of commuters use other modes such as taxis, motorcycles, or similar alternatives.

Table 7-1. Lemoore Travel to Work (2022)

Travel to Work	Avenal	Corcoran	Hanford	Lemoore
Personal Vehicle	95.7%	92.7%	90.8%	**93.8%**
Public Transit	0.0%	0.1%	0.7%	**0.1%**
Walk	1.3%	1.0%	1.1%	**1.4%**
Bike	0.0%	0.0%	0.3%	**1.3%**
Taxi, motorcycle, other	3.0%	1.2%	1.1%	**1.0%**
Work from home	0.0%	5.0%	6.0%	**2.4%**

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates



KCAG 2025 Regional Active Transportation Plan

Figure 7-2. Lemoore Existing Land Use

Kings County Regional ATP

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- Agriculture
- Residential
- Commercial
- Mixed Use
- Public
- Open Space
- Industrial

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Existing Active Transportation Network

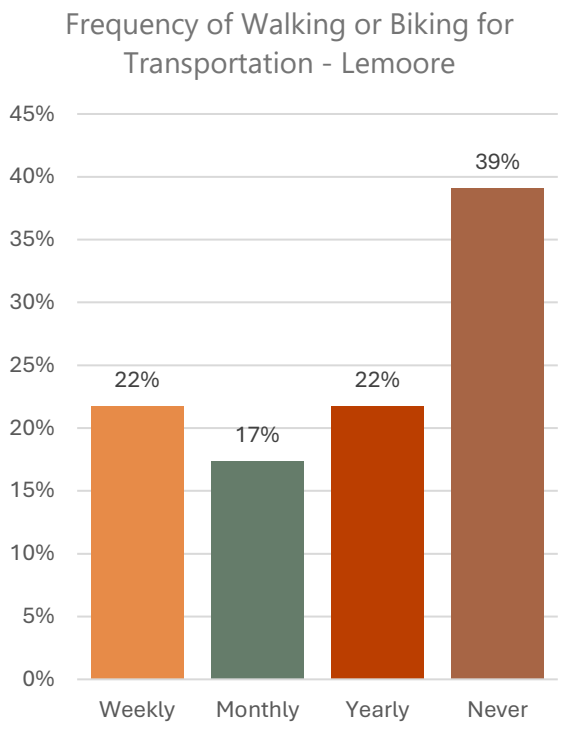
Although the majority of the major streets in Lemoore have constructed sidewalks, gaps persist in the city, particularly south of SR 198. These gaps can create safety and accessibility challenges, especially for students, seniors, and individuals with disabilities. In 2013, Lemoore installed ADA-compliant ramps near Meadow Lane Elementary and extended sidewalks along Vine Street using Safe Routes to School funding and Congestion Mitigation and Air Quality funding. Recent safety enhancements include in-roadway warning lights on Lemoore Avenue at intersections with Skaggs Street and Larish Street, where crosswalks are used by high school students.

The downtown area is considerably more accessible for pedestrians compared to surrounding residential areas. Downtown streets provide sidewalks and crosswalks, while the short-distance blocks and gridded network provide connectivity for pedestrians to shops, eateries, recreation, and medical facilities. Newer residential neighborhoods feature more curvilinear street patterns including many cul-de-sacs. This type of design provides fewer street connections and requires pedestrians to travel longer, more circuitous distances to reach their destinations.

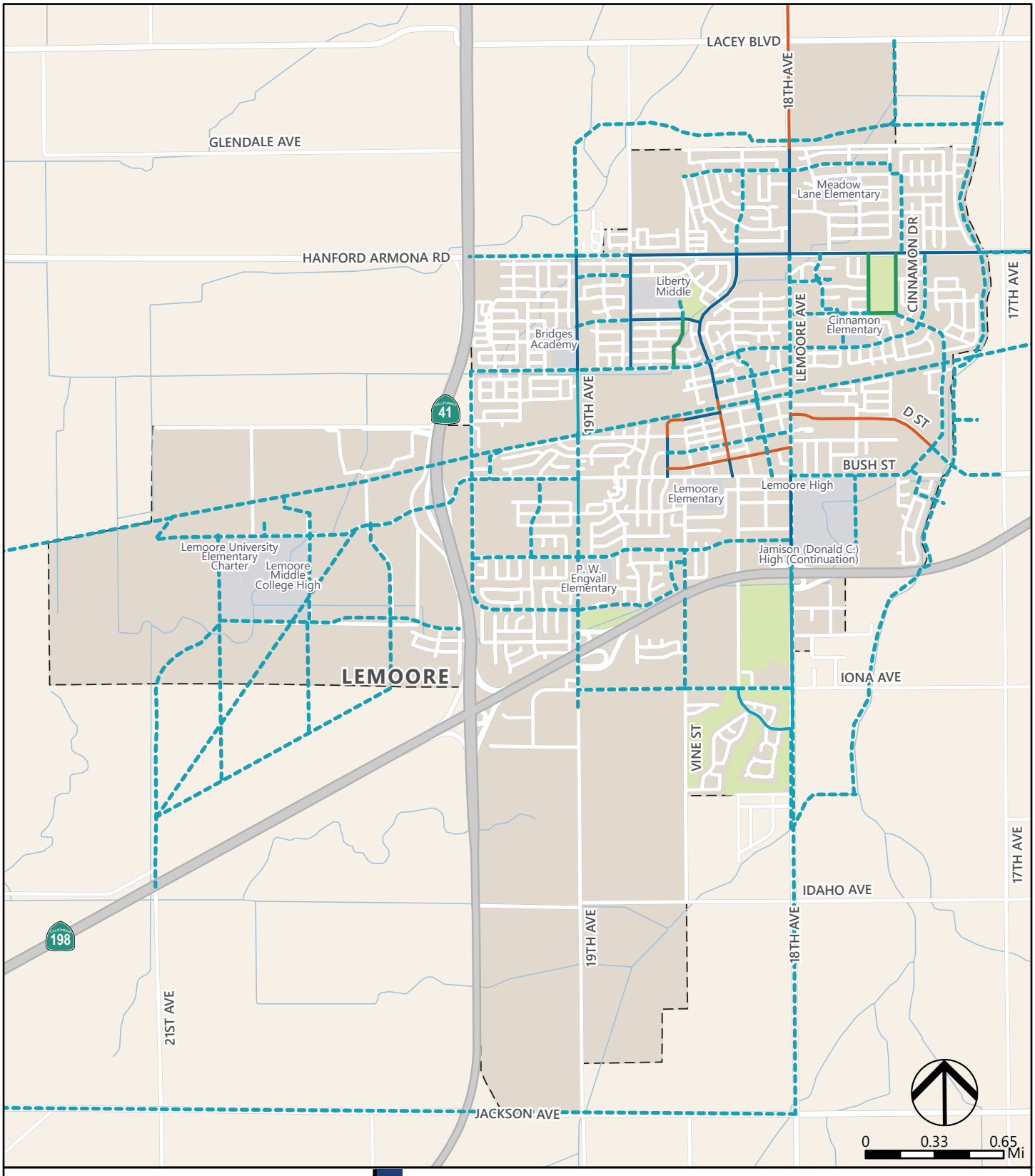
The City of Lemoore has over 11 miles of existing bikeways including Class I multi-use paths, Class II bike lanes, and Class III bike route facilities, as illustrated in Figure 7-3. The existing bikeway network includes an east-west Class II bikeway facility along Hanford Armona Road, which serves key local destinations including Lions Park, Liberty Middle School, Heritage Park, and Save Mart Grocery Store.

Class II bike lanes on north-south corridor Lemoore Avenue provide high-comfort bikeway access to Lemoore High School.

Beyond these facilities, the bikeway network remains fragmented, with missing links that reduce comfort and continuity for cyclists. Transitions between bikeway types can be abrupt, and some facilities terminate at busy intersections without clear wayfinding to provide direction or designated areas to seek protection from vehicular traffic. Surface conditions including uneven pavement and debris in bike lanes, as well as limited bicycle parking at commercial centers, further limit the system's usability.



Source: Community Needs Assessment, 2024



KCAG 2025 Regional Active Transportation Plan

Figure 7-3. Lemoore Existing Bikeways Network

Kings County Regional ATP

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- Existing Class I
- Existing Class II
- Existing Class III
- Existing Bikeway
- Planned Class I
- Planned Class II
- Planned Class III
- Planned Bikeway

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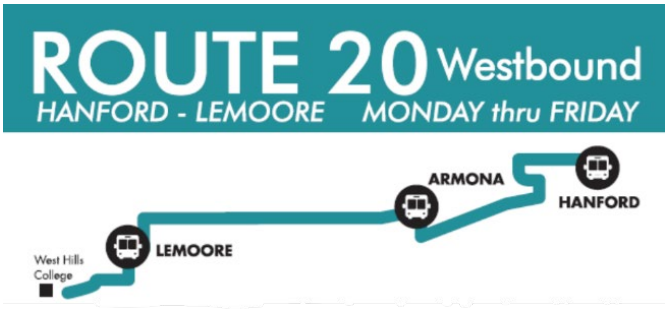
Existing Transit Network

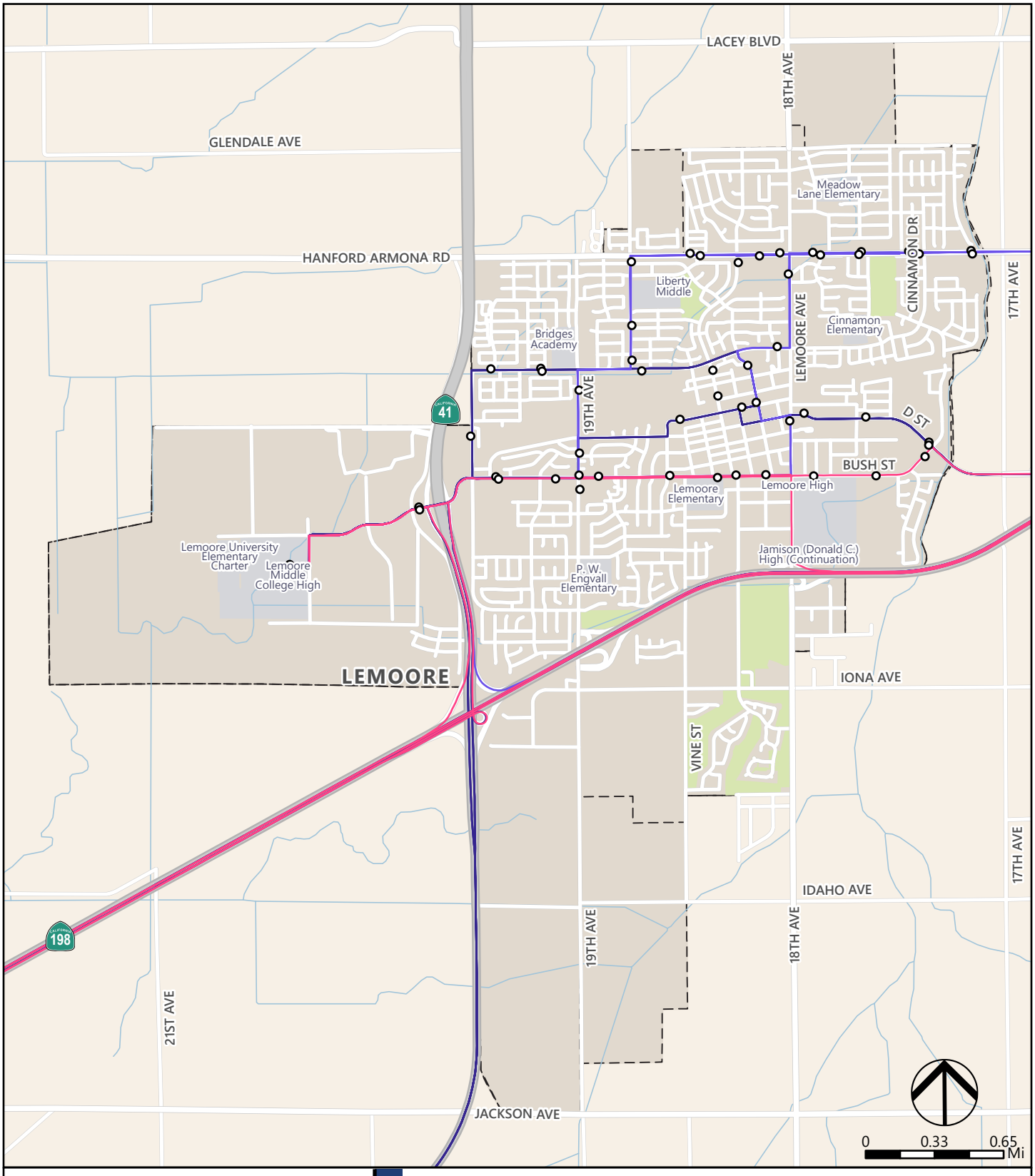
Lemoore is currently served by Kings Area Regional Transit (KART) Routes 20 and 21, as illustrated in Figure 7-4. Planned Cross Valley Corridor (CVC) stations are proposed within the Lemoore city limits and at the Lemoore Naval Air Station (LNAS), located approximately nine miles west of the City, to support future connectivity with the planned Hanford High-Speed Rail station.

KART Route 20 provides the primary regional transit connection between Hanford and Lemoore, with additional service to the community of Armona. Key local destinations along this route include Grocery Outlet Supermarket, Veterans Memorial Park, and Lemoore Elementary School. Route 20 service is provided Monday through Saturday.

KART Route 21 connects the cities of Hanford and Lemoore with LNAS, serving major local destinations such as Lemoore High School and Lemoore College. The route includes multiple stops within LNAS, supporting both regional and military connectivity.



Source: Kings Area Regional Transit, kartbus.org



KCAG 2025 Regional Active Transportation Plan

Figure 7-4. Lemoore Existing Transit Network

Kings County Regional ATP

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LEGEND

- KART Stops
- KART Routes
  - Avenal
  - Lemoore
  - Lemoore NAS
- California High-Speed Rail
- California High-Speed Rail Station

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Safety Analysis

Safety is a top priority for transportation agencies when considering existing and future conditions of the transportation network. Analyzing collision history allows agencies to identify high-risk areas where targeted infrastructure upgrades can improve roadway safety. In California, collision data is collected through police reports and submitted to the Statewide Integrated Traffic Records System (SWITRS). UC Berkeley's Transportation Injury Mapping System (TIMS) post-processes the data available on SWITRS to confirm or provide geolocations of crash locations. The following collision histories were acquired from the TIMS database.

Collison History

Between January 1, 2019, and December 31, 2023, there have been 12 bicycle-involved collisions and 16 pedestrian-involved collisions in Lemoore, as shown in Table 7-2.

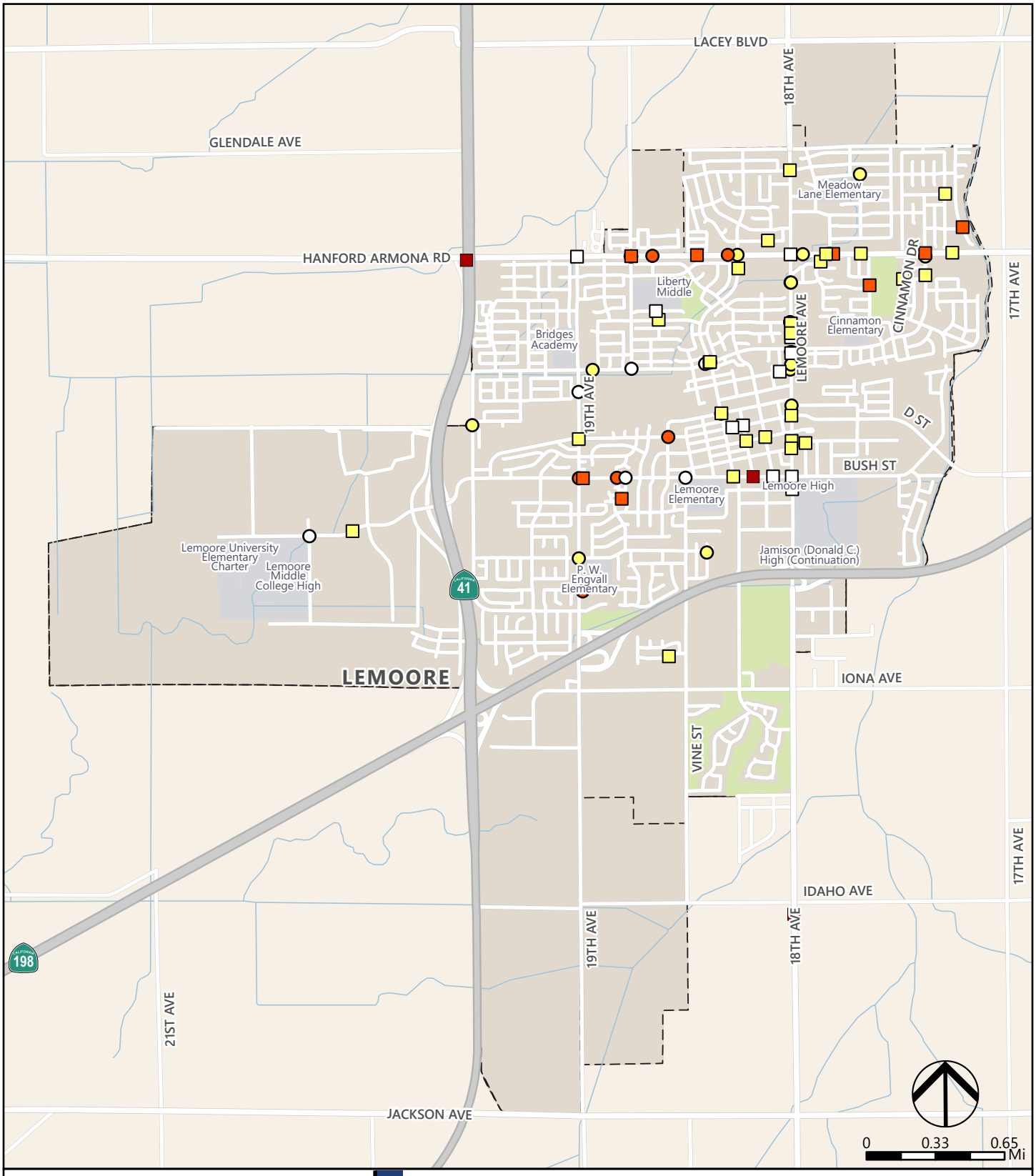
Of the bicycle- and/or pedestrian-involved collisions, one resulted in fatality and nine resulted in severe injuries.

As illustrated in Figure 7-5, collisions involving bicyclists and pedestrians have primarily occurred along major thoroughfares, including Hanford Armona Road, 19th Avenue and 18th Avenue/Lemoore Avenue. These corridors have also been the locations of the most serious outcomes, including fatalities and severe injuries.

Table 7-2. Lemoore Bicycle/Pedestrian-Involved Collisions (2019-2023)

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	4	8	0	12
Pedestrian Collisions	1	5	10	0	16
Total	**1**	**9**	**18**	**0**	**28**

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2023



KCAG 2025 Regional Active Transportation Plan

Figure 7-5. Lemoore Bicycle and Pedestrian Collisions

Kings County Regional ATP

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Pedestrian Collisions (2013-2023 TIMS)
- Fatal (3)
- Severe (8)
- Visible (26)
- Complaint of Pain (12)

Bicycle Collisions (2013-2023 TIMS)
- Fatal (0)
- Severe (6)
- Visible (18)
- Complaint of Pain (12)

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Equity Analysis

An equity analysis was conducted to evaluate key indicators and identify areas of greatest need, with the goal of ensuring that proposed infrastructure improvements align with broader goals of environmental justice, public health, and social equity. Chapter 1 describes the metrics used in the equity analysis, along with the thresholds applied to define disadvantaged communities.

The summary below outlines the findings related to equity and the identification of disadvantaged communities in Lemoore.

CalEnviroScreen

As illustrated in Figure 7-6, the majority of Lemoore does not fall within the top quartile of CalEnviroScreen scores and therefore is not designated as a disadvantaged community. However, portions of the city's western area, particularly west of Lemoore College, include areas that rank within the top quartile, indicating higher environmental and socioeconomic burdens than 75% of communities across California and qualifying those areas as disadvantaged.

Free & Reduced Priced Meals

As shown in Figure 7-7, six schools were eligible for Free and Reduced Priced Melas (FRPM) program during the 2020–2021 school year. The following schools are FRPM-eligible schools, meaning that 75% or more of enrolled students qualify for free meals or reduced priced meals based on family household income.

- Bridges Academy
- Cinnamon Elementary School
- Lemoore Elementary School
- Liberty Middle School
- Meadow Lane Elementary School
- P.W. Engvall Elementary School

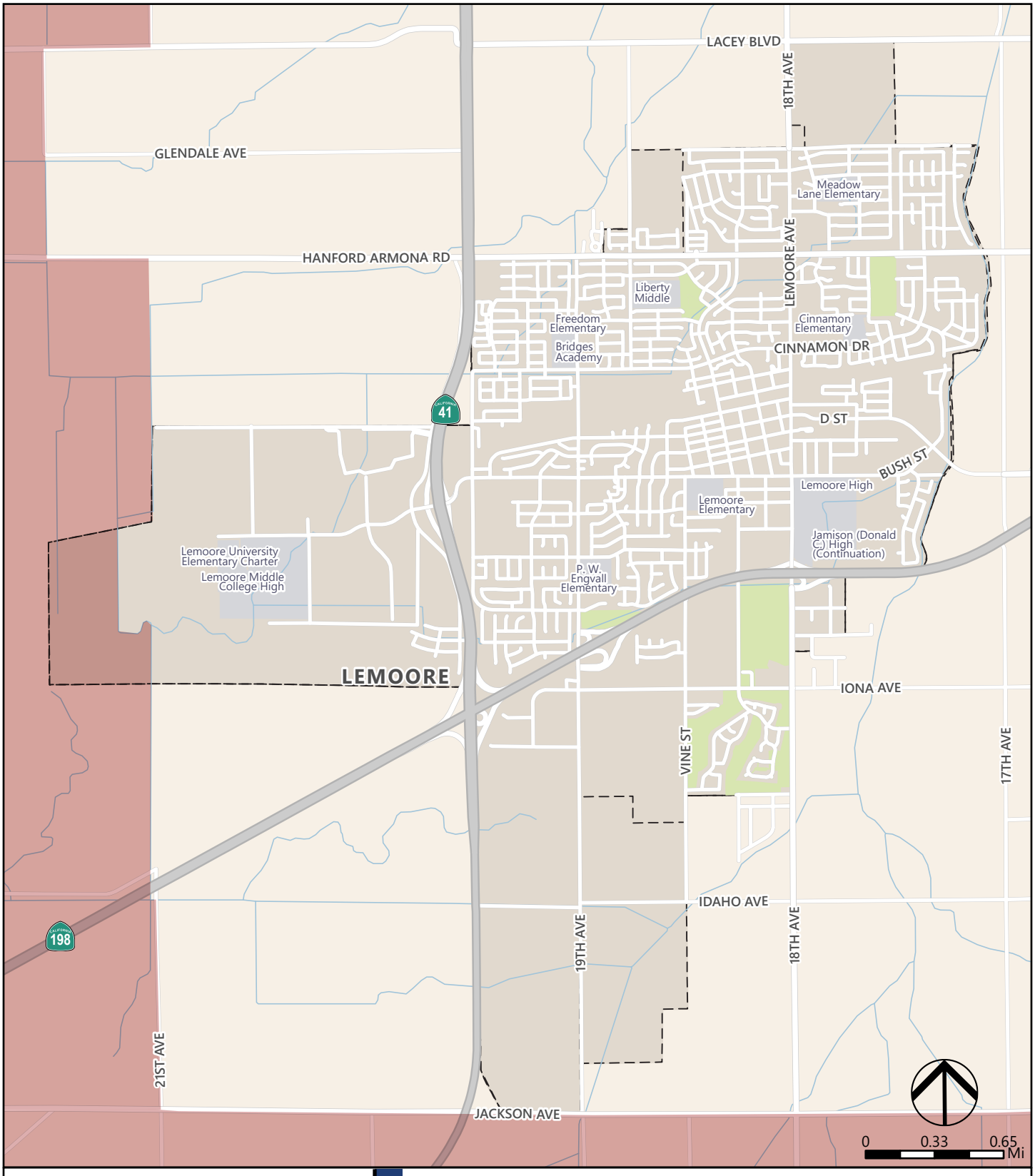
Healthy Places Index

As shown in Figure 7-8, urbanized areas in Lemoore rank in the bottom 25th percentile of Healthy Places Index (HPI) scores. This means these areas are considered disadvantaged communities, with overall community health conditions lower than 75% of communities across California. These areas are located north of State Route 198, specifically near Lemoore Elementary School and east of Lemoore Avenue.

Median Household Income

As shown in Figure 7-9, Lemoore includes households with a median income below 80% of the statewide median. In 2021, California's median household income was $84,097, which classifies these areas as a low-income community. Specifically, these areas are located north of State Route 198, bounded by 19th Avenue to the west, Hanford Armona Road to the north, and the city limits to the east.

Lemoore: Disadvantaged Community Indicators	
CalEnviroScreen *Environmental and Social Burden*	✓
Free & Reduced Priced Meals *Schools eligible for free or reduced meals*	✓
Healthy Places Index *Community health conditions*	✓
Income *Median household income*	✓



KCAG 2025 Regional Active Transportation Plan

Figure 7-6. Lemoore CalEnviroScreen

Kings County Regional ATP

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CalEnviroScreen 4.0 Top 25%

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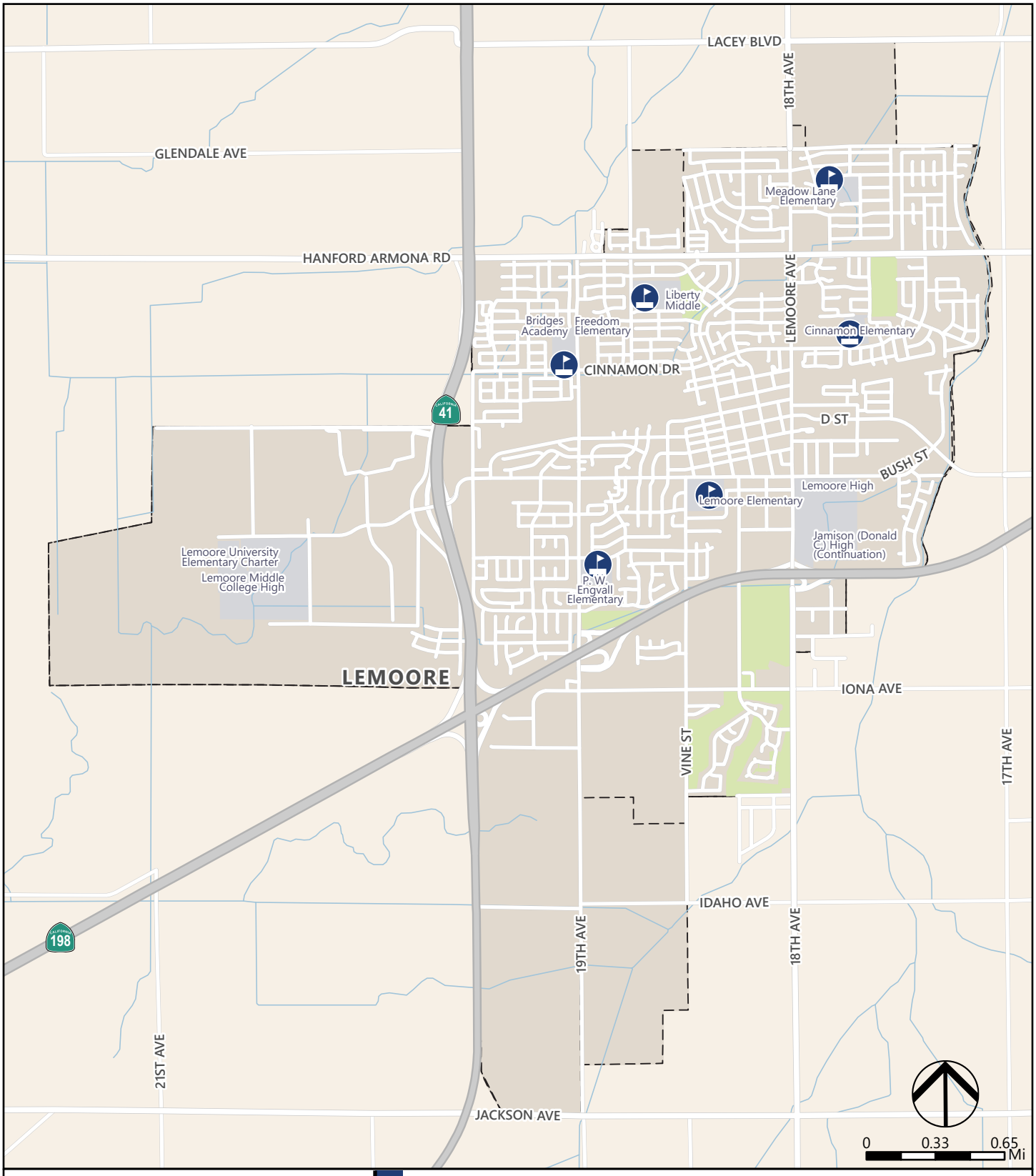

KCAG 2025 Regional Active Transportation Plan

Figure 7-7. Lemoore FRPM Schools

Kings County Regional ATP

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Free & Reduced Priced Meal Eligible Schools

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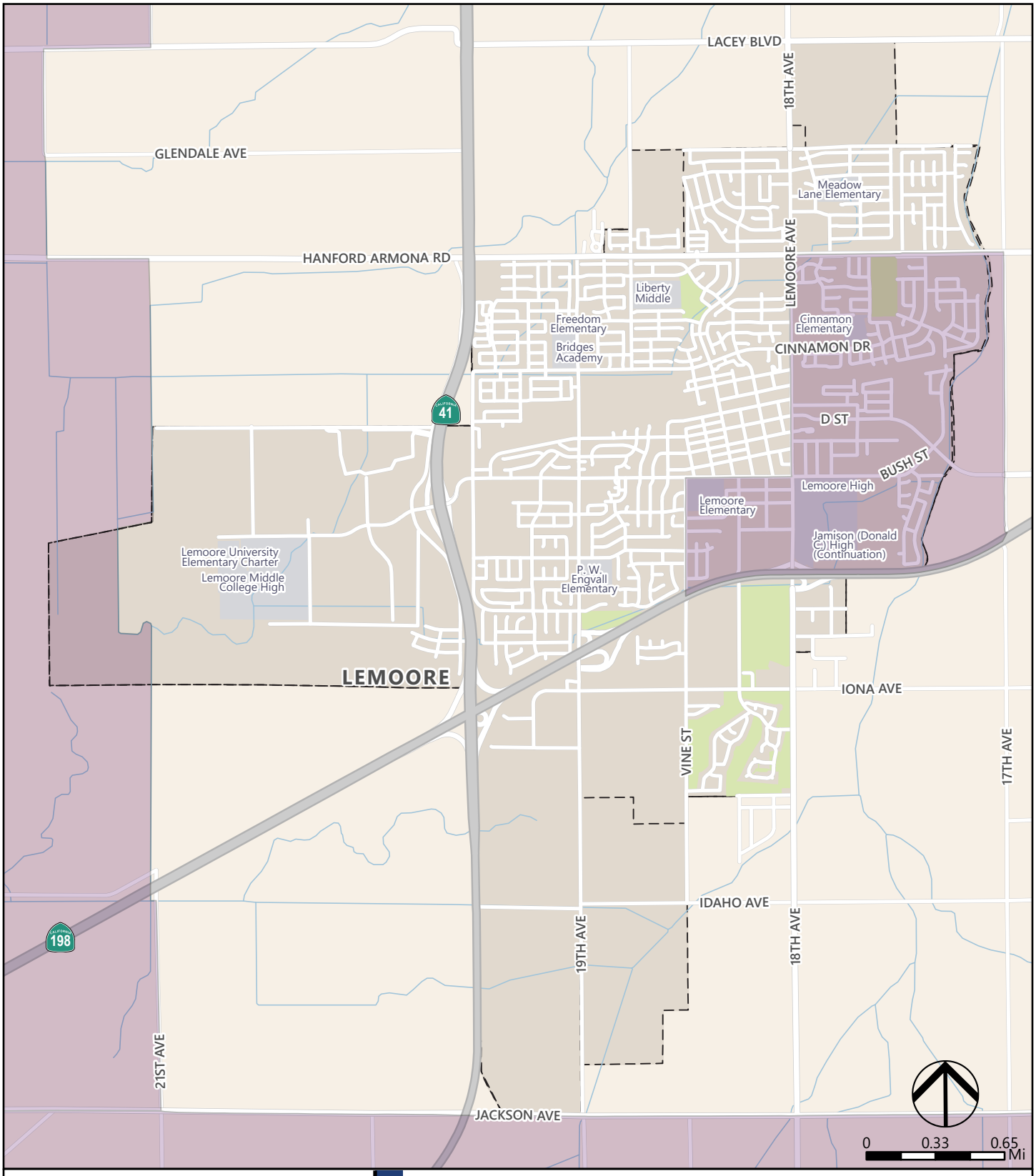

KCAG 2025 Regional Active Transportation Plan

Figure 7-8. Lemoore Healthy Places Index

Kings County Regional ATP

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Healthy Places Index Bottom 25%

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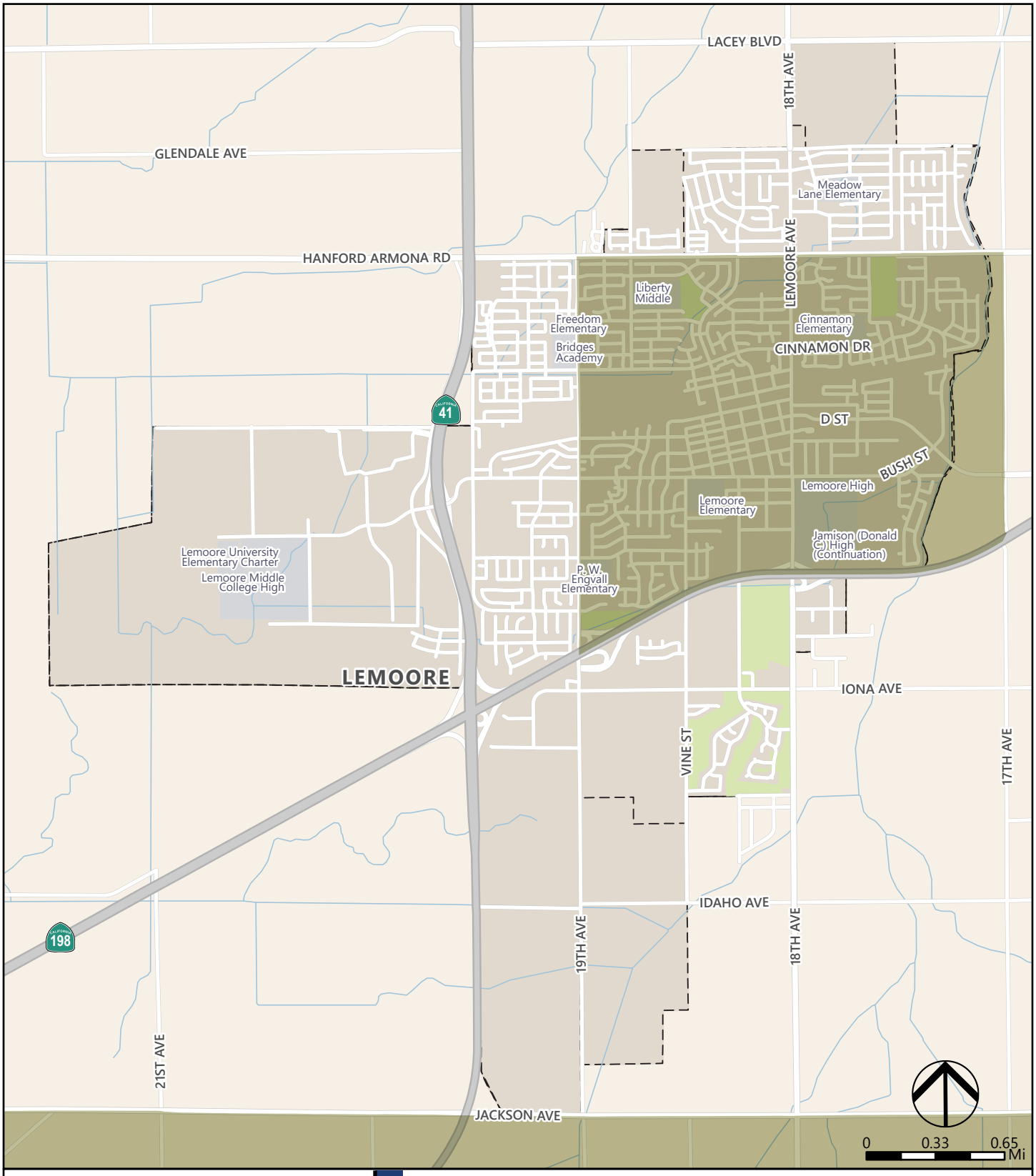

KCAG 2025 Regional Active Transportation Plan

Figure 7-9. Lemoore Median Household Income

Kings County Regional ATP

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Median Household Income less than 80% of the statewide median

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Public Engagement

Between Spring 2024 and Spring 2025, a multi-faceted outreach strategy was conducted to inform development of the 2025 RATP. The outreach strategy combined digital and in-person engagement methods and gathered input from a broad and diverse audience. Chapter 1 summarizes the countywide engagement process, including stakeholder meetings, surveys, workshops, and walk audits.

The following section summarizes the public engagement activities conducted in Lemoore and highlights key feedback received.

ENGAGEMENT ACTIVITIES

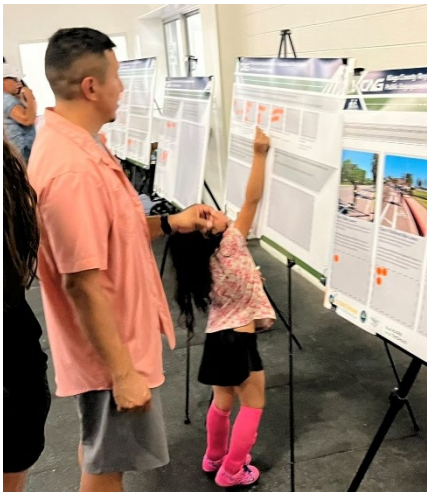
Public input from engagement activities in Lemoore provided insights into the community's challenges, preferences, and priorities for active transportation. The following engagement events were held in Lemoore:

- **August 1, 2024**
  Tabling and Workshop
  Location: Lemoore Recreation Center

- **August 2, 2024**
  Tabling Event
  Location: Students for Success Fair at Lily of the Valley Church

- **May 8, 2025**
  Tabling and Workshop
  Location: Lemoore Recreation Center

Tabling at Lily of the Valley Church, August 2, 2024



Tabling at Lemoore Recreation Center, August 1, 2024

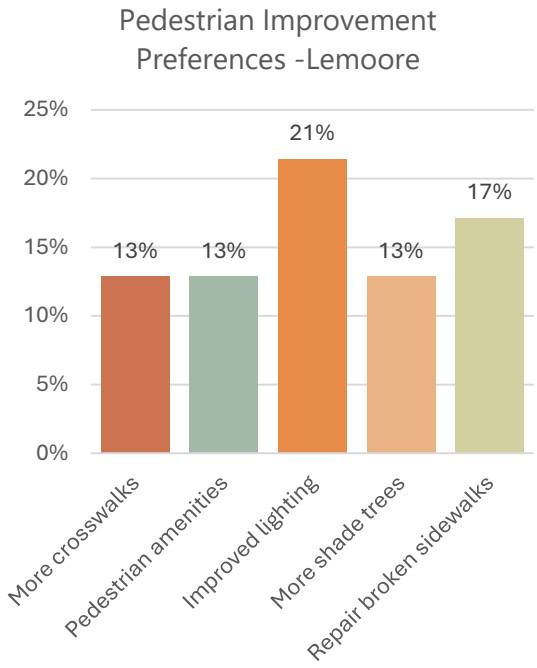
Tabling at Lily of the Valley Church, August 2, 2024

WHAT WE HEARD

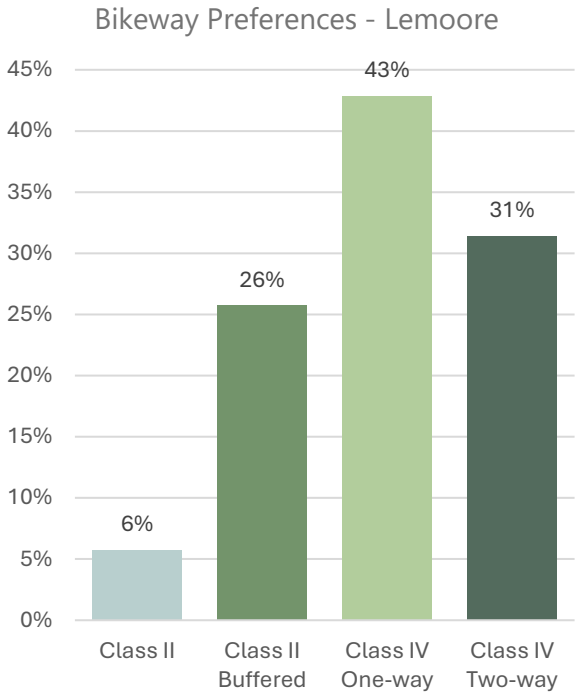
How Often People Walk or Bike: Nearly all respondents (96%) reported walking or biking for fun or exercise at least once during the year, with 43% doing so weekly. In contrast, walking or biking for transportation was less common—39% said they never use these modes for errands, work, or school.

Barriers to Walking and Biking: Top walking concerns included speeding or aggressive drivers (27%), missing or broken sidewalks (25%), and dark streets (23%). For bicyclists, key barriers were the lack of bike lanes or paths (24%), poor lighting (22%), and unsafe intersections combined with aggressive driving (11%).

What About E-Bikes?: The primary barriers to e-bike use were missing infrastructure (45%) and discomfort with new technology (30%).



Source: Community Needs Assessment, 2024



Source: Community Needs Assessment, 2024

Bikeway Preferences: There was strong support for protected bikeways, with 43% preferring Class IV one-way cycletracks and 31% favoring two-way cycletracks.

Pedestrian Improvements: Top preferences included improved lighting (21%), repairing sidewalks (17%), and adding crosswalks or amenities like benches and shade trees (13% each), for safer and more comfortable walking environments.

Safety Enhancements: To accommodate active transportation, improved bike lane striping (39%) and narrowing travel lanes with stricter driving enforcement (25%) were most requested.

Recommendations

Project recommendations for active transportation infrastructure improvements and programming were informed by a combination of existing conditions analysis, technical needs assessment, community input, and consideration of equity and safety indicators.

Proposed Pedestrian Network

A total of 19 pedestrian improvement projects were identified in Lemoore, as illustrated in Figure 7-10 and listed in Table 7-3.

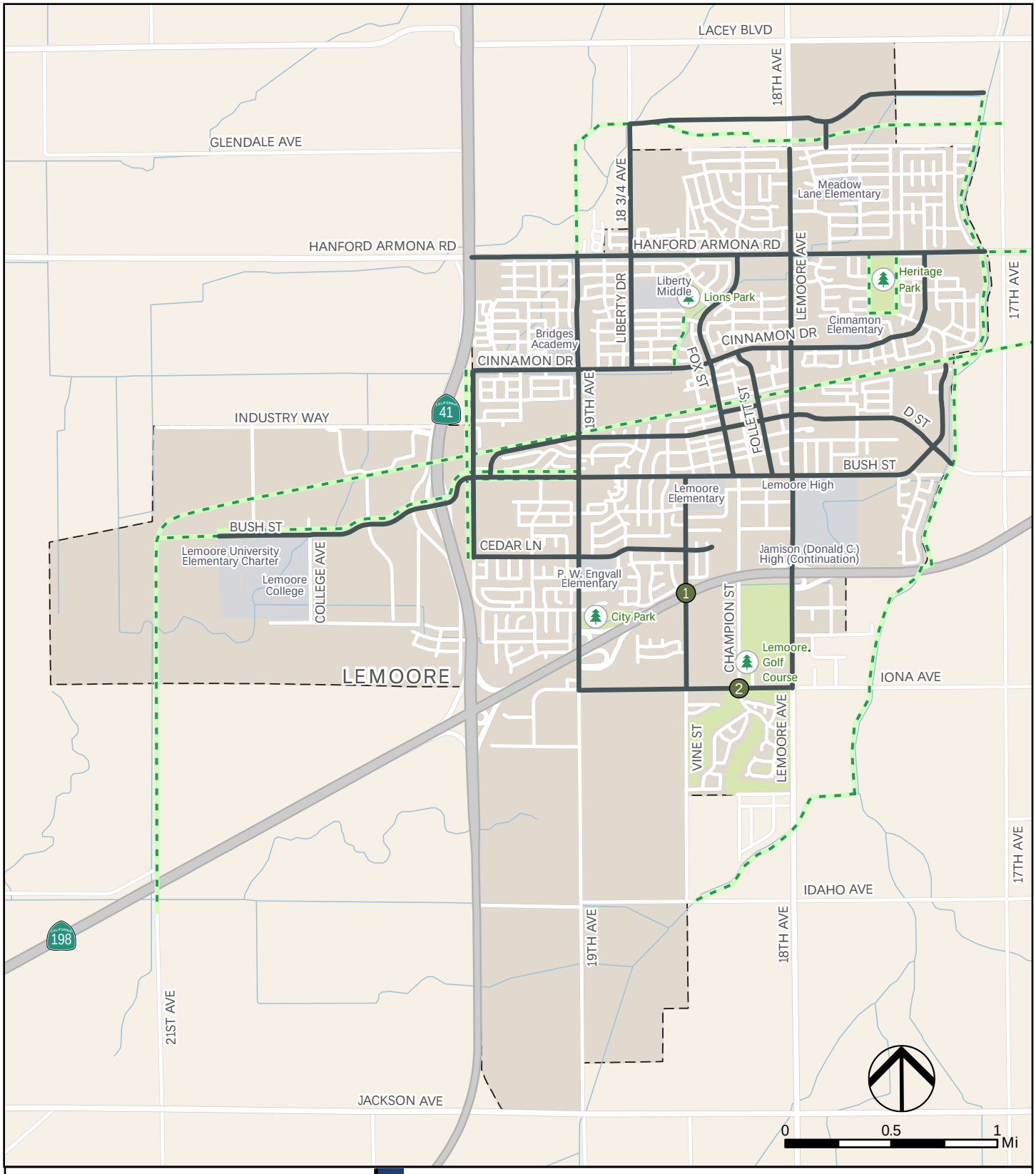
Pedestrian priority corridors include sidewalk gap closures and crossing enhancements along major corridors of Hanford Armona Road, 18th Avenue, Lemoore Avenue, 19th Avenue, Cinnamon Drive, Fox Street, D Street, Bush Street. Additional corridors are proposed along Cedar Lane, Fox Street, Follett Street, and Vine Street to enhance connections through residential neighborhoods.

Crossing enhancements are proposed at the intersection of Champion Street and Iona Avenue to link new residential developments with existing community destinations, and at Vine Street and SR-198 to close a key north-south gap in the pedestrian network.

IMPROVING WALKABILITY IN LEMOORE

Proposed Pedestrian Improvement Projects

- ✓ **Closing Sidewalk Gaps and Enhancing Crossings**
- ✓ **Improving Accessibility to Community Destinations**
- ✓ **Enhancing Neighborhood Safety**



KCAG 2025 Regional Active Transportation Plan

Figure 7-10. Lemoore **Proposed** Pedestrian Network

Kings County Regional ATP

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- Priority Crossing Improvement
- Pedestrian Priority Corridor
- Class I Multi-Use Path
- Lemoore City Parks

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Table 7-3. Lemoore Proposed Pedestrian Projects

PEDESTRIAN PROJECT (NAME & LOCATION)	IMPROVEMENT TYPE	MILES
18 ¾ Avenue/Liberty Drive *Cinnamon Drive to Upcoming Roadway Development*	Pedestrian Priority Corridor	1.15
19 ½ Avenue *Cinnamon Drive to Cedar Lane*	Pedestrian Priority Corridor	0.87
19th Avenue *Iona Avenue to Hanford Armona Road*	Pedestrian Priority Corridor	2.03
Bush Street *Lemoore College to D Street*	Pedestrian Priority Corridor	3.57
Cedar Lane *19 ½ Avenue to Brooks Drive*	Pedestrian Priority Corridor	1.13
Champion Street Improvement *Intersection of Champion Street and Iona Avenue*	Priority Crossing Improvement	N/A
Cinnamon Drive *19 ½ Avenue Hanford to Armona Road*	Pedestrian Priority Corridor	2.49
D Street *Bush Street to Lemoore Canal Class I Trail*	Pedestrian Priority Corridor	2.34
Daphne Lane *D Street North of Newcastle Street*	Pedestrian Priority Corridor	0.35
E Street Pedestrian Enhancements *E Street from Fox Street to Follet Street*	Pedestrian Priority Corridor	0.17
Follett Street *Cinnamon Drive to Bush Street*	Pedestrian Priority Corridor	0.62
Fox Street *Bush Street to Hanford Armona Road*	Pedestrian Priority Corridor	1.13
Hanford Armona Road *SR-41 to 17th Ave off-street trail*	Pedestrian Priority Corridor	2.42
Iona Ave *19th Avenue to Lemoore Ave/18th Avenue*	Pedestrian Priority Corridor	1.01
Lemoore Avenue/18th Avenue *Iona Avenue to Glendale Avenue*	Pedestrian Priority Corridor	2.54
Upcoming roadway development *18/34 Avenue Lemoore Canal to Off-Street Trail*	Pedestrian Priority Corridor	1.83
Vine Street Crossing *SR-198 Crossing at Vine Street*	Priority Crossing Improvement	N/A
Vine Street N *Bush Street to SR-198*	Pedestrian Priority Corridor	0.55
Vine Street S *SR-198 to Iona Avenue*	Pedestrian Priority Corridor	0.44

Proposed Bikeways Network

A total of 25 bikeway improvement projects have been identified, with approximately 30 miles of new or upgraded bicycle facilities, as illustrated in Figure 7-11 and listed in Table 7-4.

Bikeway improvements are proposed throughout the city to enhance access to schools, parks, community facilities, and transit stations. Class I shared-use paths are proposed along major corridors, such as Lemoore Canal Off-Street Trail, Bush Street, 19 ½ Avenue, and railroad right-of-way between SR-198 to 11th Avenue.

Class II bike lanes are proposed on Bush Street and D Street, with a Buffered Class II bike lane on 19th Avenue. This north-south corridor would connect Hanford Armona Avenue to Iona Avenue, providing access to Freedom Elementary School, P.W. Engvall Elementary School, City Park, and residential neighborhoods.

Class III bicycle routes are proposed in areas surrounding downtown, such as D Street and Olive Street.

Class IV separated bikeways are proposed on north-south corridors 18th Avenue/Lemoore Avenue, Liberty Drive, and Fox Street, and on east-west corridors Hanford Armona Road, Cinnamon Drive, and Cedar Lane.

IMPROVING BIKEWAYS IN LEMOORE

Proposed Bicycle Improvement Projects

- ✓ **More Protected and Dedicated Routes**
- ✓ **Improved North–South Connectivity**
- ✓ **Safe Neighborhood Routes**

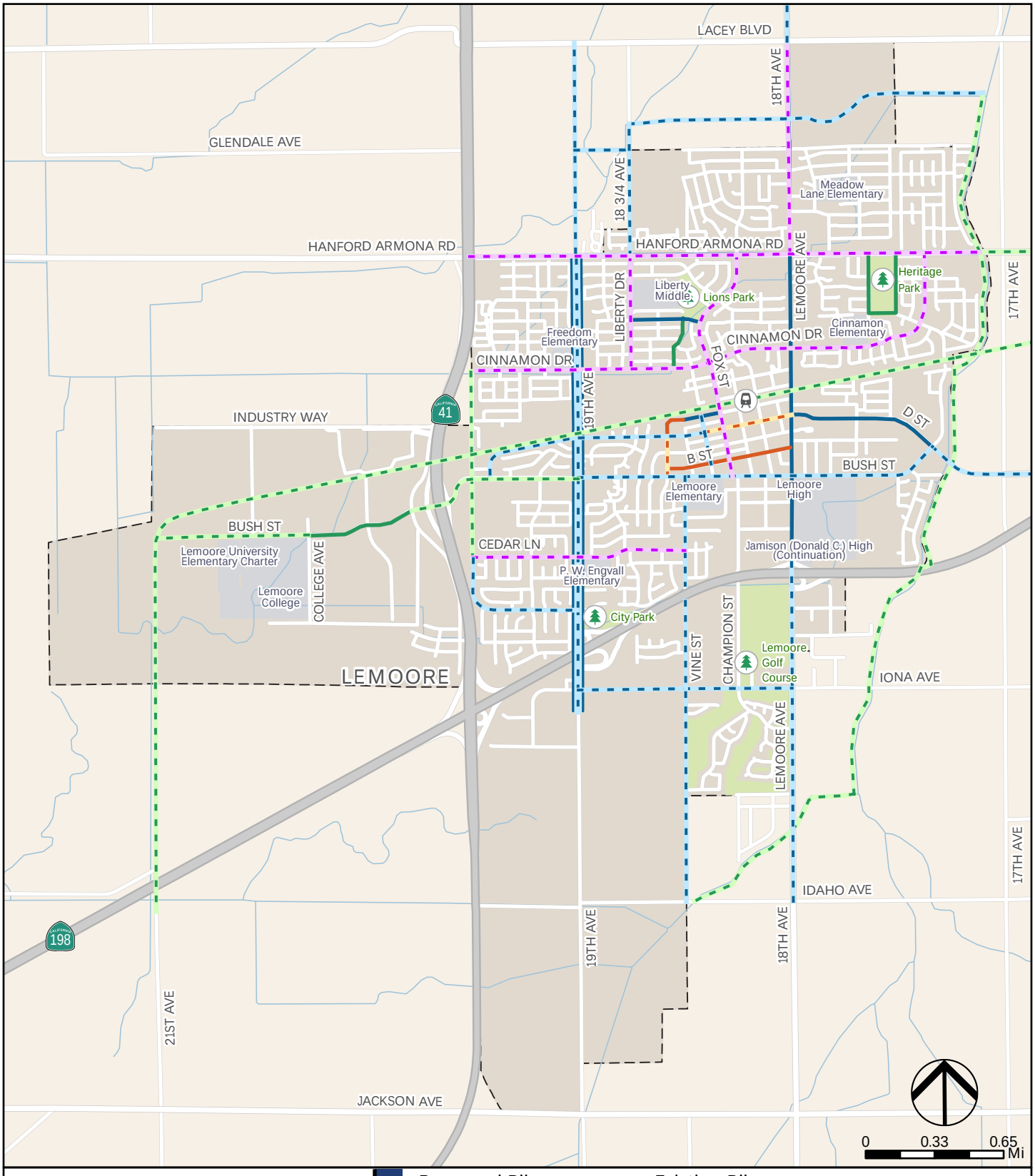

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Figure 7-11 Lemoore Proposed Bikeways Network

Kings County Regional ATP

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Proposed Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

Existing Bikeways
- Class I
- Class II
- Class III
- Future Cross Valley Corridor Station
- Lemoore City Parks

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Table 7-4. Lemoore Proposed Bikeways Projects

BIKEWAY PROJECT (NAME & LOCATION)	TYPE	MILES
18 ¾ Avenue *Hanford Armona Road → Future roadway development*	Class II	0.62
18th Avenue/Lemoore Avenue *Hanford Armona Road → Lacey Boulevard*	Class IV	1
18th Avenue/Lemoore Avenue *SR-198 → Idaho Avenue*	Class II	1.6
19 ½ Avenue *Cinnamon Drive → Cedar Lane*	Class II	0.88
19th Avenue *Hanford Armona Road → 340' south of Iona Avenue*	Class II (Buffered)	2.93
Bush Street *19th Avenue → D Street*	Class II	1.72
Bush Street *19th Avenue Railroad → ROW Class I Trail*	Class I	1.57
Cedar Lane *19 ½ Avenue → Vine Street*	Class IV	1.01
Cinnamon Drive *N 19th 1/2 Avenue → Hanford Armona Road*	Class IV	2.50
D Street *Bush Street → Hill Street*	Class II	1.11
D Street *Hill Street → 18th Ave/Lemoore Avenue*	Class III	0.42
Fox Street *Hanford Armona Road → Bush Street*	Class IV	1.15
Future Roadway Development *18 ¾ Avenue → Lemoore Canal Class I Trail*	Class II	1.71
Glendale Avenue *N 19th Avenue → 18 ¾ Avenue*	Class II	0.26
Hanford Armona Road *SR-41 → Lemoore Canal*	Class IV	0.76
Hill Street *E Street → B Street*	Class II	0.23
Iona Avenue *19th Avenue → 18th Avenue*	Class II	1.01
Lemoore Canal Class I Trail *Future roadway development → Vine Street*	Class I	4.54
Liberty Drive *Hanford Armona Road → Cinnamon Drive*	Class IV	0.53
N 19th Avenue *Hanford Armona Road → Lacey Boulevard*	Class II	0.99
N Olive Street *D Street → Bush Street*	Class III	0.19
Railroad ROW Class I Trail *SR-198 → 11th Avenue*	Class I	4.57
Silverado Drive *Cedar Lane → 19th Ave Avenue*	Class II	0.69
Vine Street N Bush Street → SR-198	Class II	0.51
Vine Street S *SR-198 → Idaho Ave*	Class II	1.42

Infrastructure Project Priorities

Through a comprehensive project prioritization evaluation, the proposed infrastructure projects were ranked across six criteria based on their potential impact, feasibility, and alignment with community needs.

Appendix D provides the detailed project prioritization methodology and approach for ranking the proposed infrastructure projects, including project information such as improvement type, location, and anticipated implementation timeframe.

Community Feedback

Public input collected through engagement activities, including *Project Survey #2: Project Priorities* (discussed in Chapter 1), was used to validate whether the highest-priority ranked projects aligned with community preferences.

Pedestrian Infrastructure Projects: Several of the top-voted projects did not receive the highest technical scores, indicating that community preferences are shaped by future development and access needs. In contrast, projects along major corridors showed strong alignment between public support and technical rankings.

- The proposed pedestrian connection between 18¾ Avenue and the Lemoore Canal Off-Street Trail received the highest share of public votes at 14.8%, despite earning a lower technical score of 62.5. Similarly, the 18¾ Avenue / Liberty Drive project, which connects Cinnamon Drive to the upcoming roadway development area, received 10.2% of the public vote and scored relatively high in the technical analysis with a score of 82.5.
- The Hanford Armona Road project, extending from SR-41 to the 17th Avenue Off-Street Trail, received 9.8% of public votes and earned a high technical score of 82.5.
- The 19½ Avenue project, from Cinnamon Drive to Cedar Lane, garnered 8.9% of the vote with a moderate technical score of 70.
- Fox Street, connecting Bush Street to Hanford Armona Road, received 8.6% of public votes and achieved the highest technical score among pedestrian projects at 90.

Bikeway Infrastructure Projects:

- The proposed Class II bikeway along the upcoming roadway development (18¾ Avenue to Lemoore Canal Trail) received the highest public support at 13.3%, despite a low technical score of 42.5.
- The Class IV bikeway on 18th/Lemoore Avenue and the Class II facility on Hanford Armona Road received 11.0% and 9.4% of public votes, with technical scores of 62.5 and 72.5, respectively, showing stronger alignment between public preference and technical ranking.
- Two other projects each received 8.2% of the vote: the buffered Class II bikeway on 19th Avenue (technical score: 62.5) and the Lemoore Canal Class I Trail segment from the future roadway to Vine Street (technical score: 65).

Bicycle Parking

Bicycle parking facilities were identified in Lemoore to ensure accessibility to key destinations, enhance first- and last-mile connectivity, and encourage bicycling as a viable mode of transportation. Long-term bicycle parking is recommended at key destinations where users are anticipated to spend extended amounts of time, such as schools and community and recreational facilities, as illustrated in Figure 7-12.

Two types of bicycle parking should generally be provided, based on adjacent land use. For land uses where users will park for many hours or all day, such as Transit Stations, Office or Industrial, long-term parking solutions are recommended, as illustrated in Figure 7-12. For land uses where users will park for shorter periods, such as retail establishments, short-term parking solutions are recommended.

Implementation of bicycle parking can be accomplished as part of land development projects. The scale and design of these facilities can be adapted to their unique project circumstances and consider conditions unique to their project location.

Long-term bicycle parking helps address gaps in end-of-trip facilities and improve convenience and security for bicyclists, particularly in areas with high pedestrian and bicycle activity. The following long-term bicycle parking locations were identified throughout Lemoore.

- Meadow Lane Elementary School
- Liberty Middle School
- Freedom Elementary School
- Cinnamon Elementary School
- Lemoore Sports Complex
- Lemoore Civic Auditorium
- Lemoore High School
- Leprino Foods Company
- Lemoore College
- Lemoore Middle College High School
- PW Engvall Elementary School
- Lemoore Senior Citizens Center
- Olam Food Ingredients
- Naval Air Station Lemoore

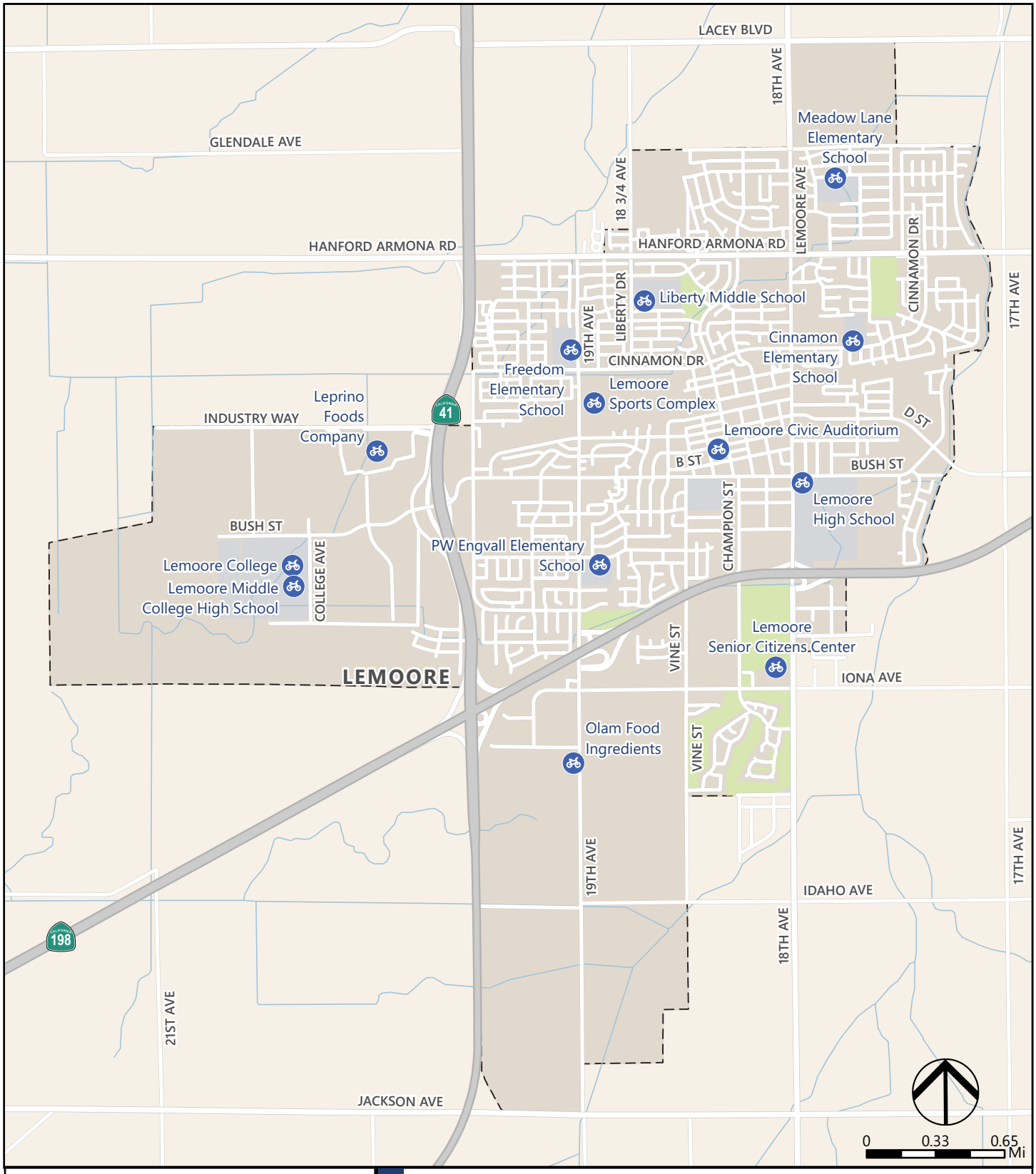

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Figure 7-12. Lemoore Potential Bicycle Parking

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Long Term Bicycle Parking Spaces

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Non-Infrastructure Recommendations

Street design alone cannot address the cultural, behavioral, and external barriers that prevent people from walking or bicycling. To support pedestrian and bicycle infrastructure investments, program-based solutions have been identified to promote behavior change and facilitate long-term mode shift, as listed in Table 7-5.

Table 7-5. Lemoore Non-Infrastructure Recommendations

LEMOORE NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
E-Bike Rebate Program	The City can increase the share of bicycle commuting by implementing an E-Bike Incentive program. The City can promote e-bike/cargo bike rebate and voucher programs, such as the California Air Resources Board program that offers up to $1,000 and $1,750 for e-bikes and cargo bikes, respectively, to those who qualify, plus up to an additional $250 for those living in disadvantaged communities, which includes Lemoore. An e-bike incentive reduces barriers to e-bike ownership by providing a monetary subsidy or voucher for e-bike purchases. Responsible Agencies: City of Lemoore
Bikeway Signage Installation Program	The City can install bikeway signage at strategic locations to guide bicyclists, inform motorists, and promote safe bicycling. Clearly marked lanes reduce collisions by clarifying shared road use, while visible signage encourages more bicycling by reassuring users they are on designated paths. Once installed, signage is relatively low maintenance and serves as a long-term investment in public infrastructure. Responsible Agencies: City of Lemoore
Transportation Demand Management	The City can increase the share of bicycle commuting by implementing a transportation demand management (TDM) policy. The policy would require large employers to provide resources that reduce barriers to traveling by bicycle to and from their place of employment. Examples of resources include end-of-trip facilities (i.e. secure long-term bicycle storage and shower facilities). TDM policies can also support more carpool and work vanpooling activity. Responsible Agencies: City of Lemoore

LEMOORE NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
Safe Routes to School	The City can enhance student safety for active transportation to and from school by adopting or participating in a local or regional Safe Routes to School (SRTS) Program. These programs assess walking and bicycling conditions near schools to identify strategies that improve safety and encourage active transportation through programming, policies, and infrastructure. Possible strategies include: ▪ Walk and Roll to School Day: Annual events promoting walking, bicycling, or other active transportation modes. ▪ Walking School Bus: Organized routes where students walk to school with adult chaperones, joining at designated points. ▪ Bike Train: Organized group bike ride for students and parents to travel school along designated corridors to "pick-up" additional students along the way. ▪ Youth Walk/Bike Education: Short-term programs teaching safety skills for walking and bicycling. ▪ Travel Tally Exercises: Classroom data collection on travel modes to identify infrastructure needs and strengthen grant applications. ▪ Walk Audits: Assessments with parents and professionals to identify safety improvements around school campuses. Responsible Agencies: City of Lemoore, Lemoore Elementary School District, Lemoore Union High School District
Bicycle Accessories Giveaway Program	A barrier to safe bicycling is often the lack of necessary equipment (i.e., helmet, bike lights, locks, reflective attire, etc.). The City can pursue a program to provide essential gear at no or reduced costs to low-income residents. The City can subsidize or provide free bicycle equipment to residents who qualify for CalFresh or Southern California Edison's California Alternative Rates for Energy and Family Electric Rate Assistance utility discounts. The City could consider working with local bike shops to implement this program. Responsible Agencies: City of Lemoore

LEMOORE NON-INFRASTRUCTURE RECOMMENDATIONS	
PROGRAM	**DESCRIPTION**
	The League of American Bicyclists recognizes communities that improve bicycling conditions through education, encouragement, enforcement, and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status or an honorary mention. Bicycle-friendliness recognition can indicate that a community is a healthy and vibrant place. Similar to well-rated schools and attractive downtowns, bicycle friendliness can increase property values, spur business growth, and increase tourism.
Bicycle-Friendly Community	The City should apply for Bicycle Friendly Community status after implementation of the priority projects and many of the recommended programs identified in this Plan. When the City is successful at attaining the Bicycle Friendly Community status, the City should promote the milestone achievement to the community through a press release or marketing campaign highlighting the amenities that warrant the designation. Responsible Agencies: City of Lemoore
Employer-Based Encouragement Programs/Bicycle-Friendly Business Programs	The City can work with or provide information to employers about walking and bicycling with the intention of reducing the number of Lemoore workers who drive alone to work. The City should also establish a Bicycle Friendly Business Program. The City should support Bike to Work Day and/or Bike to Work Week as a car-free event and explore additional policies and programs that can encourage walking and bicycling to work. The City should serve as a role model by actively promoting alternative commute modes for City employees. Responsible Agencies: City of Lemoore

CHAPTER 8

IMPLEMENTATION

Implementation

The 2025 Regional Active Transportation Plan (2025 RATP) provides a comprehensive list of infrastructure and programmatic projects aimed at creating a safer, accessible, and connected network for walking and bicycling. To support these goals, the 2025 RATP includes a series of strategic considerations to improve the efficiency, timeliness, and likelihood of success of the proposed projects and programs.

An implementation strategy was developed to guide the delivery of the proposed pedestrian and bicycle network improvements. The 2025 RATP prioritizes these improvements using key criteria to support phased implementation and to strengthen competitiveness for grant funding and other financial resources as they become available.

This chapter presents an overview of the project prioritization methodology, planning-level cost estimates for the top-ranked projects, and a summary of potential local, state, and federal funding sources.

Infrastructure Project Prioritization

Through a comprehensive project prioritization evaluation, the proposed infrastructure projects were ranked across six criteria based on their potential impact, feasibility, and alignment with community needs.

Appendix D provides the detailed project prioritization methodology and approach for ranking the proposed infrastructure projects, including project information such as improvement type, location, and anticipated implementation timeframe.

A summary of each evaluation criteria is listed below.

- *Ease of Implementation*: Assessed project feasibility and complexity, with lower scores assigned to projects requiring extensive environmental review, high capital costs, permitting, or right-of-way acquisition. (See Appendix E for an environmental review of proposed projects).
- *Population Served:* Estimated residential density within a ¼-mile radius using parcel-level land use and zoning data, with higher scores assigned to projects serving greater residential populations.
- *Employment Served (Access to Jobs and Transit)*: Evaluated based on proximity to employment centers or transit station, with higher scores assigned to projects near major employment center and transit facilities.
- *Safety*: Evaluated based on pedestrian- and bicyclist- involved collisions within ¼ mile, with higher scores assigned to projects with higher number of collisions resulting in fatalities or severe injuries.
- *Network Connectivity (Gap Closure)*: Scored based on the extent to which a project closes or reduces gaps in the existing pedestrian and bicycle network, with higher scores assigned to projects closing a pedestrian or bicycle network gap.
- *Equity Considerations*: Higher scores assigned to projects within Disadvantaged Communities as defined by statewide or federal databases: CalEnviroScreen, Healthy Places Index, Free and Reduced-Price Meal Schools, and median household income.

Implementation Coordination

Successful implementation of the projects and programs identified in the RATP will require ongoing cooperation within and among Kings County jurisdictions, local agency departments, neighboring communities, and Kings County Association of Governments (KCAG). While each jurisdiction is responsible for implementing most of the active transportation projects, other agencies such as KCAG are uniquely positioned to provide assistance with planning and programming efforts, pursuit of funding, and coordination between jurisdictions when necessary. KCAG is also a critical partner to ensure advancement of regionally significant projects.

Improvements on facilities that involve other jurisdictions or agencies such as Kings County and Caltrans can be pursued in partnership, including grant pursuits and community engagement. Partnerships can also be established with non-profit organizations and community groups to improve outreach efforts and strategically engage segments of the community that may be harder to reach.

Public participation serves as an integral part of any future developments and projects. Implementing RATP projects will have direct impacts on residents and businesses and therefore, stakeholder engagement can confirm community values, visions, and needs. Continued collaboration with the community through in-person and virtual public engagement is recommended. Engagement activities can facilitate discussion between jurisdictional staff, neighboring jurisdictions, public agencies, community-based organizations, schools, residents, businesses, and other potential stakeholders.

Finally, while the construction of new facilities offers exciting opportunities for enhanced mobility and safety, the long-term success of the RATP will also depend on regular maintenance. Continued attention to the upkeep of both new and existing infrastructure is essential to ensuring the system remains accessible, safe, and inviting for all users.

Cost Estimates

Estimated cost estimates for the highest-ranked infrastructure projects in the cities of Avenal and Lemoore and the unincorporated communities of Kings County are presented in Table 8-1 through Table 8-6.

Appendix D provides a detailed memorandum summarizing the cost analysis methodology, including a breakdown of project costs and the assumptions used to develop high-level cost estimates based on anticipated project lengths.

As these projects have not yet secured funding for implementation, they are considered unconstrained. It is recommended that each jurisdiction actively pursue external funding sources to support the design, construction, and delivery of these improvements and programs. Where it would provide an additional funding advantage, each jurisdiction can explore the benefits of partnering with local and regional agencies, non-profits, and private sector partners to strengthen applications and improve competitiveness for available grant opportunities.

Avenal

Table 8-1.Avenal Pedestrian Project Cost Estimate

AVENAL PEDESTRIAN PROJECT COST ESTIMATE		
PEDESTRIAN PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ thousands)**
San Joaquin Street *San Joaquin Street from A Avenue to Park Avenue*	Pedestrian Priority Corridors	**$1,440.00**
Skyline Boulevard *Skyline Boulevard from 6th Street to Central Avenue*	Pedestrian Priority Corridors	**$413.42**
Ken Brown Public Safety Center Police Department *Intersection of 3rd Avenue and Alpine Street*	Priority Crossing Improvement	**$51.16**
Post Office *Intersection of San Joaquin Street and Skyline Boulevard*	Priority Crossing Improvement	**$377.93**
Avenal Community Health Center *Health Center Driveway at Skyline Boulevard*	Priority Crossing Improvement	**$436.39**

Table 8-2. Avenal Bikeways Project Cost Estimate

AVENAL BIKEWAYS PROJECT COST ESTIMATE		
BIKEWAY PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ thousands)**
Skyline Boulevard *Laneva Boulevard / Route 33 → Hydril Road*	Class I	**$392.63**
7th Avenue *Mariposa Street → Merced Street*	Class II	**$87.91**
3rd Avenue *Laneva Boulevard / Route 33 → Alpine Street*	Class III	**$99.21**
Mariposa Street *1st Avenue → 7th Avenue*	Class III	**$50.23**
Union Avenue *Skyline Boulevard → Fremont Street*	Class II	**$141.07**

Lemoore

Table 8-3. Lemoore Pedestrian Project Cost Estimate

LEMOORE PEDESTRIAN PROJECT COST ESTIMATE		
PEDESTRIAN PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ Millions)**
Fox Street *Bush Street to Hanford Armona Road*	Pedestrian Priority Corridors	**$2.45**
Follett Street *Cinnamon Drive to Bush Street*	Pedestrian Priority Corridors	**$2.40**
18 ¾ Avenue/Liberty Drive *Cinnamon Drive to Upcoming Roadway Development*	Pedestrian Priority Corridors	**$14.74**
Lemoore Avenue/18th Avenue *Iona Avenue to Glendale Avenue*	Pedestrian Priority Corridors	**$9.48**
SR-198 Crossing at Vine Street	Priority Crossing Improvement	**$14.80**

Table 8-4. Lemoore Bikeway Project Cost Estimate

LEMOORE BIKEWAY PROJECT COST ESTIMATE		
BIKEWAY PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ Thousands)**
Hill Street *E Street → B Street*	Class II	**$84.78**
D Street *Hill Street → 18th Ave/Lemoore Avenue*	Class III	**$41.98**
N Olive Street *D Street → Bush Street*	Class III	**$19.17**
Bush Street *19th Avenue → D Street*	Class II	**$629.59**
Hanford Armona Road *SR-41 → Liberty Drive*	Class II	**$275.53**

Kings County

Table 8-5. Kings County Pedestrian Project Cost Estimate

KINGS COUNTY PEDESTRIAN PROJECT COST ESTIMATE		
PEDESTRIAN PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ thousands)**
Taqueria La Esquinita *Armona- Intersection of Front Street and 14th Avenue*	Priority Crossing Improvement	**$180.61**
Royal Food *Armona- Intersection of Hanford Armona Road and 14th Avenue*	Priority Crossing Improvement	**$154.51**
Kettleman City Sidewalk Gap Closure Various area streets	Pedestrian Priority Corridor	**$12,831.80**
Armona Union Elementary School *Armona- Intersection of Pimo Street and 14th Avenue*	Priority Crossing Improvement	**$141.98**
Kettleman City Market Crossing Improvement *Kettleman City- Intersection of Standard Oil Avenue and Brown Avenue/SR-41*	Priority Crossing Improvement	**$455.18**

Table 8-6. Kings County Bikeways Project Cost Estimate

KINGS COUNTY BIKEWAYS PROJECT COST ESTIMATE		
BIKEWAY PROJECT (NAME & LOCATION)	**TYPE**	**COST ($ thousands)**
Hanford Armona Road *Armona- Lemoore Canal Class I to SR-198 On/Off Ramp*	Class I	**$31,830.00**
Houston Avenue/D Street *North County- Bush Street to 9th Avenue*	Class II	**$3,090.00**
Milham Street *Kettleman City- First Street to Brown Street*	Class III	**$43.32**
Ninth Street *Kettleman City- Edward Street to Kettleman City Elementary School*	Class III	**$29.91**
General Petroleum Avenue *Kettleman City- First Street to Brown St/SR-41*	Class III	**$43.61**

Funding

Appendix D provides a detailed list of funding sources, including program description, eligibility, funding cycle, match requirements, and selection criteria.

State and Federal Funding Sources

The following list of competitive grants and formula-based funding programs have been reviewed for potential consideration to implement[1] projects identified in the RATP.

State of California Funding Sources

- Affordable Housing and Sustainable Communities (AHSC)
- Active Transportation Program (ATP)
- Clean California (CleanCA)
- Clean Mobility Options (Clean Mobility)
- Local Highway Safety Improvement Program (HSIP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors Program (SCCP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Road Maintenance and Rehabilitation Account (RMRA)
- State Highway Operation and Protection Program – Caltrans only (SHOPP)

Federal Funding Sources

- Active Transportation Infrastructure Investment Program (ATIIP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Carbon Reduction Program (CRP)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- Rural Surface Transportation Grant Program (RURAL)
- Safe Streets and Roads for All (SS4A)
- State Transportation Improvement Program (STIP)
- Surface Transportation Block Grant (STBG)
- Better Utilizing Investments to Leverage Development (BUILD)

Funding Programs to Monitor

It is recommended that KCAG and member agencies within Kings County continue to monitor potential funding sources to determine project eligibility and alignment with where financial resources are needed. Multiple sources can be considered to fund implementation of projects identified in the RATP. An ambitious program of grant funding pursuits can leverage local funding as match or in-kind dollars to secure competitive grant funding to address project needs identified with the RATP.

[1] Planning-level grant opportunities are omitted for focus on implementation opportunities.

Table 8-7 presents potential funding sources that can be leveraged to deliver the various components identified by the 2025 RATP, a high-level description of the funding source and any potential requirements, and considerations for specific types of projects and/or phases that are potentially eligible under each source. Some of these sources may be limited to the construction of improvements, while others may focus on maintenance of existing facilities.

Table 8-7. Funding Sources

PROGRAM	TYPE	DESCRIPTION	CONSIDERATIONS
ATP (Active Transportation Program)	State	Funds projects that increase walking and bicycling trips, increase safety and mobility of active transportation users, contribute to goals to reduce greenhouse gases, enhance public health. Eligible project types include bicycle and pedestrian facilities and non-infrastructure programs such as education and encouragement campaigns.	• Most of Kings County qualifies as a disadvantaged community under multiple state and federal equity indicators, strengthening its competitiveness for funding.
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	Federal	Provides discretionary grants for surface transportation infrastructure projects that have significant local or regional impact. Eligible projects include any surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	• Consider projects in areas that meet federal funding priorities, such as those with higher birth rates and marriage rates.
SS4A (Safe Streets and Roads for All)	Federal	Funds planning and implementation projects aimed at preventing fatalities and severe injuries on roads. Eligible projects may address infrastructure, operations, behavior, and safety for all roadway users—pedestrians, bicyclists, transit riders, motorists, and commercial drivers.	• Funded by the Bipartisan Infrastructure Law, the program supports quick-build safety projects, full implementation efforts, and staff time for program administration.

PROGRAM	TYPE	DESCRIPTION	CONSIDERATIONS
Rural Surface Transportation Grants	Federal	Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible costs include planning and development, construction, right-of-way acquisition, and capital infrastructure.	• Most of Kings County is eligible and qualifies as a disadvantaged area under the U.S. Department of Transportation's Equitable Transportation Community (ETC) tool. • Consider bundling eligible projects to pursue funding through the Rural Surface Transportation Grant Program.
PROTECT	Federal	The PROTECT program provides federal funding to help local agencies improve the resilience of transportation infrastructure. It supports projects that address vulnerabilities related to extreme weather, natural disasters, and climate change. Funding is also available for planning transportation improvements and emergency response strategies.	• Consider bundling projects that align with efforts to protect community infrastructure from natural hazards and enhance resilience, such as improving evacuation routes.
Local Developer Fees	Local	Developer fees are collected from land development projects based on their impacts. These fees can be used to help fund transportation or infrastructure improvements when there is a clear connection (nexus) between the project and the development.	• Use developer fees as matching funds or for full project implementation where a direct nexus exists.

PROGRAM	TYPE	DESCRIPTION	CONSIDERATIONS
Earmarks (Federal/State)	Legislative	Earmarks provide opportunities to secure funding for a range of project types through federal and state legislation. These opportunities have been available in recent fiscal years.	• Consider engaging Congressional Representatives, State Assemblymembers, and Senators to highlight local project needs. • Prepare a fact sheet outlining project funding needs and benefits in advance, as earmark opportunities often have short notice. • Federal earmark funding requires National Environmental Policy Act (NEPA) clearance.
Proposition-Based Funding	State	State propositions provide funding for projects related to parks, green streets, and active transportation. Previous measures, such as Proposition 68, supported the creation of regional parks and the development of green streets. The Urban Greening Grant Program was commonly used to fund active transportation improvements.	• Monitor upcoming state propositions that could help meet the needs identified in the Regional Active Transportation Plan.

PROGRAM	TYPE	DESCRIPTION	CONSIDERATIONS
RMRA (SB 1)	State	SB 1 established RMRA to address deferred maintenance on the State Highway System and local streets and roads. A portion of RMRA funds is distributed by formula to cities and counties for road maintenance, rehabilitation, and safety improvements, as outlined in Streets and Highways Code Section 2032(h).	• RMRA and related funding sources can support active transportation improvements when integrated into broader roadway projects. Relevant funding sources may include: RMRA & Highway Users Tax Account (HUTA); SHOPP – for Caltrans-led projects on the State Highway System; STBG (Surface Transportation Block Grant) Program; and STIP (State Transportation Improvement Program) • To use RMRA funds for complete streets elements, local agencies must include those improvements in their annual SB 1 project lists.
San Joaquin Valley Air Pollution Control District Bikeway Incentive Program	Federal, state, and local funding sources administered regionally	Provides grants to public agencies and educational institutions to construct or expand non-recreational bikeway infrastructure (Class I, II, or III corridors) to promote clean air and emissions reductions across the San Joaquin Valley.	• Air quality challenges (elevated $PM_{2.5}$ levels) in Kings County underscore the need for emissions-reducing infrastructure projects. • The program supports efforts to connect bike networks across multiple jurisdictions, making it suitable for cross-county corridors in the region.

APPENDICES

APPENDIX A: COMPLETE STREETS POLICY TEMPLATE

BEFORE THE KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

* * * * * * * *

IN THE MATTER OF ADOPTING	**)**	**RESOLUTION NO. 25-XX**
THE KINGS COUNTY COMPLETE	**)**	**RE: KINGS COUNTY**
STREETS POLICY	**)**	**COMPLETE STREETS POLICY**

WHEREAS, the Kings County Complete Streets Policy has been prepared along with the Kings County Regional Active Transportation Plan Update to provide a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families; and

WHEREAS, the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings. public health, and environmental sustainability; and

WHEREAS, the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation are supported by the Complete Streets Policy; and

WHEREAS, the State of California has enacted the California Complete Streets Act of 2008 (AB 1358), which requires cities or counties to revise general plans and to identify how they will provide for the mobility needs of all users of the roadways, and Deputy Directive 64 by the California Department of Transportation, which supports that all transportation improvements are opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system; and

WHEREAS, the California Global Warming Solutions Act of 2006 (AB 32), sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and to achieve the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS, the U.S. Department of Transportation adopts a Safe System Approach as the guiding paradigm to address roadway safety as an effective way to address and mitigate the risks inherent in the transportation system and works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and to minimize the harm caused to those involved when crashes do occur; and

WHEREAS, the Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program in 2022 to provide up to $6 million in grants annually over a five-year period to support the U.S. Department of Transportation’s National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation’s roadways; and

WHEREAS, the U.S. Department of Transportation, through its SS4A program, requires that all jurisdictions, to be eligible for SS4A funds, need to commit to an eventual goal of zero roadway facilities and serious injuries through the adoption of a policy resolution; and

WHEREAS, the Kings County Complete Streets Policy sets forth the region's comprehensive and integrated transportation network planning to promote safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices.

NOW, THEREFORE, BE IT RESOLVED, by the Commission of Kings County Association of Governments, State of California, as follows:

1. That the Kings County Association of Governments adopts the Complete Streets Policy attached hereto as "Exhibit A" and made part of this Resolution, with the goal of zero traffic deaths and serious injuries within the region.

2. That the Kings County Association of Governments adopts the Vision Zero Policy included in "Exhibit A" and made part of this Resolution, with the goal of eliminating traffic deaths and serious injuries by 2035.

The foregoing Resolution was adopted on a motion by Commissioner _____, seconded by Commissioner _____, at a regular meeting held on the ____ day of _____, 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE

_____
Chair

WITNESS, my hand this _____ day of _____, 2025.

_____
Terri King, Executive Director

KINGS COUNTY ASSOCIATION OF GOVERNMENTS
COMPLETE STREETS POLICY

"To ensure that Kings County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Kings County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation, or by vehicle, ensuring sustainable communities countywide."

A. Complete Streets Commitments

1. **Complete Streets Serving All Users and Modes.** Kings County Association of Governments expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including roads, highways, bridges, trails, and other portions of the transportation system) through a comprehensive integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

2. **Context Sensitivity.** In planning and implementing street projects, member agencies relevant to transportation planning with Kings County Association of Governments, will maintain sensitivity to local conditions in residential and non-residential areas as well as urban, suburban, agricultural, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, off-street paths, on-street bikeways, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, and those features identified in the Regional Active Transportation Plan.

3. **Complete Streets Routinely Addressed by All Departments.** Relevant departments of member agencies and Kings County Association of Governments will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C of this policy.

5. **Zero Fatalities and Injuries**. The purpose of this policy is to eliminate all traffic fatalities and traffic-related severe injuries by using data-driven policy changes and equity-focused community engagement of diverse and necessary stakeholders to design and implement a transportation system that provides safe, healthy, and equitable mobility for all. This policy seeks to achieve this purpose by (1) establishing that Vision Zero is a priority goal for the Kings County Association of Governments and (2) gathering data and working with the community – including traditionally underrepresented groups – to develop a regional plan for achieving the goals of Vision Zero through equity-focused strategies that establish safe speeds, create safe streets, and improve safety culture and collaboration.

B. Implementation

1. **Complete Streets Design.** Kings County Association of Governments will follow its accepted or adopted design standards and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs. Design of Complete Streets in Kings County shall draw on established industry accepted design guidelines including, but not limited to, national guidance from the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of City Transportation Officials (NACTO). In addition to reliance on established street design guidelines, the design of Complete Streets in Kings County will be flexible and responsive to the evolving nature of transportation needs and innovation in design practice.

2. **Network/Connectivity.** Kings County Association of Governments will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, increasing connectivity across jurisdictional boundaries, and for anticipated future transportation investments.

3. **Implementation Next Steps.** Kings County Association of Governments will take the following specific next steps to implement this Complete Streets Policy:

    A. Plan Consultation and Consistency: Support Complete Streets policies through robust technical support, including offering expertise in design and implementation, and allocating financial resources to member agencies for integration of Complete Streets into their planning and development processes, ensuring that projects meet high standards of safety and connectivity.

    B. Stakeholder Consultation: Develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, as defined necessary to support implementation of this Complete Streets policy by Kings County Association of Governments.

4. **Performance Measures.** The following steps shall be taken to support the implementation of Complete Streets commitments.

    A. Complete Streets Performance Measures. The following steps shall be taken to support the implementation of Complete Streets goals:

        i. **Performance Standards**. Relevant agencies or departments shall put into place performance standards with measurable outcomes to assess safety, comfort, actual use, and functionality, particularly with regard to the development of a bicycle and pedestrian network, for each category of users.

        ii. **Evaluation.** Relevant agencies or departments shall perform evaluations of how well the streets and transportation network of Kings County are serving each category of users by collecting baseline data and collecting follow-up data on an annual or biannual basis, including data that:

            1. Track performance standards, including new miles of bikeways, sidewalks, and street trees or plantings, number of new curb ramps, improved crossings, and signage;

            2. Measure percentage of mode of transportation utilized for daily trips over time as infrastructure is implemented, including public transportation ridership;

3. Track collision statistics by City, including bicycle and pedestrian injuries and fatalities;

4. Assess the safety, functionality, modal activity within Kings County cities and county.

iii. **Reporting.** The Kings County Association of Governments Transportation Policy Committee shall provide a report every two years to the Kings County Association of Governments Commission summarizing how well Kings County Association of Governments is implementing Complete Streets, with the report including: the performance standards and goals from section B.4 of this policy; the evaluations from section B.4 of this policy, with an assessment of the evaluation data; and a list and map of street projects undertaken in the past year, with a brief summary of the Complete Streets infrastructure used in those projects and, if applicable, the basis for excluding Complete Streets infrastructure from any projects.

B. Vision Zero Performance Measures. The RATP Advisory Committee shall be responsible for ongoing implementation and oversight of the Regional Active Transportation Plan, including the following tasks:

i. Implementation of all strategies identified in the Regional Active Transportation Plan (RATP), prioritizing strategies that benefit Historically Underinvested Areas and High-Injury Networks.

ii. Identification of funding needs and oversight of strategies to obtain the funding needed to fully implement the RATP, prioritizing Historically Underinvested Areas and High-Injury Networks.

iii. Obtaining the data necessary to determine whether the performance goals for each strategy have been met; assessing whether the goals have been met based on these data; and if any goals have not been met, ascertaining the reasons.

iv. Pursuit and oversight of any partnerships with other public or private entities necessary to implementation of the Regional Active Transportation Plan.

v. Revision of the Regional Active Transportation Plan as needed to meet the Vision Zero goals of the Resolution.

vi. **Reporting.** Within [12] months of the effective date of this Policy, the Task Force shall submit to the Kings County Association of Governments and make publicly available online a written report on the progress made toward implementing the RATP. The progress report shall include, at a minimum, the following items:

1. An overview of progress toward implementation of the latest RATP and the Vision Zero goals of the Resolution

2. The status of strategies set forth in the latest RATP, including specific highlighting of the status of all strategies benefitting Historically Underinvested Areas and High-Injury Networks

3. The status of funding necessary for implementation of the RATP, and steps taken to address any unmet funding needs

4. A description of any unanticipated obstacles to implementation of the RATP, and plans to address those obstacles

C. **Exceptions**

a. **Exception Approvals.** A process will be developed for approving exceptions, including who is allowed to sign off on exceptions. Written findings for exceptions must be included in a memorandum, signed off by a high level staff person, and made publicly available. Exceptions must explain why accommodations for all users and modes were not included in the plan or project.

APPENDIX B: EXISTING CONDITIONS

MEMORANDUM

To:	Teresa Nickell, Kings County Association of Governments	Project No.:	24-00026
From:	Paul Martin, Mark Thomas		
Date:	January 8, 2025		
RE:	**Existing Conditions Analysis Memorandum**		

Introduction

The 2025 Kings County Association of Governments (KCAG) Regional Active Transportation Plan (RATP) will identify areas for improvement to the transportation network to access key destinations and land uses such as schools, workplaces, homes, shopping centers, medical and healthcare services, and civic uses. Preparation for the Plan focuses on the following areas:

- City of Avenal
- City of Corcoran *(Citywide Active Transportation Plan recently completed)*
- City of Hanford (*Citywide Active Transportation Plan under preparation by others)*
- City of Lemoore
- County of Kings

The RATP Existing Conditions Technical Memorandum summarizes the following project elements to provide insight into various factors critical to the Project's development:

- Designated land uses
- Existing sidewalk network
- Existing and proposed bicycle facilities
- Collision history
- Existing and planned transit network
- Equity Analysis
- Existing Travel Mode Split
- Literature Review

Project Study Area

The 2025 RATP will encompass urbanized areas such as downtown areas, as well as rural areas between cities and designated community areas. The Project Study areas, including the total population and land area, are listed below.

- City of Avenal
    - Total population: 14,108 (U.S. Census Bureau 2024)
    - Total land area: 19.5 square miles
- City of Corcoran

    - Total population: 22,627 (U.S. Census Bureau 2024)
    - Total land area: 7.5 square miles
- City of Hanford
    - Total population: 60,594 (U.S. Census Bureau 2024)
    - Total land area: 17.4 square miles
- City of Lemoore
    - Total population: 27,057 (U.S. Census Bureau 2024)
    - Total land area: 8.8 square miles
- Kings County (unincorporated) (U.S Census, 2023)
    - Total population: 29,274
    - Total land area: 1,337.8 square miles

Designated Land Uses

Land use refers to the assignment of purpose for which land is utilized, based on parcel boundaries. Land use provides jurisdictions with a mechanism to manage, develop, and modify allowed uses to serve specific needs and functions. Land use is typically categorized into the following primary categories:

- Residential: Land used for housing and living purposes, including single-family homes, apartments, and residential complexes.
- Commercial: Land used for business activities, such as offices, retail stores, restaurants, and entertainment venues.
- Industrial: Land used for manufacturing, warehousing, and industrial activities, which may include factories, distribution centers, and industrial parks.
- Agricultural: Land used for farming, ranching, and forestry, including crop cultivation, livestock grazing, and timber production.
- Recreational: Land designated for recreational purposes, such as parks, playgrounds, sports fields, and outdoor leisure activities.
- Transportation: Land used for transportation infrastructure, including roads, highways, railways, airports, and ports.
- Institutional/Public: Land used for public facilities and institutions, such as schools, hospitals, government buildings, and community centers.
- Open Space/Natural Areas: Land preserved for conservation purposes, wildlife habitats.

City of Avenal Designated Land Uses

The most prominent land use designation in the city is residential. Commercial uses surround Skyline Boulevard, a one-lane thoroughfare that is part of the State Highway System and bisects the city from Hydril Road to Lavena Boulevard. A cluster of commercial uses are located along Kings Street and Tulare Street west of Skyline Boulevard at the southwest end of the city. Residential uses are clustered toward the city's southeast and northern limits.

City of Corcoran Designated Land Uses

The most prominent land use designation north of Patterson Avenue and south of Sherman Avenue is low density. Downtown Corcoran, located west of the Corcoran Amtrak Station, contains downtown commercial, neighborhood commercial, service commercial, and professional office uses. In southeast Corcoran, a cluster of neighborhood commercial uses are located west of Dairy Avenue. Light and heavy industrial uses run along the east city limit near the railroad tracks.

City of Hanford Designated Land Uses

The most prominent land use designation north of Grangeville Boulevard is low density residential. Land uses vary widely throughout the rest of the city. Downtown Hanford, located north of State Route (SR) 198, features a mix of downtown mixed use and service commercial uses. Medium density residential and office residential uses lie adjacent to downtown to the north and south. Parcels east of downtown along 10th Avenue and Lacey Boulevard are designated as corridor mixed use. In the western portion of the city, a cluster of parcels designated as regional commercial, office, and public facilities uses surround the intersection of 12th Avenue and Lacey Boulevard. Nearly all parcels south of Houston Avenue are designated as light and heavy industrial uses.

City of Lemoore Designated Land Uses

The most prominent land use designation in the city is residential. Parcels in downtown Lemoore, located west of Lemoore Avenue, are comprised of mixed use. Neighborhoods to the north, south and east of downtown Lemoore are designated for commercial use. Parcels surrounding SR 41 on the west side of the city feature commercial, industrial and residential uses.

Unincorporated Kings County Designated Land Uses

Armona

The most prominent land use designation in the community of Armona is medium density residential. Parcels in the northern portion of Armona south of Lacey Boulevard are designated as mixed use and medium high density residential. Downtown mixed use parcels are clustered around the intersection of 14th Avenue and Front Street. The western portion of Armona south of Front Street features various commercial uses.

Home Garden

The most prominent land use designations in the community of Home Garden are low medium density and medium density residential. Parcels lining 10th Avenue, the only roadway providing northbound access into neighboring Hanford, feature various commercial, public, and high density residential land uses.

Kettleman City

The most prominent land use designations in the community of Kettleman City are medium density and medium high density residential. A cluster of parcels in the southern portion of Kettleman City adjacent to the Interstate 5 (I-5) Freeway are designated as transportation commercial use.

Stratford
The most prominent land use designations in the community of Stratford are medium density and medium high density residential. Parcels designated as downtown mixed use are clustered around Main Street and the intersection of Empire Street and Laurel Avenue. Parcels east of Aqua Vista Avenue are designated as reserve mixed use and various reserve medium density residential uses.

Existing Pedestrian Network

The pedestrian network in Kings County varies by area, with conditions shaped by the construction timing of infrastructure such as sidewalks and crosswalks, development patterns, and funding. Avenal typically has sidewalks serving pedestrian travel, though the lack of frequent crossing opportunities supporting pedestrian desired lines results in mid-block occurrences. Downtown Corcoran is pedestrian-oriented, with continuous sidewalks and frequent crossings, but significant sidewalk gaps are located in the central areas of Corcoran and along the outskirts of the city. Hanford's infrastructure includes sidewalk gaps with roadway shoulders serving pedestrians in outlying areas. Lemoore's downtown grid promotes connectivity, but newer neighborhoods feature cul-de-sacs which can increase walking distances. In unincorporated areas, Home Garden and Armona have partial sidewalks while Kettleman City and Stratford have more sidewalk infrastructure gaps due to the construction practices when the communities were developed. In the latter two unincorporated communities and in parts of Home Garden's community, pedestrians share the shoulder on roadways with vehicles. Schools across the region provide some pedestrian amenities to support travel to and from school including marked crosswalks and reduced-speed zones.

Existing and Planned Bikeway Network

Bicycle facilities fall into one of two categories under existing conditions: Existing and Planned. Existing indicates the facility is currently present on the transportation network, while planned indicates it is included in a currently adopted local or regional document with the intention to provide a designated bicycle facility in the area or corridor. The following provides a description of bicycle facilities: Class I Multi-Use Path, Class II and Buffered Class II, Class III and Bicycle Boulevard, and Class IV Cycletrack.

- Class I Multi-Use Path: Class I Multi-Use Path is a separated pathway, typically off-street with two-way directional travel that is shared between pedestrians and bicyclists. A Class I Multi-Use Path can provide a high level of comfort for bicyclists of all levels as there are limited interactions with vehicles as compared to other bicycle facilities.

- Class II and Buffered Class II: Class II Bike Lane provides a dedicated on-street bicycle facility through roadway striping, typically adjacent to curbs or on-street parking. Class II Bike Lane may or may not be buffered. Buffered Class II Bike Lane provides a larger separation typically delineated by striping between the vehicle travel lane and the bicycle lane to increase the bicyclists' safety and comfort.

- Class III and Bicycle Boulevard: Class III Bike Route uses signage and pavement markings to indicate that the bicyclist is encouraged to use the full travel lane and the motorist should expect and yield to bicyclists on the roadway. Class III Bike Route may be uncomfortable for bicyclists, depending on prevailing travel speeds and traffic volumes, as the travel lane is shared between vehicular and bicycle modes. Depending on the existing traffic speeds and volumes, Class III Bike Routes can provide comfortable bicycling routes to connect between higher-comfort facilities within the bicycle network.

  Bicycle Boulevards are an enhanced Class III Bike Route with additional traffic calming treatments that may include the following: roundabouts, traffic diverters, curb extensions, hybrid beacons, and other enhancements specific to the local context. These enhancements improve safety for bicyclists by streamlining travel efficiencies, slowing motor vehicle speeds, increasing bicyclist visibility, and shortening crossing distances at intersections.

- Class IV Cycletrack: Class IV Cycletrack, also referred to as a protected bike lane, increases the separation between the vehicle and bicyclist by providing a buffered area with a vertical physical element acting as a barrier. Cycletracks are commonly designed with delineators or concrete curbs that separate the bikeway from general vehicular traffic. Cycletracks can be bi-directional with two opposing-direction bike lanes on one side of the roadway or designed with one bike lane on each side of the roadway.

City of Avenal Existing and Proposed Bikeway Network

The City of Avenal has over 5 miles of existing bikeways including Class II Bike Lane and Class III Bike Route facilities. The existing bikeway network includes San Joaquin Street, the City's longest continuous east-west corridor which provides connections to the U.S. Post Office and multiple KART transit stops. Bikeway facilities on north-south corridors First Avenue, Fifth Avenue, and Seventh Avenue serve key local destinations including Avenal Elementary School, Avenal High School, State Foods Supermarket, and the Avenal Branch of Kings County Public Library.

City of Corcoran Existing and Proposed Bikeway Network

The City of Corcoran has over 4 miles of existing bikeways including Class II Bike Lane facilities. The existing bikeway network includes parallel north-south corridors Dairy Avenue and Letts Avenue, which serve key local destinations including Corcoran High School, Bret Harte Elementary School, Burnham Smith Park, and Dollar General Market. The City's longest east-west bikeway corridor is Sherman Avenue, which connects to existing facilities on Dairy Avenue, Letts Avenue, and Flory Avenue.

City of Hanford Existing and Proposed Bikeway Network

The City of Hanford has approximately 30 miles of existing bikeways including Class II Bike Lane and Class III Bike Route facilities. The existing bikeway network includes Grangeville Boulevard, a 3.5-mile east-west corridor which serves key local destinations including Hanford High School, Save Mart Grocery Store, and several medical clinics. In northwest Hanford, Class II Bike Lanes on Greenfield Avenue and Centennial

Drive provide access to numerous residential neighborhoods, commercial spaces, and Adventist Medical Center.

City of Lemoore Existing and Proposed Bikeway Network

The City of Lemoore has over 11 miles of existing bikeways including Class I Multi-Use Path, Class II Bike Lane, and Class III Bike Route facilities. The existing bikeway network includes east-west corridor Hanford Armona Road, which serves key local destinations including Lions Park, Liberty Middle School, Heritage Park, and Save Mart Grocery Store. Class II Bike Lanes on north-south corridor Lemoore Avenue provide high-comfort bikeway access to Lemoore High School.

Unincorporated Kings County Existing and Proposed Bikeway Network

Unincorporated Kings County has over 42 miles of existing bikeways including Class III Bike Route facilities. The existing bikeway network includes east-west corridor Grangeville Boulevard, which provides regional connections to the communities of Grangeville and Halls Corner.

Collision History

Safety is a top priority for transportation agencies when considering existing and future conditions of the transportation network. Monitoring collision history helps to identify target areas where infrastructure improvements can enhance the safety of the roadway network. Police reports collected on collision incidents are submitted to the Statewide Integrated Traffic Records System (SWITRS). UC Berkeley's Transportation Injury Mapping System (TIMS) post-processes the data available on SWITRS to confirm or provide geolocations of crash locations. The following collision histories were acquired from the TIMS database.

City of Avenal Collision History

Between the years January 1, 2013 – December 31, 2023, there have been 8 bicycle-involved collisions and 20 pedestrian-involved collisions in Avenal. Bicycle and pedestrian-involved collisions comprise 25% of the total collisions within Avenal, and 63% of the fatal and severe injuries. See Table 1. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2013-2023) – Avenal.

Table 1. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2013-2023) – Avenal

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	0	8	0	8
Pedestrian Collisions	5	4	5	6	20
Total Bicycle & Pedestrian Collisions	5	4	13	6	28

Severe and fatal pedestrian-involved collisions have occurred on Skyline Boulevard. Collisions visibly injuring bicyclists have occurred within residential areas south of Skyline Boulevard.

City of Corcoran Collision History

Between the years 2019-2023, there have been 18 bicycle-involved collisions and 22 pedestrian-involved collisions in Corcoran. Bicycle and pedestrian-involved collisions comprise 20% of the total collisions within Corcoran, and 29% of the fatal and severe injuries. See Table 2. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023) – Corcoran.

Table 2. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023) – Corcoran

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	1	11	6	18
Pedestrian Collisions	1	4	13	4	22
Total Bicycle & Pedestrian Collisions	1	5	24	10	40

Collisions involving bicyclists and pedestrians have primarily occurred along main thoroughfares, including 6th Avenue and Whitley Avenue.

City of Hanford Collision History

Between the years 2019-2023, there have been 51 bicycle-involved collisions and 74 pedestrian-involved collisions in Hanford. Bicycle and pedestrian-involved collisions comprise 15% of the total collisions within Hanford, and 31% of the fatal and severe injuries. See Table 3. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Hanford.

Table 3. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Hanford

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	1	2	28	19	51
Pedestrian Collisions	9	20	30	15	74
Total Bicycle & Pedestrian Collisions	10	22	58	34	125

Collisions involving pedestrians and bicyclists have primarily occurred along major thoroughfares, including Grangeville Boulevard, Lacey Boulevard, 10th Avenue and 11th Avenue. Collision occurrence is found to be most densely concentrated within one mile of State Route 198.

City of Lemoore Collision History

Between the years 2019-2023, there have been 12 bicycle-involved collisions and 16 pedestrian-involved collisions in Lemoore. Bicycle and pedestrian-involved collisions comprise 21% of the total collisions within Lemoore, and 34% of the fatal and severe injuries. See Table 4. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Lemoore.

Table 4. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Lemoore

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	4	8	0	12
Pedestrian Collisions	1	5	10	0	16
Total Bicycle & Pedestrian Collisions	1	9	18	0	28

Collisions involving bicyclists and pedestrians have primarily occurred along major thoroughfares, including Hanford Armona Road, 19th Avenue and 18th Avenue/Lemoore Road.

Unincorporated Kings County Collision History

Between the years 2019-2023, there have been 8 bicycle-involved collisions and 34 pedestrian-involved collisions in unincorporated Kings County. Bicycle and pedestrian-involved collisions comprise 2% of the total collisions within Unincorporated Kings County, and 7% of the fatal and severe injuries. See Table 5. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Kings County.

Table 5. Bicycle/Pedestrian-Involved Collisions by Level of Injury (2019-2023)- Kings County

Mode	Fatality	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle Collisions	0	2	5	1	8
Pedestrian Collisions	14	6	7	7	34
Total Bicycle & Pedestrian Collisions	14	8	12	8	42

Collisions involving bicyclists and pedestrians have occurred in Santa Rosa Rancheria, Home Garden, and Armona. The most severe and fatal collisions have occurred in Armona, near the 14th Avenue/Front Street intersection.

Existing and Planned Transit Network

Kings County is served by Kings Area Regional Transit (KART) which provides transportation services to the cities of Avenal, Corcoran, Hanford, and Lemoore and the unincorporated communities of Armona, Grangeville, Hardwick, Kettleman City, Laton, and Stratford. Two future transit services will enhance connectivity beyond County limits. The planned Kings/Tulare High-Speed Rail (HSR) station east of Hanford will integrate the region into California's future HSR network. The Cross Valley Corridor (CVC) will connect communities in Kings and Tulare Counties through a phased approach, whereas the initial phase includes express bus service and later phases planned for passenger rail supported by bus service.

City of Avenal Existing and Planned Transit Network

Avenal is currently served by KART Route 12. There are no HSR stops or CVC stops planned within the city limits.

KART Route 12: Avenal

KART Route 12 is in operation Monday through Friday with limited service on Saturdays, and service stops

in Avenal, Kettleman City, Stratford, Lemoore, and Hanford. The route also offers express service with direct connection between the KART Transit Center in Hanford and Avenal.

City of Corcoran Existing and Planned Transit Network

Corcoran is currently served by KART Route 13. There are no HSR stops or CVC stops planned within the city limits.

KART Route 13: Hanford – Corcoran

KART Route 13 serves as the primary regional transit connection between Hanford and Corcoran, serving stops at the Corcoran Amtrak Station, Corcoran State Prison and the KART Transit Center in Hanford. The route is in operation Monday through Friday.

Dial a Ride services are provided for the City of Corcoran and immediate surrounding area. The on-demand service is provided by the Corcoran Area Transit (CAT) division and is part of the City's Public Works Department. CAT operates an origin to destination service Monday through Friday from 8:00 a.m. to 5:00 p.m.

City of Hanford Existing and Planned Transit Network

Hanford is currently served by eight KART routes. There is a HSR station planned at the intersection of SR 43 and SR 198, just east of Hanford city limits, and a planned CVC station within city limits.

KART Route 1: Green Line

KART Route 1 serves neighborhoods in Northwest Hanford, originating at the KART Transit Center on West 7th Street with stops along parallel roadways Douty Street and 11th Avenue. Local destinations along this route include Remington Senior Living Center, Hanford Towne Center, Hanford High School, Hanford Civic Center, and Hanford Library.

KART Route 2: Orange Line

KART Route 2 serves neighborhoods in Northeast Hanford, originating at the KART Transit Center with stops along parallel roadways Douty Street and 10th Avenue. Local destinations along this route include Hanford High School, Hanford Civic Center, Hanford Library, Washington Elementary School, and Hanford Fraternal Hall.

KART Route 3: Purple Line

KART Route 3 serves neighborhoods east of the KART Transit Center, with multiple stops along Florinda Street, 9 ¼ Avenue, Lacey Boulevard, and East 7th Street. Local destinations along this route include Hanford Towne Center, United Market Grocery Store, Woodrow Wilson Junior High School, and Kennedy Junior High School.

KART Route 4 – Brown Line

KART Route 4 connects South Hanford to the unincorporated community of Home Garden, with stops

along South Douty Street and 10th Avenue. Local destinations along this route include Hanford Soccer Complex, Kings Rehabilitation Center, and Kings Speedway.

KART Route 5 – Pink Line
KART Route 5 serves neighborhoods in Southwest Hanford, with stops along Hanford Armona Road, Hume Avenue, and South 11th Avenue. Local destinations along this route include Cost Less Food Company, Centennial Park, and Martin Luther King Jr. Elementary School.

KART Route 6 – Blue Line
KART Route 6 serves neighborhoods west of the KART Transit Center, with stops along Lacey Boulevard and West 7th Street. Local destinations along this route include Hanford Mall, Hanford Towne Center, Adventist Medical Center, and the Kings County Government Center.

KART Route 7 – Red Line
KART Route 7 serves neighborhoods in West Hanford, with stops along 11th Avenue, Grangeville Boulevard, Centennial Drive, and Lacey Boulevard. Local destinations along this route include Hanford Towne Center, Save Mart Grocery Store, Hanford Mall, and Adventist Medical Center.

KART Route 9 – Yellow Line
KART Route 9 serves neighborhoods in West Hanford, with stops along Grangeville Boulevard, Centennial Drive, 11th Avenue and Lacey Boulevard. Local destinations along this route include College of the Sequoias - Hanford, Kings County Superior Court, Hanford Mall, and Adventist Medical Center.

City of Lemoore Existing and Planned Transit Network
Lemoore is currently served by KART Routes 20 and 21. There are planned CVC stations within Lemoore city limits and the Lemoore Naval Air Station (LNAS) located approximately 9 miles west of the city to provide future connectivity with the planned Hanford HSR station.

KART Route 20 serves as the primary regional transit connection between Hanford and Lemoore, and services additional stops in Armona. Local destinations along this route include Grocery Outlet Supermarket, Veterans Memorial Park, and Lemoore Elementary School. The route runs on Monday through Saturday.

KART Route 21 serves the Cities of Hanford, Lemoore, and Lemoore NAS. The route stops at key local destinations, including Lemoore High School and Lemoore College, and makes multiple stops in LNAS.

Unincorporated Kings County Existing and Planned Transit Network
The following KART routes serve unincorporated areas in Kings County:

- Route 4: Stops in Home Garden
- Route 12: Stops in Stratford and Kettleman City
- Route 14: Stops in Hardwick

- Route 20: Stops in Armona

Equity Analysis

Disadvantaged Communities – CalEnviroScreen

The California Environmental Screen (CalEnviroScreen) utilizes 21 publicly available U.S. Census demographic indicators to assess cumulative burdens and vulnerabilities experienced by communities throughout the State of California. The methodology uses percentiles to assign relative scores for each given geographic area, which are averaged into four components (Exposure, Environmental Effects, Sensitive Populations, and Socioeconomic Factors). The CalEnviroScreen Score is a combination of the four components to score a given place relative to all other places in the State of California.

City of Avenal – CalEnviroScreen

The City of Avenal is fully located within California census tract 6031001701. Tract 6031001701 has a CalEnviroScreen 4.0 score ranking in the 77th percentile, indicating Avenal communities experience higher burdens and vulnerabilities compared to 77% of the statewide population. The tract has a higher percentile score for Population Characteristics (86) than Pollution Burden (54), with scores above the 95th percentile in Education, Linguistic Isolation, Poverty, and Unemployment.

City of Corcoran – CalEnviroScreen

Census tracts in the City of Corcoran have an average CalEnviroScreen 4.0 score ranking in the 75th percentile, indicating Corcoran communities experience higher burdens and vulnerabilities compared to 75% of the statewide population. Corcoran census tracts have a higher average percentile score for Population Characteristics (88) than Pollution Burden (46), with scores above the 85th percentile on average in Education, Linguistic Isolation, Poverty, and Unemployment.

City of Hanford – CalEnviroScreen

Census tracts in the City of Hanford have an average CalEnviroScreen 4.0 score ranking in the 73rd percentile, indicating Hanford communities experience higher burdens and vulnerabilities compared to 73% of the statewide population. There is an observable difference in CalEnviroScreen 4.0 scores between census tracts in the northern and southern ends of the City; tracts north of Grangeville Boulevard have an average score ranking in the 53rd percentile while tracts to the south have an average score ranking in the 86th percentile. Tracts north of Grangeville Boulevard have lower average percentile scores in Pollution Burden (37 vs. 77) and Population Characteristics (61 vs. 85) than tracts to the south.

City of Lemoore – CalEnviroScreen

Census tracts in the City of Lemoore have an average CalEnviroScreen 4.0 score ranking in the 62nd percentile, indicating Lemoore communities experience higher burdens and vulnerabilities compared to 62% of the statewide population. Lemoore census tracts have a higher average percentile score for Population Characteristics (68) than Pollution Burden (45), although they rank above the 75th percentile on average for health conditions including asthma and cardiovascular disease.

Unincorporated Kings County – California Environmental Screen

Census tracts in Unincorporated Kings County have an average CalEnviroScreen 4.0 score ranking in the 81st percentile, indicating Unincorporated communities experience higher burdens and vulnerabilities compared to 81% of the statewide population. On average, these tracts rank in the 71st percentile for Pollution Burden and 78th percentile for Population Characteristics.

Disadvantaged Communities – Free & Reduced Priced Meals

The California Department of Education (CDE) provides nutrition to students to support academic growth. Students from family incomes under 130 percent of the federal poverty line are eligible for free meals, and those with incomes between 130 percent and 185 percent of the poverty line are eligible for low-cost (or "reduced-price") meals. Schools where 75% or more of the enrolled student body is eligible for the Free & Reduced Priced (FRPM) meal program are qualified FRPM Schools. FRPM School eligibility is monitored by the State and Federal governments to identify opportunities for investments.

City of Avenal – Free & Reduced Priced Meals

There are six FRPM Schools within the City of Avenal, including:

1. Avenal Elementary School
2. Avenal High School
3. Reef Sunset Middle School
4. Reef-Sunset Secondary Community Day School
5. Sunrise High School
6. Tamarack Elementary School

City of Corcoran – Free & Reduced Priced Meals

There are seven FRPM Schools within the City of Corcoran, including:

1. Bret Harte Elementary School
2. Corcoran Academy
3. Corcoran High School
4. John C. Fremont Elementary School
5. John Muir Middle School
6. Mark Twain Elementary School
7. Mission Community Day School

City of Hanford – Free & Reduced Priced Meals

There are seventeen FRPM Schools in the City of Hanford, including:

1. Crossroads Charter School
2. Earl F. Johnson High School
3. George Washington Elementary School
4. Hamilton Elementary School
5. Hanford Community Day School
6. Hanford Elementary Community Day School
7. Hanford High School

8. Hanford West High School
9. J.C. Montgomery School
10. John F. Kennedy Junior High School
11. Kings Valley Academy II
12. Lee Richard Elementary School
13. Lincoln Elementary School
14. Martin Luther King Jr. Elementary School
15. Monroe Elementary School
16. Roosevelt Elementary School
17. Woodrow Wilson Junior High School

City of Lemoore– Free & Reduced Priced Meals

There are six FRPM Schools in the City of Lemoore, including:

1. Bridges Academy
2. Cinnamon Elementary School
3. Lemoore Elementary School
4. Liberty Middle School
5. Meadow Lane Elementary School
6. P.W. Engvall Elementary School

Unincorporated Kings County– Free & Reduced Priced Meals

There are three FRPM Schools in Unincorporated Kings County, including:

1. Armona Elementary School (Armona)
2. Parkview Middle School (Armona)
3. Stratford Elementary School (Stratford)

Disadvantaged Communities – Healthy Places Index

The California Healthy Places Index (HPI) is a data tool developed by the Health Alliance of Southern California which assesses community conditions impacting life expectancy. The HPI combines 25 community characteristics, including access to healthcare, housing, and education, into a single indexed HPI score.

City of Avenal – Healthy Places Index

HPI data rates Avenal's overall community health conditions in the 5.1 percentile, meaning that the City has healthier community conditions than 5.1% of other California cities and towns. Avenal's HPI rating is below the 10 percentile in economic conditions (9.0), education (9.7), housing (9.6), and healthcare access (3.2), meaning that the City has healthier conditions in these categories than less than 10% of other California cities and towns.

City of Corcoran – Healthy Places Index

HPI data rates Corcoran's overall community health conditions in the 4.8 percentile, meaning that the City

has healthier community conditions than 4.8% of other California cities and towns. Corcoran's HPI rating is below the 10 percentile in economic conditions (7.4), education (5.1), and transportation (0.9), meaning that the City has healthier conditions in these categories than less than 10% of California cities and towns.

City of Hanford – Healthy Places Index

HPI data rates Hanford's overall community health conditions in the 32.3 percentile, meaning that the City has healthier community conditions than 32.3% of other California cities and towns. Hanford's HPI rating is below the 10 percentile in environmental conditions (9.8), meaning that the City has healthier conditions in these categories than less than 10% of California cities and towns.

City of Lemoore– Healthy Places Index

HPI data rates Lemoore's overall community health conditions in the 37.5 percentile, meaning that the City has healthier community conditions than 37.5% of other California cities and towns. Lemoore's HPI rating is below the 25 percentile in environmental conditions (18.1) and education (22.4), meaning that the City has healthier conditions in these categories than less than 25% of other California cities and towns.

Unincorporated Kings County– Healthy Places Index

Armona

HPI data rates Armona's overall community health conditions in the 17.7 percentile, meaning that the community has healthier community conditions than 17.7% of other California cities and towns. Armona's HPI rating is below the 25 percentile in economic conditions (18.6), education (19.6), transportation (23.4), and clean environment (11.7), meaning that the community has healthier conditions in these categories than less than 10% of other California cities and towns.

Home Garden

HPI data rates Home Garden's overall community health conditions in the 1.6 percentile, meaning that the community has healthier community conditions than 1.6% of other California cities and towns. Home Garden's HPI rating is below the 5 percentile in economic conditions (1.2), transportation (1.6), and environmental conditions (4.3), meaning that the community has healthier conditions in these categories than less than 5% of other California cities and towns.

Kettleman City

HPI data rates Kettleman City's overall community health conditions in the 3.5 percentile, meaning that the community has healthier community conditions than 3.5% of other California cities and towns. Kettleman City's HPI rating is below the 10 percentile in education (6.6), neighborhood conditions (0.5), and healthcare access (0.7), meaning that the community has healthier conditions in these categories than less than 10% of other California cities and towns.

Stratford

HPI data rates Stratford's overall community health conditions in the 3.6 percentile, meaning that the

community has healthier community conditions than 3.6% of other California cities and towns. Stratford's HPI rating is below the 10 percentile in education (6.7), neighborhood conditions (0.5), and healthcare access (0.8), meaning that the community has healthier conditions in these categories than less than 10% of other California cities and towns.

Disadvantaged Communities – Median Household Income

The U.S. Department of Housing and Urban Development (HUD) uses median household income to identify the presence of disadvantaged communities based on socio-economic factors. The median household income in California was reported as $84,097 in 2021. The U.S. Census American Community Survey (ACS) was used to identify census tracts where the average household income was less than 80% of the median statewide income. Households earning under 80% are considered low-income households by the HUD.

City of Avenal – Median Household Income

Within the City of Avenal's focus study area, the average of all households had an income less than 80% of the statewide median income, designating the community as low-income.

City of Corcoran– Median Household Income

Within the City of Corcoran, the average of most households had an income less than 80% of the statewide median income. One census tract in the northwest portion of the City is not designated as a low-income community. The non-disadvantaged community is located generally between 6 ½ Avenue, Niles Avenue, Hale Avenue, and Bainum Avenue.

City of Hanford – Median Household Income

Within the City of Hanford, more than half of the geographic area is considered a disadvantaged community, indicating the average income of households within identified census tracts is less than 80% the statewide median income. Disadvantaged community census tracts in Hanford are predominantly south of State Route 198.

City of Lemoore– Median Household Income

Within the City of Lemoore, one census tract is considered a disadvantaged community, indicating the average household income of that population is less than 80% the statewide median income. The disadvantaged community is located in the northeast portion of Lemoore, generally between 19th Avenue, Hanford Armona Road, 17th Avenue, and State Route 198.

Unincorporated Kings County – Median Household Income

Within Unincorporated Kings County, the majority of census tracts are identified as disadvantaged communities, indicating the average income of households in those communities earn less than 80% of the statewide median income. Generally, the disadvantaged communities are located in the southern portion of Kings County, south of State Route 198.

Existing Travel Mode Split

The U.S. Census American Community Survey (ACS) publishes statistics related to commuting in the United States for people aged 16 and over, including the different travel modes taken to and from the workplace. The summaries below are based on 2022 ACS 5-Year estimates for Kings County.

Incorporated Kings County Agencies' Existing Travel Mode Split

Private vehicle trips constitute an overwhelming mode share in Kings County; over 90% of commuter trips in the four Kings County incorporated communities are by private vehicle. Lemoore has the highest share of commuter trips by active travel modes across all incorporated communities, with walking accounting for 1.4% of trips and biking accounting for 1.3% of trips. Public transit accounts for less than 1% of commuter trips across all incorporated communities. See Table 6. Kings County Mode Split Data.

Unincorporated Kings County Existing Travel Mode Split

Mode share in unincorporated Kings County follows similar trends as Kings County's incorporated agencies. Unincorporated communities Kettleman City, Armona, and Home Garden all have a private vehicle mode share of at least 90 percent. With the exception of Kettleman City's 4.2% walking mode share, active travel has around a 1% mode share of all commuter trips in these communities. Public transit has a 2.9% mode share in Armona, while in Home Garden and Kettleman City those figures are less than 1%. See Table 6. Kings County Mode Split Data.

Table 6 Kings County Mode Split Data

Travel to Work Data	Armona	Avenal	Corcoran	Hanford	Home Garden	Kettleman City	Lemoore
Vehicle	92.2%	95.7%	92.7%	90.8%	96.0%	89.9%	93.8%
Public Transit	2.9%	0.0%	0.1%	0.7%	0.2%	0.0%	0.1%
Walk	0.0%	1.3%	1.0%	1.1%	0.0%	4.2%	1.4%
Bike	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	1.3%
Taxi, motorcycle, other	2.0%	3.0%	1.2%	1.1%	2.6%	0.0%	1.0%
Work from home	2.9%	0.0%	5.0%	6.0%	1.2%	5.9%	2.4%

Literature Review

The following active transportation related documents have applicability in Kings County and include local agency bike plans, pedestrian plans, General Plans, Safe Routes to Schools Plans, and similar. The documents have been summarized in this Literature Review to identify applicability to the Regional Active Transportation Plan Update and policies to advance within the report.

Statewide Plans

California Long-Range Transportation Plan 2050 (2021)

The California Transportation Plan 2050 (CTP 2050) is Caltrans' statutorily fiscally unconstrained long-range transportation roadmap for achieving a sustainable multimodal transportation system. The CTP 2050 goals, objectives, and recommendations inform updates to Caltrans' six modal plans: Interregional Transportation Strategic Plan, Freight Mobility Plan, Rail Plan, Aviation System Plan, Transit Strategic Plan, and Bicycle and Pedestrian Plan. The CTP 2050 includes adopted policies and strategies to guide state and regional transportation planning and decision-making. The CTP 2050 identifies eight priority goal areas including safety, climate, equity, accessibility, public health, economy, environment, and infrastructure.

California State Bicycle and Pedestrian Plan (2017)

Toward an Active California is Caltrans' first statewide policy-plan to establish objectives, strategies, and actions to encourage bicycling and walking trips. The plan includes adopted policies and actions which Caltrans and agency partners will advance to achieve the goals of increasing walking trips (2x) and increasing bicycling trips (3x). The policies and actions strengthen the connection between transportation, environmental sustainability and public health. *Toward an Active California* supports the California Long-Range Transportation Plan's goal(s) to provide robust multimodal transportation options to all persons in the State of California.

Regional Plans

Caltrans District 6 Active Transportation Plan (2021)

The Caltrans District 6 Active Transportation Plan (CAT Plan) identifies active transportation needs on the State Highway System within Caltrans District 6. The CAT Plan includes identification of prioritized highway segments and crossing locations for focused infrastructure enhancements. The CAT Plan developed an online interactive story map platform featuring maps of existing conditions, location-based needs, and prioritized highway segments and crossing locations to enhance mobility and connectivity for people walking and bicycling. Within Kings County, the prioritized highway segments and crossing locations are within or near the Cities of Avenal, Lemoore, Hanford, and Corcoran, and unincorporated communities Kettleman City, Stratford, and Armona. The CAT Plan identifies projects which align with the goals and strategies established in *Toward an Active California*.

Cross-Valley Corridor Plan (2018)

The Tulare County Association of Governments' Cross-Valley Corridor Plan (2018) identifies opportunities to enhance connectivity and mobility in the Central San Joaquin Valley. The plan identifies projects and programs to increase transit service efficiency, promote transit-supportive land use developments,

encourage economic revitalization and development, and facilitate growth in support of the California High-Speed Rail. The plan evaluates public transit service alternatives to support population and economic growth with respect to existing land uses and future development opportunities. The plan recommends walking and bicycling infrastructure enhancements that increase connectivity to four planned Cross-Valley rail stations in Kings County: Lemoore Naval Air Station, City of Lemoore, City of Hanford, and the unincorporated community of Armona.

Kings County Association of Governments 2022 Regional Transportation Plan and Sustainable Communities Strategy

The Kings County Association of Governments 2022 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) is a comprehensive long-range planning document which establishes regional goals, identifies present and future needs, analyzes deficiencies and constraints, and identifies fiscally constrained infrastructure improvements. A transportation improvement project must be listed in an adopted RTP/SCS to be eligible to receive state and federal funds. The RTP/SCS captures recommendations from adopted local and regional agency plans and is updated every four years. Chapter 8 of the 2022 RTP/SCS includes active transportation recommendations and is consistent with the 2019 Kings County Regional Active Transportation Plan.

County of Kings Local Roadway Safety Plan (2023)

The 2023 Kings County Local Roadway Safety Plan (LRSP) is a data-driven document aimed at reducing and eliminating the occurrence of traffic-related fatalities and severe injuries on the transportation network. The LRSP completed an analysis of crash history data and collaborated with a Stakeholder Working Group to identify infrastructure and non-infrastructure solutions to reduce collisions, based on established Emphasis Areas. LRSP Emphasis Areas include delivering safety enhancements in underserved communities, public education around safer countywide travel, targeted safety education for school students, reduce the annual number of severe and fatal transportation-related injuries, and decreasing instances of driving under the influence. Countermeasures recommended by the LRSP include separated bike lanes, pedestrian crossing improvements, and traffic control devices.

County of Kings Americans with Disabilities Act Transition Plan (2016)

The 2016 County of Kings Americans with Disabilities Act Transition Plan (ADA Plan) identifies physical obstacles in county-owned facilities which limit accessibility for persons living with disabilities. The ADA Plan outlines next steps to achieve ADA compliance, including implementation methods, estimated costs, action items, phasing schedule and priorities. Section B and Section D of the ADA Plan focuses on addressing and removing barriers and obstacles for pedestrian travel and mobility.

2035 Kings County General Plan (2010)

The 2035 King County General Plan establishes the County's land use strategies and future development patterns through the year 2035. The General Plan outlines priorities to protect agricultural lands, focus urban growth in existing cities and community districts and increase economic and community sustainability. Section V of the General Plan Circulation Element identifies goals, policies, and strategies to support active transportation in Kings County.

"Got Needs?" Kings County Community Survey 2023

The Kings Partnership for Prevention compiles the *Got Needs* community survey, a countywide perception-based survey that documents input from the most vulnerable populations. Findings from the 2023 *Got Needs* community survey identified constraints related to recreational opportunities for walking and bicycling activities:

- 21% of respondents stated they have access to bike paths in their community.
- 59% of respondents feel there are enough recreation *areas* in their community.
- 48% of respondents feel there are enough recreation *activities* in their area.
- 87% of respondents feel recreation *areas* in their community are accessible and 87% feel that recreation *activities* are accessible.

Local Plans - City of Avenal

City of Avenal Active Transportation and Safe Routes to School Plan (2016)

The 2016 Avenal Active Transportation and Safe Routes to School Plan guides the City's development of bicycle, pedestrian, safe routes to school and trail facilities. The Plan recommends a fully integrated active transportation network accommodating all modes of travel, as referenced in the City's General Plan. The Plan includes goals and policies, existing conditions analysis, recommended projects and programs, and an implementation strategy.

City of Avenal General Plan (2018)

The Avenal General Plan includes a Circulation Element that guides the development and improvement of the City's transportation system to support existing and planned land uses. The Circulation Element identifies goals to enhance pedestrian and bicycle travel, policies and actions to meet the identified goals, and recommends bicycle and pedestrian improvements on the network.

Local Plans - City of Corcoran

City of Corcoran Safe Routes to School Plan (2014)

The 2014 Corcoran Safe Route to School Plan builds upon prior City efforts to address the active transportation needs of people of all ages and abilities. The Plan summarizes key needs, challenges and concerns, and identifies a network of major school routes. The Plan recommends traffic safety improvements near the City of Corcoran's five public schools and recommends non-infrastructure education and encouragement programming strategies to be implemented by the City of Corcoran or the Corcoran Unified School District. The plan positions the City to pursue funds for improvements and lead the implementation of high-priority solutions.

City of Corcoran General Plan (2014)

The City of Corcoran General Plan 2014 includes a Circulation Element which establishes the development of a safe, convenient, and integrated multimodal transportation network. The Circulation Element identifies goals, policies, and actions to improve the City's transportation network and to support walking and bicycling as a primary mode of transportation based on existing and future mobility patterns.

Local Plans - City of Hanford

City of Hanford Active Transportation Plan (2024, under preparation)
The City of Hanford is developing its Active Transportation Plan (Hanford ATP) to guide strategy and investments for improving the community's options for walking, bicycling, accessing public transit, and using other non-automobile modes. The Hanford ATP will include citywide network recommendations for infrastructure, while also highlighting policies and programs that can support active and sustainable mobility. The Hanford ATP will focus on improving safety, access, and quality of life for Hanford's traditionally disadvantaged communities.

City of Hanford Downtown Pedestrian Safety & Traffic Circulation Project (2021)
The City of Hanford's Downtown Pedestrian Safety and Traffic Circulation Project recommends pedestrian safety and accessibility improvements in the Central Parking and Business District. Recommendations were identified through a performance of intersection evaluations to best determine pedestrian safety improvements. The project recommends safety improvements at 28 locations, including intersections and mid-block crossings, in the downtown area.

City of Hanford General Plan (2017)
The City of Hanford General Plan 2017 includes a Transportation and Circulation Element which identifies mobility improvements for the existing network and provides recommendations for new routes and network connection to support future growth. The Transportation and Circulation Element establishes policies for the implementation of complete streets program, safe routes to school program, traffic calming and trip reduction strategies, and bicycle and pedestrian routes and facilities.

City of Hanford ADA Self-Evaluation and Transition Plan (2011)
The 2011 City of Hanford ADA Self-Evaluation and Transition Plan (ADA Plan) identifies physical obstacles in city-owned facilities which limit accessibility for persons living with disabilities. The ADA Plan describes the process by which policies, programs and facilities were evaluated for compliance and provides recommendations to improve access and remove barriers to mobility.

Local Plans - City Lemoore

City of Lemoore 2030 General Plan (2008)
The City of Lemoore General Plan 2030 includes a Circulation Element that provides guidance and specific actions for continued safe and efficient operation of Lemoore's circulation system. The Circulation Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. The Circulation Element includes provisions for roadways, truck routes, transit, rail use, pedestrian, and bicycle transportation modes, as well as parking.

City of Lemoore Americans with Disabilities Act Transition Plan (2013)
The City of Lemoore Americans with Disabilities Act Transition Plan (ADA Plan) identifies physical barriers to accessibility in city-owned facilities which limit accessibility for persons living with disabilities. The ADA Plan provides solutions for the removal of these barriers and recommendations to ensure compliance with the law.

Local Plans – Kings County

Draft Kings County 2035 General Plan (2024)

The Draft Kings County 2035 General Plan includes Community Plans for the unincorporated communities of Armona, Home Garden, Kettleman City and Stratford. Each of these Community Plans identify goals, policies, and objectives to enhance walking and bicycling conditions in the following ways:

- Integrating pedestrian and bicycle facilities and connections in new growth areas.
- Enhancing pedestrian and bicycle access and safety through the use of traffic-calming street design measures at key crossings.
- Implementing pedestrian-oriented streetscape features in the downtowns or commercial areas.
- Requiring sidewalks, tree lined streets and traffic calming crossings on neighborhood streets.
- Evaluating the need, and seeking funds, for Safe Routes to School improvements.

Jackson Ranch Specific Plan (2021)

The 2021 Jackson Ranch Specific Plan (Specific Plan) is a comprehensive plan for 415 acres in unincorporated Kings County located southwest of Utica Avenue and Interstate 5. The Specific Plan aims to integrate highway commercial, light industrial, agricultural, and other compatible commercial uses. The Specific Plan establishes future land use designations, development standards, circulation, infrastructure, phasing, and administrative procedures necessary to develop the Specific Plan Area. The Specific Plan includes a mobility strategy for the designated land uses based on projected traffic volumes to provide mobility for all modes of transportation.

State Route 41 Pedestrian Crossing and Pathway Improvements Plans and Specifications (2023)

The State Route 41 Pedestrian Crossing and Pathways Improvements Plans and Specifications proposes improvements at four locations with transportation-related deficiencies along Highway 41 in the unincorporated community of Kettleman City. The transportation-related deficiencies identified include inadequate vehicle flows, lack of pedestrian and bicycle infrastructure, excessive speeding, and limited crossings of Highway 41 over the California State Aqueduct. Recommended improvements were categorized into three tiers, with Tier 1 representing the highest priority. Tier 1 projects include a bike path or traffic-separated bikeway linking residential and highway commercial areas and a flashing pedestrian-crossing beacon at General Petroleum Avenue. Tier 2 projects include new traffic signals at Milham and General Petroleum Avenues.

Conclusion

The Existing Conditions Analysis Memorandum has been prepared to document the key parameters to deliver the Plan's effort. Updates and changes can be made as needed based on discussions with the KCAG Project Manager.

APPENDIX C: PUBLIC ENGAGEMENT

MEMORANDUM

To:	Teresa Nickell, Kings County Association of Governments	Project No.:	24-00026
From:	Amber Collins, Lynnete Guzman- Mark Thomas		
Date:	June 24, 2025		
RE:	**KCAG Regional Active Transportation Plan- Public Engagement Summary**		

Introduction

The 2025 Kings County Association of Governments (KCAG) Regional Active Transportation Plan (RATP) will identify areas for improvement to the transportation network to access key destinations and land uses such as schools, workplaces, homes, shopping centers, medical and healthcare services, and civic uses. Preparation for the Plan focuses on the following areas:

- City of Avenal
- City of Corcoran *(Citywide Active Transportation Plan recently completed)*
- City of Hanford (*Citywide Active Transportation Plan under preparation by others)*
- City of Lemoore
- County of Kings

Between Spring 2024 and Spring 2025, a multi-faceted public engagement process was implemented to ensure that data-driven recommendations aligned with community-identified needs and priorities. The public engagement approach included both virtual and in-person methods to maximize accessibility and participation across Kings County. Special emphasis was placed on ensuring equitable engagement, with targeted outreach, to disadvantaged populations and historically underrepresented groups.

Project Advisory Committee

A Project Advisory Committee (PAC) was formed to provide direction toward technical project elements, provide direct communication to stakeholders, leverage networks to raise visibility of the 2025 RATP, and ensure an equitable community engagement process. The PAC included representatives from the following agencies, organizations, and groups.

PROJECT ADVISORY COMMITTEE	
Advocacy & Civic Organizations	Avenal Rotary Club, Corcoran Rotary Club, Hanford Sunset Rotary Club, Lemoore Rotary Club, Kings County Velo Club, Fulton Cycle Works, and the Kings County Farm Bureau
Education Institutions & School Districts	Kings County Office of Education, Lemoore College, College of the Sequoias, and public school districts within the county
Local Jurisdiction Agencies	Staff from Public Works and Community Development Departments in the Cities of Avenal, Corcoran, Hanford, Lemoore, and the County of Kings. Staff from Community Service and Utility Districts in the unincorporated communities of Home Garden, Kettleman City, Armona, and Stratford
Law Enforcement & Public Safety	Avenal, Corcoran, Hanford, and Lemoore Police Departments, the Kings County Sheriff's Department, California Highway Patrol, and Kings County Fire Department
Public Health & Community-Based Organizations	Kings County Public Health, Adventist Health Business Development, Kings Partnership for Prevention, Kings County Commission on Aging, and Self-Help Enterprises
State Agencies	Caltrans District 6 and Naval Air Station Lemoore
Transit Agencies	Kings County Area Public Transit Agency, Corcoran Area Transit, and the California High-Speed Rail Authority and consultants
Tribal Governments	Santa Rosa Rancheria Tachi-Yokut Tribe

To support key phases of project development, PAC members were invited to participate in virtual meetings to receive project updates and provide feedback at major milestones of the 2025 RATP development. A detailed summary of meetings is provided below.

- **Meeting #1: Project Introduction** was held on April 15, 2024, and provided PAC members an overview of the 2025 RATP project and schedule, a review of the project background, vision, goals, and objectives, as well as the public engagement plan. A total of 18 participants attended the meeting.

- **Meeting #2 Existing Conditions and Challenges & Opportunities** took place on August 12, 2024, and focused on results of the existing conditions analysis, summaries of non-infrastructure programs, and a review of public engagement activities completed to date. A total of 33 participants attended the meeting.

- **Meeting #3 Draft Project Recommendations** included targeted feedback sessions with local agencies on the draft pedestrian and bicycle network recommendations. The meetings gathered jurisdiction-specific input on alignment feasibility, local priorities, and community concerns. Sessions were held on December 9, 2024 with Avenal Public Works staff; December 16, 2024 with Lemoore Public Works staff; and December 18, 2024 with Kings County Public Works staff.

- **Meeting #4 Project Prioritization and Recommendations** was held on June 16, 2025, and focused on the project prioritization analysis, ranking outcomes, and the revised project network recommendation per cities of Avenal and Lemoore and County of Kings. A total of 26 participants attended the meeting.

Public Engagement Initial Round: Community Needs

Survey #1: Community Needs Assessment

The first of two project surveys, *Project Survey #1: Community Needs*, was conducted from June 28, 2024, to September 30, 2024, to collect feedback on walking and bicycling conditions across Kings County. Available in both English and Spanish, the survey was accessible via the project website, as well as digital and printed promotional materials.

Promotion of the survey included distribution via email to the Project Advisory Committee and local agencies for dissemination through their networks, and personalized emails to relevant stakeholder groups to share posts on their social media platforms. The survey link was also shared during in-person public engagement events held between June and September 2024.

A total of 44 responses were collected from participants across Kings County. The survey focused on identifying barriers that limit walking and bicycling, and gathered input on preferred improvement types. The survey asked residents about transportation habits, safety concerns, and desired improvements.

Walk Audits

Walk audits were conducted to assess site-specific safety concerns and identify infrastructure improvement needs throughout Kings County. Three walk audits were held in collaboration with community stakeholders to assess the roadway conditions and prioritize areas for improvements.

Tabling at Public Events

Tabling events provided opportunities to engage directly with community members in accessible, informal settings.

The first series of tabling events focused on identifying local transportation needs, travel behaviors, safety concerns, and desired improvements. Display boards featured key questions from the online survey and maps illustrating existing conditions. Participants were encouraged to provide input by writing directly on the maps and responding to question prompts. Community members provided direct feedback on specific roadway conflict zones and highlighted areas requiring additional pedestrian or bicycle safety measures. Collateral materials were provided in both English and Spanish.

Tabling events prioritized engagement with hard-to-reach and disadvantaged communities by conducting in-person activities at familiar and accessible locations. The Students for Success Fair at Lily of the Valley Church in the city of Lemoore provided an opportunity to connect directly with students and families seeking educational support resources. Tabling events held at the KCAO Armona and Home Garden Learning Centers were targeted toward families enrolled in Head Start programs. Additional outreach at the Avenal Senior Center targeted older adults receiving fresh, nutritious meals through community services.

The first series of tabling events held are listed in the chart below.

TABLING EVENTS
June 4, 2024 - *Horseshoe & Loteria*, Rotary Park, Avenal
August 2, 2024 - *Students for Success Fair*, Lily of the Valley Church, Lemoore
August 26, 2024 - *Back to School*, Lakeside Elementary School, Home Garden
November 4, 2024 - *Family Engagement Night*, KCAO Armona Learning Center
November 7, 2024 - *Family Engagement Night*, KCAO Home Garden Learning Center

Community Workshops

A series of community workshops, both in-person and virtual, were conducted to increase awareness and understanding of the 2025 RATP and to gather input from residents. The workshops were designed to be interactive and informational, allowing for meaningful public engagement.

In-person workshops were held at familiar and accessible locations to maximize participation, particularly among hard-to-reach and disadvantaged communities. Collateral material, including flyers and presentation display boards, were provided in both English and Spanish.

To promote the workshops, bilingual flyers were distributed via email to the Project Advisory Committee, stakeholder groups and local agencies for dissemination through their networks. Hard copy bilingual flyers were posted at community-oriented locations to reach a diverse audience, including the Lemoore Recreation Center and the Avenal Senior Center.

The first round of workshops focused on identifying local transportation needs, travel patterns, safety concerns, and desired infrastructure improvements. Display boards presented key survey questions and maps of existing conditions. Attendees were invited to provide input by annotating maps and responding to written prompts. Community feedback included identification of roadway conflict zones and locations requiring enhanced pedestrian or bicycle safety interventions.

The first series of workshops are listed in the chart below.

COMMUNITY WORKSHOPS
August 1, 2024 **Lemoore Recreation Center, Lemoore**
August 14, 2024 **Kings Partnership Healthy Eating Active Living Workgroup, Virtual**
September 11, 2024 **Avenal Theater, Avenal**

Public Engagement Second Round: Project Priorities

Survey #2: Project Prioritization

The second of two project surveys, *Project Survey #2: Project Priorities*, was conducted from May 1, 2025, to May 30, 2025, to gather feedback on the prioritization of proposed pedestrian and bicycle projects. The survey provided maps of the proposed pedestrian and bikeway infrastructure network improvements, along with a list of ranked projects based on their potential impact, feasibility, and alignment with community needs. Respondents were asked to rank their top five projects for both pedestrian infrastructure improvements and proposed bikeways.

The online survey was available in both English and Spanish and was accessible via the project website, as well as digital promotional materials. Promotion of the survey included distribution via email to the Project Advisory Committee and local agencies for dissemination through their networks, and personalized emails to relevant stakeholder groups to share posts on their social media platforms.

A total of 17 responses were received from participants across Kings County. The results were analyzed to inform the implementation plan and assess the alignment between community preferences and priority scoring based on potential impact and feasibility.

Community Workshops and Tabling

The second round of workshops focused on collecting input on proposed project recommendations within the cities of Lemoore and Avenal, as well as unincorporated areas of the County of Kings. Workshops were held in conjunction with tabling events at key locations to engage directly with hard-to-reach and disadvantaged community members. Collateral materials were provided in both English and Spanish.

Display boards featured proposed pedestrian and bicycle network maps and ranked project lists, developed through a combination of community feedback gathered during the first round and technical analysis. Participants were invited to engage in a project prioritization exercise by voting for their top five pedestrian projects and top five bicycle projects.

The workshop was designed to include a brief presentation summarizing the project background, planning process, and next steps. Members of the project team were available on-site to answer questions and discuss the recommendations in more detail. To maximize community participation, workshops were held at familiar and accessible locations and integrated into existing programs and events.

The following community workshops and tabling events are listed in the chart below.

COMMUNITY WORKSHOPS
May 8, 2025 **Avenal Senior Center, City of Avenal**
May 8, 2025 **Lemoore Recreation Center, City of Lemoore**

Summary of Feedback

Avenal

Round 1: Community Needs Assessment
Public input from engagement activities occurring in Avenal provided insights into the community's challenges, preferences, and priorities for active transportation.

A tabling event was held on June 4, 2024, in partnership with the Avenal Rotary Club during the Horseshoe and Lotería Bash at Rotary Pocket Park. The event attracted approximately 20 to 40 community members. The project team was on-site to engage with attendees and provide information on the 2025 RATP. Public input boards, featuring maps and questions, were displayed to gather feedback and encourage participant comments.

A community workshop was conducted on the evening of September 11, 2024, at the Avenal Theater to solicit input on walking and bicycling improvements. The workshop was promoted through social media and flyers distributed at local community centers, including the Veterans Hall and Senior Center. The event saw a turnout of 30 attendees, primarily Spanish-speaking individuals and seniors. The workshop began with a presentation, followed by table exercises where maps were displayed to facilitate discussion and feedback.

Based on feedback collected at the tabling event and community workshop, the following key trends were highlighted regarding walking and bicycling, and infrastructure needs.

- Majority of respondents (58%) reported walking or bicycling for fun or exercise a few times a week, while 26% do so a few times a month. Less frequent users who walk or bicycle only a few times a year constituted 10% of participants, and 6% of participants had not engaged in walking or bicycling for fun or exercise. A similar pattern emerged for those using active transportation for daily travel, with 64% walking or bicycling a few times a week, 18% a few times a month, 14% a few times a year, and 4% never relying on walking or bicycling for transportation.

- When asked about barriers to walking, the most common concerns were stray dogs in the street (32%), poor nighttime visibility due to dark streets (21%), and missing or broken sidewalks (19%). Additional challenges for bicyclists included vehicular speeding and aggressive driving (15%), dangerous intersections with potholes (14%), and a lack of dedicated bike lanes and paths (12%).

- For those considering electric bicycles, the primary constraints were the high cost of purchasing an e-bike (48%) and the lack of bicycle infrastructure (43%).

- Regarding bikeway improvements, respondents expressed the strongest support for Class II buffered bike lanes (35%), followed by Class IV one-way cycletracks (29%), emphasizing a preference for protected and dedicated bicycling spaces. In terms of roadway enhancements, lowering speed

limits (37%) and increased enforcement of dangerous driving (34%) were the top-most requested programming measures to improve safety for pedestrians and bicyclists.

- For pedestrian infrastructure improvements, the top needs reported were more shade trees (20%) and repairing broken sidewalks (18%), followed by adding crosswalks at unmarked intersections (15%) and improving lighting (15%). Similarly, for bicycle-specific improvements, respondents favored green painted bike lane markings (16%) and paint marking separation from vehicles (15%), along with repairing potholes on bike lanes (15%).

The following summary organizes key issues into general categories and identifies notable locations where infrastructure improvements are needed.

- **Sidewalk Conditions and Pedestrian Accessibility:** Participants consistently noted the poor conditions of sidewalks throughout Avenal, specifically along Union Avenue, San Joaquin Street, Fremont Street, and Corcoran Avenue. Many sidewalks were described as broken, uneven, or missing altogether, posing hazards and obstructing access for wheelchair users and others with mobility devices. Rolled curbs without ramps further limited accessibility for older adults and people with disabilities.

  Residents also called for wider sidewalks in residential areas and enhanced amenities such as shade and lighting. LED lighting was specifically requested to improve nighttime safety.

- **Safety and Traffic Concerns:** Speeding was a recurring concern, particularly on Hanford Avenue, Union Avenue, Corcoran Avenue, and Shasta Street. Residents reported frequent near-miss incidents, including at the intersection of Hanford and Shasta. At Whitney Street and Hanford Avenue, low visibility prompted requests for red curbs or no-parking zones. Several high-risk crossings were identified at offset or multi-leg intersections along Skyline Boulevard that pose a safety risk to pedestrians and bicyclists attempting to cross, such as at King Street, Fourth Avenue, and Fifth Avenue.

  Residents also noted that at least one Rectangular Rapid Flashing Beacon (RRFB) was underused as a result of the activation button positioned too far from the marked crosswalk. Others noted confusion stemming from recent changes to crosswalk locations, as pedestrians continued using formerly removed crosswalk routes out of habit.

- **Bicycle Infrastructure and Connectivity:** Residents described a lack of a connected bike network and identified key missing links. Requested improvements included:

  - A Class I facility along San Joaquin Street
  - A Class I path on Laneva Boulevard
  - A bike lane on 5th Avenue (between Orange Street and King Street)
  - A continuous route to Avenal State Prison

  Residents also expressed the need for two-way Class IV bike lanes that would safely accommodate

pedestrians and bicyclists, particularly children traveling to and from school. Existing bike lanes were noted to be too narrow, poorly maintained, or placed in locations that expose bicyclists to reversing vehicles from diagonal parking, especially in areas where bicycles are prohibited on sidewalks.

- **Shading and Comfort:** Many respondents emphasized the importance of more shade trees, especially along school routes and residential streets. Shaded walkways were viewed as critical for encouraging walking and biking in hot weather, especially for students.

- **Shading and Comfort:** Many respondents emphasized the importance of more shade.

- **Environmental Comfort and Recreational Access:** Community members expressed interest in a more walkable and bikeable environment that supports recreation and daily needs. Suggestions included:
    - A walking route connecting SR 33 via Laneva Boulevard, Stanislaus Street, and Skyline Boulevard
    - Additional trails north of the city
    - Designated paths to connect neighborhoods with parks and schools
    - Enhancements to parks, such as Rotary Park (noted for its airflow and misters), to support a more comfortable outdoor environment.
- **Non-Infrastructure Programs:** During the community workshop at the Avenal Theater on November 11, 2024, participants completed a survey ranking five categories of non-infrastructure programs. The results reflected the following community priorities:
    - Design and Maintenance was the top priority (43%)
    - Safe Routes to School (21%)
    - Education and Safety & Law Enforcement equally prioritized (14% each)
    - Encouragement ranked lowest (7%).

Round 2: Project Priorities

Public input from the engagement activities in Avenal provided insights into how the proposed ranked projects aligned with community's priorities for active transportation.

A community workshop was held on May 8, 2025, at the Avenal Senior Center, with approximately 25–30 residents in attendance, the majority of whom were seniors and Spanish-speaking. To promote the workshop, hard copy flyers were posted at the Avenal Senior Center, and an in-person announcement was made the day before to encourage participation from the senior program. Flyers were also distributed via email to the Project Advisory Committee, stakeholder groups and local agencies for dissemination through their networks.

The workshop focused on draft recommendations for pedestrian and bicycle improvements in Avenal. The workshop included a brief verbal presentation summarizing the project background, planning process, and next steps. Display boards presented proposed network maps and ranked project lists, which

were developed based on community input from the first round of engagement and technical analysis. Participants took part in a prioritization exercise, voting for their top five pedestrian and top five bicycle projects.

The input collected through the workshop and *Project Survey #2: Project Priorities* was used to validate whether the highest-priority ranked projects aligned with community preferences.

Pedestrian Infrastructure Projects

The results from the pedestrian project prioritization exercise revealed that while high-ranking projects are supported, several lower-scoring projects, particularly those near schools and residential developments, garnered higher public interest.

The top-ranked projects, San Joaquin Street Gap Closure and Skyline Boulevard Gap Closure, received the highest technical scores (90), but they accounted for 10% of the public vote each, indicating moderate community support.

The Reef Sunset Middle School Crossing Improvement project, despite receiving a lower technical score (67.5), had the highest percentage of public votes at 16%, showing strong community preference. Similarly, the Union Avenue/Kern Street Upcoming Development Crossing Improvement project garnered 13% of the votes, also reflecting notable community interest despite a lower technical score.

The Avenal Community Health Center Crossing Improvement project balanced both metrics well, with a ranked score of 80 and 11% of public votes.

Bikeway Infrastructure Projects

The bikeway project prioritization results show a mixed alignment between community voting and the ranked technical scores.

Three projects—Skyline Boulevard (Class II), 7th Avenue (Class II), and 3rd Avenue (Class III)—tied for the highest ranked score (92.5), and among these, Skyline Boulevard and 3rd Avenue each received 10% of votes, indicating strong community. However, 7th Avenue received only 3% of votes, suggesting less public interest.

The project with the highest share of public votes was Union Avenue (Class I) at 18%, yet it had the lowest ranked score (42.5), indicating a significant gap between community desire and technical evaluation—likely driven by local demand for Class I (off-street) facilities regardless of feasibility or impact constraints. Similarly, Big Tar Canyon Road (Class I) received 15% of votes but had a low score of 60, further emphasizing a pattern of community preference for dedicated, off-street bikeways.

Other Class I projects such as Laneva Boulevard / Route 33, Reef Sunset Secondary, and Northeast Avenal Loop also performed moderately in technical scores (62.5–75) and received 5% to 10% of public votes, suggesting public interest in regional connectivity and off-street routes. Conversely, high-ranking projects

like Mariposa Street (Class III) and Fremont Street (Class I) received only 1% of public votes, and many mid- to high-scoring Class II/III projects such as Union Avenue, Hanford Avenue, and Corcoran Avenue did not receive votes.

Kings County

Round 1: Community Needs Assessment

Public input from engagement activities occurring in unincorporated communities of Kings County provided insights into the community's challenges, preferences, and priorities for active transportation.

The following section details feedback received specific to the unincorporated communities of Kings County during local engagement activities:

- August 14, 2024, Kings Partnership Healthy Eating Active Living Workgroup, Virtual
- August 26, 2024, Back to School Night at Lakeside Elementary School, Home Garden
- November 4, 2024, Family Engagement Night at KCAO Armona Learning Center, Armona
- November 4, 2024, Armona Community Walk Audit, Armona
- November 7, 2024, Stratford Community Walk Audit, Stratford
- November 7, 2024, Family Engagement Night at KCAO Home Garden Learning Center, Home Garden

Public input from the community engagement events held at Lakeside Elementary School in Home Garden, the KCAO Armona Learning Center, and the KCAO Home Garden Learning Center (August through November 2024) gathered insights to the community's challenges, preferences, and priorities for active transportation. Public input boards, featuring maps and questions, were displayed to gather feedback and encourage participant comments.

The following responses highlight key trends in walking, bicycling, and infrastructure needs.

- Among respondents, 46% reported walking or bicycling for recreation a few times a week, 27% a few times a month, 12% a few times a year, and 15% never. For transportation purposes, 50% walked or bicycled a few times a week, 20% a few times a month, 15% a few times a year, and 15% never relied on these modes for transportation.
- Barriers to walking included stray dogs (33%), dark streets (19%), and aggressive driving (18%). Followed by missing or broken sidewalks (10%), long distances to destinations (10%), and weather-related discomfort (9%).
- When asked about bicycling challenges, 19% pointed to dark streets, followed closely by 17% citing aggressive or distracted driving. Other key concerns included rough pavement and uncomfortable weather (16% each), lack of bike lanes and facilities (11%), and hazardous intersections (6%). Only 3% of respondents noted poor bicycle network connectivity as a barrier.
- For those considering electric bicycles, 56% of respondents indicated that the high cost of purchasing an e-bike was the primary barrier, while 22% cited both missing infrastructure and discomfort with new technology.

- When asked about desired bikeways, 30% favored Class IV two-way cycletracks, 23% supported both Class II buffered bike lanes and Class IV one-way cycletracks, and 17% preferred Class II bike lanes. Only 7% of respondents were in favor of Class III bike routes.
- In terms of strategies to support active transportation, the top priorities were increased enforcement of dangerous driving behavior (40%), slower posted speed limits (28%), and improved bike lane striping (16%).
- Regarding pedestrian improvements, respondents identified the need for more shade trees (24%) and improved lighting (17%) as top priorities, followed by the addition of crosswalks and repairing sidewalks (14% each). Other desired improvements included wider sidewalks (9%) and pedestrian amenities such as benches (7%).
- For bicycle-specific improvements, the top priority was repairing potholes in bike lanes (26%), followed by green-painted bike lanes (17%) and enhancements such as signage and traffic signal sensors (11% each). Physical separation from vehicles, painted roadway markings, and secure bicycle parking were also identified as important.

The following comments were collected during the events and highlight key concerns and recommendations:

- **Road and Sidewalk Conditions** – Residents cited potholes and debris, particularly on Lemoore and Hanford streets, and emphasized the need for smoother roads and improved sidewalks.
- **Traffic Safety and Speeding** – Speeding in residential areas, especially on Corcoran Avenue and 14th and Front Streets, was a major concern. Suggestions included speed bumps and red curbs.
- **Pedestrian and Bicycle Infrastructure** – The lack of sidewalks and crosswalks on streets like 10th Street and 13th Street and Lacy Boulevard was highly noted, along with requests for better lighting and dedicated bike lanes connecting to downtown Armona and other destinations.
- **Accessibility and Safety** – Concerns were raised about areas with no pedestrian infrastructure near elementary schools and transit stops. Residents reported feeling unsafe as pedestrian crossings, especially for children and older adults.
- **Lighting and Visibility** – Poor lighting at several locations and intersections such as Front and 14th Streets were mentioned as significant hazards.

Walk Audits

Walk audits were conducted to assess site-specific safety concerns and identify infrastructure improvement needs throughout Kings County. Four walk audits were held in collaboration with community stakeholders to assess the roadway conditions and prioritize areas for improvements.

- **Virtual Walk Audit – August 14, 2024.** A virtual walk audit was held in collaboration with Kings Partnership Healthy Eating Active Living (HEAL) Workgroup. Participants included representatives from organizations focused on health, education, family services, and active living, many of whom work directly in underserved communities. Participants provided input on walking and bicycling conditions in the unincorporated communities of Armona, Home Garden, and Stratford,

highlighting key areas of concern related to pedestrian safety, connectivity, and infrastructure deficiencies.

- **Armona Community Walk Audit – November 4, 2024.** Two in-person walk audits were conducted in Armona to assess walking and bicycling conditions in the neighborhood surrounding Parkview Middle School and Armona Elementary School. The five participants included the District Superintendent, Principals of both schools, and additional school administrative staff. The evaluation began at Parkview Middle School and continued with a short walk to Armona Elementary.

- **Stratford Community Walk Audit – November 7, 2024.** An in-person walk audit was conducted in Stratford to assess walking and bicycling conditions in the neighborhood surrounding Stratford Elementary School. The six participants included the School Principal, Superintendent, and additional school administrative staff. Observations focused on pedestrian safety during peak-traffic timeframes such as student pick-up/drop-off and food distribution events.

The following comments were collected during the events and highlight key concerns and recommendations:

Armona

- Specific safety concerns were raised at 14th Avenue and Front Street, where students often walk in the street due to lack of sidewalks and stop control.
- Poor lighting was noted along 13th and 14th Avenues, and sidewalk gaps persist near Armona Union Elementary and Parkview Middle School.
- Residents emphasized the need for sidewalk improvements near schools and parks, and better lighting and safer bus stop environments to support walkability.

Home Garden

- Students often walk in the street along 10th Avenue due to missing sidewalks between Orchard Drive and Houston Avenue.
- Key intersections such as 10th/Home Avenue and 10th/Houston Avenue lack crosswalks, and bus stops have poor accessibility.
- Limited lighting and loose dogs contribute to unsafe walking conditions; many residents rely on gravel or dirt paths, including wheelchair users.
- Residents prioritized sidewalk improvements near destinations and requested better lighting, traffic calming, and safer transit access.

Stratford

- Pedestrian activity is high due to Stratford's small size and limited vehicle access, with safety concerns around Empire Street and 1st Street.
- School staff recommended sidewalk network completion along Railroad Street and installing speed humps and shaded resting areas.
- Improving student walkability, visibility at crossings, and adding shade were among the top priorities identified by the community.

Round 2: Project Priorities

Public input collected through the Project Advisory Committee Meetings and *Project Survey #2: Project Priorities* was used to validate whether the highest-priority ranked projects aligned with community preferences.

Proposed pedestrian and bikeway projects received public support across all unincorporated communities in Kings County.

Pedestrian improvement projects in Santa Rosa Rancheria received the highest level of support, accounting for approximately 70% of the total responses. These projects included crossing and sidewalk gap improvements along 17th Avenue, 18th Avenue, and Jersey Avenue. Projects in Kettleman City, Stratford, Armona, and Home Garden each received approximately 10% of the vote, with community support focused on similar crossing and sidewalk enhancements. Additionally, a recommendation was made to designate Main Street in Stratford as a pedestrian priority corridor.

For bikeways projects, projects in North County and Armona received the highest level of support (40% of votes each). In North County, Class II facilities along 14th Avenue, 18th Avenue, and Grangeville Boulevard were identified as high priorities, indicating strong community interest in enhancing regional connectivity. In Armona, support was directed toward the 14th Avenue Class II segment (20% of votes) and Class IV segment (10%). Additional feedback included a recommendation to extend the Hanford Armona Road bikeway to connect with Hanford's existing Class II buffered bike lane. Stratford's Cross Street Class III segment also received support, accounting for 10% of bikeway-related responses.

Lemoore

Round 1: Community Needs Assessment

The following section details feedback received specific to the City of Lemoore during local engagement activities:

- August 2, 2024 – Students for Success Fair at Lily of the Valley Church, City of Lemoore
- August 1, 2024 – Lemoore Recreation Center, City of Lemoore
- May 8, 2025 – Lemoore Recreation Center, City of Lemoore

Public input from engagement activities occurring in Lemoore provided insights into the community's challenges, preferences, and priorities for active transportation.

Most respondents (96%) reported walking or bicycling for fun or exercise during the year, with 43% doing so weekly. However, walking or bicycling for transportation purposes was less common, with 39% stating they never walk or bike for errands, work, or school.

Barriers to walking included speeding, aggressive, or distracted driving (27%), missing or broken sidewalks (25%), and poor nighttime visibility (23%). Similarly, key concerns for bicyclists were the lack of bike lanes or paths (24%), dark streets (22%), and dangerous intersections with speeding, aggressive, or distracted

driving (11%). When asked about e-bike use, 45% cited missing infrastructure and 30% felt uncomfortable with the new technology.

Respondents indicated a strong preference for protected bikeways, particularly Class IV one-way cycletracks (43%) and two-way cycletracks (31%). For roadway improvements to accommodate active transportation, improved bike lane striping (39%) and narrowing travel lanes with stricter driving enforcement (25%) were most-requested.

Pedestrian infrastructure preferences included improved lighting (21%), repairing sidewalks (17%), and adding crosswalks or amenities like benches and shade trees (13% each), for safer and more comfortable walking environments.

The following comments were collected during the tabling event and community workshop. Comments highlight key concerns and suggestions related to pedestrian, bicycle, and roadway infrastructure.

- **Road and Sidewalk Conditions**: Participants noted raised and uneven sidewalks, particularly on Hanford Armona Road and Cinnamon Drive, which create walking hazards. Tree roots and aging infrastructure were also identified as contributors to sidewalk issues.

- **Traffic Safety and Speeding**: Several locations, including near schools and the Bust Street/Barcelona Drive intersection, were flagged for speeding and a lack of traffic controls. Residents requested four-way stops, improved signage, and additional enforcement to improve crossings and slow vehicle speeds.

- **Pedestrian and Bicycle Infrastructure**: A strong demand for bike lanes along major corridors such as Hanford Armona Road, Bush Street, Lemoore Avenue, and Iona Avenue. Residents also requested Class IV protected bike lanes and improvements near schools and college routes. Lack of shade and missing sidewalks were also cited, especially near schools where children walk daily.

- **School Safety**: Concerns near Lemoore Elementary and other school zones included lack of protection for children, unsafe crossings, and personal safety issues. Respondents emphasized the need for shaded routes, safer walkways, and better traffic control during school hours.

- **Shading and Comfort** – Many respondents expressed a desire for more street trees and shaded areas to make walking and bicycling more comfortable in hot weather, especially for students commuting on foot.

Round 2: Project Priorities

Public input from the engagement activities in Lemoore provided insights into how the proposed ranked projects aligned with the community's priorities for active transportation.

A community workshop and tabling event was held on May 8, 2025, at the Lemoore Recreation Senior Center. To promote the workshop, hard copy flyers were posted at the Lemoore Recreation Center to

encourage participation from diverse community members. Flyers were also distributed via email to the Project Advisory Committee, stakeholder groups and local agencies for dissemination through their networks.

The workshop focused on draft recommendations for pedestrian and bicycle improvements in Lemoore. Display boards presented proposed network maps and ranked project lists, which were developed based on community input from the first round of engagement and technical analysis. Participants took part in a prioritization exercise, voting for their top five pedestrian and top five bicycle projects.

The input collected through the workshop and *Project Survey #2: Project Priorities* was used to inform the implementation plan and validate whether the highest-priority ranked projects aligned with community preferences. The following results reflect the combined input from in-person and online survey responses.

Participants were asked to rank their top five priority projects for pedestrian improvements in the City of Lemoore. Percentages reflect the weighted total of participant rankings, with higher-ranked selections contributing more points. The top five projects, ranked by total weighted score, were:

1. **Upcoming Roadway Development** *(18¾ Ave → Lemoore Canal Off-Street Trail):* 14.8%
2. **18¾ Ave / Liberty Drive** *(Cinnamon Dr → Upcoming Roadway Development):* 10.2%
3. **Hanford Armona Rd** *(SR-41 → 17th Ave Off-Street Trail):* 9.8%
4. **19½ Avenue** *(Cinnamon Dr → Cedar Ln):* 8.9%
5. **Fox Street** *(Bush St → Hanford Armona Rd):* 8.6%

Community members also ranked their top five projects for improving bicycle infrastructure in Lemoore. The top five projects, based on weighted community rankings, were:

1. **Upcoming Roadway Development – Class II** *(18¾ Ave → Lemoore Canal Class I Trail):* 13.3%
2. **18th Ave / Lemoore Ave – Class IV** *(Hanford Armona Rd → Lacey Blvd):* 11.0%
3. **Hanford Armona Rd – Class II** *(SR-41 → Liberty Dr):* 9.4%
4. **19th Ave – Class II Buffered** *(Hanford Armona Rd → 340′ S of Iona Ave):* 8.2%
5. **Lemoore Canal Class I Trail** *(Future Roadway → Vine St):* 8.2%

Conclusion

The KCAG RATP Public Engagement Memorandum has been prepared to document the public engagement activities and feedback received to deliver the Plan's effort.

ATTACHMENTS

Attachment 1: Project Advisory Committee

- Meeting #1 – Agenda, Slide Deck, Minutes, Sign-In Sheet
- Meeting #2 – Agenda, Slide Deck, Minutes, Sign-In Sheet
- Meeting #3 – Meeting Minutes, Sign-In Sheet
- Meeting #4 – Agenda, Slide Deck, Minutes, Sign-In Sheet

AGENDA

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting

Date:	April 15, 2024
Time:	3:00 PM – 4:00 PM
Location:	Virtual Teams Meeting

Agenda Topics:

1. Welcome & Introductions
    a. Teresa to Introduce KCAG, Mark Thomas, and LSA
2. Project Overview
    a. Review Project Background, Vision, Goals, and Objectives
    b. Review Existing Bikeways Maps: Avenal, Corcoran, Hanford, Lemoore, Kings County
3. Role of the Project Advisory Committee (PAC)
    a. Discuss Responsibilities of the PAC:
        i. Participation in PAC Meeting (4 total)
        ii. Inform and Review Project Recommendations
        iii. Identify and Promote Public Outreach Opportunities
4. Public Engagement Plan Overview
    a. Review Outreach Activities and Time Frame
    b. Discuss Potential Community Outreach Opportunities
5. Project Schedule
    a. Review Project Schedule
    b. Review PAC Meeting Schedule
6. Next Steps
    a. Identify Action Items and Discuss Next Steps

Kings County Association of Governments

Regional Active Transportation Plan Update

Project Advisory Committee Meeting #1

April 15, 2024

Welcome and Introductions

Teresa Nickell, Project Manager
Terri King, Executive Director

MARK THOMAS

Paul Martin, Project Manager
Jae Riddle, Senior Transportation Planner
Lynnete Guzman, Senior Transportation Planner

LSA

Kristine Cai, Director of Mobility, Central & Northern California

Meeting Agenda

- Welcome and Introductions
- Project Overview
  - Vision Setting
  - Goals & Objectives
- Role of Project Advisory Committee (PAC)
- Public Engagement Plan Overview
- Project Schedule
  - PAC Meeting Schedule
- Next Steps

Project Overview:
Vision Setting

- Update 2019 RATP and leverage adopted local agency bicycle plans, pedestrian plans, and Safe Routes to School plans.
- Increase active transportation travel and improve safety for vulnerable users.
- Collaboration with diverse stakeholders.

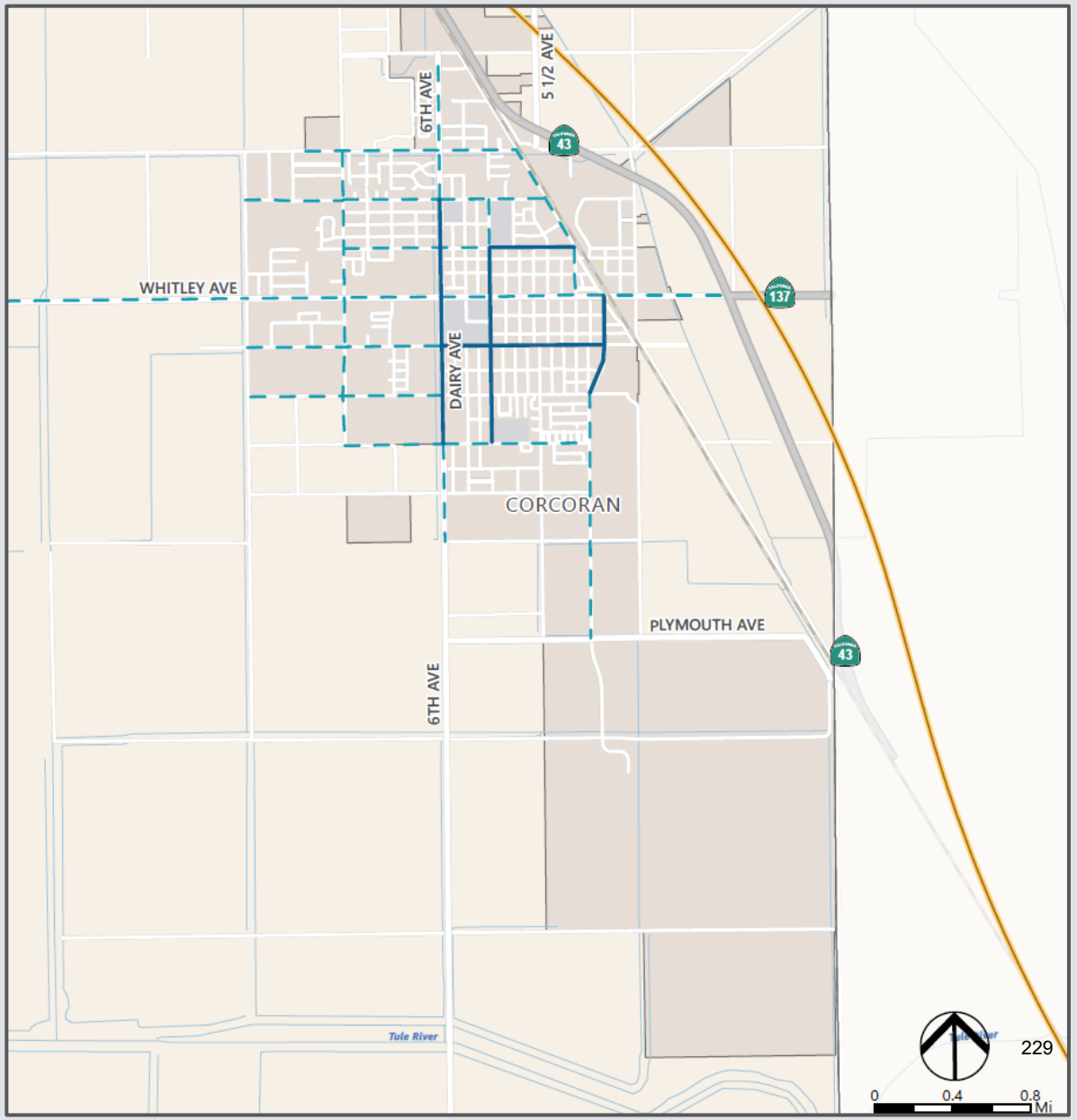
Project Overview:
Goals and Objectives

- RATP will identify transportation improvements for the following focus areas:
  - City of Avenal
  - City of Corcoran (Recent Study Approved)
  - City of Hanford (Parallel Study Underway)
  - City of Lemoore
  - County of Kings
  - Santa Rosa Rancheria Tachi Yokut Tribe

Avenal Bikeways Map

LEGEND

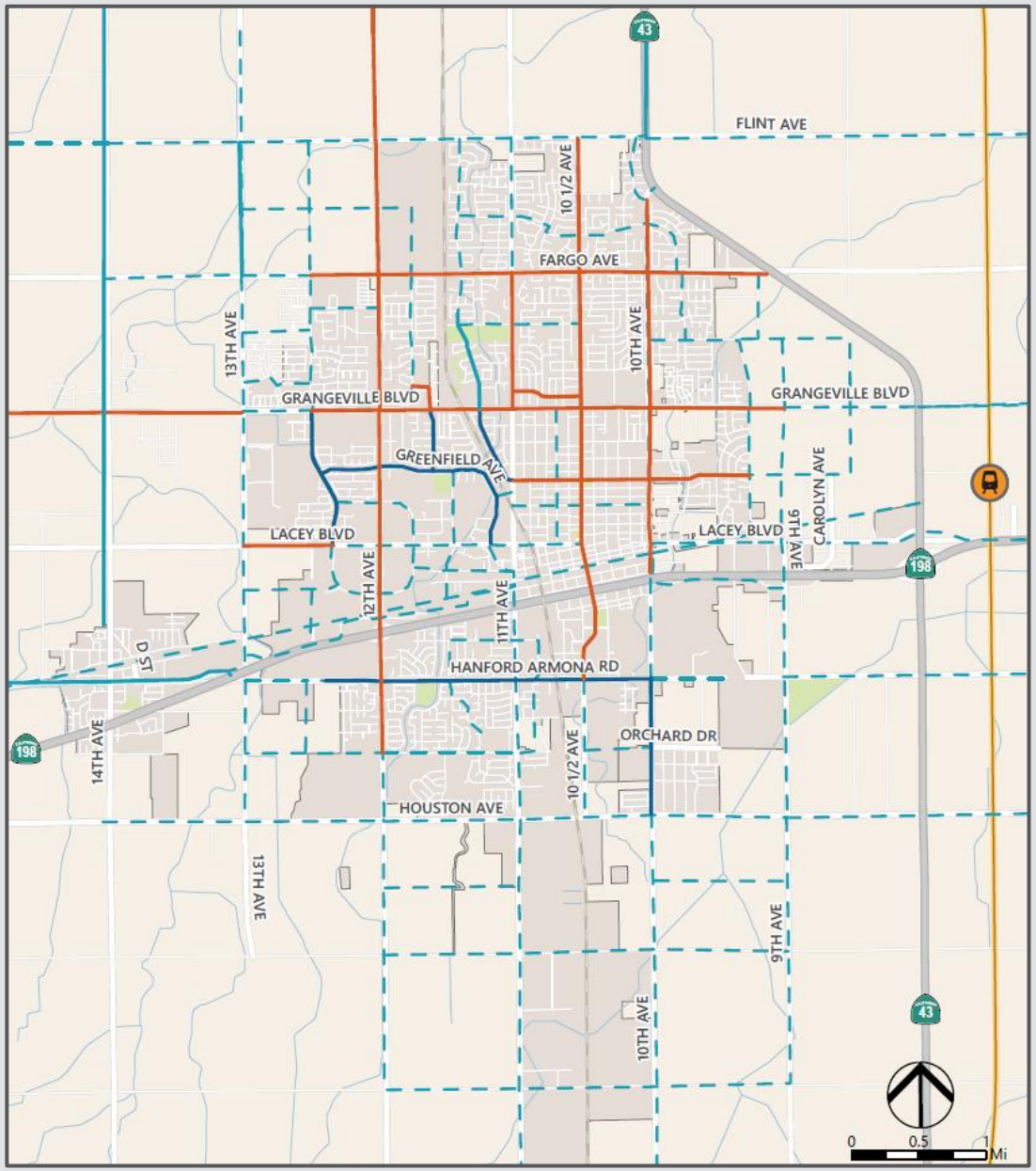
- Existing Class II
- Existing Class III
- Planned Class I
- Planned Class II
- Planned Class III



Corcoran Bikeways Map

LEGEND

- Existing Class II
- Planned Bikeways
- California High-Speed Rail



Hanford Bikeways Map

LEGEND

- Existing Class II
- Existing Class III
- Verify with Agency Staff
- Planned Bikeways
- California High-Speed Rail Station
- California High-Speed Rail

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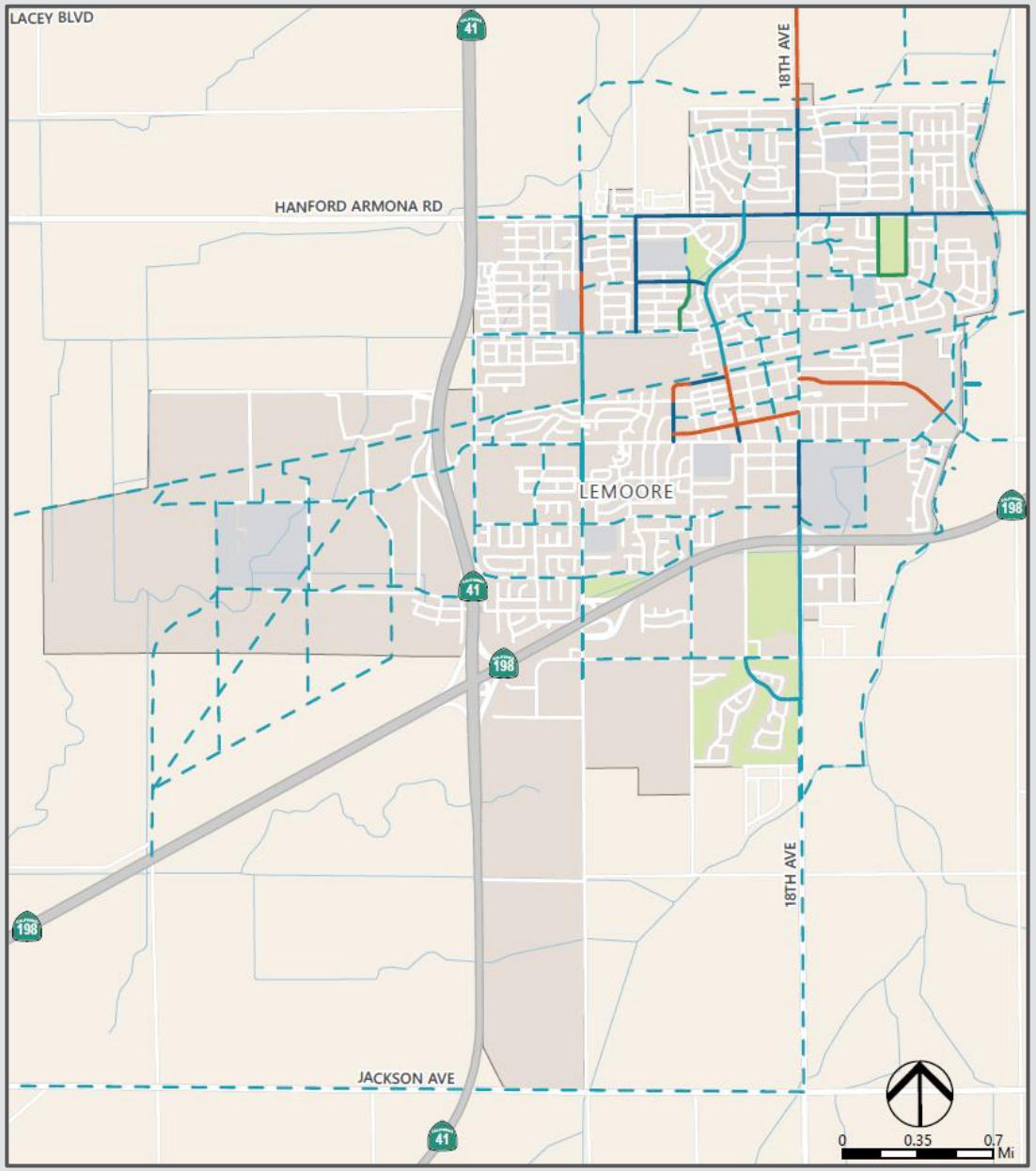

Lemoore Bikeways Map

LEGEND
- Existing Class I
- Existing Class II
- Existing Class III
- Verify with Agency Staff
- Planned Bikeways

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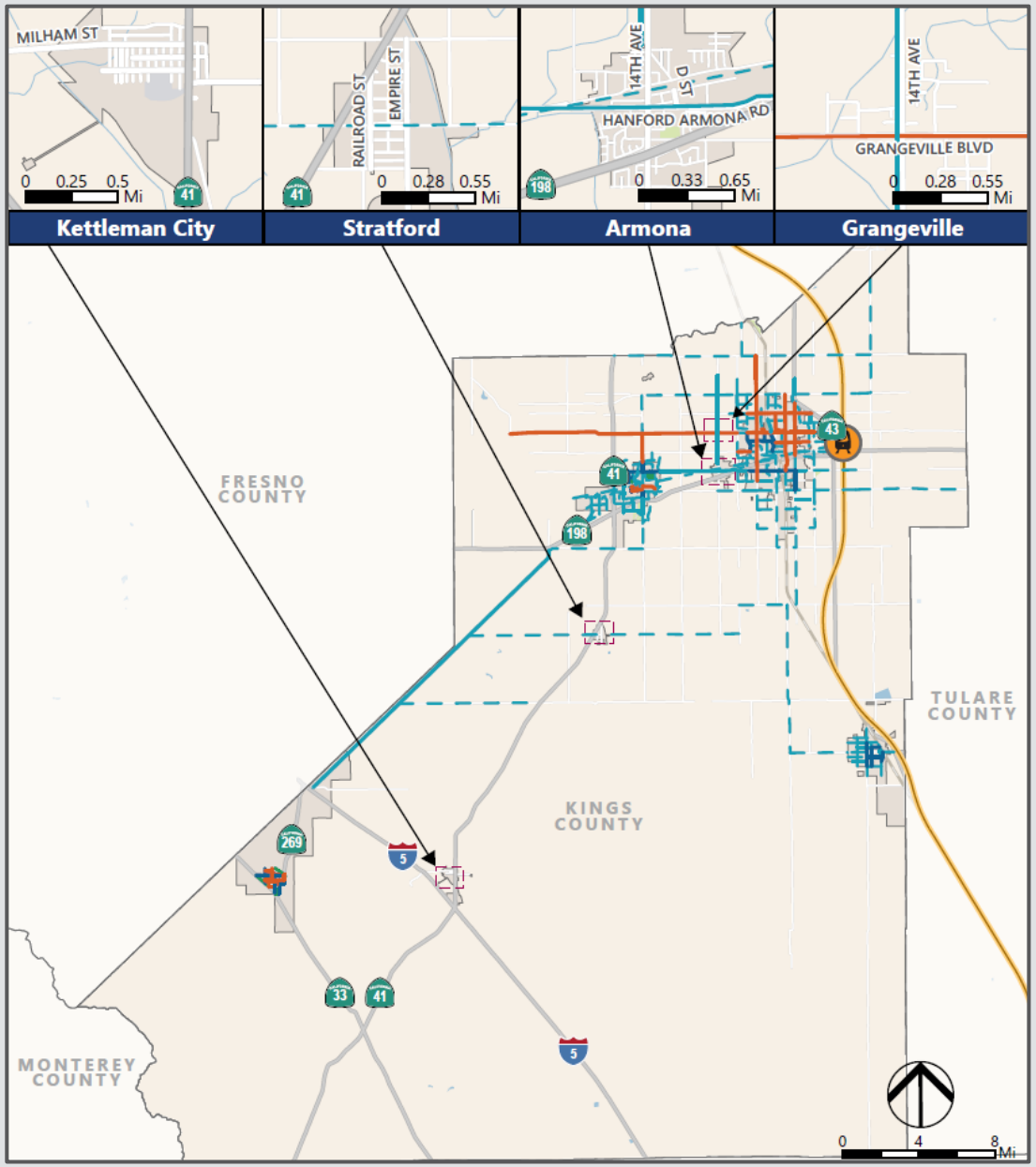

Kings County Bikeways Map

LEGEND

- Existing Class I
- Existing Class II
- Existing Class III
- Verify with Agency Staff
- Planned Class I
- Planned Class II
- Planned Class III
- Planned Bikeways
- California High-Speed Rail Station
- California High-Speed Rail

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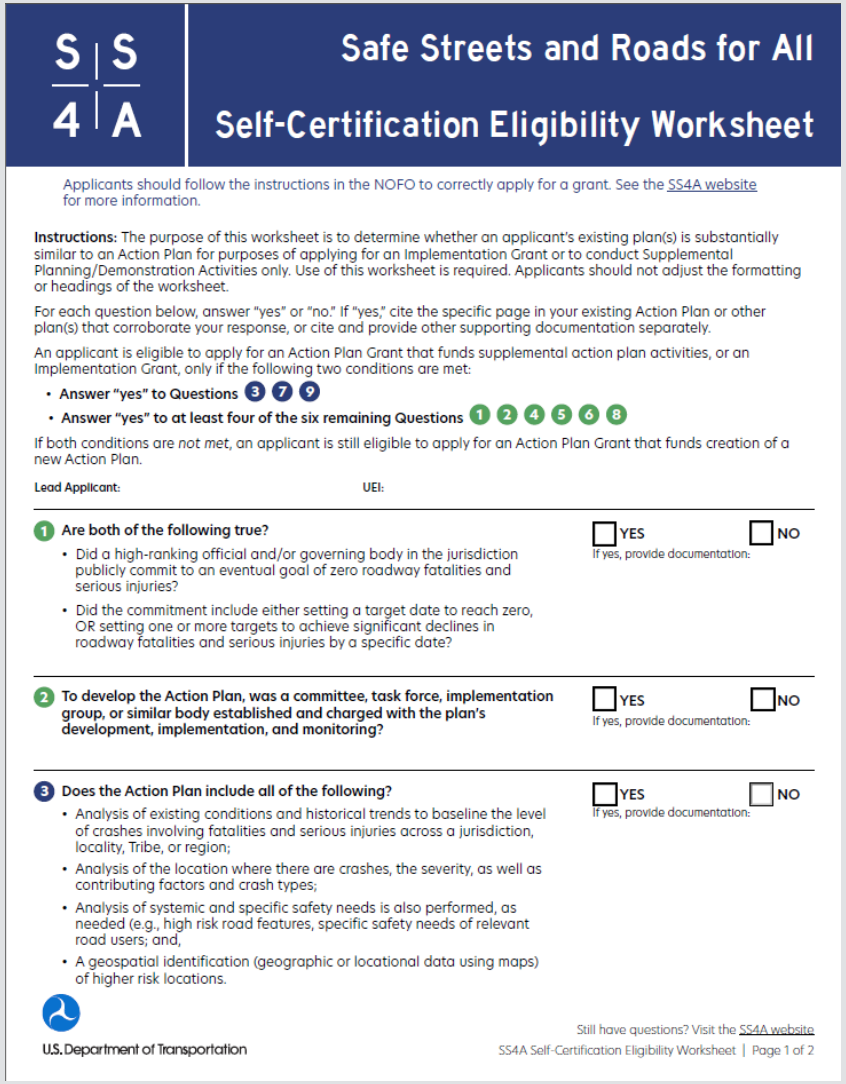
Project Overview:
Goals and Objectives

- Position RATP for future grant funding pursuits
  - State Active Transportation Program (ATP)
  - Federal Safe Streets and Roads for All (SS4A)
  - Federal Highway Safety Improvement Program (HSIP)



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Safe Streets and Roads for All

Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- **Answer "yes" to Questions** 3 7 9
- **Answer "yes" to at least four of the six remaining Questions** 1 2 4 5 6 8

If both conditions are *not* met, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new Action Plan.

Lead Applicant: **UEI:**

1 **Are both of the following true?** ☐ YES ☐ NO
- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

If yes, provide documentation:

2 **To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?** ☐ YES ☐ NO

If yes, provide documentation:

3 **Does the Action Plan include all of the following?** ☐ YES ☐ NO
- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

If yes, provide documentation:

U.S. Department of Transportation

Still have questions? Visit the SS4A website

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

Role of Project Advisory Committee

- **Participate in Advisory Committee Meetings (4 meetings total)**
- **Inform & Review Project Recommendations**
- **Identify & Promote Public Outreach Opportunities**

Public Engagement Plan Overview (2024)

Community Tabling Events

- 5 events between May-July

Walk Audits

- 4 events between May-July

Public Workshops

- 4 workshops anticipated in June-August

Project Surveys

- Survey #1: Issues and Opportunities – May-June
- Survey #2: Community Priorities – November

Planned Community Events

- Potential Community Tabling Event Opportunities
  - *City of Avenal – Annual Patriotic Program and Fireworks Show (est. late June)*
  - *City of Corcoran – To be determined*
  - *City of Hanford – Thursday Night Market Place in Downtown (Thursday evenings, May through October)*
  - *City of Lemoore – Back to School Supply Drive (est. mid-July through mid-August)*
  - *Kings County – Annual 38th County Fair (est. mid-June)*

Project Schedule

	Spring 2024	Summer 2024	Fall 2024	Winter 2025	Spring 2025	Summer 2025
Existing Conditions	■	■				
Draft Project Recommendations		■	■	■		
Priority Recommendations					■	
Draft & Final Plan					■	■
Community Engagement	■	■	■	■	■	■

PAC Meeting Schedule

Vision, Goals, and Objectives	• Spring 2024
Existing Conditions	• Summer 2024
Draft Project Recommendations	• Fall 2024
Refined Project Recommendations	• Winter 2025

Next Steps

- Consider Public Engagement Plan
- Identify Community Outreach Opportunities
- Schedule Tabling & Walk Audit Events
- PAC Meeting #2: Existing Conditions – July 2024

Questions for Advisory Committee

- Any Other Goals or Objectives We Should Include?
- Please Provide Feedback on Public Engagement Plan
- We Need Your Support With Community Engagement
  - Ideas for Project Tabling at Planned Events/Festivals
  - Methods to Promote Surveys
- Do You Have Suggestions for Additional Advisory Committee Members?

CONTACT INFORMATION

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Consultant Deputy Project Manager

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(949) 247-3914

MEETING MINUTES

Kings County Regional Active Transportation Plan Update – PAC Mtg 1

Date:	April 15, 2024
Time:	3:00 p.m.
Location:	Virtual Teams Meeting
Meeting Length:	1-hour
Attendees:	See Sign-in Sheet
Minutes By:	Jae Riddle

Agenda Topics:

1. **Welcome & Introductions**
    a. Participant self-introduction, see sign-in sheet.
    b. Discussed project focus on walking and bicycling throughout Kings County (County).
2. **Project Overview**
    a. Vision Setting
        i. 2025 Regional Active Transportation Plan (RATP) Project is an update to the existing 2019 RATP, which typically occurs approximately every five years.
        ii. Project will leverage efforts throughout the County, including Cities and unincorporated areas.
        iii. Project involves a multidisciplinary & diverse set of stakeholders to participate.
    b. Goals & Objectives
        i. Project is focused on active transportation improvements for local incorporated jurisdictions, the County, and Santa Rosa Rancheria.
        ii. Plan to integrate the recently completed Active Transportation Plan in City of Corcoran.
        iii. Plan to integrate results of the ongoing development of Active Transportation Plan in City of Hanford by others.
    c. Bikeways Maps
        i. Paul Martin reviewed the facility class types and draft existing bikeways maps throughout the County. The existing bikeways maps were developed by Mark Thomas using available data and network review.
        ii. Future Map Updates include:
            1. City of Avenal – applying for federal funding for bike and pedestrian accessibility to Recreation Center, which is not shown in map presented during the meeting. Funds will construct the roadway accessing the recreation center.
            2. ***Action: Revise Avenal Bikeways map to illustrate Recreation Center***

location.

iii. Corcoran – Map to be updated based on recently-completed Active Transportation Plan.
iv. Hanford – Map to be updated based on in-progress Active Transportation Plan.
v. Lemoore – Density of planned facilities connecting to college campus/West Hills.
vi. Unincorporated County – Benefits in facilities connecting to incorporated areas.

d. Position for Future Grant Funding Pursuits
    i. State Active Transportation Program and Federal Safe Streets and Roads for All are common funding programs for active transportation projects.
        1. Self-certification worksheet to verify eligibility for funding.
    ii. Federal Highway Safety Improvement Program.
    iii. Completed RATP will help position the County and Cities to pursue grants.

3. Role of Project Advisory Committee (PAC)

a. Reviewed the purpose and role of the PAC.
b. PAC will receive consultant updates and recommendations for proposed projects.
c. The PAC can inform project public outreach opportunities and engagement activities.

4. Public Engagement Plan Overview

a. Outreach intended to collect public input and data to inform project priorities within the County.
b. Lynnete reviewed the Engagement Plan activities at a high-overview level.
    i. Preliminary list of countywide events based on prior year (2023) events within the region.

5. Project Schedule

a. Project Recommendations anticipated to be provided in summer/fall 2024; PAC to review, reconvene and provide feedback on preliminary draft recommendations.
b. PAC Meeting Schedule – Three (3) additional PAC meetings to review the Project at multiple phases of development.

6. Next Steps

a. Provide feedback on Public Engagement Plan and proposed activities.
b. Questions/Feedback for Advisory Committee Members:
    i. Any other Goals or Objectives not mentioned that we should include?
        1. Edgar Hernandez: Consider Street Story as part of the engagement methods and utilize resources available from other agencies.
        2. Kristine Cai: Existing Goals & Objectives are direct; consider high-level goals such as reducing Vehicle Miles Traveled (VMT) or improvements to public health. Link activities with KCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
        3. Dennis Ham: Hanford had an interactive map developed through their separate ongoing study to solicit input from community on desired improvements to active transportation network.
    ii. Provide feedback on Public Engagement Plan:
        1. Ham: Thursday Night Market in Hanford is a popular gathering space for outreach opportunities.

2. Rosemary Rahn: There are food distribution centers and partner activities available. Inquired who to send information to.
    a. Paul confirmed PAC members to provide Lynnete Guzman at Mark Thomas with comments and suggestions.

iii. We Need Your Support with Community Engagement:
1. Project team can provide content for promotion, PAC members can provide support through distribution of information and materials.
2. ***Action Item: PAC members to follow-up with Lynnete Guzman for cross-promotional materials.***

iv. Do you have suggestions for additional Advisory Committee Members?
1. The PAC can include multidisciplinary agency/organization staff.
2. PAC members to follow-up with Lynnete Guzman to suggest additional invitees.

c. Closing Remarks
i. City of Avenal Walk Audit had great advertising for upcoming event, featured on evening news.
ii. Cynthia Morales manages Social Media account (Avenal) and can help promote upcoming activities.
iii. Edgar Hernandez: Enhancements to SR 269 corridor will be shared with the PAC and team.
1. ***Action: Mark Thomas to schedule a focused meeting with Caltrans staff to hear about planned improvements and opportunities related to the active transportation network.***
2. Avenal is pursuing an ATP Cycle 7 application.

iv. Terri King reiterated the value in forwarding future PAC meeting invitations to additional stakeholders.

Topic	Action Items	Owner
Bikeways Maps	Revise Avenal Bikeways map to illustrate Recreation Center location.	Mark Thomas
Public Engagement	Send Project Team any upcoming outreach opportunities/dates for public outreach.	Participating agencies
Stakeholder Meetings	Schedule a focused meeting with Caltrans staff to hear about planned improvements and opportunities related to the active transportation network.	Mark Thomas

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #1

Date and Location: April 15, 2024 Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Teresa Nickell	Kings County Association of Governments	Regional Planner
Yes	Teri King	Kings County Association of Governments	Executive Director
Yes	Paul Martin	Mark Thomas	Project Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner
Yes	Jae Riddle	Mark Thomas	Senior Planner
Yes	Kristine Cai	LSA	Principal/Director of Mobility
Yes	Betsy McGovern-Garcia	Self Help Enterprises	Vice President
Yes	Kristie Baley	City of Lemoore	Lemoore Planner
Yes	Mitchel Cabrera	County of Kings	County Chief Engineer
Yes	Cynthia Morales	Avenal Police Department	SCO
Yes	Soledad Perez	Lemoore Police Department	SCO
Yes	RoseMary Rahn	Kings County Public Health	Director
Yes	Edgar Hernandez	Caltrans D-6	ATP Planner
Yes	Cynthia Baruch	Naval Air Station Lemoore	Director
Yes	Dawne Trothe	West Hills College	Admin Assistant
Yes	Michele Brock	College of The Sequoias	Provost

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Dennis Ham	Velo Cycling group	Member
Yes	Bruce Barrette	Santa Rosa Rancheria Tachi-Yokut Tribe	Public Works Director

AGENDA

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting #2

Date:	August 12, 2024
Time:	3:00 pm – 4:00 pm
Location:	Virtual Teams Meeting

Agenda Topics:

1. Welcome & Introductions
    a. See Sign-In Sheet
2. Existing Conditions
    a. Existing Conditions Maps
3. Non-Infrastructure Summaries
    a. Review Non-Infrastructure Recommendations
4. Relevant Planning Efforts
    a. Review of Relevant Planning Efforts
5. Public Engagement Activities
    a. Recap of Outreach Activities
    b. Upcoming Outreach Activities
    c. Potential Community Outreach Opportunities
6. Project Schedule
    a. Review Project Schedule
    b. Review PAC Meeting Schedule
7. Next Steps
    a. Identify Action Items and Discuss Next Steps

Kings County Association of Governments

Regional Active Transportation Plan Update

Project Advisory Committee Meeting #2

August 12, 2024

Welcome and Introductions

Paul Martin, Project Manager
Jae Riddle, Senior Transportation Planner
Lynnete Guzman, Senior Transportation Planner

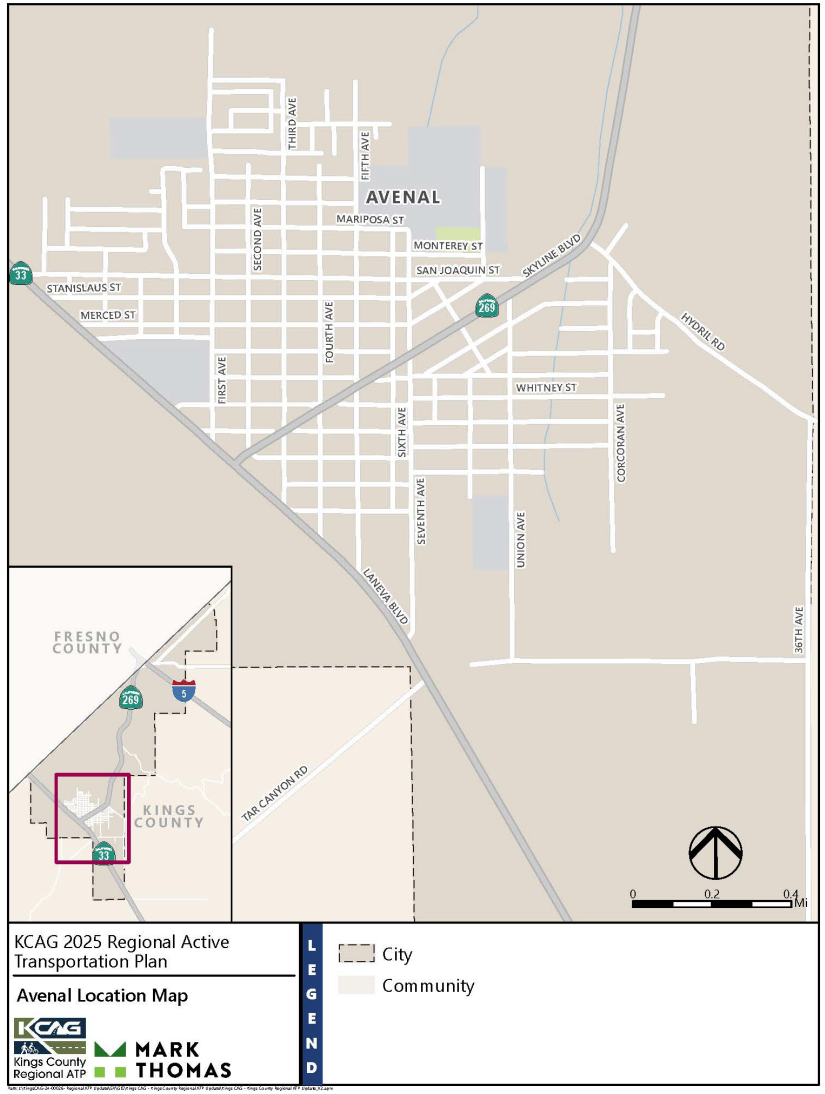
Kristine Cai, Director of Mobility, Central & Northern California

Meeting Agenda

1. Welcome and Introductions
2. Existing Conditions
3. Non-Infrastructure Summaries
4. E-Bike Loan Program
5. Relevant Planning Efforts
6. Public Engagement Activities
7. Project Schedule
8. Next Steps

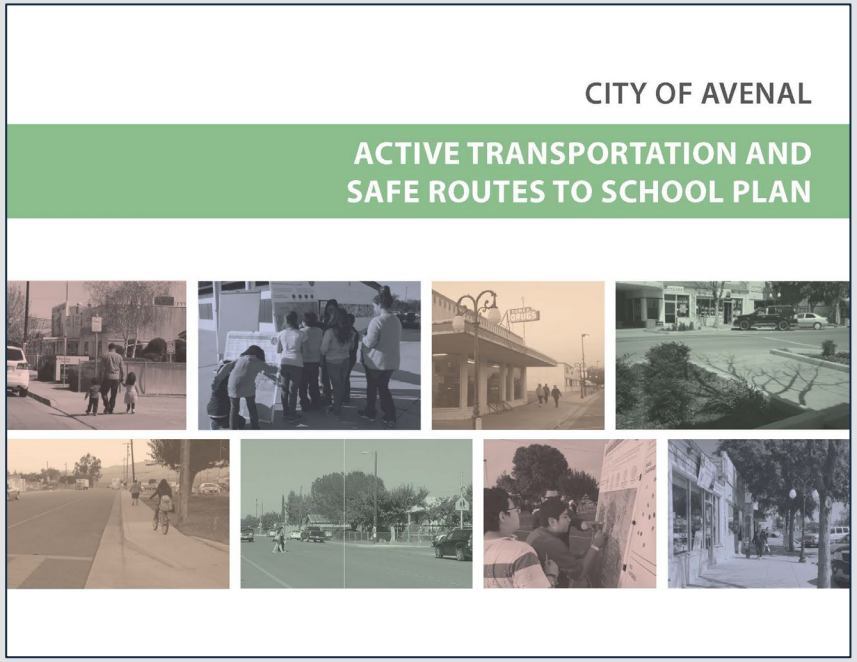
Existing Conditions

- Cities/County review draft maps and provide comments within 2 weeks of receipt.
- Cities/County to provide missing data with comments.

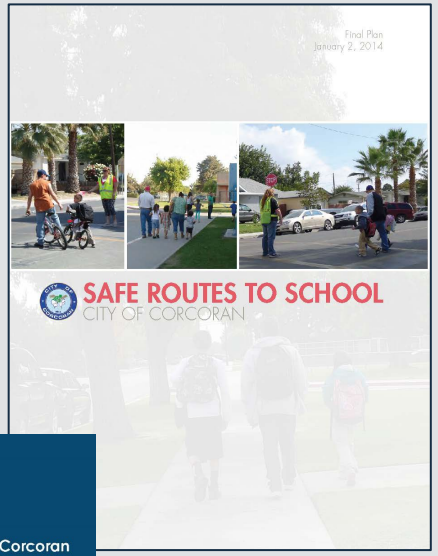


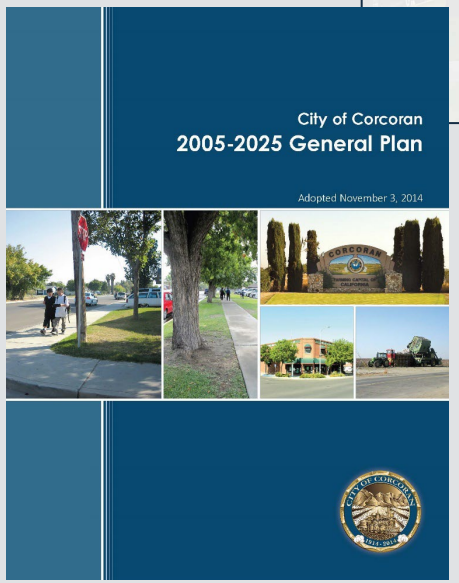
Existing Conditions: Active Transportation Counts

Non-Infrastructure Recommendation	Related Programs
Design and Maintenance: Wayfinding program, supportive infrastructure and facilities, built-in or reporting system for maintenance	Fourteen programs
Education and Encouragement: Bicycle Safety Rodeos, citywide events, network maps with safety tips	Three programs
Safe Routes to School: Walk to School Day, funding pursuits, collaborative City/District meetings to advance implementation	Three programs
Safety and Law Enforcement: Education for officers and the public, adopt ordinances, additional enforcement in school zones	Five programs
Monitoring and Evaluation: Data collection and performance evaluation	Two programs

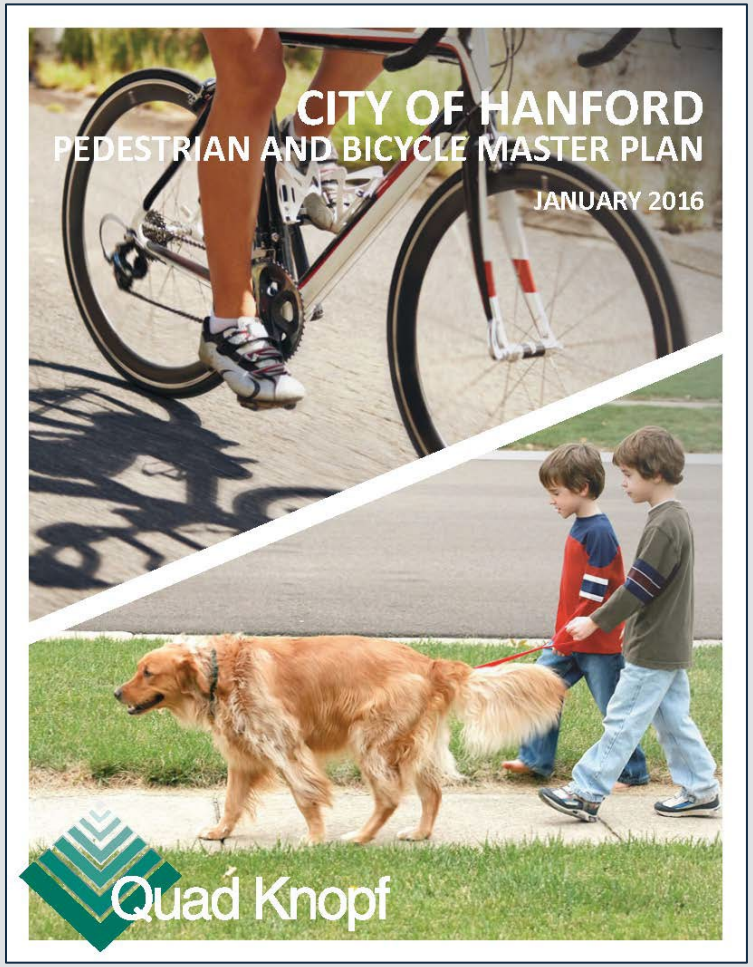


Non-Infrastructure Recommendation	Related Programs
Safe Routes to School: SRTS Map, educational and promotional events, Walking School Bus Program, crossing guards, drop-off/pick-up areas	Five programs
Design and Maintenance: Ped and bike connections in street design, maintenance program for ped and bike facilities, citywide audits for lighting, sidewalks, alleyways	Nine programs
Ped Enhancements: Crosswalks and ADA-compliant curb ramps, greenbelts and open space in residential developments, implement new sidewalks where they don't exist	Twelve programs
Bike Enhancements: Linkages between bikeways and schools/parks, bike facilities and storage	Nine programs





Recommendation	Related Programs
Maintenance Programs: Funding for maintenance programs, spot improvement program, vegetation management, encourage use of maintenance reporting system	Eight programs
Inter-agency and stakeholder coordination: Coordination with City Departments, Caltrans, local businesses and residents, local schools on bike and ped issues	Seven programs
Improve network connectivity: Expand bike and ped networks to fill gaps, bike facilities in new development, implement sidewalks, shade trees	Ten programs
Education and Encouragement Programs: encourage walking and biking through incentive/awareness programs, Bike/Walk to Work/School Day, ped and bike safety campaigns	Four programs



Recommendation	Related Programs
Pedestrian-centered design: Ped-friendly zones in mixed-use areas, standards in new development for ped circulation, wayfinding, parkway strips to buffer pedestrians from automobiles	Fifteen programs
Improve network connectivity: Coordinate bike and ped connections to local destinations, ensure street networks provide multimodal access	Six programs
Modal shift: Promote biking and walking as alternatives to the automobile, TMD program for large employers that combines parking restrictions with transit or bike subsidies	Four programs
Bikeway enhancements: Establish a new Lemoore Bike Map, maintain safe bikeways, bike parking at large commercial and industrial employer sites	Four programs

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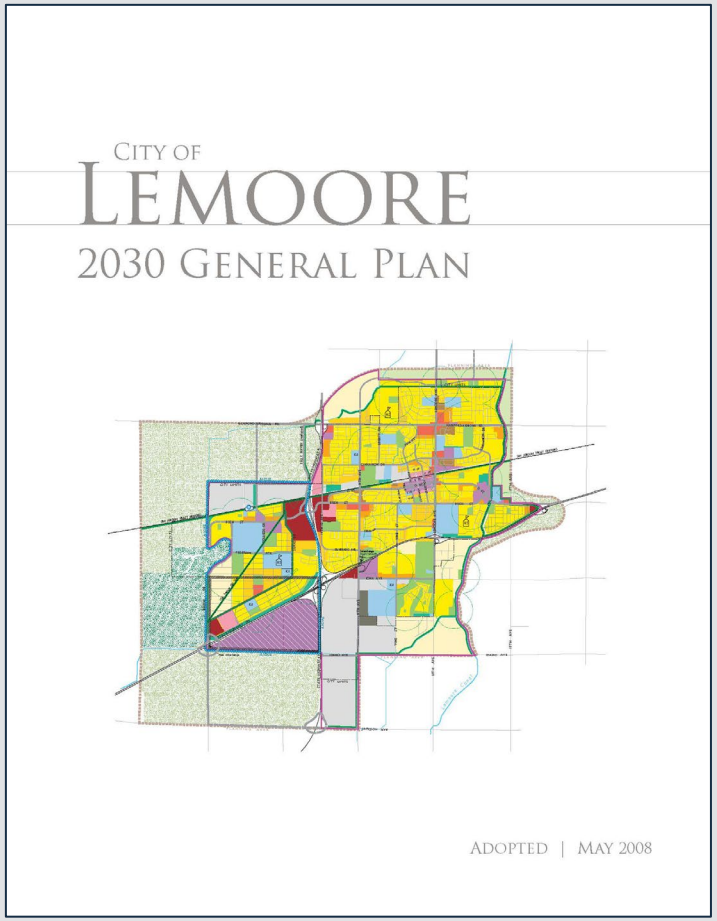
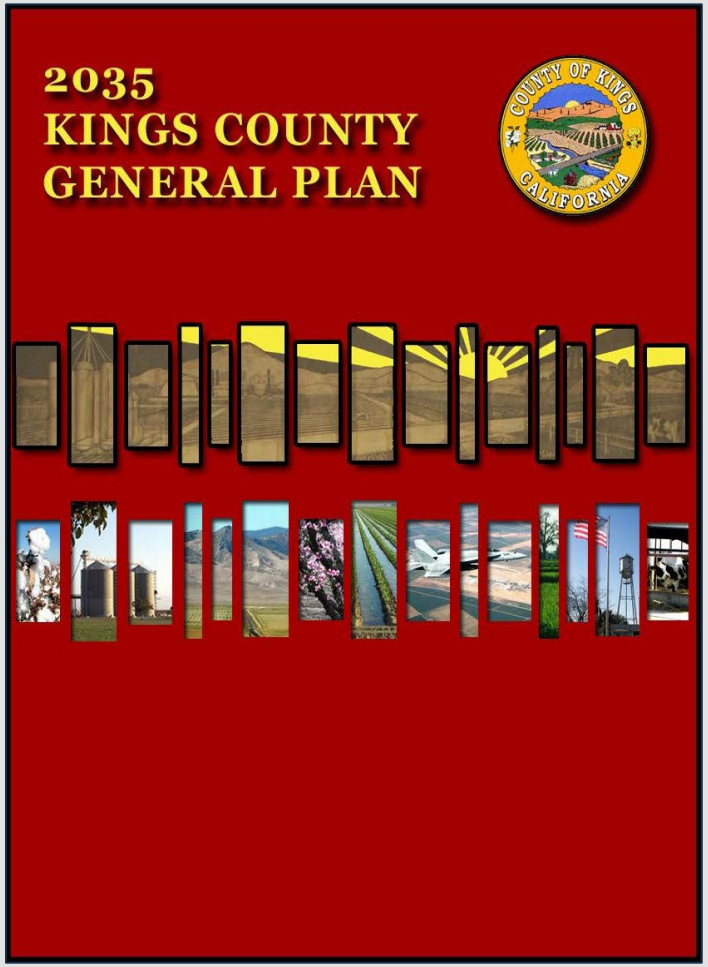


Recommendation	Related Programs
Bike and Ped-centered design: Community street design and walkability in each community plan, traffic calming street design standards, ped infrastructure in mixed use developments	Four programs
Health and safety improvements: Traffic calming, bike racks, implement smart growth principles, identify unsafe routes and crossings through resident input	Nine programs
Integrated non-motorized networks: Integrate active transportation into community district plans, coordinate with established trails and bikeways	Four programs
Safe Routes to School: Funding for traffic calming features at key intersections/routes near schools	Two programs



E-Bike Loan Program

- Employers
- Housing and commercial developments
- Business organizations

E-Bike Loan Program

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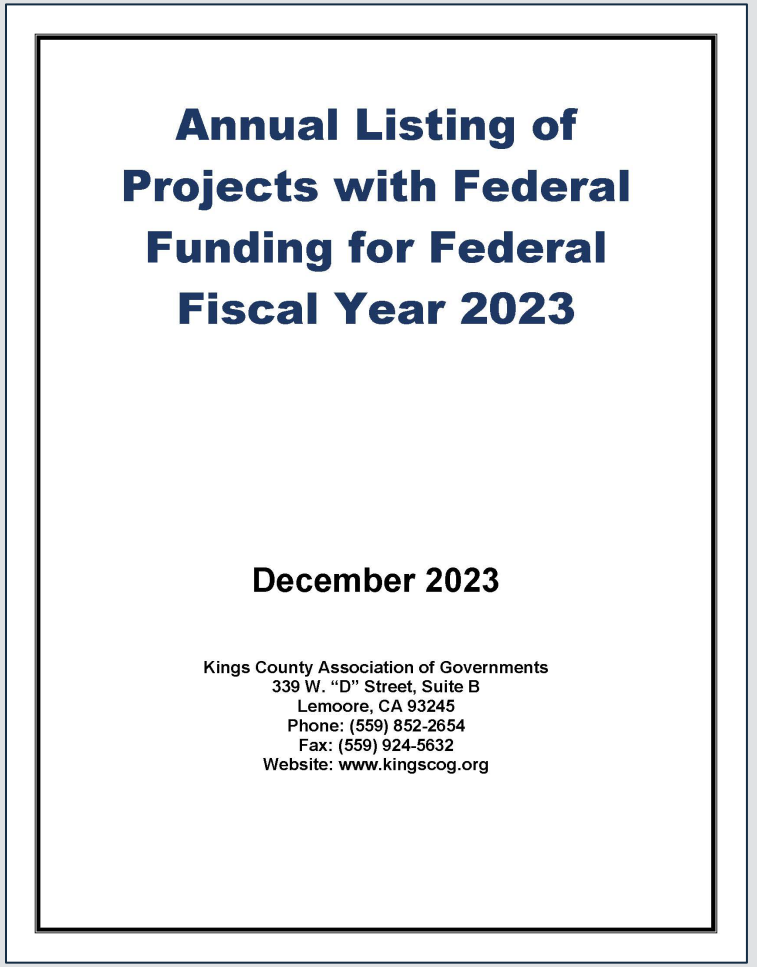
Relevant Planning Efforts

Relevant Planning Efforts

City of Hanford

- Currently developing a citywide Active Transportation Plan. Mark Thomas to utilize recommendations when adopted.
  - Study area includes City and surrounding sphere of influence.
- Currently preparing High Speed Rail (HSR) Station Planning activities.

Relevant Planning Efforts



Annual Listing of Projects with Federal Funding for Federal Fiscal Year 2023

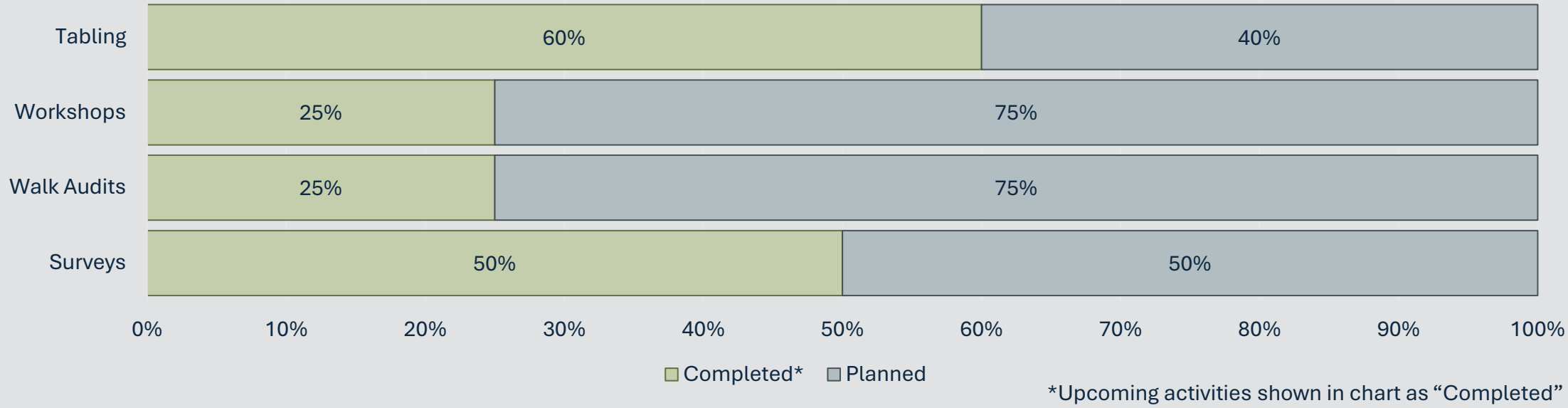
December 2023

Kings County Association of Governments
339 W. "D" Street, Suite B
Lemoore, CA 93245
Phone: (559) 852-2654
Fax: (559) 924-5632
Website: www.kingscog.org

Public Engagement Activities

Upcoming Engagement Activities

- Virtual Walk Audit with Community Partners (8/14/24)
- Back to School Night @ Lakeside Union Elementary School (8/26/24)



*Upcoming activities shown in chart as “Completed”

	Spring 2024	Summer 2024	Fall 2024	Winter 2025	Spring 2025	Summer 2025
Existing Conditions						
Draft Project Recommendations						
Priority Recommendations						
Draft & Final Plan						
Community Engagement						

Vision, Goals, and Objectives	• Spring 2024
Existing Conditions	• Summer 2024
Draft Project Recommendations	• Fall 2024
Refined Project Recommendations	• Winter 2025

Next Steps

- Existing Conditions Map Feedback
- Identify Candidate Count Locations
- Provide Past Expenditures

- Draft Project Recommendations
- PAC Meeting #3: Fall 2024

CONTACT INFORMATION

Consultant Project Manager
Paul Martin
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(949) 697-7840

Consultant Deputy Project Manager
Lynnete Guzman
lguzman@markthomas.com
(949) 247-3914

MEETING MINUTES

Kings County Regional Active Transportation Plan Update – PAC Mtg 2

Date:	August 12, 2024
Time:	3:00 p.m. – 4:00 p.m.
Location:	Virtual Teams Meeting
Meeting Length:	1-hour
Attendees:	See Sign-in Sheet
Minutes By:	Lynnete Guzman

Agenda Topics:

1. **Welcome & Introductions**
    a. Paul Martin (Mark Thomas) introduced the project team including staff from KCAG, Mark Thomas and LSA. Refer to sign-in sheet.
2. **Existing Conditions**
    a. Project Maps
        i. Lynnete Guzman (Mark Thomas) discussed progress on the existing conditions analysis, highlighting the process of completing a series of maps for each jurisdiction. Maps include conditions for the existing bicycle network, existing transit network, history of bicycle and pedestrian collisions, indicators for disadvantaged communities, and existing or planned land use for each jurisdiction.
        ii. ***Action: Mark Thomas will send draft project maps for each jurisdiction in August.***
        iii. ***Call to Action:***
            1. ***Cities/County review draft maps and provide comments within 2 weeks of receipt.***
            2. ***Cities/County to provide missing data with comments.***
    b. Active Transportation Counts
        i. The consultant team will conduct bicycle and pedestrian counts at up to 10 locations and is seeking input from the jurisdictions about candidate locations where it might be appropriate or useful for collecting data.
        ii. The study provides a mechanism for collecting data about the volume of people walking and biking in a particular area.
        iii. ***Call to action:***
            1. ***Cities/County to suggest candidate locations for bicycle and pedestrian counts.***
3. **Non-Infrastructure Summaries**

a. Jae Riddle (Mark Thomas) provided an overview of the non-infrastructure programs from different cities, aiming to gather feedback from representatives regarding the progress, challenges, and shifts in focus for these programs within the various jurisdictions.
    i. Avenal
        1. City Staff were not present to discuss.
            a. ***Action: Mark Thomas to follow up with City staff to advance discussion.***
    ii. Corcoran
        1. Recommendations from the City's Active Transportation Plan, currently under preparation, will be incorporated into the KCAG RATP.
    iii. Hanford
        1. Lisa Dock (Public Works) shared that the focus of pedestrian and bicycle and transit connectivity is between downtown to the future high-speed rail. These recommendations will be incorporated into the City's Active Transportation Plan, currently under preparation.
    iv. Lemoore
        1. Kristie Bailey (Planning) will provide follow-up information regarding the non-infrastructure programming.
            a. ***Action: Mark Thomas to follow up with City staff to advance discussion.***
    v. Kings County
        1. Mitchel Cabrera and Dominic Tyburski (Public Works) discussed the challenges with implementing non-infrastructure programming in rural county areas. There are opportunities for more Safe Routes to Schools programming, but it is difficult for the County to secure funding. The County has utilized grant funding for non-infrastructure programs through the state's Active Transportation Program.
            a. ***Action: Mark Thomas to follow up with County staff to advance discussion.***
    vi. Additional Comments from Meeting Participants:
        1. Dave Padilla (Caltrans D6) commented that Walk to School events are a great opportunity, and could extend focus on Bike to School events, particularly in smaller rural areas.
        2. Kristie Bailey (Lemoore) inquired about the grant application process for non-infrastructure programming.
        3. Angie Dow (Kings County Area Public Transit Agency) inquired about non-infrastructure programs to develop policies for the introduction or maintenance of bike share programs.

4. E-Bike Loan Program

a. Jae Riddle provided an overview of E-Bike Loan Programs and introduced the Yolo Commute program, which involves a bike share program implemented by Yolo County. The program aims to provide e-bikes to community members for extended periods, allowing them to try before they buy and potentially replace car commutes with e-bike

usage.

b. Jae Riddle shared a list of potential partners for an E-bike Loan Program in Kings County and inquired about other major employers that could be potential partners.
    i. Jason Waters (City of Hanford) suggested Adventist Health could be a major employer for potential collaboration.
    ii. Frank Senteno (City of Hanford) inquired about the possibility of the E-Bike Loan Program extending cargo bikes to cater delivery needs.
    iii. Michele Brock (College of the Sequoias, Hanford) shared that an E-Bike Loan program in the College of the Sequoias would benefit from student use.
c. Mark Thomas will incorporate feedback received to advance the program structure and mechanism for initiating a program in Kings County, as part of the KCAG RATP.

5. Relevant Planning Efforts

a. Paul provided an overview of grant pursuits by cities such as Avenal and Kettleman City, highlighting their efforts to secure funding for active transportation projects.
    i. Gelasio Rodriguez (City of Corcoran) shared an update that Avenal was not selected for RAISE grant funding and is pending confirmation from the Safe Streets and Roads for All (SS4A) Grant.
b. Paul discussed the need to document past and planned expenditures related to bicycle and pedestrian work, emphasizing the importance of recognizing infrastructure improvements and educational efforts within the last five years.
    i. ***Call to Action:*** **Cities/County to provide list of past expenditures within last 5-years.**

6. Public Engagement Activities

a. Lynnete Guzman discussed the success of recent public engagement activities, including outreach at the Lemoore Recreation Center, Student Success Fair at Lily of the Valley Church in Lemoore, and the Horseshoe & Loteria Bash in Avenal.
b. Lynnete Guzman highlighted the ongoing Public Engagement Survey and upcoming events, such as a Virtual Walk Audit with Community Partners and Back-to-School Night at Lakeside Union Elementary School. Ongoing efforts to confirm workshop dates with various stakeholders and jurisdictions.
c. Michele Brock (College of the Sequoias, Hanford) shared potential outreach events to engage college students at the College of the Sequoias.

7. Project Schedule

a. Paul Martin provided an overview of the project schedule and highlighted the next quarterly meeting to discuss draft project recommendations.

8. Next Steps

a. Paul Martin reviewed the action items identified in the meeting and highlighted the importance of feedback from the advisory committee and agencies.
    i. Existing Conditions Map Feedback
    ii. Identify Candidate Count Locations
    iii. Provide Past Expenditures
b. Closing Remarks
    i. Gelasio Rodriguez (City of Corcoran) inquired about the time frame for planning

active transportation counts and identifying potential locations.

1. Paul Martin outlines the plan to conduct counts in September and October to capture representative walking and bicycling conditions.

ii. Ben Lichty (California High Speed Rail Authority) offers to include interested PAC members in their regular station area planning updates and email group for high-speed rail activity updates, seeking input on the value of adding more members from the group.

Action Items

Topic	Action Items	Owner
Existing Conditions Maps	Mark Thomas will send draft project maps for each jurisdiction in August.	Mark Thomas
Existing Conditions Maps	Cities/County review draft maps and provide comments within 2 weeks of receipt.	Cities/County
Data Needs Request	Cities/County to provide missing data with comments. Land Use Data needed from Corcoran and Avenal.	Corcoran Avenal
Active Transportation Counts	Cities/County to suggest candidate locations for bicycle and pedestrian counts.	Cities/County
Non-Infrastructure Summaries	Mark Thomas to follow up with Cities/County to advance discussion.	Mark Thomas
Past Expenditures	Cities/County to provide list of past expenditures within last 5-years.	Cities/County

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #2

Date and Location: August 12, 2024
Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Teresa Nickell	Kings County Association of Governments	Executive Director
Yes	Teri King	Kings County Association of Governments	Regional Planner
Yes	Paul Martin	Mark Thomas	Project Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner
Yes	Jae Riddle	Mark Thomas	Senior Planner
Yes	Kristine Cai	LSA	Principal/Director of Mobility
Yes	Betsy McGovern-Garcia	Self Help Enterprises	Vice President
Yes	Gelasio Rodriguez	City of Corcoran/Avenal	Corcoran PW Asst Engineer
Yes	Frank Senteno	City of Hanford	Hanford Eng & Util Director
Yes	Lisa Dock	City of Hanford	Hanford City Engineer
Yes	Jason Waters	City of Hanford	Hanford Deputy CD Director
Yes	Kristie Baley	City of Lemoore	Lemoore Planner
Yes	Dominic Tyburski	County of Kings	County PW Director
Yes	Mitchel Cabrera	County of Kings	County Chief Engineer
Yes	Alex Hernandez	County of Kings	County Deputy Director
Yes	Angie Dow	Kings County Area Public Transit Agency	Executive Director

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Valerie Bega	Corcoran Area Transit	Transit Manager
Yes	Ben Lichty	California High Speed Rail Authority	Transportation Principal
Yes	RoseMary Rahn	Kings County Public Health	Director
Yes	Gabriela Rodriguez	Kings Partnership for Prosperity-Progress- Prevention	Executive Director
Yes	Edgar Hernandez	Caltrans D-6	ATP Planner
Yes	Dave Padilla	Caltrans	
Yes	Cynthia Baruch	Naval Air Station Lemoore	Director
Yes	Dawne Trothe	West Hills College	Admin Assistant
Yes	Michele Brock	College of The Sequoias	Provost
Yes	Bruce Barrette	Santa Rosa Rancheria Tachi-Yokut Tribe	Public Works Director
Yes	David Endo	Hanford Elementary School District	CBO
Yes	Lorena Mendibles	Caltrans	
Yes	Charles Price	Corcoran Unified School District	cprice@corcoranunified.com
Yes	Renee Creech	Hanford Joint Union H.S. District Hanford Joint Union H.S. District	Manager
Yes	Rula Zuhour	SITELAB - HSR Central Valley Station Design team	HSR Consultant
Yes	Ashutosh Singhal	SITELAB - HSR Central Valley Station Design team	HSR Consultant
Yes	Patricio Villegas	County of Kings	P.E. Engineer III (Civil)

MEETING MINUTES

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting #3 (Avenal)

Date:	December 9, 2024
Time:	4:00 pm – 5:00 pm
Location:	Virtual Teams Meeting
Attendees:	See Sign-In Sheet
Minutes By:	Lynnete Guzman

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1. Purpose of Meeting
    a. Paul Martin provided an overview of the project status and key milestones. The purpose of this meeting was to conduct a focused discussion with local jurisdictions to ensure the proposed network aligns with local priorities and community needs.

2. Recap of Public Engagement Activities
    a. The draft network infrastructure recommendations were informed by public input received through the following outreach efforts:
        i. September 11, 2024 - Community Workshop at Avenal Theater
        ii. June 4, 2024- Tabling Event at Horseshoe & Loteria Bash at Rotary Park
        iii. June- September 2024 - Online Public Survey

3. Draft Bicycle Network Recommendations
    a. The draft Bicycle Network Map was reviewed to assess current recommendations and identify revisions. Key updates include:
        i. Confirmation of bikeway classifications for major corridors, including San Joaquin Street, Skyline Boulevard, and key neighborhood connectors such as Union Avenue, First Avenue, and Third Avenue.

4. Draft Pedestrian Network Recommendations
    a. The draft Pedestrian Network Map was reviewed to evaluate current recommendations and highlight areas for improvement. Key updates include:
        i. Identification of Pedestrian Priority Corridors along San Joaquin Street and Skyline Boulevard.
        ii. Noted need for crossing improvements south of Skyline near residential areas along Union Avenue and Corcoran Avenue, and north of the area near Reef Sunset Middle School.

5. Next Steps
    a. Mark Thomas to incorporate feedback received into revised Bicycle and Pedestrian Network Maps.
    b. Mark Thomas to submit the updated maps to City for review.

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #3

Date and Location: December 9, 2024
Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Teri King	Kings County Association of Governments	Executive Director
Yes	Paul Martin	Mark Thomas	Project Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner
Yes	Gelasio Rodriguez	City of Avenal	Asst Engineer

MEETING MINUTES

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting #3 (Lemoore)

Date:	December 16, 2024
Time:	11:00 am – 12:00 pm
Location:	Virtual Teams Meeting
Attendees:	See Sign-In Sheet
Minutes By:	Lynnete Guzman

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1. Purpose of Meeting
    a. Paul Martin provided an overview of the project status and key milestones. The purpose of this meeting was to conduct a focused discussion with local jurisdictions to ensure the proposed network aligns with local priorities and community needs.

2. Recap of Public Engagement Activities
    a. The draft network infrastructure recommendations were informed by public input received through the following outreach efforts:
        i. August 1, 2024 - Workshop/Tabling Event at Lemoore Recreation Center
        ii. August 2, 2024 – Tabling Event at "Students for Success Fair" at Lily of the Valley Church
        iii. June - September 2024 – Online Public Survey

3. Draft Bicycle Network Recommendations
    a. The draft Bicycle Network Map was reviewed to assess current recommendations and identify revisions. Key updates include:
        i. Confirmation of bikeway classifications for major corridors, including Hanford Armona Road, Lemoore Avenue, and railroad right-of-way, and key neighborhood connectors within the downtown areas.

4. Draft Pedestrian Network Recommendations
    a. The draft Pedestrian Network Map was reviewed to evaluate current recommendations and highlight areas for improvement. Key updates include:
        i. Additional priority crossing improvements to enhance connectivity between the northern and southern parts of the city, particularly south of State Route 198.
        ii. Addition of a Pedestrian Priority Corridor along Iona Avenue to improve east–west connectivity between 19th Avenue and Lemoore Avenue.

5. Next Steps
    a. Mark Thomas to incorporate feedback received into revised Bicycle and Pedestrian Network Maps.
    b. Mark Thomas to submit the updated maps to City for review.

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #3

Date and Location: December 16, 2024
Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Teresa Nickell	Kings County Association of Governments	Regional Planner
Yes	Paul Martin	Mark Thomas	Project Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner
Yes	Steve Brandt	City of Lemoore	Principal Planner
Yes	Kristie Baley	City of Lemoore	Management Analyst

MEETING MINUTES

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting #3 (Kings County)

Date:	December 18, 2024
Time:	10:00 am – 11:00 am
Location:	Virtual Teams Meeting
Attendees:	See Sign-In Sheet
Minutes By:	Lynnete Guzman

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1. Purpose of Meeting
    a. Paul Martin provided an overview of the project status and key milestones. The purpose of this meeting was to conduct a focused discussion with local jurisdictions to ensure the proposed network aligns with local priorities and community needs.

2. Recap of Public Engagement Activities
    a. The draft network infrastructure recommendations were informed by public input received through the following outreach efforts:
        i. August 14, 2024 – Virtual Walk Audit with Kings Partnership HEAL Working Group
        ii. August 26, 2024 – Back to School Night at Lakeside Elementary School, Home Garden
        iii. June - September 2024 – Online Public Survey

3. Draft Bicycle Network Recommendations
    a. The draft Bicycle Network Map was reviewed to assess current recommendations and identify revisions. Key updates include:
        i. Proposed bikeways to serve the communities of Santa Rosa Rancheria, Home Garden, Armona, Kettleman City and Stratford.
        ii. Enhance regional connectivity through bikeways connectors along major corridors, including Hanford Armona Road, and the railroad right-of-way.

4. Draft Pedestrian Network Recommendations
    a. The draft Pedestrian Network Map was reviewed to evaluate current recommendations and highlight areas for improvement. Key updates include:
        i. Priority crossing improvements near key community destinations such as schools, community centers, and employment centers.
        ii. Designation of Pedestrian Priority Corridors to enhance regional connectivity and align with KART Bus Routes.

5. Next Steps
    a. Mark Thomas to incorporate feedback received into revised Bicycle and Pedestrian Network Maps.
    b. Mark Thomas to submit the updated maps to County for review.

MARK THOMAS

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #3

Date and Location: December 18, 2024 Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Teresa Nickell	Kings County Association of Governments	Regional Planner
Yes	Paul Martin	Mark Thomas	Project Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner
Yes	Chuck Kinney	Kings County Community Development Agency	Director
Yes	Alex Hernandez	Kings County Community Development Agency	Deputy Director - Planning

AGENDA

Kings County Regional Active Transportation Plan – Project Advisory Committee Meeting

Date: June 16, 2024
Time: 3:00 PM – 4:00 PM
Location: Virtual Teams Meeting

Agenda Topics:

1. Welcome
2. Project Updates
3. Proposed Pedestrian and Bicycle Infrastructure Network
4. Project Prioritization and Ranking Analysis
5. Next Steps

Attachments:
KCAG Regional Active Transportation Plan - Project Prioritization Methodology Memorandum

Kings County Association of Governments

Regional Active Transportation Plan Update

Project Advisory Committee Meeting #4

June 16, 2025

Welcome and Introductions

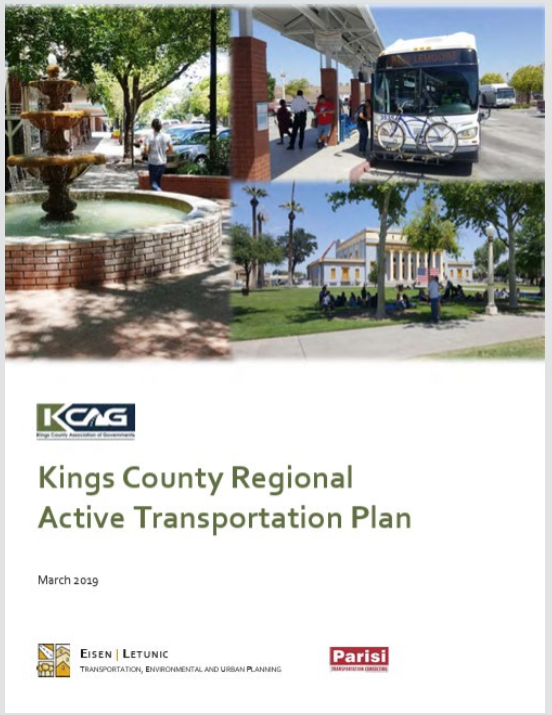
Amber Collins, Project Manager
Lynnete Guzman, Senior Transportation Planner

Kristine Cai, Director of Mobility, Central & Northern California

Meeting Agenda

1. Project Updates
2. Proposed Network Recommendations
3. Project Prioritization and Rankings
4. Next Steps

Project Overview



PUBLIC ENGAGEMENT

Round 1

(Spring 2024-Fall 2024)

PAC Meeting #2
(Summer 2024)

PROPOSED NETWORK RECOMMENDATIONS

PAC Meeting #3: Focused Meetings with Avenal, Lemoore, Kings County

(Winter 2024)

PROJECT RANKINGS

Project Prioritization Process

(Winter 2024-Spring 2025)

PUBLIC ENGAGEMENT

Round 2

(Spring 2025)

Public Engagement Activities

Summer & Fall 2024

- **June 4** – "Horseshoe & Loteria" @ Rotary Park, Avenal
- **Aug. 1** – Lemoore Recreation Center, Lemoore
- **Aug. 2** – Students for Success Fair at Victory Church, Lemoore
- **Aug. 14** – Kings Partnership HEAL Workgroup (Virtual)
- **Aug. 26** – Back to School @ Lakeside Elementary, Home Garden
- **Sept. 11** – Avenal Theater, Avenal
- **Nov. 4** – Family Engagement Night @ KCAO Learning Center, Armona
- **Nov. 7** – Family Engagement Night @ KCAO Learning Center, Home Garden

Spring 2025

- **May 7** – Lemoore Recreation Center, Lemoore
- **May 8** – Avenal Senior Center, Avenal

WALK AUDITS

Fall 2024

- **Aug. 15 -** Virtual Walk Audit
- **Nov. 4 -** Armona Community Walk Audit
- **Nov. 7 -** Stratford Community Walk Audit

ONLINE SURVEYS

- **Survey #1: Community Needs**
  - June 2024 - September 2024
- **Survey #2: Project Priorities**
  - May 2025

CRITERIA	DESCRIPTION	WEIGHT
Ease of Implementation	Project complexity; fewer barriers = higher score	10%
Population Served	More people within ¼-mile radius = higher score	15%
Employment Served	Near jobs and transit = higher score	15%
Safety	High crash history = higher priority	25%
Network Connectivity	Closes gaps in bike/ped network	20%
Equity Considerations	More benefits to Disadvantaged Communities = higher score	15%
	TOTAL	**100%**

Pedestrian Closure Gaps:

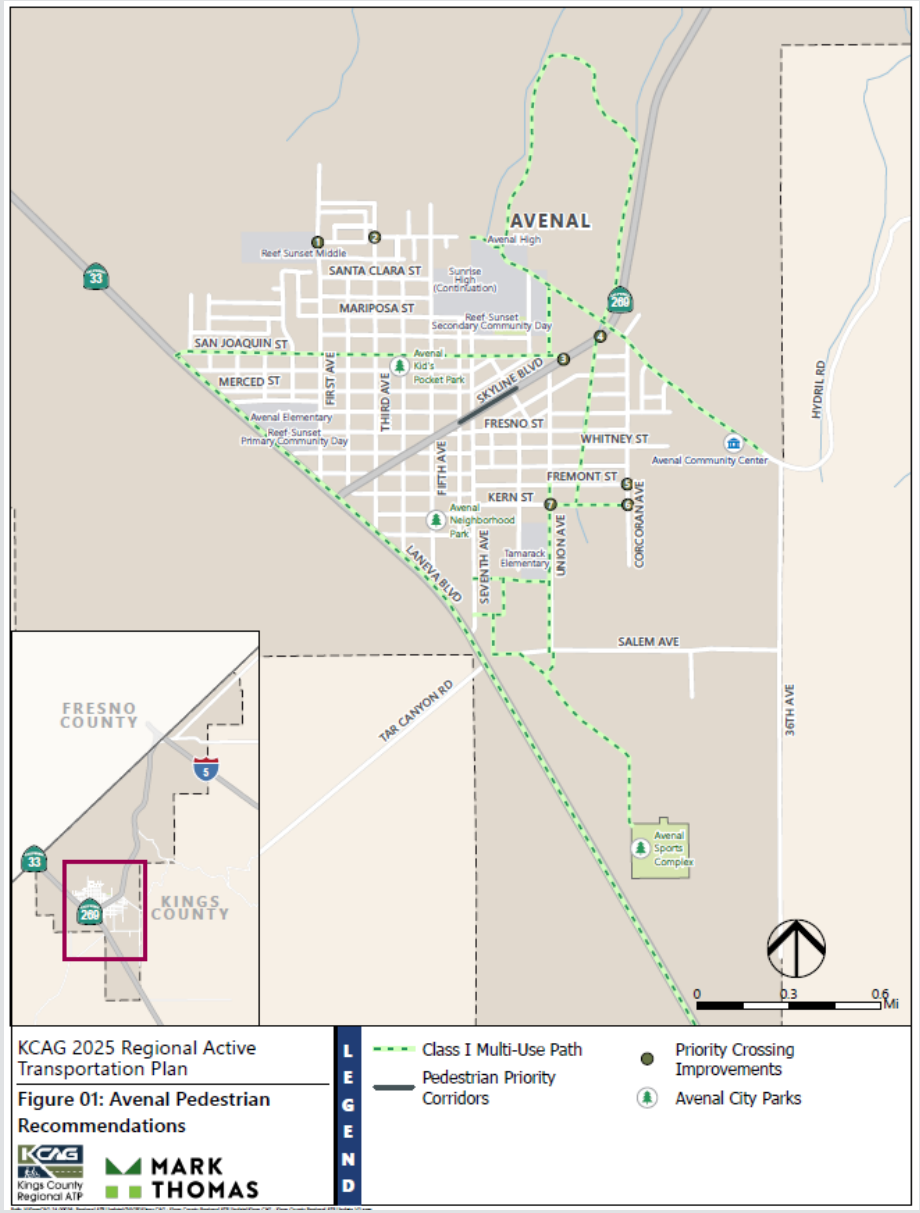
- San Joaquin Street (A Avenue to Park Avenue)
- Skyline Boulevard (6th Street to Central Avenue)

Crossing Enhancements:

- Skyline Blvd at San Joaquin Street and near Hydril Road
- Near key destinations:
  - Avenal Community Health Center
  - Reef-Sunset Middle School
  - Avenal Police Department
  - Avenal Post Office
- Along Union Avenue/Kern Street, north of Tamarack Elementary and near future development areas

Residential Neighborhood Enhancements:

- Fremont St & Corcoran Ave (near Arroyo Del Camino Apartments)
- Corcoran Ave & Kern St (near Camino del Mar Apartments)



Scores are based on weighted criteria:

- *Ease of Implementation (I)*
- *Population Served (P)*
- *Access to Jobs and Transit (A)*
- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Skyline Boulevard Pedestrian Gap Closure *Skyline Boulevard from 6th Street to Central Avenue*	0	15	15	25	20	15	**90**
San Joaquin Street Pedestrian Gap Closure *San Joaquin Street from A Avenue to Park Avenue*	0	15	15	25	20	15	**90**
Ken Brown Public Safety Center Police Department Crossing Improvement *Intersection of 3rd Avenue and Alpine Street*	10	15	15	12.5	20	15	**87.5**
Post Office Crossing Improvement *Intersection of San Joaquin Street and Skyline Boulevard*	5	7.5	15	25	20	15	**87.5**
Avenal Community Health Center Crossing Improvement *Health Center Driveway at Skyline Boulevard*	5	0	15	25	20	15	**80**
Reef Sunset Middle School Crossing Improvement *Intersection of 1st Avenue and Calaveras Street*	10	7.5	15	0	20	15	**67.5**
Arroyo Del Camino Apartments Crossing Improvement *Intersection of Fremont Street and Corcoran Avenue*	10	7.5	15	0	20	15	**67.5**
Camino del Mar Apartments Crossing Improvement *Intersection of Corcoran Avenue and Kern Street*	10	7.5	15	0	20	15	**67.5**
Union Ave/Kern St Upcoming Development Crossing Improvement *Intersection of Union Avenue and Kern Street*	10	7.5	15	0	20	15	**67.5**

TOP 5

22 proposed bikeway projects totaling **~19.4 miles**

Class I shared-use paths:

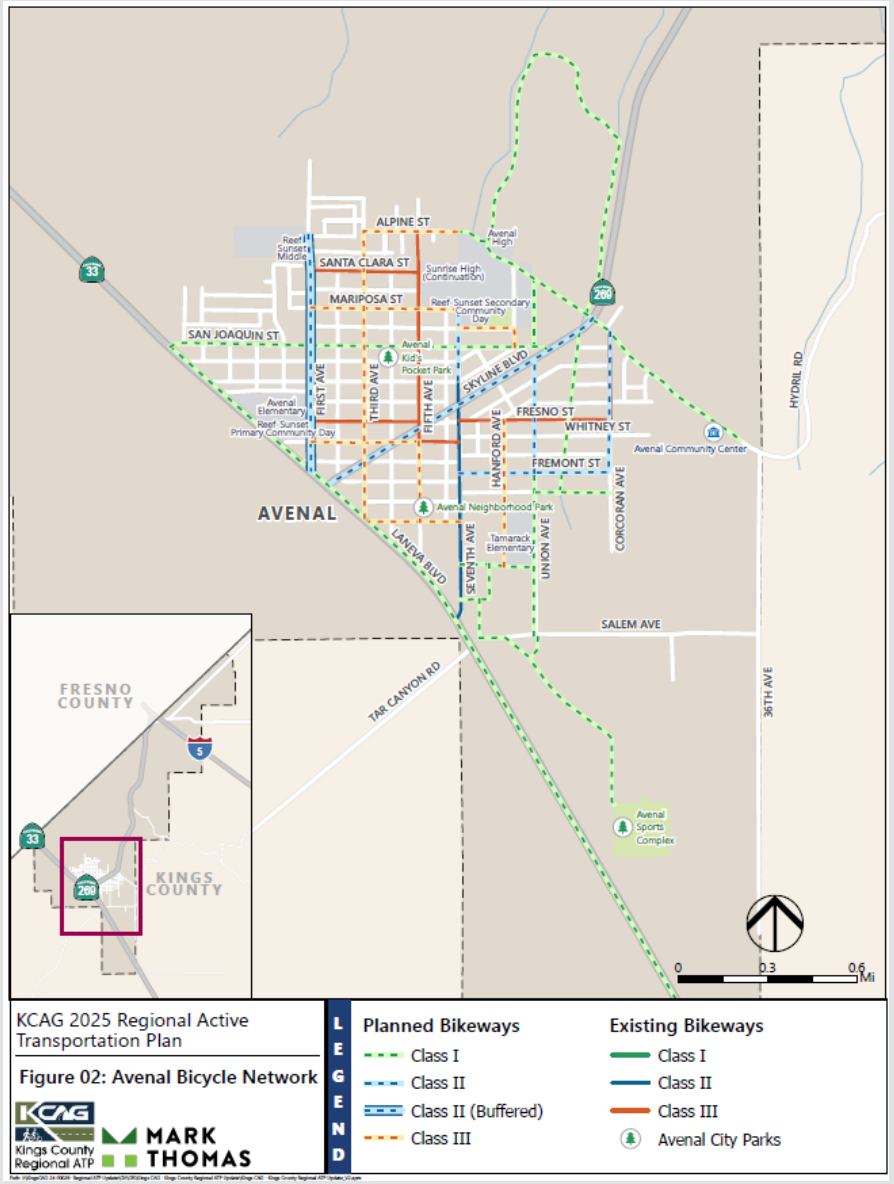
- Along Skyline Blvd, San Joaquin St, Laneva Blvd, Big Tar Canyon Rd, NE Avenal Loop
- Connect residential areas to Avenal Sports Complex and open space

Buffered Class II bike lanes:

- First Ave: Connects Reef-Sunset Middle School to Laneva Blvd
- Additional Class II lanes: Skyline Blvd, Union Ave, Corcoran Ave

Class III bike routes:

- Alpine St, Mariposa St, Third Ave, Hanford Ave
- Enhance access to schools, civic sites, and local circulation



BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Skyline Boulevard (Class II) *Laneva Boulevard / Route 33 → Hydril Road*	10	7.5	15	25	20	15	**92.5**
7th Avenue (Class II) *Mariposa Street → Merced Street*	10	7.5	15	25	20	15	**92.5**
3rd Avenue (Class III) *Laneva Boulevard / Route 33 → Alpine Street*	10	7.5	15	25	20	15	**92.5**
Mariposa Street (Class III) *1st Avenue → 7th Avenue*	10	15	15	25	10	15	**90**
Union Avenue (Class II) *Skyline Boulevard → Fremont Street*	5	15	15	25	10	15	**85**
Monterey Street - Park Avenue (Class III) *7th Avenue → San Joaquin Street*	10	7.5	15	25	10	15	**82.5**
Orange Street - 5th Avenue (Class III) *Laneva Boulevard / Route 33 → Seventh Avenue*	10	7.5	15	12.5	20	15	**80**
Kings Street (Class III) *1st Avenue → 5th Avenue*	10	7.5	15	12.5	20	15	**80**
Laneva Boulevard / Route 33 (Class I) *San Joaquin Street → 36th Avenue*	0	0	15	25	20	15	**75**
Water Channel (Class I) *Skyline Boulevard → Kern Street*	0	7.5	15	25	10	15	**72.5**
Hanford Avenue (Class III) *Fresno Street → Hanford Avenue Class I*	10	7.5	15	25	0	15	**72.5**
Fremont Street (Class I) *7th Avenue → Corcoran Avenue*	5	15	15	12.5	10	15	**72.5**
San Joaquin Street (Class I) *Laneva Boulevard / Route 33 → Skyline Boulevard*	0	15	15	25	0	15	**70**
1st Avenue (Class II Buffered) *Laneva Boulevard / Route 33 → Alpine Street*	5	7.5	15	25	0	15	**67.5**
Corcoran Avenue (Class II) *Hydril Road → Fremont Street*	5	7.5	15	12.5	10	15	**65**
Northeast Avenal Loop (Class I) *Alpine Street → Skyline Boulevard*	0	0	15	25	10	15	**65**
Reef Sunset Secondary (Class I) *San Joaquin Street → Hydril Road*	0	7.5	15	25	0	15	**62.5**
Big Tar Canyon Road (Class I) *Salem Avenue → Avenal Sports Complex*	5	0	15	25	0	15	**60**
Hydril Road (Class I) *Skyline Boulevard → Avenal Animal Shelter on 36th Avenue*	5	0	15	25	0	15	**60**
Hearthstone Village Loop (Class I) *7th Avenue → Big Tar Canyon Road*	0	0	15	25	0	15	**55**
Union Avenue (Class I) *Fremont Street → Big Tar Canyon Road*	5	7.5	15	0	0	15	**42.5**
Kern Street (Class I) *Union Avenue → Corcoran Avenue*	5	7.5	15	0	0	15	**42.5**

TOP 5

Scores are based on weighted criteria:

- *Ease of Implementation (I)*
- *Population Served (P)*
- *Access to Jobs and Transit (A)*
- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

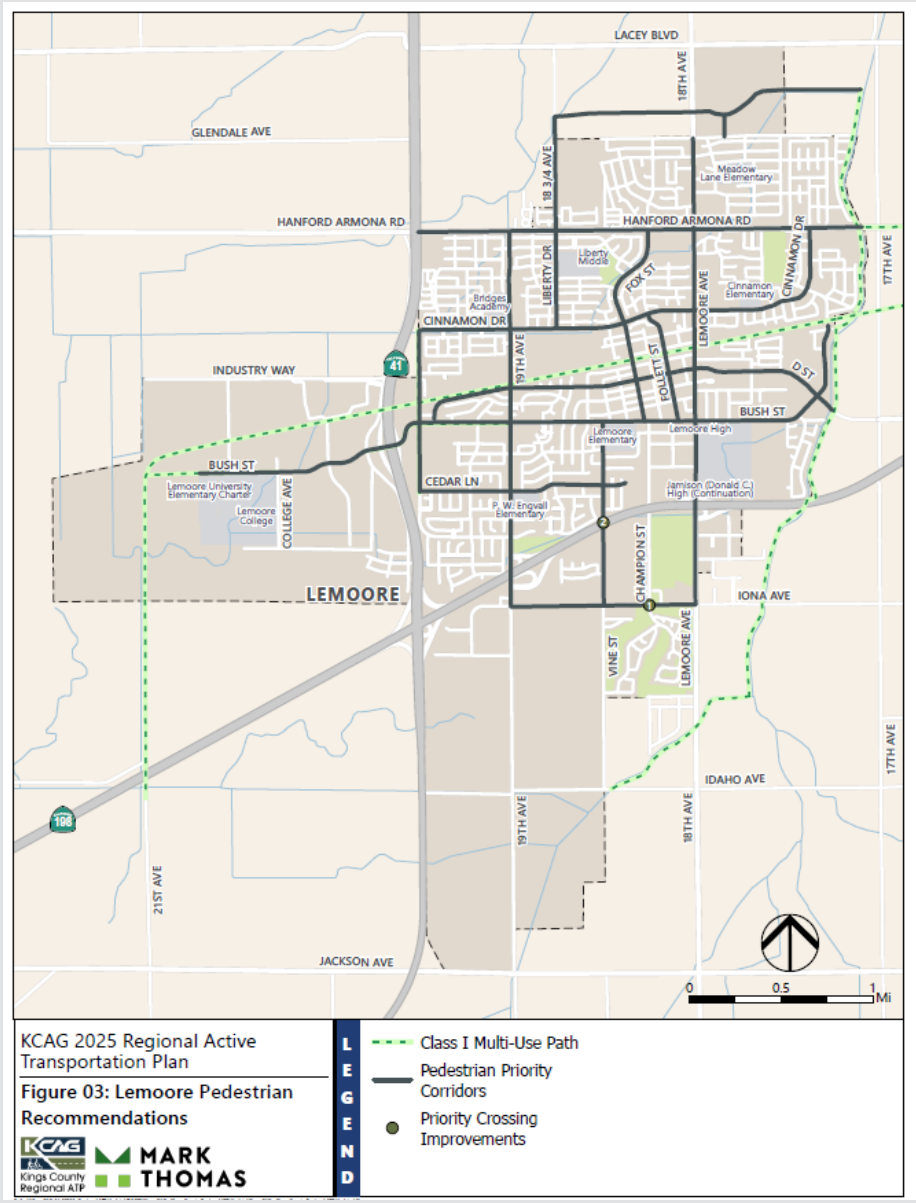
Did we get it right?

Pedestrian Closure Gaps

- Major Corridors including
  - Hanford Armona Road
  - 18th Avenue/Lemoore Avenue
  - 19th Avenue
  - Cinnamon Drive
  - Fox Street
  - D Street
  - Bush Street

Crossing Enhancements:

- Champion Street and Iona Avenue Crossing Improvement
- Vine Street Crossing Improvement



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- *Ease of Implementation (I)*
- *Population Served (P)*
- *Access to Jobs and Transit (A)*
- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	P	A	S	G	E	
Fox Street Sidewalk Gaps/Pedestrian Priority Corridor *Bush Street to Hanford Armona Road*	0	15	15	25	20	15	90
Follett Street Sidewalk Gaps/Pedestrian Priority Corridor *Cinnamon Drive to Bush Street*	0	15	15	25	20	15	90
18 ¾ Avenue/Liberty Drive Sidewalk Gaps/Pedestrian Priority Corridor *Cinnamon Drive to Upcoming Roadway Development*	0	7.5	15	25	20	15	82.5
Hanford Armona Road Sidewalk Gaps *SR-41 to 17th Ave off street trail*	0	7.5	15	25	20	15	82.5
Lemoore Avenue/18th Avenue Sidewalk Gaps/Pedestrian Priority Corridor *Iona Avenue to Glendale Avenue*	0	7.5	15	25	20	15	82.5
19th Avenue Sidewalk Gaps/Pedestrian Priority Corridor *Iona Avenue to Hanford Armona Road*	0	7.5	15	25	20	15	82.5
Cinnamon Drive Sidewalk Gaps/Pedestrian Priority Corridor *19 ½ Avenue to Hanford Armona Road*	0	7.5	15	25	20	15	82.5
D Street Sidewalk Gaps/Pedestrian Priority Corridors *Bush Street to Lemoore Canal Class I Trail*	0	7.5	15	25	20	15	82.5
Bush Street Sidewalk Gaps *Lemoore College to D Street*	0	7.5	15	25	20	15	82.5
Cedar Lane Sidewalk Gaps/Pedestrian Priority Corridors *19 ½ Avenue to Brooks Drive*	0	7.5	15	25	20	15	82.5
Vine Street N Sidewalk Gaps/Pedestrian Priority Corridors *Bush Street to SR-198*	0	7.5	15	25	20	15	82.5
Champion Street and Iona Avenue Crossing Improvement *Intersection of Champion Street and Iona Avenue*	5	7.5	15	12.5	20	15	75
Vine Street Crossing Improvement *SR-198 Crossing at Vine Street*	0	7.5	15	12.5	20	15	70
19 ½ Avenue Sidewalk Gaps *Cinnamon Drive to Cedar Lane*	0	7.5	15	12.5	20	15	70
Vine Street S Sidewalk Gaps/Pedestrian Priority Corridors *SR-198 to Iona Avenue*	0	7.5	15	12.5	20	15	70
Upcoming Roadway Development Sidewalk Gaps *18/34 Avenue Lemoore Canal to Off-Street Trail*	0	0	15	12.5	20	15	62.5
Daphne Lane Sidewalk Gaps/Pedestrian Priority Corridors *D Street to North of Newcastle Street*	5	7.5	15	0	20	15	62.5
Iona Ave Sidewalk Gaps *19th Avenue to Lemoore Ave/18th Avenue*	0	0	15	12.5	20	15	62.5

TOP 5

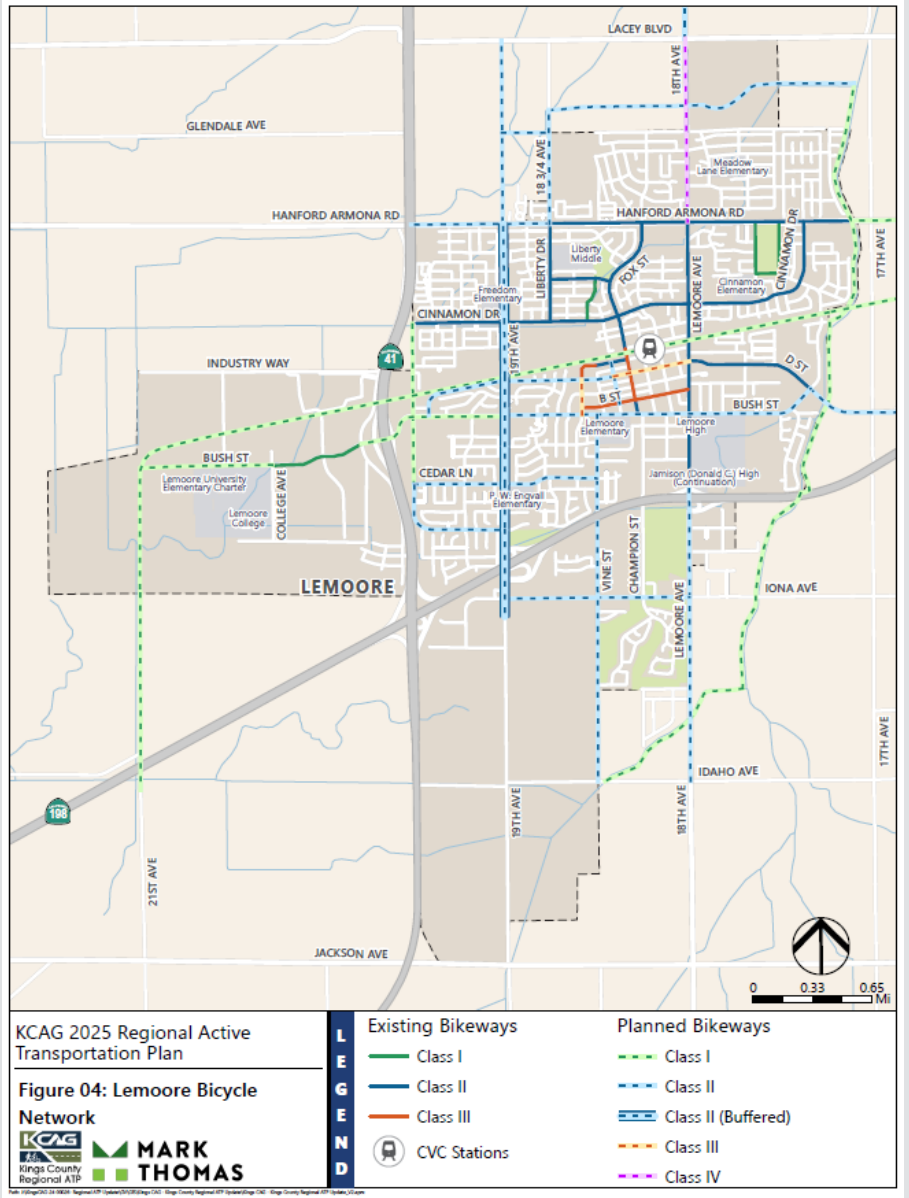
22 proposed bikeway projects totaling **~30 miles**

Class I shared-use paths:
- Lemoore Canal Off-Street Trail
- Bush Street
- 19 1/2 Avenue (Class I)
- Railroad ROW

Class II bike lanes
- 19th Avenue (Buffered Class II)
- Bush Street
- D Street

Class III bike routes:
- Areas surrounding downtown

Class IV
- 18th Avenue/Lemoore Avenue



Scores are based on weighted criteria:

- *Ease of Implementation (I)*
- *Population Served (P)*
- *Access to Jobs and Transit (A)*
- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Hill Street Bike Lane (Class II) *E Street to B Street*	10	15	15	25	20	15	100
D Street (Class III) *Hill Street to 18th Ave/Lemoore Avenue*	10	15	15	25	20	15	100
N Olive St (Class III) *D Street to Bush Street*	10	7.5	15	25	20	15	92.5
Bush Street (Class II) *19th Avenue to D Street*	0	7.5	15	25	20	15	82.5
Hanford Armona Rd (Class II) *SR-41 to Liberty Drive*	10	7.5	15	25	0	15	72.5
Cedar Lane (Class II) *19 ½ Avenue to Vine Street*	10	7.5	15	25	0	15	72.5
Railroad ROW (Class I) *SR-198 to 11th Avenue*	0	7.5	15	25	10	15	72.5
D Street (Class II) *Bush Street to Hill Street*	5	7.5	15	25	0	15	67.5
Vine Street N (Class II) *Bush Street to SR-198*	5	7.5	15	25	0	15	67.5
Silverado Drive (Class II) *Cedar Lane to 19th Ave Avenue*	5	7.5	15	25	0	15	67.5
Lemoore Canal Off-Street Trail (Class I) *Future roadway development to Vine Street*	0	0	15	25	10	15	65
18th Avenue/Lemoore Avenue (Class IV) *Hanford Armona Road to Lacey Boulevard*	0	7.5	15	25	0	15	62.5
19th Ave (Class II (Buffered)) *Hanford Armona Road to 340' south of Iona Avenue*	0	7.5	15	25	0	15	62.5
18 3/4 Avenue (Class II) *Hanford Armona Road to Future roadway development*	0	0	15	25	0	15	55
18th Avenue/Lemoore Avenue (Class II) *SR-198 to Idaho Ave*	0	0	15	25	0	15	55
Bush Street (Class I) *19th Avenue to Railroad ROW Class I Trail*	0	0	15	25	0	15	55
19 1/2 Avenue (Class I) *Cinnamon Drive to Cedar Lane*	0	7.5	15	12.5	0	15	50
19th Ave (Class II) *Hanford Armona Road to Lacey Boulevard*	0	0	15	12.5	0	15	42.5
Future Roadway Development (Class II) *18 ¾ Avenue to Lemoore Canal Class I Trail*	0	0	15	12.5	0	15	42.5

TOP 5

Did we get it right?

Santa Rosa Rancheria

- **Pedestrian Priority Corridors:** 18th Avenue, 17th Avenue, and Jersey Avenue
- **Crossing enhancements:**
  - Jersey Avenue at 18th Avenue, 17th Avenue, and 16th Avenue
  - 17th Avenue/ Akali Drive near Tachi Palace Casino Resort
  - 16th Avenue near Coyote Corner (both key destinations)

Home Garden

- **Pedestrian Priority Corridors**: Houston Avenue, 10th Avenue, Orchard Drive, 2nd Place, Shaw Place
- **Crossing Enhancement**: Houston Avenue & 10th Avenue

Armona

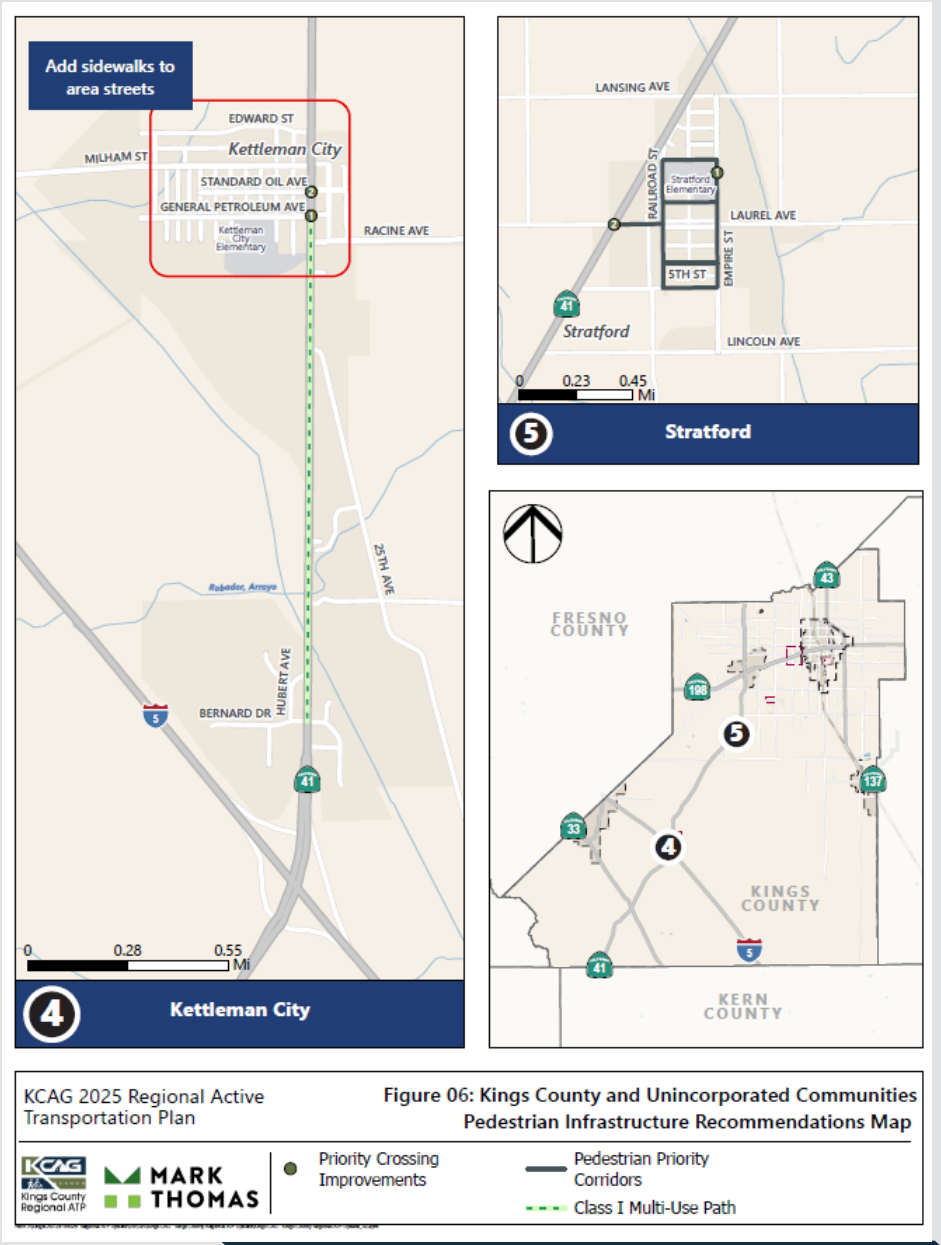
- **Pedestrian Priority Corridor:** Front Street
- **Proposed crossing enhancements:** 14th Avenue at Front Street, Hanford Armona Road, and Pimo Street

Kettleman City

- **Crossing enhancements:** SR-41 at the intersections of General Petroleum Avenue and Standard Oil Avenue.

Stratford

- **Pedestrian Priority Corridors**:
  - Railroad Street and Empire Street, including adjacent residential cross streets and Main Street.
- **Crossing Enhancements**:
  - Intersection of SR-41 and Laurel Avenue and near Stratford Elementary School



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- *Access to Jobs and Transit (A)*
- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Taqueria La Esquinita Crossing Improvement *Armona- Intersection of Front Street and 14th Avenue*	10	15	15	25	20	15	100
Royal Food Crossing Improvement *Armona- Intersection of Hanford Armona Road and 14th Avenue*	10	7.5	15	25	20	15	92.5
Kettleman City Sidewalk Gap Closure *Kettleman City- Sidewalks to area streets*	0	15	15	25	20	15	90
Armona Union Elementary School Crossing Improvement *Armona- Intersection of Pimo Street and 14th Avenue*	5	7.5	15	25	20	15	87.5
Kettleman City Market Crossing Improvement *Kettleman City- Intersection of Standard Oil Avenue and Brown Avenue/SR-41*	0	7.5	15	25	20	15	82.5
Napa Auto Parts Crossing Improvement *Kettleman City- Intersection of General Petroleum Avenue and SR-41*	0	7.5	15	25	20	15	82.5
Jersey Avenue Sidewalk Gaps *Santa Rosa Rancheria- West of 17th Avenue to 16th Avenue*	0	7.5	15	25	20	15	82.5
Front Street Sidewalk Gap Closure *Armona- Hanford Armona Road to 410' east of Oak Avenue*	0	7.5	15	25	20	15	82.5
10th Avenue Sidewalk Gap Closure *Home Garden- Houston Avenue to Cam Ramon*	0	7.5	15	25	20	15	82.5
2nd Pl Sidewalk Gap Closure *Home Garden- Orchard Drive to Houston Avenue*	0	7.5	15	25	20	15	82.5
Yokut Gas Crossing Improvement *Santa Rosa Rancheria- Intersection of Jersey Avenue and 17th Avenue*	10	7.5	15	12.5	20	15	80
El Ranchero Liquor #2 Crossing Improvement *Home Garden- Intersection of Houston Avenue and 10th Avenue*	10	7.5	15	12.5	20	15	80
Tachi Palace Casino Resort Crossing Improvement	5	7.5	15	12.5	20	15	75

TOP 5

Santa Rosa Rancheria

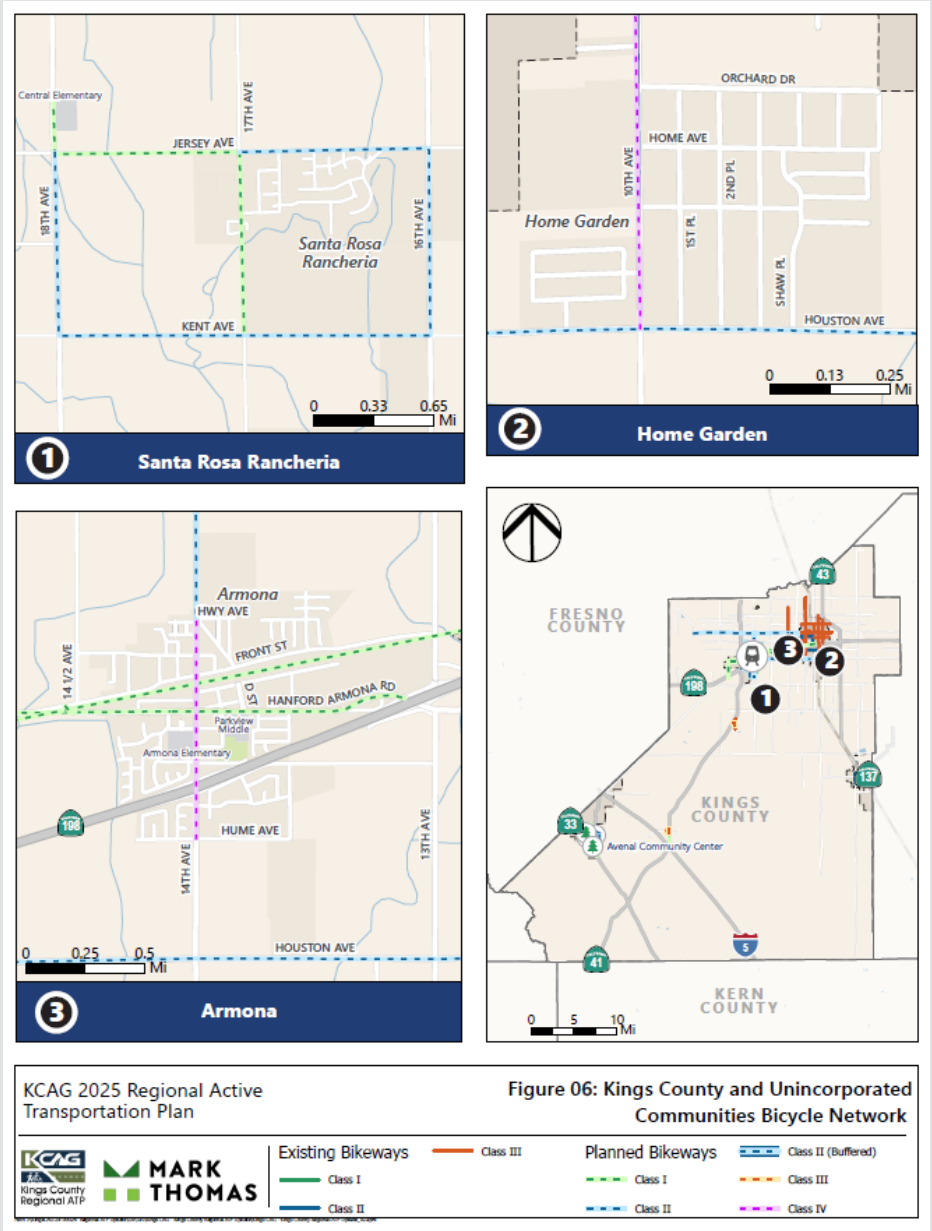
- Class II bike lanes: 18th Ave, 16th Ave, Kent Ave
- Class I shared-use paths: Jersey Ave, 17th Ave, 18th Ave

Armona

- Class II bike lanes on 14th Avenue (Lacey Blvd to Railroad Ave)
- Class IV separated bikeways on 14th Avenue (Railroad Ave to Hume Ave)
- Class I shared-use path on Hanford Armona Road (connecting Lemoore Canal Trail to SR-99 on/off ramp)

Home Garden

- Class I shared-use path along Houston Avenue
- Class IV separated bikeway along 10th Avenue

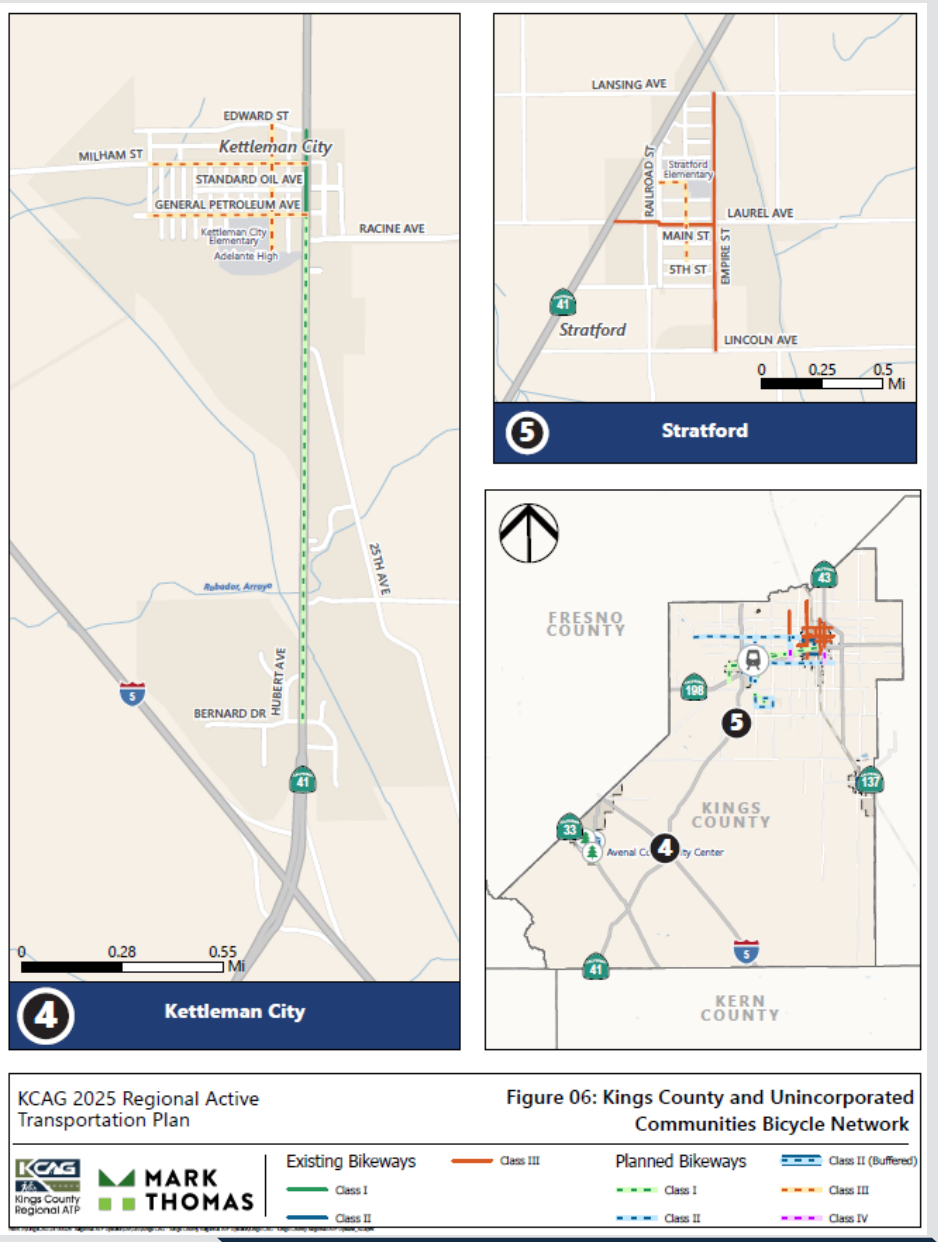


Kettleman City

- Class I shared-use path along SR-41 (south to Bernard Drive)
- Class III bikeways along: General Petroleum Avenue (east-west), 9th Street (north-south), Milham Street (east-west)

Stratford

- Class III bike route on Cross Street (Railroad St to 5th St)



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- *Safety (S)*
- *Gap Closure (G)*
- *Equity (E)*

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	P	A	S	G	E	
Hanford Armona Road (Class I) *Armona- Lemoore Canal Class I to SR-198 On/Off Ramp*	0	0	15	25	20	15	75
Houston Avenue/D Street (Class II) *North County- Bush Street to 9th Avenue*	0	0	15	25	20	15	75
Milham Street (Class III) *Kettleman City- First Street to Brown Street*	10	7.5	15	25	0	15	72.5
Ninth Street (Class III) *Kettleman City- Edward Street to Kettleman City Elementary School*	10	7.5	15	25	0	15	72.5
General Petroleum Avenue (Class III) *Kettleman City- First Street to Brown St/SR-41*	10	7.5	15	25	0	15	72.5
Railroad ROW (Class I) *North County- SR-198 to 11th Avenue*	0	0	15	25	10	15	65
14th Avenue Cycletrack (Class IV) *Armona- Railroad Avenue to Hume Avenue*	0	7.5	15	25	0	15	62.5
Cross Street (Class III) *Stratford- Railroad Street to 5th Street*	10	7.5	15	12.5	0	15	60
14th Avenue (Class II) *Armona- Lacey Boulevard to Railroad Avenue*	5	0	15	25	0	15	60
Brown Street/SR-41 (Class I) *Kettleman City- General Petroleum Avenue to Bernard Drive*	0	0	15	25	0	15	55
18th Avenue/Jersey Avenue (Class I) *Santa Rosa Rancheria- Central Elementary School to 17th Avenue*	0	0	15	25	0	15	55
10th Avenue Cycletrack (Class IV) *Home Garden- Hanford Armona Road to Houston Avenue*	0	0	15	25	0	15	55
Grangeville Boulevard (Class II) *North County- 25th Avenue Alignment to 13th Avenue*	0	0	15	25	0	15	55
14th Avenue (Class II)	0	0	15	25	0	15	55

TOP 5

Did we get it right?

Implementation Plan

- Top 10 pedestrian and bicycle projects per jurisdiction
- Identification of state and federal funding programs for design and construction of projects

COST ESTIMATE

LIMITS: Hanford Armona Rd: SR 41 to Liberty Dr
DESCRIPTION: Class II Bikeway
LENGTH (LF): 3,965
SEGMENT ID:

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	6" Solid Thermoplastic Traffic Stripe	LF	15860	$4	$63,440
2	Bike Arrow Pavement Marking	EA	20	$1,000	$20,000
3	Minor Items (25%)	LS	1	$20,860	$20,860
4	Mobilization (10%)	LS	1	$8,344	$8,344
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$112,644
				CONTINGENCY (25%) =	$28,161
				TOTAL HARD COST =	**$140,805**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$28,161
Geotechnical Engineering (5% of total hard cost)					$7,040
Landscape Architecture (2% of total hard cost)					$2,816
Surveying (5% of total hard cost)					$7,040
Utility Engineering/Coordination (3% of total hard cost)					$4,224
Inspection/Construction Management (25% of total hard cost)					$35,201
Developer Administration (5% of total hard cost)					$7,040
Design Services During Construction (5% of total hard cost)					$7,040
				PROJECT DELIVERY SUBTOTAL =	$98,564
				GRAND TOTAL =	**$239,369**

Next Steps

- City Council Study Sessions (July)
- July 23, 2025 – KCAG Transportation Policy Committee meeting
- August 27, 2025 – KCAG Transportation Policy Committee meeting

CONTACT INFORMATION

Consultant Project Manager
Amber Collins
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Consultant Deputy Project Manager
Lynnete Guzman
lguzman@markthomas.com

MEETING MINUTES

Date:	June 16, 2025
Time:	3:00 PM – 4:00 PM
Location:	Microsoft Teams
Meeting Length:	1-hour
Attendees:	See Sign-In Sheet
Minutes By:	Daniel McElhinney

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1. **Welcome and Introductions**
    a. Amber Collins and Teresa Nickell welcomed attendees and provided a brief overview of the meeting objectives.
    b. Advisory Committee members introduced themselves and the agencies they represent.

2. **Project Updates**
    a. Amber Collins presented an overview of the RATP.
    b. Lynnete Guzman summarized engagement efforts completed since the last meeting, including:
        i. Community workshops and tabling events
        ii. Outreach to disadvantaged and hard-to-reach populations
        iii. In-Person and virtual walk audits in Armona and Stratford
        iv. Two rounds of public feedback surveys
    c. Lynnete Guzman highlighted that the cities of Hanford and Corcoran recently adopted their respective Active Transportation Plans, and new projects were not developed for these jurisdictions. Instead, projects from their plans were integrated into the regional plan.

3. **Proposed Pedestrian and Bicycle Infrastructure Network**
    a. Lynnete Guzman shared proposed networks for each jurisdiction:
        i. Avenal:
            1. Javier Andrade confirmed support for recommendation and highlighted the city's efforts to explore a Class I facility on Skyline Blvd.
                a. Lynnete Guzman acknowledged the update and will revise the designation from Class II to Class I where feasible.
                b. Action: Lynnete Guzman to update the Avenal Proposed Bikeways Network Map.
        ii. Lemoore

1. Recommendations include 30 miles of new and enhanced bikeways and key pedestrian improvements such as Hanford-Armona Road, 18th Avenue, and Cinnamon Drive.
2. Steve Brandt confirmed that Fox Street and Follett Drive crossings remain city priorities.
3. Chuck Kinney inquired about the steps being taken to secure legal access and address public safety along Class I paths proposed along railroad lines and canal banks in Lemoore.
    a. Amber Collins clarified that this is a planning-level document. Detailed feasibility, right-of-way (ROW) access, and safety concerns will be addressed in later phases.
    b. Estevan Benavides confirmed that initial discussions with the railroad have occurred.

iii. King County (Unincorporated)

1. Lynnete Guzman presented proposed improvements for Home Garden, Armona, Stratford, Santa Rosa Rancheria, and Kettleman City.
2. Teresa Nickell asked Caltrans to confirm whether proposed Stratford improvements overlapped with community feedback on a potential roundabout and turn lane.
    a. Edgar Hernandez noted Caltrans will follow-up.
    b. ***Action: Edgar Hernandez to confirm with Caltrans on community feedback and project conflicts.***
3. Chuck Kinney and Steve Brandt requested extending the Stratford pedestrian corridor along Main Street.
    a. Lynnete Guzman confirmed she will update the map to include Main Street as Pedestrian Priority Corridor.
    b. ***Action: Lynnete Guzman to update Stratford proposed pedestrian network.***
4. Chuck Kinney asked whether the Hanford Armona Road proposed bikeway could connect east to Hanford.
    a. Lynnete Guzman confirmed she will follow-up.
    b. ***Action: Lynnete Guzman to follow up with Chuck Kinney on Armona bikeway connection to Hanford.***

b. Orfil Muniz raised concerns about ROW research for Class 1/IV facilities.
    i. Amber Collins and Lynnete Guzman clarified that this planning-level document includes high-level feasibility considerations; detailed design and ROW constraints will be addressed in future phases.
c. Javier Andrade mentioned ATP funding restrictions for Class III facilities above 25 mph.
    i. Lynnete Guzman confirmed Mark Thomas will review the plan for compliance.

4. Project Prioritization and Ranking Analysis
    a. Lynnete Guzman presented the prioritization methodology and how it informed project ranking. Criteria included:
        i. Ease of implementation (including preliminary cost and environmental

considerations)

ii. Population served

iii. Safety (crash data)

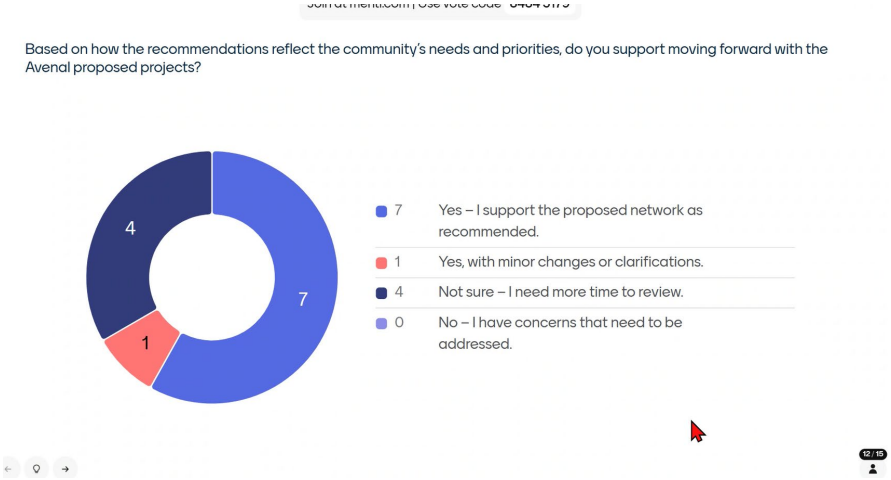
iv. Network connectivity

v. Disadvantaged community status

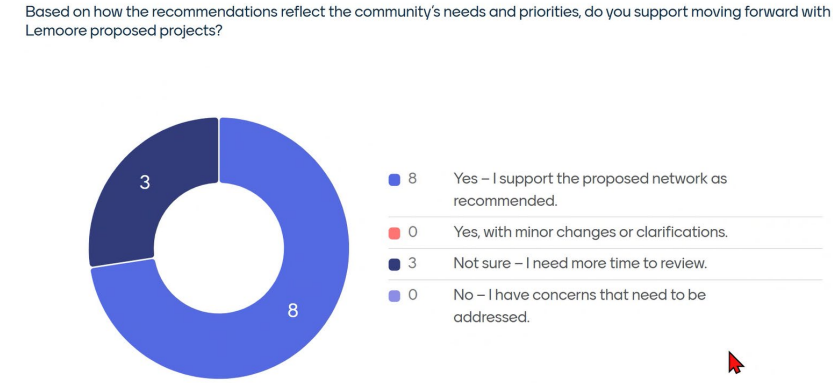
b. Attendees were encouraged to provide feedback on local priorities, and recommendations by end of week, 6/20/25.

c. Lynnete Guzman shared three live Mentimeter polls to gauge support for the proposed networks in Avenal, Lemoore, and Kings County. Responses were generally supportive, with several attendees noting they needed more time to review. Poll responses are provided below:

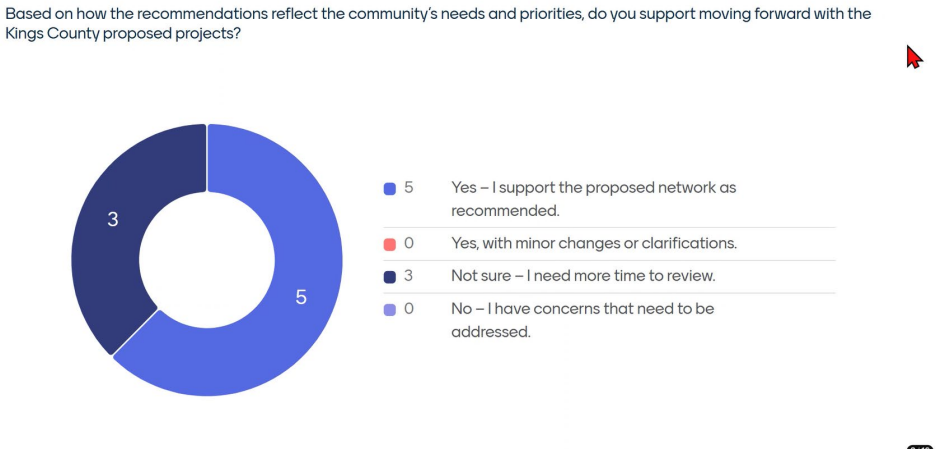
i. Avenal:



ii. Lemoore



iii. Kings County



5. Next Steps
    a. Amber Collins outlined the remaining project timeline:
        i. Presentation to the KCAG Policy Committee on July 23, 2025
        ii. Plan adoption in August 2025
        iii. Presentation to local City Councils as needed
    b. Orfil Muniz asked whether a new Class IV connection between Corcoran's transit center and Gateway Park Pump Track could be added to the 2025 RATP.
        i. Amber Collins and Teresa Nickell agreed to follow up.
        ii. Action: Orfil Muniz to email details of proposed Class IV connection to Amber Collins and Teresa Nickell for inclusion in 2025 RATP.

Summary of Action Items

Topic	Action Items	Owner
Proposed Pedestrian & Bicycle Infrastructure	Edgar Hernandez to confirm with Caltrans on community feedback and project conflicts.	Edgar Hernandez, Caltrans
Proposed Infrastructure Network	Lynnete Guzman to update maps: • Avenal Bikeways Map • Stratford Pedestrian Priority Corridor (Main Street)	Lynnete Guzman, Mark Thomas
Proposed Bicycle Infrastructure Network	Lynnete Guzman to follow up with feasibility regarding: • Hanford Armona Road bikeway connection to Hanford.	Lynnete Guzman, Mark Thomas
Proposed Bicycle Infrastructure Network	Orfil Muniz to email details of the proposed Class IV for inclusion in 2025 RATP.	Orfil Muniz, City of Corcoran

MEETING SIGN IN SHEET

Kings County Regional Active Transportation Plan Update – Project Advisory Committee Meeting #4

Date and Location: June 16, 2025
Virtual Teams Meeting

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Bobbie Wartson	Kings County Commission on Aging	Executive Director
Yes	Alex Hernandez	Kings County	Deputy Director - Planning
Yes	Angie Dow	KART	Executive Director
Yes	Dennis Ham	Trikke Tech	Representative
Yes	Edgar Hernandez	Caltrans District 6 Planning	Planner
Yes	Gabriela Rodriguez	Kings Partnership	Executive Director
Yes	Diego Lopez	City of Lemoore	Assistant Public Works Director
Yes	Lorena Mendibles	Caltrans District 6 Planning	Senior Transportation Planner
Yes	Michele Brock	College of the Sequoias	Representative
Yes	Orfil Muniz	A&M Consulting Engineers	PE
Yes	David Pires	Pioneer Union Elementary School District	Transportation Supervisor
Yes	Renee Creech	Hanford Joint Union High School District	Assistant Superintendent
Yes	Rose Mary Rahn	King County Department of Public Health	Executive Director
Yes	Steve Brandt	City of Lemoore	Principal Planner

IN ATTENDANCE	NAME	AGENCY/ORGANIZATION	TITLE
Yes	Jim Henderson	King County Public Works	Director
Yes	Savino Perico	Kings Community Action Organization	Recreation Supervisor
Yes	Valeria Bega	City of Corcoran	Transit Coordinator
Yes	Kevin Tromborg	City of Corcoran	Community Development Director
Yes	Frank Senteno	City of Hanford	Utilities and Engineering Director
Yes	Brad Albert	City of Hanford	Parks and Community Services Director
Yes	Javier Andrade	A&M Consulting Engineers	PE
Yes	Teresa Nickell	Kings County Association of Governments	Regional Planner
Yes	Amber Collins	Mark Thomas	Transportation Planning Division Manager
Yes	Lynnete Guzman	Mark Thomas	Senior Planner

Attachment 2: Community Needs Assessment Survey Summary

MEMORANDUM

To:	Teresa Nickell, Kings County Association of Governments	Project No.:	24-00026
Cc:	Terri King, Kings County Association of Governments		
From:	Paul Martin, Mark Thomas		
Date:	July 14, 2025		
RE:	**KCAG Regional Active Transportation Plan Update Project Survey Responses**		

Online Survey

Kings County Association of Governments ran an online survey on walking and biking for two months, from June 28, 2024, through September 30, 2024. The survey contained 23 questions, all of which were optional, and was administered in English and Spanish through Microsoft Forms on the project website.

The survey was promoted via digital and printed announcements throughout Kings County while accepting responses. The Project Team sent a link to the online survey to members of the Project Advisory Committee, who distributed it to their networks via email and social media. The Project Team also provided a link to the online survey to community members during six public engagement events between June and September 2024.

The survey received 44 responses. (Some responses were incomplete, meaning that not all questions were answered).

Below is a description of each question on the survey and summaries of the responses given. In addition, as indicated under various questions, all relevant comments submitted through the survey are listed in Appendix A (The comments have been edited lightly for readability).

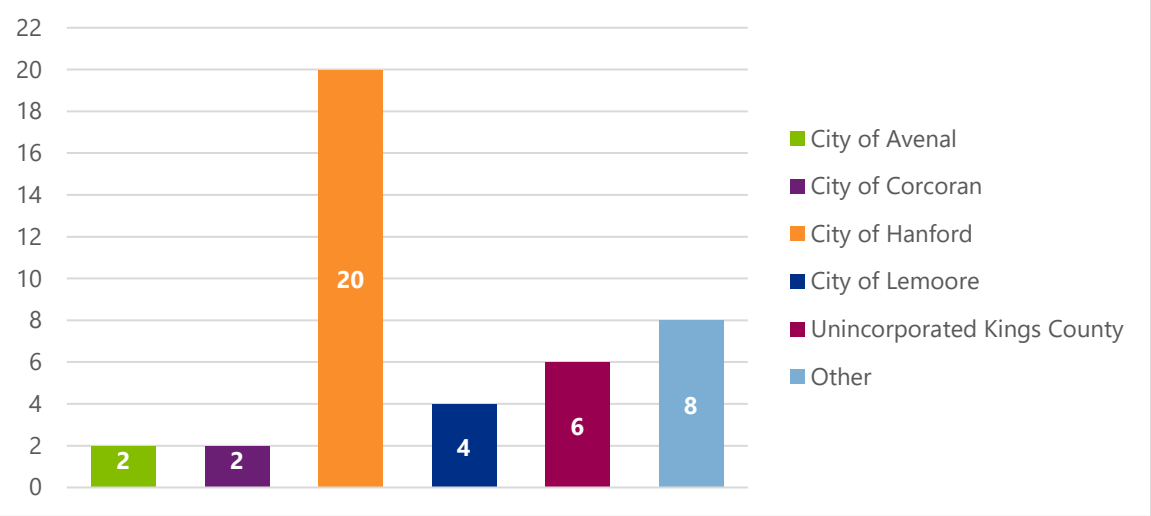
1. Respondent's Preferred Jurisdiction

The survey's opening question (Question 1) asked, "which jurisdiction would you like to provide feedback on?" Respondents' feedback on a jurisdiction may have been determined based on where they lived, their commute to work, or other factors. Six answer choices were provided:

- City of Avenal
- City of Corcoran
- City of Hanford
- City of Lemoore
- Unincorporated Kings County
- Other

As Figure 1 shows, nearly half of all responses to Question 1 were for the City of Hanford, which received 20 of 42 total responses, followed by Other (8) and Unincorporated Kings County (6). Small numbers of respondents answered with City of Avenal (2) or City of Corcoran (2).

Figure 1: Respondent's Preferred Jurisdiction



2. Walking or Biking for Recreation

Survey question 2 asked, "How often do you walk or bike for fun or exercise (to go around the neighborhood, around the park, etc.)?" Four answer choices were provided:

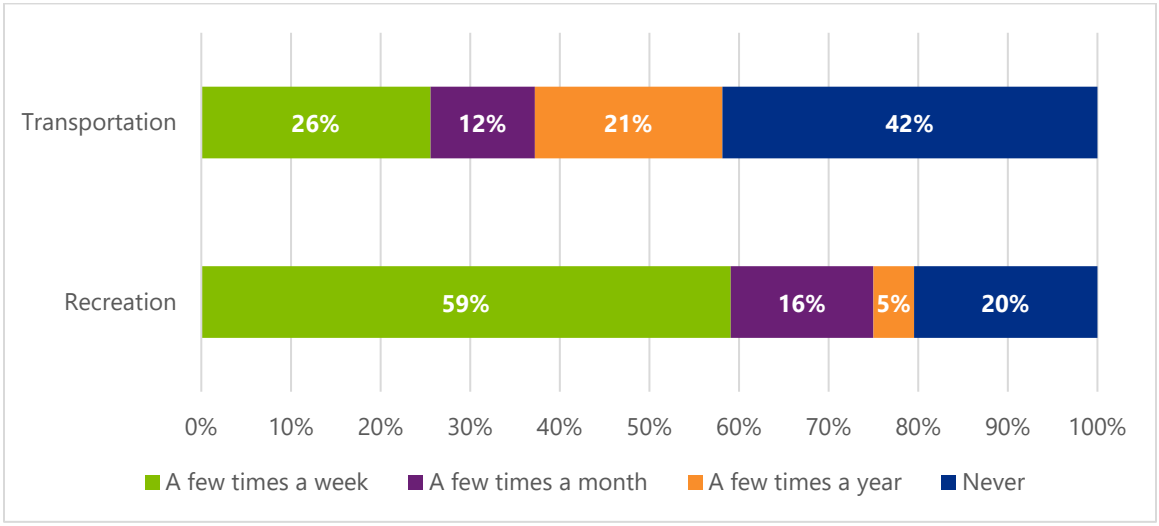
- A few times a week
- A few times a month
- A few times a year
- Never

Question 2 received 44 total responses. As Figure 2 shows, over half of all respondents chose "A few times a week," totaling 59% responses, followed by "Never" (20%) and "A few times a month" (16%).

3. Walking or Biking for Transportation

Similarly, Question 3 asked, "How often do you walk or bike for transportation (to go to school, to work, to the store, etc.)?" Question 3 had the same four answer choices as Question 2. The question received 43 total responses. As Figure 2 shows, the majority of respondents chose "Never," totaling 42% of responses, followed by "A few times a week" (26%) and "A few times a year" (21%).

Figure 2: How Often Respondents Walk or Bike for Recreation or Transportation

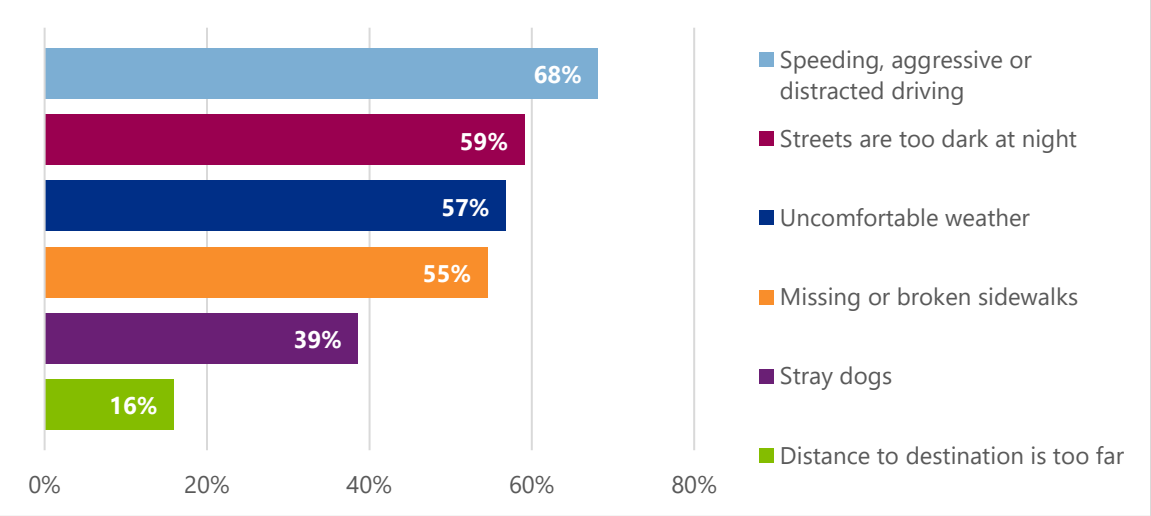


4. Challenges and Obstacles to Walking

Question 4 listed six potential challenges and obstacles to walking, asking respondents, "Which of the following discourages you or people you know from walking in your community?" Respondents had the ability to select more than one answer to the question. 44 respondents answered Question 4. As Figure 3 shows, four challenges were identified by more than half of respondents, which could be interpreted as significant obstacles to walking in the county:

- Speeding, aggressive, or distracted driving (68% of responses)
- Streets are too dark at night (59%)
- Uncomfortable weather (57%)
- Missing or broken sidewalks (55%)

Figure 3: Challenges and Obstacles to Walking



5. Public Preferences around Walking

Question 5 asked, "Where do you enjoy walking for recreation or transportation purpose? What do you most enjoy about walking there? What do you like least?" Question 5 received 35 responses. Appendix A contains the pertinent comments submitted under the question. The places where respondents said they walk most often are:

- Local parks
- Local trail networks
- Downtown Hanford
- Around their own neighborhoods
- Recreation centers

The things people most enjoy about walking are:

- The exercise
- Enjoying amenities and feeling of safety in their local neighborhood
- Being outside and enjoying the scenery
- Spending time with family members

The things people enjoy least about walking correspond closely to responses under Question 4:

- Hot weather and lack of shade
- Distracted or speeding drivers, and drivers not yielding to pedestrians
- Lack of sidewalks
- Lack of parks or trails in some communities
- Stray dogs

6. Pedestrian Improvements

Question 6 asked, "What is one thing (or things) that you would do to improve walking in your area?" The question received 37 responses. Appendix A contains the pertinent comments submitted under Question 6. Suggestions that people gave to improve walking include:

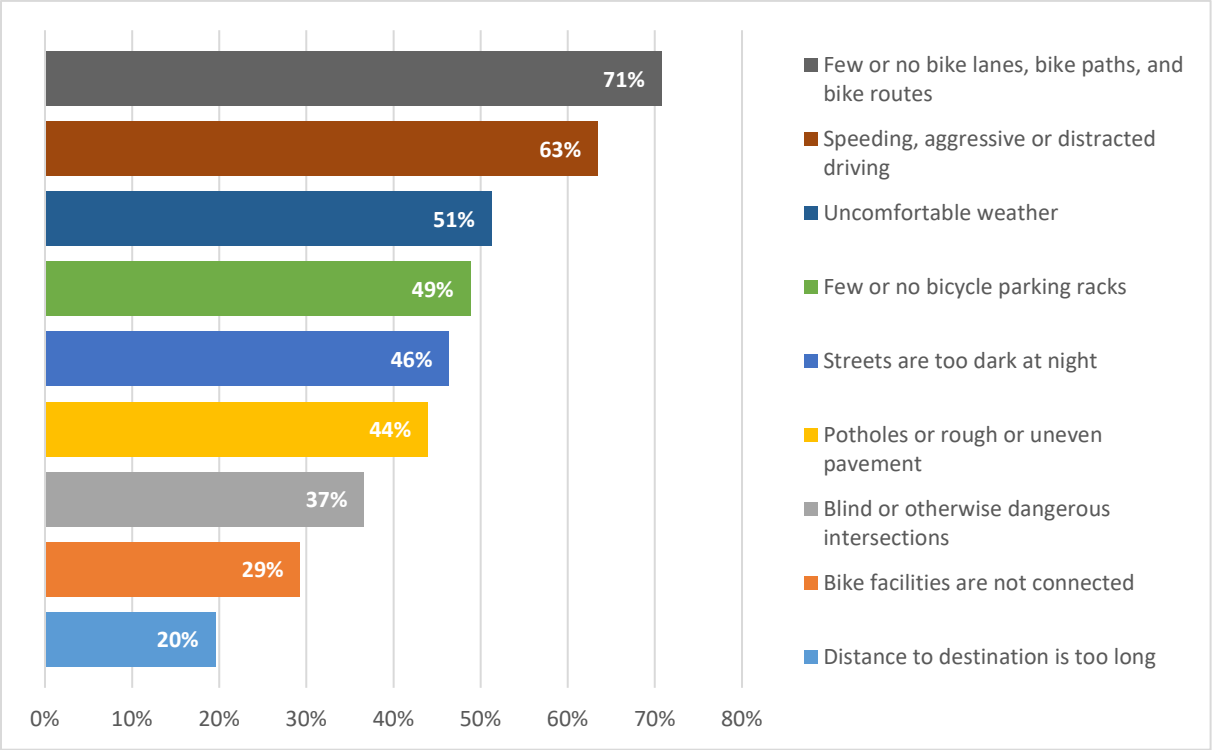
- Installing more street lighting
- Installing sidewalks
- Providing more shade along sidewalks
- Expanding local trail networks
- Creating parks in more communities

7. Challenges or Obstacles to Biking

Question 7 listed nine potential challenges and obstacles to biking, asking respondents, "Which of the following discourages you or people you know from biking in your community?" Respondents had the ability to select more than one answer. 41 respondents answered the question. As Figure 4 shows, three challenges were identified by more than half of respondents. These could be interpreted as significant obstacles to biking in the county:

- Few or no bike lanes, bike paths, or bike routes (71% of responses)
- Speeding, aggressive, or distracted driving (63%)
- Uncomfortable weather (51%)

Figure 4: Challenges and Obstacles to Biking



8. Public Preferences around Biking

Question 8 asked, "Where do you enjoy biking for recreation or transportation purpose? What do you most enjoy about biking there? What do you like the least?" Question 8 received 26 responses. Appendix A contains the pertinent comments submitted under this question. The places where respondents said they bike most often are:

- Around their own neighborhoods
- In the mountains or outdoor nature parks
- To school
- Downtown Hanford

The things people most enjoy about biking are:

- Exercise and health benefits
- Spending time with family members
- Recreation and having fun

The things people enjoy least about biking include:

- No existing infrastructure such as bike lanes and trails
- Aggressive or distracted drivers
- Stray dogs
- Uneven pavement
- Lack of lighting or roadway signage
- Encounters with homeless people

9. Bicycling Improvements

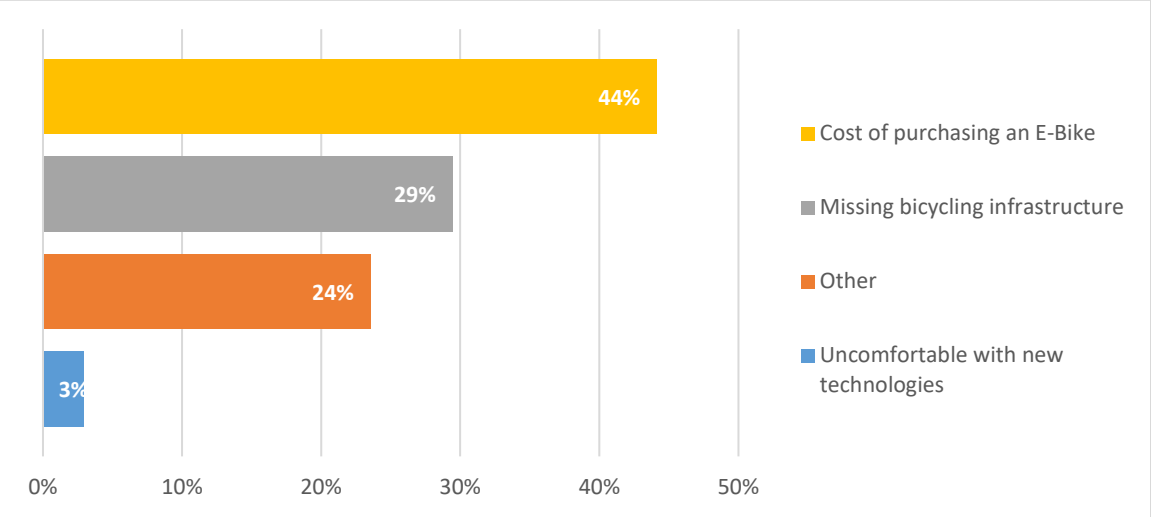
Question 9 asked, "What is one thing (or things) that you would do to improve biking in your area?" The question received 25 responses. Appendix A contains the pertinent comments submitted under Question 9. Suggestions that people gave to improve biking include:

- Implementing bike lanes and establishing a more interconnected bikeway network
- Establishing more local parks with bike trails
- Providing more street lighting
- Providing more bicycle parking
- Enforcement of speed limits, traffic laws

10. Barriers to E-Bike Travel

Question 10 focused on obstacles to electric bicycle (E-Bike) usage, asking, "What prevents you from traveling via E-Bike?" The question received 34 responses. As Figure 5 shows, the majority of respondents chose purchasing cost (44% of responses) or lack of bicycle infrastructure (29%) as the primary barrier to traveling via E-Bike. 24% of respondents chose "Other," citing reasons including unsafe driver behaviors, a lack of interest, and long distance to destination.

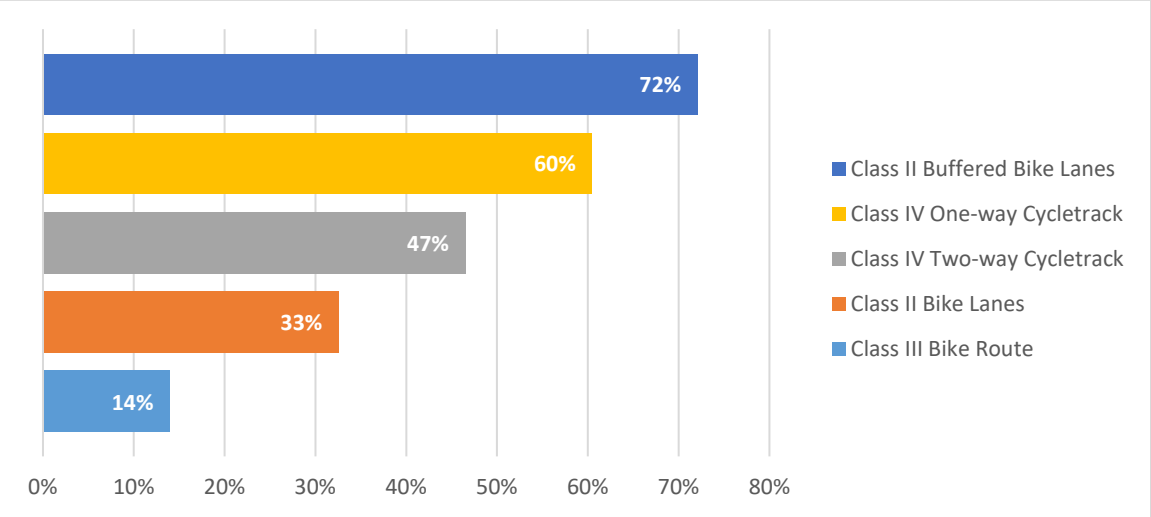
Figure 5: Barriers to E-Bike Travel



11. Preferred Bikeways

Question 11 listed five types of bikeways, asking respondents, "Which of the following bikeways would you like to see in your community?" Respondents had the ability to select more than one answer to this question, which received 43 total responses. As Figure 6 shows, the most popular bikeway identified in response to Question 11 was Class II Buffered Bike Lane, identified in 72% of responses, followed by Class IV One-Way Cycletrack (60%) and Class IV Two-Way Cycletrack (47%).

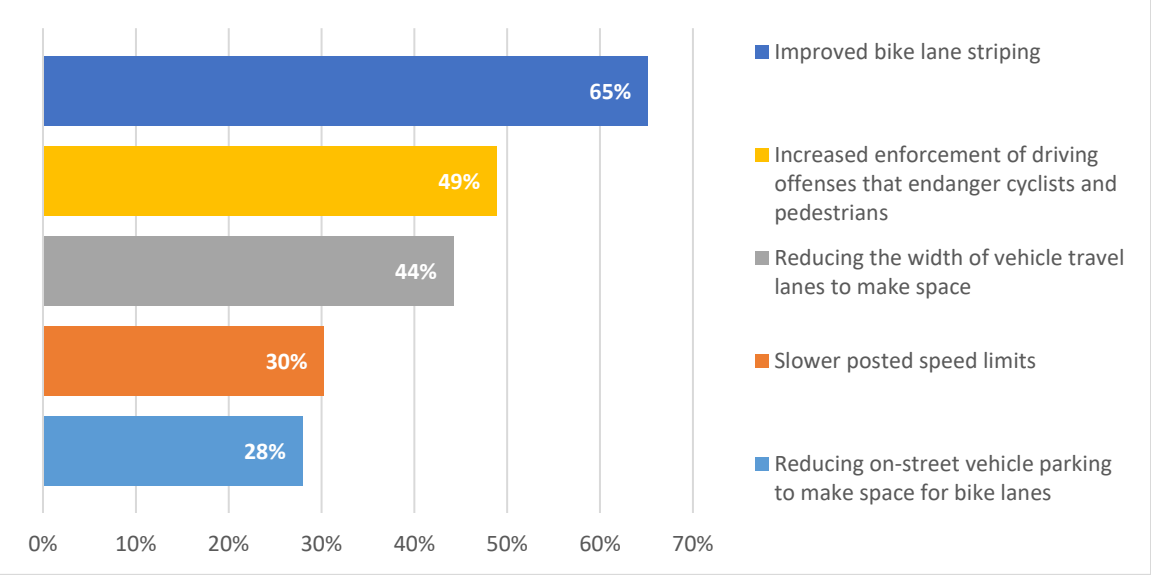
Figure 6: Preferred Bikeways



12. Preferred Roadway Enhancements

Question 12 listed five roadway enhancements, asking respondents, "Which roadway enhancements do you want to see in your community to accommodate active transportation such as walking and biking?" Respondents had the ability to select more than one answer to the question, which received 43 total responses. As Figure 7 shows, the most popular roadway enhancement identified in response to Question 12 was improved bike lane striping, identified in 65% of responses, followed by increased enforcement of driving offenses (49%) and reducing the width of travel lanes (44%).

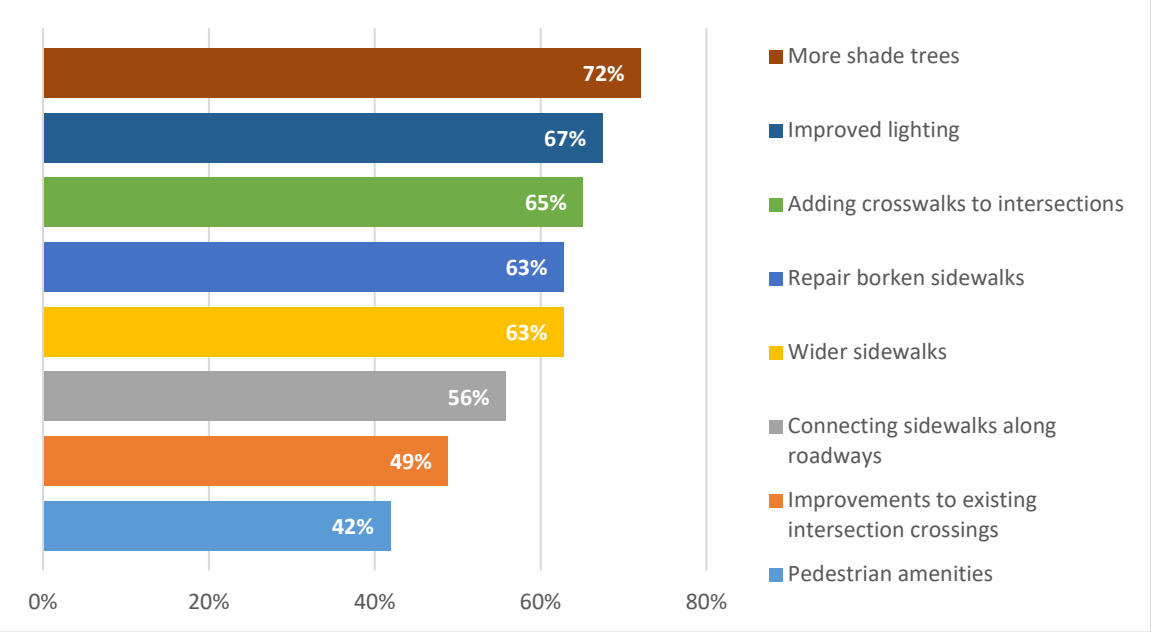
Figure 7: Preferred Roadway Enhancements



13. Pedestrian Improvements

Question 13 listed eight pedestrian-focused infrastructure improvements, asking respondents, "Which of the following pedestrian improvements would you like to see in your community?" Respondents had the ability to select more than one answer to the question, which received 43 total responses. As Figure 8 shows, the most popular pedestrian improvement identified in response to Question 13 was shade trees, identified in 72% of responses, followed by improved lighting (67%) and adding crosswalks to intersections (65%).

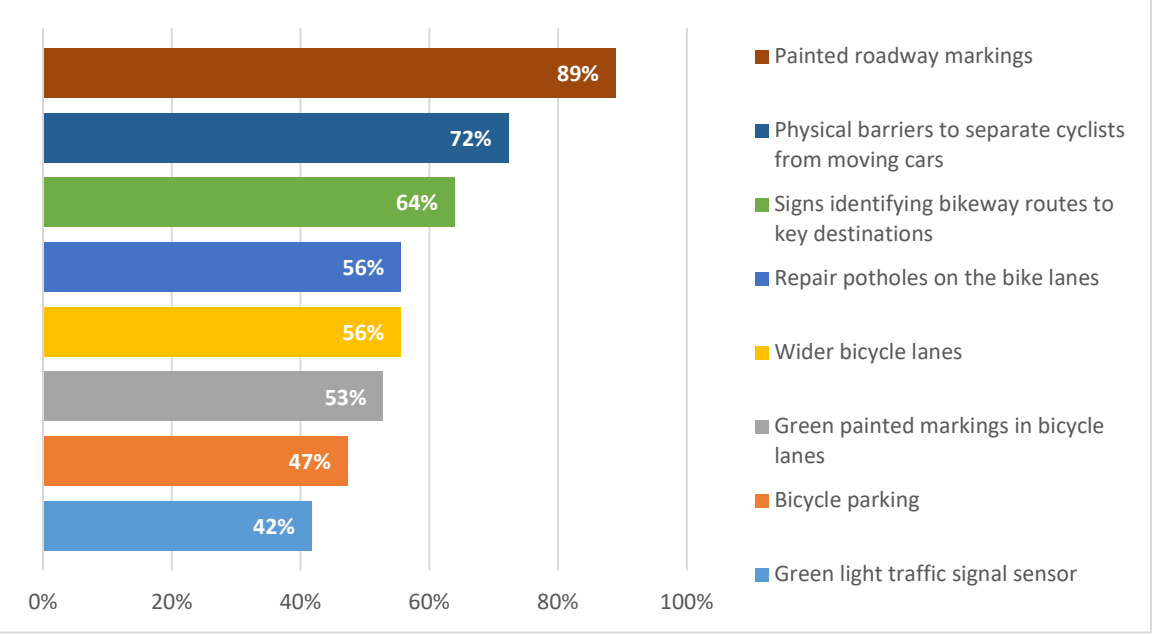
Figure 8: Pedestrian Improvements



14. Bicycle Improvements

Question 14 listed eight bicycle-focused infrastructure improvements, asking respondents, "Which of the following bicycle improvements would you like to see in your community?" Respondents had the ability to select more than one answer to Question 14, which received 36 total responses. As Figure 9 shows, the most popular bicycle improvement identified in response to the question was painted roadway markings, identified in 89% of responses, followed by physical barriers between cyclists and moving cars (72%) and bikeway route signage (64%).

Figure 9: Bicycle Improvements



15. Additional Issues and Concerns

Question 15 asked respondents if they had additional issues or concerns which were not addressed in the survey. In response to this question, respondents identified specific locations to prioritize bikeway or pedestrian improvements and reiterated the need for pedestrian and bicycle-focused infrastructure as well as more local parks and trails throughout the county.

Demographic Questions
The survey included eight demographic questions. Respondents were informed that answering these demographic questions was optional and that data would be anonymized and not made publicly available. Responses to the demographic questions are summarized below.

16. How old are you?
This question received 44 responses. Over a third of all respondents (34%) were 35-44 years old, with the next largest age groups being 25-34 years old (25%) and 45-54 years old (20%). While the survey included options for 18-34 years old and under 18, no respondents fell in these age groups.

17. What race/ethnicity do you identify with?
This question received 43 responses. Over half of all respondents (56%) identified as Hispanic or Latino, followed by White (30%), and Asian and Two or More Races, which each made up 7% of all responses.

18. What gender do you identify with?
This question received 43 responses. 74% of respondents identified as female, while 26% of respondents identified as male.

19. What was the total income of your household during the past 12 months?
This question received 41 responses. Respondents earning a household income of $90,000 or more made up the largest share of responses (51%), followed by Less than $30,000 (22%), $60,000 to $89,000 (17%), and $30,000 to $59,000 (10%).

20. How many automobiles, vans, and/or trucks are kept at home for use by members of your household?
This question received 42 responses. The majority of respondents (61%) reported owning 2 vehicles, followed by 3 vehicles (25%), 1 vehicle (14%), 4 vehicles (12%), and 5 vehicles (2%).

21. What language do you speak at home?
This question received 43 responses. The majority of respondents (88%) reported speaking English at home. 12% of respondents reported speaking Spanish at home.

22. What is the zip code of your home residence?
This question received 42 responses. The largest share of respondents (43%) identified 93230 as the zip code of their home residence, followed by 93266 (36%), 93245 (7%), and 93212 (5%).

23. Please select if you are currently any of the following:
- *Experiencing homelessness*
- *Living with a disability*
- *None of the above apply to me*

This question received 41 responses. The largest share of respondents (90%) stated said neither condition applied to them. 10% of respondents reported that they were living with a disability. No respondents reported that they were experiencing homelessness.

Q5. Where do you enjoy walking for recreation or transportation purpose? What do you most enjoy about walking there? What do you like least?

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy walking for recreation or transportation purpose? What do you most enjoy about walking there? What do you like least?
2	City of Hanford	I seldom walk from home for recreational activities. There are few sidewalks in my neighborhood.
3	City of Hanford	Around the block during certain times when it seems safe. Enjoy the exercise. Dislike when encounter irate, confused, confrontational people who may be experiencing homelessness and/or using drugs. Dislike having to move off the sidewalk due to people parking or leaving items or camping and obstructing the walkway.
4	City of Lemoore	Lions park in Lemoore. One problem is the sidewalk does not complete a circle around the park. There is room next to the fence on the West side of the park.
5		n/a
6	City of Hanford	Downtown Hanford. Tell the city to keep sidewalks as they are and put cross walks back for accessibility. I purchased my home for walk ability to downtown.
7	City of Hanford	Around neighborhood. It's not possible during summer because of heat and lack of shade.
8	City of Corcoran	I enjoy walking at the RAC because there is lighting for night walks and shade for day walks. I do not enjoy the walk to the RAC because no one stops for me at the crosswalk on Hanna/Dairy Ave.
9	City of Avenal	I enjoy walking to the parks to be able to enjoy nature. I enjoy that there are sidewalks to the parks in town. I don't like that there is not enough shade and that crossing the streets can be scary because of the fast cars.
10	City of Hanford	Downtown Hanford I love walking around the park. I really do not like the amount of homelessness in the area.
11	City of Hanford	I live on Grangeville Blvd near 14th Ave. I would love to ride my bike or walk along Grangeville but I don’t feel safe as there aren’t large enough shoulders I usually take walks along the canal bank since the road is too dangerous but can’t ride bike in the dirt very easily
12	City of Hanford	My local housing development park. Not many people around, quiet. No shade. No restroom. Too dark.
13	City of Hanford	

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy walking for recreation or transportation purpose? What do you most enjoy about walking there? What do you like least?
14	City of Hanford	I live in the Vineyards Neighborhood and I walk several times a week to Vineyards Park I like that the Park is always very clean and kept up.
15	City of Hanford	I like walking around my neighborhood. I feel safe in the Stonecrest area. I like that I do not have to cross busy streets and have shade provided by the trees along 11th.
16	City of Hanford	
17	City of Hanford	My family enjoys walking recreationally around our neighborhood (Royal Crest) and different parks. We enjoy being outside and getting exercise. We dislike that there is trash and try to pick it up when possible. We would like to walk at night but there is not adequate lighting.
18	City of Hanford	Enjoy the the health benefits of walking. Do not enjoy the distracted driving and so many people looking at their phones. Does not make walking enjoyable when you constantly have to look for drivers because they are not looking for you.
19	City of Hanford	neighborhood
20	City of Hanford	City parks and designated fitness/walk trail areas are the more enjoyable and preferred.
21	City of Hanford	I mostly walk at Freedom Park because of the trail there. I also enjoy walking in my neighborhood near Douty and Grangeville, it's just a very busy area with few sidewalks.
22	Stratford	Roads of Stratford. This is the only option.
23	Unincorporated Kings County (outside of the above Cities)	I would love to have green space in my community where I can walk/exercise on a concrete trail while my kids play on a play structure, but unfortunately Stratford, CA has never had a park. The other day when I went out for a walk in the "cuts" there was an airplane spraying pesticides! We can't even do that!
24	Stratford	
25	Unincorporated Kings County (outside of the above Cities)	Lemoore city park
26	Unincorporated Kings County (outside of the above Cities)	Around the school because the sidewalks are paved and I can take the baby stroller. What I like least is lack of lighting.
27	Stratford	
28	Stratford	En un parque seguro para mis hijos
29		
30	Unincorporated Kings County (outside of the above Cities)	There is no safe place up walk in our community. The streets have cars driving up and down, and they have no sidewalks. We also don't have a park to walk up, or paved trails. It's also very hot during the summer, and not having a shaded area to walk in doesn't quite appeal.

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy walking for recreation or transportation purpose? What do you most enjoy about walking there? What do you like least?
31	Stratford	
32	City of Lemoore	In stratford more Parks and stores santhing
33	Stratford	I'm in Stratford we have no designated walking area or park and the stray dogs make it very difficult to walk around town without having them bark or bite you.
34	Stratford	School when it's open
35	City of Corcoran	
36	Stratford	I love to walk or take my girls in there bikes but it's so hard due to lack of sidewalks and we have no park no shade for this heat no where to go here in our little town to play with our kids and just go outside for a walk we really need a park.
37	City of Lemoore	
38	Unincorporated Kings County (outside of the above Cities)	Elementary school has a grass field with a fenced in area. Walking on grass and the sprinkler system sometimes creates wet areas is the least appealing part of walking at the school.
39	City of Lemoore	Cinnamon/19th. East-West on Cinnamon and North-South on 19th Ave. Likes: Plenty of sidewalks for the most part. Dislikes: Some very dark areas with broken street lights. Sidewalk ends on 19th Ave near D St. Sprinklers for city landscaping and LUESD office spray into the sidewalk.
40	Unincorporated Kings County (outside of the above Cities)	Walking around the Stratford Elementary. It feels safe.
41	City of Hanford	Designated trails, walkways that are designed for foot and bike traffic.
42	City of Hanford	Neighborhood. Weather is not ideal.
43	City of Hanford	Local Parks, specifically Freedom park. It offers trees for shade, and a walking area around the permitter of the park.
44	City of Hanford	
45	City of Avenal	I enjoy looking around my neighborhood as a recreational way. I enjoy being out to feel the breeze. I dislike that the sidewalks are not safe

Q6. What is the one thing (or things) that you would do to improve walking in your area?

Id	Which jurisdiction would you like to provide feedback on?	What is the one thing (or things) that you would do to improve walking in your area?
2	City of Hanford	Installation of sidewalks
3	City of Hanford	Enforcement of codes regarding parking and seemingly abandoned items on the sidewalk area.
4	City of Lemoore	Install a sidewalk on the West side of Lions park to create a loop.
5		N/A
6	City of Hanford	No round-about, add crosswalks downtown, community engagement. Homeless people crowd the way.
7	City of Hanford	More shade- trees. Maybe parks that are baby friendly.
8	City of Corcoran	Complete sidewalks with shade and lighting, high-visibility crosswalks with push-buttons to activate flashing lights.
9	City of Avenal	Making cars go slower and respect people and kids trying to cross the street, more shade along the sidewalks, more lighting for safety at night.
10	City of Hanford	Street lights, patrol
11	City of Hanford	More paths and lighted areas
12	City of Hanford	Put water filling stations, shade, and lights for night time.
13	City of Hanford	
14	City of Hanford	Putting in a some type of permanent recreation at the Park (i.e. Half Court Basketball or Permanent Cement Cornhole Boards)
15	City of Hanford	More lighting along 11th
16	City of Hanford	
17	City of Hanford	Better lighting.
18	City of Hanford	Some type of alert if someone drives into a walking zone, some type of protective barrier, lights, bright effects to catch attention of drivers. A park or large area for designated walkers.
19	City of Hanford	better lighting
20	City of Hanford	Make the streets safer with regards to homeless population and poor vehicle usage on the streets.
21	City of Hanford	More walking trails at all the parks, and more sidewalks in the neighborhoods.
22	Stratford	Provide a park in Stratford.
23	Unincorporated Kings County (outside of the above Cities)	We need a park! A rec center, anything that would bring create opportunities for physical well being!
24	Stratford	
25	Unincorporated Kings County (outside of the above Cities)	Have more shade and have an actual park

Id	Which jurisdiction would you like to provide feedback on?	What is the one thing (or things) that you would do to improve walking in your area?
26	Unincorporated Kings County (outside of the above Cities)	Make more paved areas and add bright lights. Indoor community center would be nice so we can walk when the air quality is bad.
27	Stratford	
28	Stratford	Caminar por las banquetas
29		We need a park where we can walk
30	Unincorporated Kings County (outside of the above Cities)	Green Space aka a park. If we had a park with paved trails, and shade to walk in we would most likely walk there and exercise. It would also be great to take the kids for physical activity instead of having them indoors all summer, cooped up.
31	Stratford	Pick up trash
32	City of Lemoore	Parks stores games y activistas
33	Stratford	Better side walks, bike lanes, more shade, a designated walking trail and no stray dogs
34	Stratford	More street lights
35	City of Corcoran	
36	Stratford	I would build a park with nice walking trails and bike trails for kids and community to enjoy and kids to entertain themselves instead of joining gangs or doing bad things.
37	City of Lemoore	Sidewalks and walking/ biking paths.
38	Unincorporated Kings County (outside of the above Cities)	Speed enforcement of motorists on streets
39	City of Lemoore	Better lighting at night.
40	Unincorporated Kings County (outside of the above Cities)	Adding sidewalks to main streets and neighborhoods so it's safer to walk.
41	City of Hanford	Have sidewalks
42	City of Hanford	
43	City of Hanford	Benches to take a break in the heat. Safe sidewalks.
44	City of Hanford	
45	City of Avenal	I would like to able to get to destinations in a safer way by having sidewalks be more accessible. I would like to see more at night.

Q8. Where do you enjoy biking for recreation or transportation purpose? What do you most enjoy about biking there? What do you like the least?

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy biking for recreation or transportation purpose? What do you most enjoy about biking there? What do you like the least?
2	City of Hanford	Exercise. Sometimes its faster to ride a bike than drive a car to my destination. Cars and trash cans blocking the bike lanes.
3	City of Hanford	Around the block during certain times when it seems safe. Enjoy the exercise. Dislike when encounter irate, confused, confrontational people who may be experiencing homelessness and/or using drugs.
4	City of Lemoore	
5		N/A
6	City of Hanford	
7	City of Hanford	
8	City of Corcoran	I bike around my neighborhood however there are no bike lanes and it feels unsafe to share the road with drivers.
9	City of Avenal	In Avenal, there are not enough biking facilities to rely on biking as a convenient alternative to driving. The few streets that do have bike lanes have faded road striping and not enough signage to alert drivers.
10	City of Hanford	
11	City of Hanford	
12	City of Hanford	
13	City of Hanford	
14	City of Hanford	n/a
15	City of Hanford	I am currently teaching my daughter how to ride a bike. It was difficult having to teach her on the curb as it has the constant dips of the driveways. I didn't want her riding in the street as cars speed and don't pay attention. It would be nice to have bike paths.
16	City of Hanford	
17	City of Hanford	We enjoy biking recreationally around Hanford. It would be more enjoyable if there were more bike paths and bike friendly intersections. Transients that are mentally unstable prevent our family from being able to ride around many public areas in Hanford such as the downtown area.
18	City of Hanford	Enjoy the health benefits for riding bikes. Dislike distracted drivers and having to weave through parked cars with not a designated area for bicyclist.
19	City of Hanford	
20	City of Hanford	Mountains and outdoor nature parks.
21	City of Hanford	I enjoy biking around the perimeter of 11th Ave and Fargo. I enjoy the long stretches of road. The speeding traffic is always a concern.
22	Stratford	Roads of Stratford. No other option.

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy biking for recreation or transportation purpose? What do you most enjoy about biking there? What do you like the least?
23	Unincorporated Kings County (outside of the above Cities)	There is absolutely no where that we can "bike" most of our streets don't have sidewalks, and we do not have a park.
24	Stratford	
25	Unincorporated Kings County (outside of the above Cities)	
26	Unincorporated Kings County (outside of the above Cities)	Around the town for recreation, I enjoy that the kids can get some energy out and be active. Uneven pavement, dangerous intersection, street lights not bright enough.
27	Stratford	
28	Stratford	Me gustaría banquetas en todas las calles
29		
30	Unincorporated Kings County (outside of the above Cities)	There's is no place to bike around here. If we ride our bikes out into the back roads we risk getting hit by a car, because there are no bike lanes. We also don't have a park where we could go ride our bikes on a paved trail like most parks in other incorporated community have.
31	Stratford	
32	City of Lemoore	
33	Stratford	The streets in Stratford make it very difficult to ride a bike along w the stray dogs it's almost impossible to get to the store without having them follow you, bark at you or bite you.
34	Stratford	Stratford school around town
35	City of Corcoran	
36	Stratford	We have nothing no park trail no bike trail nothing it's like no one cares about our small community
37	City of Lemoore	1)Morro Bay, the bike paths and weather. Least: too far just to ride bikes. 2) Fresno- Woodward Park, bike paths. Leaks: too far just for a bike ride.
38	Unincorporated Kings County (outside of the above Cities)	Not a bike rider
39	City of Lemoore	Cinnamon & 19th Ave to Downtown area. Likes: Bike lanes on Cinnamon and D Street. Dislikes: Drivers unaware of bicycle's right of way on intersections. Curbs on D Street cut into the bike lanes (near the Downtown Lemoore Sign). Cars parked in bike lanes. There is currently an "intereted in running for city council" (spelling error included) sign parked on the side of the road which is impeding the bike lane on Cinnamon.

Id	Which jurisdiction would you like to provide feedback on?	Where do you enjoy biking for recreation or transportation purpose? What do you most enjoy about biking there? What do you like the least?
40	Unincorporated Kings County (outside of the above Cities)	Very few kids bike to and from school, but I bet many more would opt for bike then parent drop off when they live around the block. It would be nice to see more sidewalks and bike lanes for kids to use bikes or walk to school.
41	City of Hanford	Parks tend to have the best pathways and are safe related to cross walks or vehicles.
42	City of Hanford	neighborhood
43	City of Hanford	
44	City of Hanford	
45	City of Avenal	N/A

Q9. What is the one thing (or things) that you would do to improve biking in your area?

Id	Which jurisdiction would you like to provide feedback on?	What is the one thing (or things) that you would do to improve biking in your area?
2	City of Hanford	Designated bike ways. Keep trash bins out of the bike ways.
3	City of Hanford	Bike cops!
4	City of Lemoore	
5		N/A
6	City of Hanford	
7	City of Hanford	
8	City of Corcoran	Add bike lanes, add shaded trails along canal banks where most people walk, bike, and run.
9	City of Avenal	We need a better interconnected network of bicycle facilities. What we have now is not enough. with vehicles speeding, it's not safe for kids to ride their bicycles on the street. We need better protection for bicyclists and safer street intersections.
10	City of Hanford	
11	City of Hanford	
12	City of Hanford	
13	City of Hanford	
14	City of Hanford	n/a
15	City of Hanford	
16	City of Hanford	
17	City of Hanford	It would be nice to have maintained bike paths for families.
18	City of Hanford	Some type of alert if someone drives into a bike zone, some type of protective barrier, lights, bright effects to catch attention of drivers. A park or large area for designated bicyclist.
19	City of Hanford	
20	City of Hanford	
21	City of Hanford	If we had a park big enough for a good bike trail (Freedom Park is okay for biking) I would use that instead of biking on the road.
22	Stratford	Create a park.
23	Unincorporated Kings County (outside of the above Cities)	Sidewalks, and a park.
24	Stratford	
25	Unincorporated Kings County (outside of the above Cities)	
26	Unincorporated Kings County (outside of the above Cities)	Add a bike lanes, bike racks and more lighting.
27	Stratford	
28	Stratford	Respetar el carril de bicicleta

Id	Which jurisdiction would you like to provide feedback on?	What is the one thing (or things) that you would do to improve biking in your area?
29		Sidewalks
30	Unincorporated Kings County (outside of the above Cities)	Create sidewalks on all streets, create biking lanes, and walking trails around the town, and a park or indoor recreational center.
31	Stratford	
32	City of Lemoore	
33	Stratford	A designated bike lane or walking trail, better streets and sidewalks and a park with shade.
34	Stratford	Bike lanes
35	City of Corcoran	
36	Stratford	Build more sidewalks bike lanes and a park a lil park with trails for walking and bikers and a playground for the little ones to enjoy.
37	City of Lemoore	Bike paths.
38	Unincorporated Kings County (outside of the above Cities)	Not a bike rider
39	City of Lemoore	Better signage indicating bicycles allowed use of lane on skinnier roads that do not have bike lanes (19th Ave in particular). Better lighting.
40	Unincorporated Kings County (outside of the above Cities)	One thing is enforced speed limits in major streets.
41	City of Hanford	Create pathways from hubs and within nature as available
42	City of Hanford	larger bike lanes
43	City of Hanford	
44	City of Hanford	
45	City of Avenal	I would like to see bike lanes in the road in order to for roads to be safer.

15. Do you have any issues/concerns not addressed in the survey?

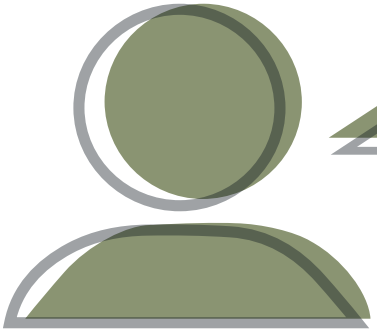
Id	Which jurisdiction would you like to provide feedback on?	Do you have any issues/concerns not addressed in the survey?
2	City of Hanford	Implementation of any improvements - lack of funding is usually the excuse given for not being able to do anything
3	City of Hanford	
4	City of Lemoore	
5		
6	City of Hanford	I'm concerned that this survey will have no affect on what the city is implementing to remove cross walks, narrow side walks, and add round-abouts downtown
7	City of Hanford	
8	City of Corcoran	Yes, Corcoran is small enough to bike and walk to most destinations however, the current infrastructure is not inviting to pedestrians and bicyclists. We need complete streets that prioritize pedestrians and bicyclists. Most drivers do not even think to pay attention to pedestrians trying to cross the roadway using a crosswalk.
9	City of Avenal	
10	City of Hanford	
11	City of Hanford	
12	City of Hanford	Traffic around the high schools; there has to be a safer way to get families in and out and students across the street.
13	City of Hanford	There is a desperate need for a crosswalk (perhaps with light indicators) on Centennial in Hanford between the pedestrian outlet of Bryman St and the back entrance to Sierra Pacific High School. I have seen students wait for minutes with traffic (both on Centennial and entering/exiting SPHS) drive past without stopping. I have seen students dash across the street, avoiding traffic. The walkway on Bryman was built for pedestrians to exit the neighborhood, yet there is no safe way for students (and other residents) to cross to SPHS. Urgent matter!
14	City of Hanford	n/a
15	City of Hanford	Hanford needs a bike path like the Clovis one. It has some workout equipment along the path that I enjoyed as well. During college, I loved to take my dog on bike rides along the path. I felt safe as it was completely separate from the busy roadway.
16	City of Hanford	
17	City of Hanford	
18	City of Hanford	Connect sidewalk from roadway at east Fargo Ave after Meadow View Rd. to Encore Drive.
19	City of Hanford	
20	City of Hanford	

Id	Which jurisdiction would you like to provide feedback on?	Do you have any issues/concerns not addressed in the survey?
44	City of Hanford	1. I am so excited that this survey has been put out to the public!!! 2. I live downtown and would walk often from my house, but I would love to have a walking trail somewhere in town or on the close outskirts of town that doesn't require often crossing the road with car traffic. To have a walking trail in Hanford that doesn't require multiple crosses in traffic and for there to be a deliberate planning of trees for shade considering our heat would be amazing. I would be willing to pay additional taxes to make it happen!
45	City of Avenal	No I don’t.

Attachment 3: Project Priorities Survey Summary

KCAG

Choose your priority bikeway and pedestrian projects!



Kings County is finalizing its Regional Active Transportation Plan to improve walking and bicycling conditions.

Review the proposed bikeway and pedestrian projects, explore project maps, and share your feedback.

Scan the QR Code or visit the project website to take the survey by May 30th.

Visit the project website at

www.kingscog.org/2025ratp

CITY OF HANFORD PLANNING TOMORROWS CALIFORNIA

CORCORAN CALIFORNIA

City of Avenal CALIFORNIA

City of LEMOORE CALIFORNIA

MARK THOMAS

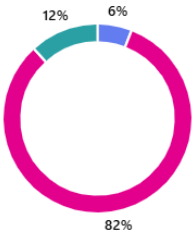
Responses Overview

Active

Responses	Average Time	Duration
17	08:44	36 Days

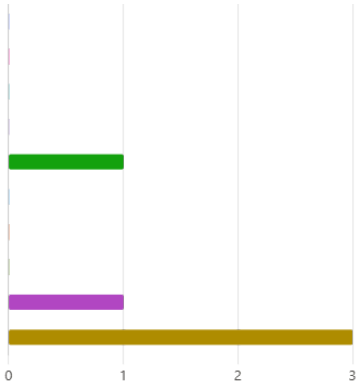
1. **Please select which community you would like to provide feedback for walking and biking improvements:**

City of Avenal	1
City of Lemoore	14
Kings County unincorporated communities (Armona, Home Garden, Kettleman City, Santa Rosa...	2



2. **Select your top 5 projects for improving pedestrian infrastructure in Avenal.**

San Joaquin Street - Pedestrian Gap Closure *(A Avenue → Park Avenue)*	0
Skyline Boulevard - Pedestrian Gap Closure *(6th Street → Central Avenue)*	0
Reef-Sunset Middle School - Crossing Improvements *(intersection of First Street and ...*	0
Ken Brown Public Safety Center Police Department - Crossing Improvements...	0
Post Office - Crossing Improvements *(intersection of San Joaquin Street and Skyline...*	1
Avenal Community Health Center - Crossing Improvements *(Health Center Driveway at...*	0
Arroyo Del Camino Apartments - Crossing Improvements *(intersection of Fremont Street...*	0
Camino del Mar Apartments - Crossing Improvements *(intersection of Corcoran and Ke...*	0
Upcoming Development - Crossing Improvements *(intersection of Union Avenue an...*	1
Other	3



3. **Select your top 5 projects for improving bicycle infrastructure in Avenal.**

4. **Do you have any additional feedback or suggestions for the Kings County Regional Active Transportation Plan Update? Are there any other pedestrian and bicycle projects you would like to see included that were not listed? Please share your comments belo w.**

1

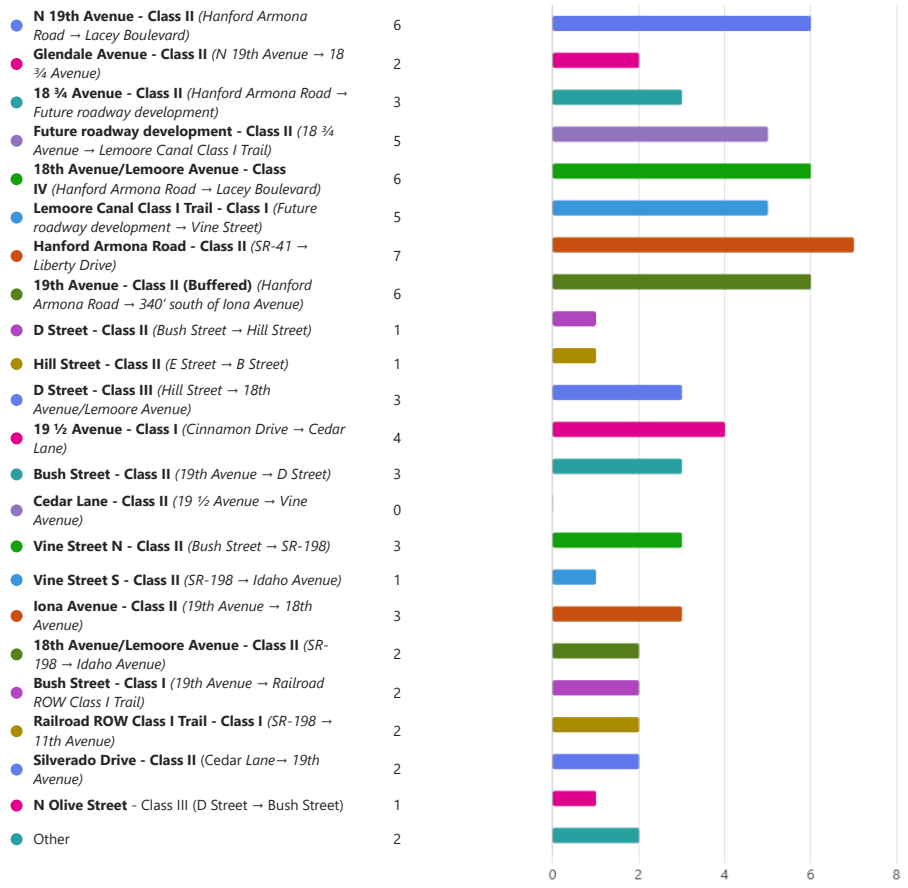
Responses

Latest Responses

...

5. **Select your top 5 projects for improving pedestrian infrastructure in Lemoore.**

6. **Select your top 5 projects for improving bicycle infrastructure in Lemoore.**



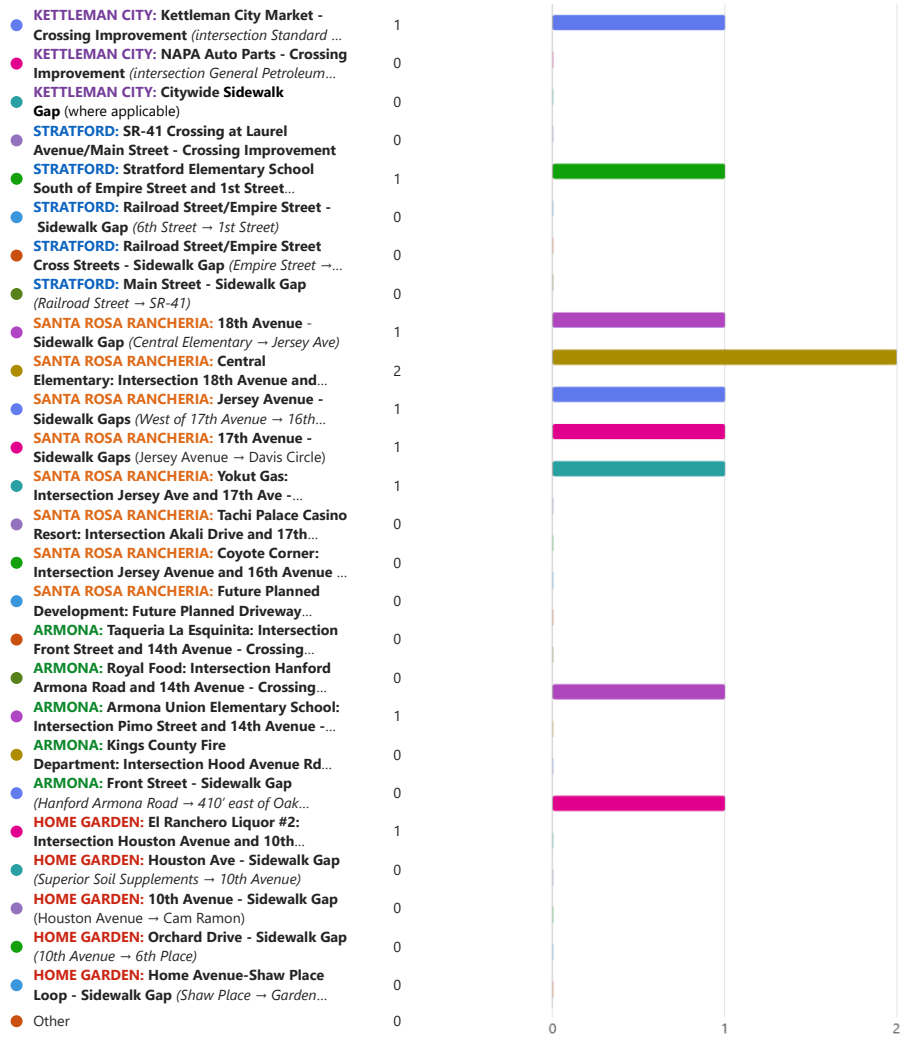
7. **Do you have any additional feedback or suggestions for the Kings County Regional Active Transportation Plan Update? Are there any other pedestrian and bicycle projects you would like to see included that were not listed? Please share your comments belo w.**

6
Responses

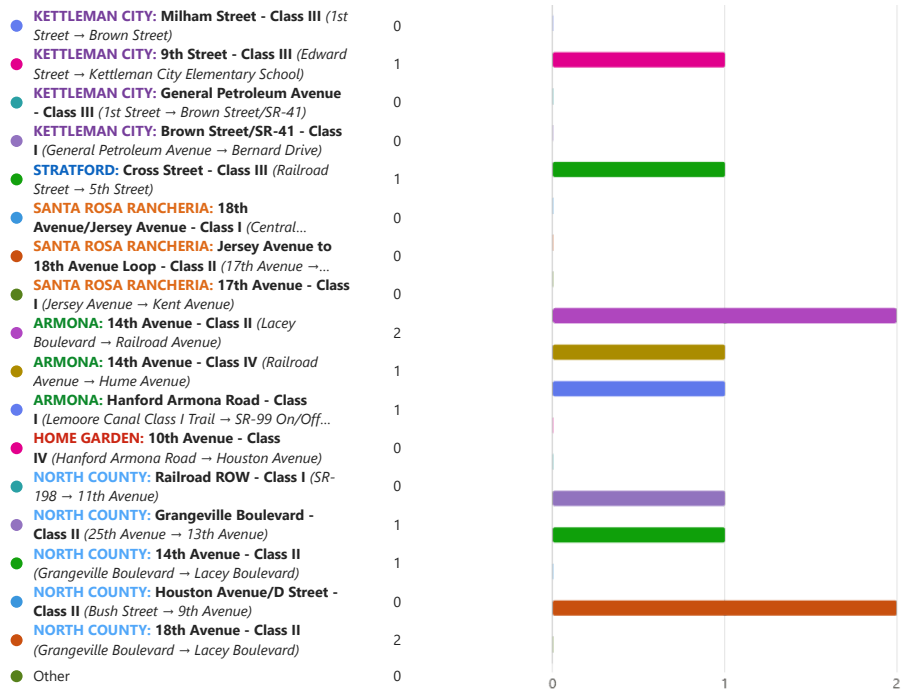
Latest Responses
"NA"
"Widening the shoulder on Lacey and grangeville would make biking safer. Grang... "
• • •

2 respondents (33%) answered sidewalks for this question.

8. **Select your top 5 projects for improving pedestrian infrastructure in unincorporated communities.**



9. **Select your top 5 projects for improving bicycle infrastructure in unincorporated communities.**



10. **Do you have any additional feedback or suggestions for the Kings County Regional Active Transportation Plan Update? Are there any other pedestrian and bicycle projects you would like to see included that were not listed? Please share your comments below.**

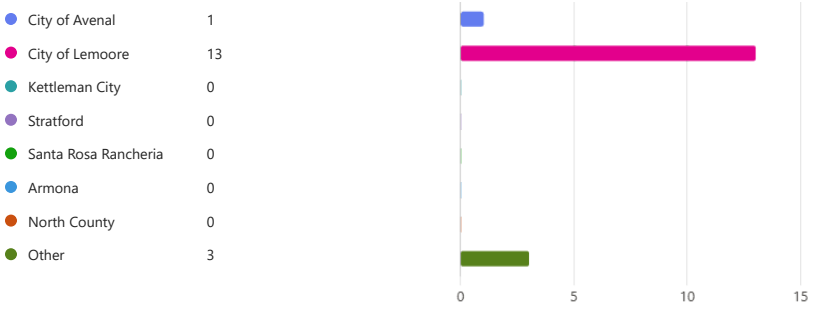
2
Responses

Latest Responses

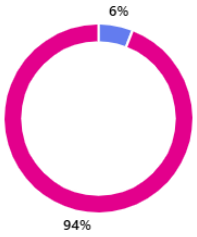
"12th Ave north out of Hanford could use the edges widened for bike traffic. Farg... "

• • •

11. **What community do you live in?**



12. **Would you like to provide feedback for another community?**



Attachment 4: Workshops and Collateral Material

- Fact Sheets
- Flyers
- Virtual Workshop Slide Deck – August 15, 2024
- Workshop Slide Deck – November 11, 2024

Kings County 2025 Regional Active Transportation Plan (RATP)

PROJECT OVERVIEW

The Kings County Association of Governments (KCAG) is updating its Regional Active Transportation Plan (RATP) to increase walking and biking and improve mobility options and the safety of all residents. This 2025 RATP is an update from the 2019 RATP and will leverage recently adopted local agency bicycle plans, pedestrian plans, and Safe Routes to School plans. The 2025 RATP will encompass urbanized areas, such as Downtowns, as well as rural areas between cities and designated community areas.

KEY OUTCOMES

The 2025 RATP will identify areas for improvement to the transportation network to access key destinations such as schools, workplaces, homes, shopping centers, medical and healthcare services, and civic uses. Through public engagement and agency collaboration, the 2025 RATP will promote public health and benefits to disadvantaged communities. Key outcomes of the development of the 2025 RATP will include the following:

- **Position the region for successful grant funding pursuits.**
- **Guide the region with a Complete Streets policy for future development.**
- **Prioritized transportation improvements based on specific needs and feasible solutions that can be implemented to improve mobility and safety for all users.**

PROJECT FOCUS AREAS

PROJECT SCHEDULE

	SPRING 2024	SUMMER 2024	FALL 2024	WINTER 2025	SPRING 2025	SUMMER 2025
EXISTING CONDITIONS	■	■				
DRAFT RECOMMENDATIONS		■	■	■		
DRAFT AND FINAL PLAN					■	■
COMMUNITY ENGAGEMENT	■	■	■	■	■	■

Get Involved!

Learn more by visiting the project website:
kingscog.org/2025RATP

Questions?
Email us at:
RegionalATP2025@co.kings.ca.us

Plan Regional de Transporte Activo del Condado de Kings (RATP, en inglés)

DESCRIPCIÓN DEL PROYECTO

La Asociación de Gobiernos del Condado de Kings (KCAG, en inglés) está actualizando su Plan Regional de Transporte Activo (RATP, en inglés) para aumentar los desplazamientos a pie y en bicicleta y mejorar las opciones de movilidad y la seguridad de todos los residentes. Este Plan RATP del 2025 es una actualización del Plan RATP del 2019 y utilizará los planes para bicicletas, los planes para peatones y los planes de Rutas Seguras a la Escuela adoptados recientemente por las agencias locales. El RATP 2025 abarcará zonas urbanizadas, como los centros urbanos, así como zonas rurales entre ciudades y zonas comunitarias designadas.

OBJETIVOS PRINCIPALES

El RATP 2025 identificará áreas de mejora de la red de transporte para acceder a destinos clave como escuelas, lugares de trabajo, viviendas, centros comerciales, servicios médicos y de salud y usos cívicos. A través de la participación pública y la colaboración entre agencias, el RATP 2025 promoverá la salud públca y los beneficios para las comunidades desfavorecidas. Los objetivos principales del desarrollo de la RATP 2025 son los siguientes:

- **Posicionar a la región para conseguir financiación.**
- **Guiar a la región con una estrategia Calles Completas para futuros desarrollos.**
- **Priorizar las mejoras del transporte en función de las necesidades específicas y las soluciones viables que puedan aplicarse para mejorar la movilidad y la seguridad de todos los usuarios.**

ÁREAS DE ENFOQUE DEL PROYECTO

CALENDARIO DEL PROYECTO

	PRIMAVERA 2025	VERANO 2024	OTOÑO 2024	INVIERNO 2025	PRIMAVERA 2025	VERANO 2025
CONDICIONES ACTUALES	■	■				
BORRADOR DE RECOMENDACIONES		■	■	■		
BORRADOR Y PLAN FINAL					■	■
PARTICIPACIÓN DE LA COMUNIDAD	■	■	■	■	■	■

¡Participe!

Para más información, visite el sitio web del proyecto:
kingscog.org/2025RATP

¿Tiene preguntas?
Envíenos un correo electrónico a RegionalATP2025@co.kings.ca.us

Public Survey for Bicycle and Pedestrian Infrastructure

Thursday, August 1, 2024

5pm - 7pm

Lemoore Recreation Center - Front Lobby
711 W Cinnamon Drive, Lemoore

*Provide your input on **walking and biking infrastructure** you would like to see in your community!*

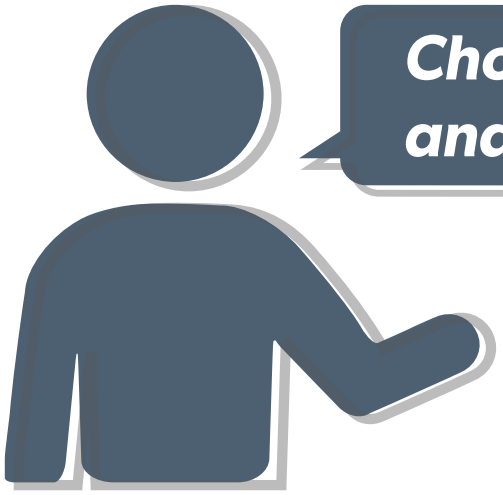
Questions? Email us at: RegionalATP2025@co.kings.ca.us

Visit the project website at

www.kingscog.org/2025ratp

KCAG

City of Lemoore



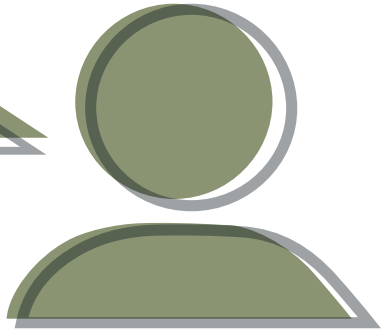
Choose your priority bikeway and pedestrian projects!

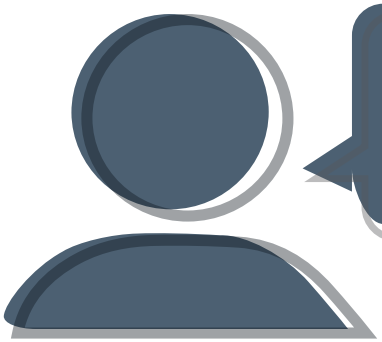
Thursday, May 8, 2025

4pm - 6pm

Lemoore Recreation Center
711 W Cinnamon Drive, Lemoore

Come review proposed bikeway and pedestrian projects, explore project maps, and share your feedback.





Can't attend in person?
Scan the QR code to take the survey and share your input online!

Visit the project website at
www.kingscog.org/2025ratp

CORCORAN CALIFORNIA

LEMOORE CALIFORNIA

MARK THOMAS

KCAG

*Provide your input on **walking and biking improvements** you would like to see in your community!*

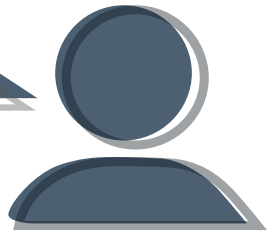
Public Workshop for Bicycle & Pedestrian Facilities and Programs!

Wednesday, September 11, 2024

5:00pm - 7:00pm

Avenal Theater
233 E. Kings St

Questions? Email us at:
RegionalATP2025@co.kings.ca.us



Visit the project website at
www.kingscog.org/2025ratp

CITY OF HANFORD CALIFORNIA PLANNING TOMORROWS

CORCORAN CALIFORNIA

City of Avenal CALIFORNIA

City of LEMOORE 1958 CALIFORNIA

MARK THOMAS

¡Proporcione su opinión sobre las mejoras para caminar y andar en bicicleta que le gustaría ver en su comunidad!

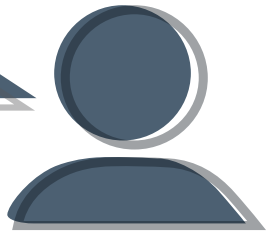
¡Taller público sobre instalaciones y programas para ciclistas y peatones!

Miércoles, 11 de Septiembre de 2024

5:00pm - 7:00pm

Avenal Theater
233 E. Kings St

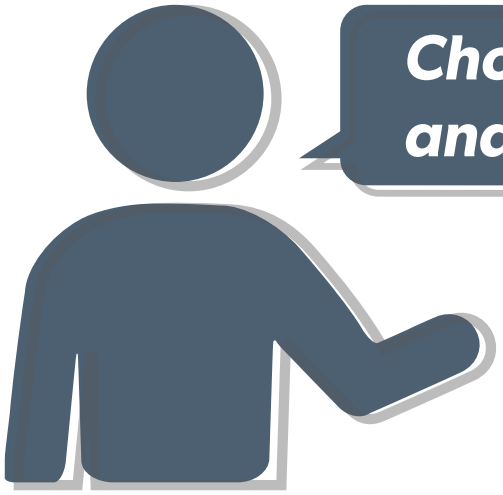
¿Preguntas? Envíenos un correo electrónico a: RegionalATP2025@co.kings.ca.us



Visite el sitio web del proyecto en
www.kingscog.org/2025ratp

KCAG

City of Avenal



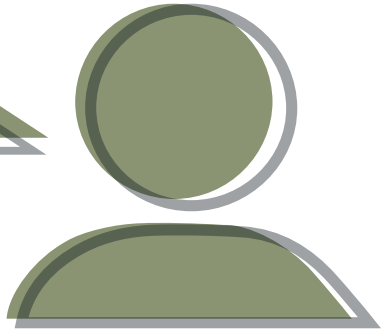
Choose your priority bikeway and pedestrian projects!

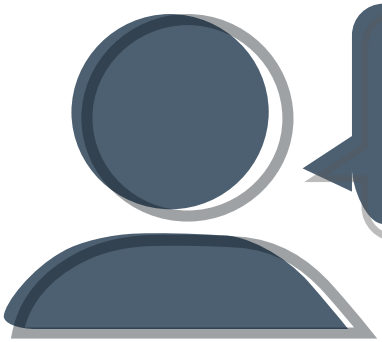
Thursday, May 8, 2025

10am - 12pm

Avenal Senior Center
108 W Kings St, Avenal

Come review proposed bikeway and pedestrian projects, explore project maps, and share your feedback.





Can't attend in person?
Scan the QR code to take the survey and share your input online!

Visit the project website at

www.kingscog.org/2025ratp

CORCORAN CALIFORNIA

LEMOORE CALIFORNIA

MARK THOMAS

Kings County Association of Governments

Regional Active Transportation Plan Update

Healthy Eating Active Living (HEAL) Meeting

August 14, 2024

Welcome and Introductions

Paul Martin, Project Manager
Jae Riddle, Senior Transportation Planner
Lynnete Guzman, Senior Transportation Planner

Kristine Cai, Director of Mobility, Central & Northern California

Meeting Agenda

- Project Overview
  - Vision Setting
  - Goals & Objectives
- Public Engagement Activities
- Virtual Walk Audit Activity
- Project Schedule
- How You Can Support

Kings County Regional Active Transportation Plan

Project Overview:
Goals and Objectives

Community Tabling Events

- Horseshoe & Loteria Bash @ Rotary Pocket Park, Avenal (6/4/24)
- Student Success Fair @ Lily of the Valley Church, Lemoore (8/2/24)

Walk Audits

- ***Today – HEAL Meeting***

Public Workshops

- Lemoore Recreation Center, Lemoore (8/1/24)

Project Surveys

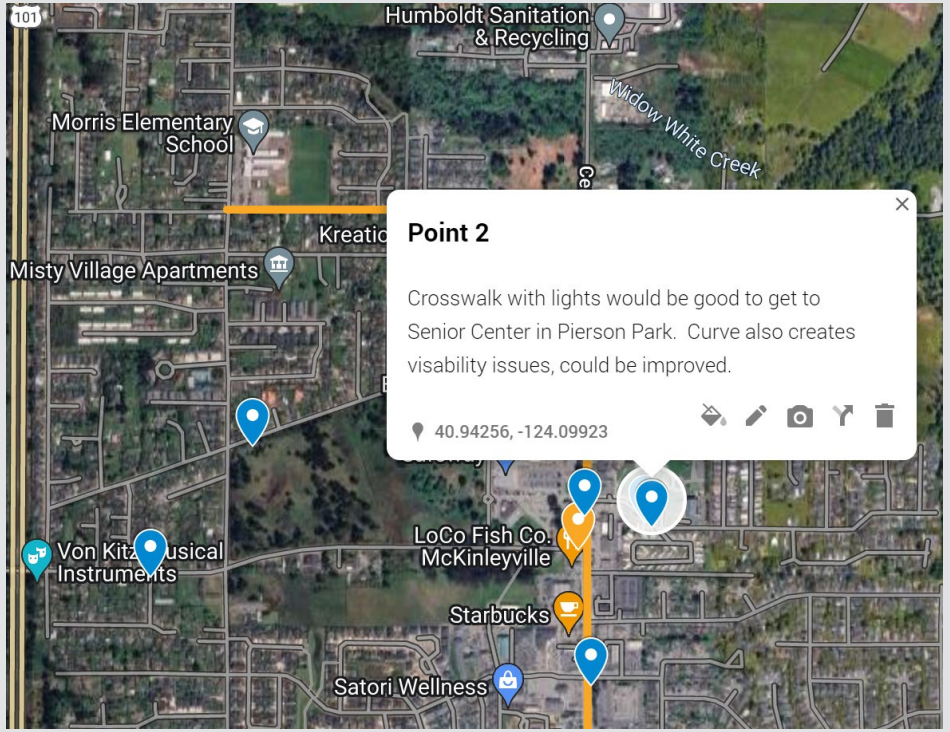
- Public Engagement Survey #1: ***Ongoing***

Virtual Walk Audit

- Collect input on the needs to improve walking and biking conditions in Kings County
  - Conflict zones
  - Bicycle/Pedestrian Infrastructure & Amenities
  - Other safety issues

- Your feedback will help shape potential improvements for walking and biking infrastructure.

Example: Virtual Walk Audit Comment



	Spring 2024	Summer 2024	Fall 2024	Winter 2025	Spring 2025	Summer 2025
Existing Conditions	■	■				
Draft Project Recommendations		■	■	■		
Priority Recommendations					■	
Draft & Final Plan					■	■
Community Engagement	■	■	■	■	■	■

How You Can Support

- www.kingscog.org/2025RATP
- https://forms.office.com/r/5TnZ7EqkMp

CONTACT INFORMATION

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Paul Martin
pmartin@markthomas.com
(949) 697-7840

Consultant Deputy Project Manager
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Kings County Association of Governments

Regional Active Transportation Plan Update

City of Avenal – Public Workshop – September 11, 2024

La Asociación de Gobiernos del Condado de Kings

Plan Regional de Transporte Activo

Ciudad de Avenal – Taller público – 11 de septiembre 2024

Welcome
Bienvenidos

Meet the Project Team
Conozca al equipo del proyecto

MARK THOMAS

Lynnete Guzman, Senior Transportation Planner /
Planificador de transporte

Marina Ramirez, Senior Transportation Planner/
Planificador de transporte

Meeting Agenda/ Agenda de la reunión

- Project Overview / Descripción general del proyecto
  - Vision / Visión
  - Goals / Objetivos
- Previous Public Engagement

  Participación pública anterior
- Project Schedule

  Calendario del proyecto
- Workshop Activities

  Actividades del taller

Project Overview / Descripción general del proyecto

Vision Setting/ Establecimiento de una visión

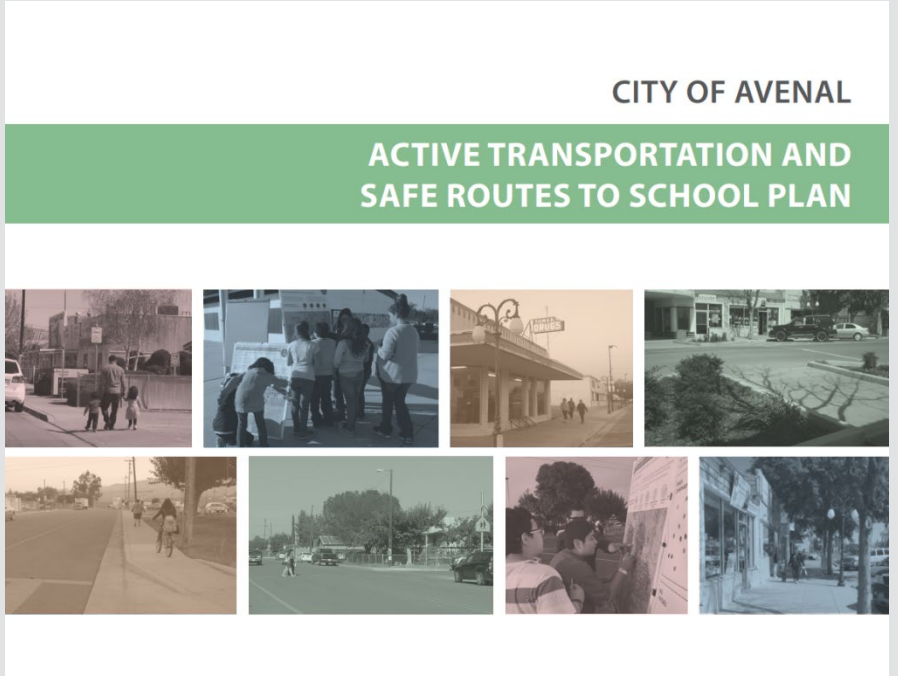
- leverage adopted local agency bicycle plans, pedestrian plans, and Safe Routes to School plans.

- Actualización del Plan de Transporte Activo Regional 2019
  - Aprovechar los planes adoptados por agencias locales para bicicletas, planes para peatones y planes de rutas seguras a la escuela.

Project Overview/ Descripción general del proyecto

Vision Setting/ Establecimiento de una visión

- Aumentar los viajes en transporte activo y mejorar la seguridad de los usuarios vulnerables.



Project Overview/ Descripción general del proyecto

Vision Setting/ Establecimiento de una visión

- Colaboración con diversos partes interesados.

Project Overview/ Descripción general del proyecto

Goals and Objectives / Metas y objetivos

Posicionar a Avenal estar listos para conseguir subvenciones.

Project Overview
Descripción general del proyecto
Goals and Objectives
Metas y objetivos

Project Overview/ *Descripción general del proyecto*

Goals and Objectives / Metas y objetivos

Participación pública anterior en todo el condado

Community Tabling Events/*Eventos del stand comunitario*

- Horseshoe & Loteria Bash @ Rotary Pocket Park, Avenal (6/4/24)
- Student Success Fair @ Lily of the Valley Church, Lemoore (8/2/24)
- Back to School Night @ Lakeside Union Elementary, Home Garden (8/26/24)

Walk Audits / *Auditorías de caminata*

- Kings Partnership (8/15/24)

Public Workshops / T*alleres públicos*

- Avenal Theatre: ***Today/ Hoy!***
- Lemoore Recreation Center, Lemoore (8/1/24)

Project Surveys / *Encuestas de proyectos*

- Public Engagement Survey #1: ***Ongoing***

Encuesta de participación pública n.° 1: ***En curso***

	Spring *Primavera* 2024	Summer *Verano* 2024	Fall *Otoño* 2024	Winter *Invierno* 2025	Spring *Primavera* 2025	Summer *Verano* 2025
Existing Conditions Condiciones Actuales	■	■				
Draft Project Recommendations Borrador de Recomendaciones		■	■	■		
Draft & Final Plan Borrador y Plan Final					■	■
Community Engagement Participación de la comunidad	■	■	■	■	■	■

Today's Objectives

- Mapping Activity
  - Conflict zones
  - Bicycle/Pedestrian Infrastructure & Amenities
- Non-Infrastructure Programs
  - Ranking non-infrastructure programs by priority

Objetivos de hoy

- Recopilar comentarios sobre las necesidades y soluciones para mejorar las condiciones caminando y andar en bicicleta en Avenal.
  - Actidad de mapeo
    - Zonas de conflicto
    - Infraestructura y comodidades para bicicletas/peatones
  - Programas no relacionados con infraestructura
    - Clasificación de programas no relacionados con infraestructura por prioridad

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CONTACT INFORMATION
INFORMA CIÓN DEL CONTACTO

_____ / Gerente de proyecto

Consultant Deputy Project Manager /
Subgerente de Proyectos Consultor

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APPENDIX D: IMPLEMENTATION

MEMORANDUM

To:	Teresa Nickell | KCAG Project Manager	Project No.:	24-00026
From:	Paul Martin, Lynnete Guzman | Mark Thomas		
Date:	February 26, 2025		
RE:	**KCAG Regional Active Transportation Plan - Project Prioritization Methodology**		

Introduction

As part of the 2025 Kings County Association of Governments (KCAG) Regional Active Transportation Plan (RATP), Mark Thomas has compiled a project prioritization methodology for the proposed bicycle and pedestrian network improvements. Mark Thomas has identified a set of six (6) criteria metrics to evaluate the projects recommended within the plan and develop a prioritized approach to implementation.

The project prioritization methodology is based on the following criteria:

- Ease of Implementation
- Population Served
- Access to Jobs
- Safety
- Gap Closure
- Equity

The proposed metrics and their associated weighting factors have been developed to align with those utilized in the frequently sought grant resource Active Transportation Program administered by the California Transportation Commission (CTC). Mark Thomas has prepared this memorandum to review proposed criteria and their proposed weighting factors for evaluating the projects recommended within the RATP.

Project Prioritization Methodology

Prioritization Criteria

The following metrics and their respective weighting are recommended for use to prioritize proposed bikeway and pedestrian network improvement projects.

Table 1 – Proposed RATP Prioritization Criteria

Criteria	Description	Scoring Rubric	Weighting
1. Ease of Implementation	Consultant staff will review constraints of the proposed projects and assign a value based on the feasibility and complexity of proposed concepts. Projects that are more challenging to implement receive lower scores. Constraints for evaluation may include environmental review, capital costs, permitting required, and/or right-of-way (ROW) ownership/access needs.	**2 Points** = Anticipated low implementation challenges **1 Point** = Anticipated moderate implementation challenges **0 Points** = Anticipated high implementation challenges	**10%**
2. Population Served (Residential Density)	Parcel-level land use data/zoning data from applicable County and local jurisdiction General Plans, will be applied to estimate the number of residents within ¼ mile of a proposed project; projects with potential to serve higher volumes of residents receive higher scores. Scores are normalized relative to other Projects in the same jurisdiction.	**2 points** – High-Density Area *(scores normalized per jurisdiction)* **1 point** – Medium-Density Area *(scores normalized per jurisdiction)* **0 Points** – Low-Density Area *(scores normalized per jurisdiction)*	**15%**
3. Employment Served (Access to Jobs and Transit)	Proposed project with close proximity to major employers and/or transit station or bus stop will receive higher scores.	**2 Points** = Project is within ¼-mile of key employment center or within 1-mile of a regional employment	**15%**

Criteria	Description	Scoring Rubric	Weighting
		center or major transit station **1 Point** = Project is within a ½-mile of a key employment center or within 1½-mile of a regional employment center or major transit station **0 Points** = Project is further than a ½-mile of a key employment center or further than 1½-mile of a regional employment center or major transit station	
4. Safety: Ability to Address Pedestrian and Bicyclist Crash History or Safety Concerns	The proposed project is scored based on number of active transportation crashes and severity within a ¼-mile of the project site for the most recently available 5-years of data. If no documented crashes are found, community input regarding safety concerns received through outreach efforts (e.g., tabling events and workshops) will be evaluated and factored into the scoring.	**2 Points** = Project is within a ¼-mile of a fatal or severe injury crash **1 Point** = Project is within a ¼-mile of a nonfatal/ severe injury crash **0 Points** = No crash history within a ¼-mile of the Project	**25%**

Criteria	Description	Scoring Rubric	Weighting
5. Gap Closure	Closes or reduces gaps within the pedestrian and/or bicycle transportation network.	**2 Points** = Project is within a gap **1 Point** = Project is within a ¼-mile of a gap **0 Points** = Project is further than a ¼-mile of a gap	**20%**
6. Equity: Benefit to Underserved Communities	The California Active Transportation Program (ATP) prioritizes projects that benefit the Disadvantaged Communities (DAC) as defined by the following listed metrics. A. Median Household Income (MHI): Proposed project is within a census tract where MHI is less than 80% of the statewide median. B. California Environmental Screen (CalEnviroScreen): Proposed project is located within a census tract among the most disadvantaged 25% in the state (CalEnviroScreen score is greater than 40.05). C. Free and Reduced Priced Meal (FRPM) Schools: Proposed project is within 2-miles of a FRPM-qualifying school (at least 75% of public school students are eligible to receive free or reduced-price meals under the National School Lunch Program) D. Healthy Places Index (HPI): Proposed project is located within a census tract that is in the 25th percentile or less.	**2 Points** = Project is located within at least one disadvantaged community criteria **1 Point** = Project is located within a ½-mile of at least one disadvantaged community criteria **0 Points** = Project is further than a ½-mile of a disadvantaged community criteria	**15%**

Scoring Methodology

The following approach will be used to score projects recommended in the RATP methodically and with consistency.

Scoring Scale

A numerical score for each project ranging from zero (0) to two (2) will be used to identify a project's ability to address the prioritization criteria. For each criterion, projects that are best able to meet the specified criteria will be awarded two points, projects that come close to meeting the specified criteria will be awarded a single point, and projects that are unable to meet the specified criteria will receive no points. Refer to Table 1 for the detailed scoring rubric of the prioritization criteria.

Proposed Weighting

Weighting factors have been incorporated into this approach by assigning a maximum number of points available for the prioritization criteria. These weighting factors are in alignment with the adopted weighting used by the California Transportation Commission (CTC) and California Department of Transportation (Caltrans) to evaluate projects for the 2025 Active Transportation Program.
The maximum Total Weighted Score for each project is proposed at 100 points, therefore, the proposed weighting of prioritization criteria is as follows:

- Ease of Implementation – 10%
- Population Served – 15%
- Job Accessibility – 15%
- Safety – 25%
- Gap Closure – 20%
- Equity – 15%

Total Weighted Score

To calculate the Total Weighted Score, each project will first be evaluated for a score in each criteria category. Those scores will then be "normalized" by dividing the awarded score by two (2), the maximum score possible for each criteria category. This normalized score for each criterion will then be multiplied by the criterion's weighting factor. The weighted score for each criterion would be calculated as follows:

$$(p/2) * w = t$$

p = Total points awarded in criteria category
2 = Maximum score possible in each criteria category
w = Criteria category weighting factor
t = Total weighted points received in criteria category

Using the above formula, the following is an example calculation for a project's weighted score for the Safety criteria category:

Project A is within a ¼-mile of a non-fatal/severe injury crash and has therefore been awarded one (1) point in the Safety criteria category. This means it has received one (1) point out of the two (2) points possible. The Safety criteria category has a weighting factor of 25.

*(1/2) * 25 = 12.5*

This project receives a weighted score of 12.5 for the Safety criteria category.

The weighted scores for each of the six (6) criteria categories will be summed to identify a project's Total Weighted Score (out of 100 points). The Total Weighted Scores will then be used to rank and prioritize the projects for implementation.

Contact me with any questions – Paul.

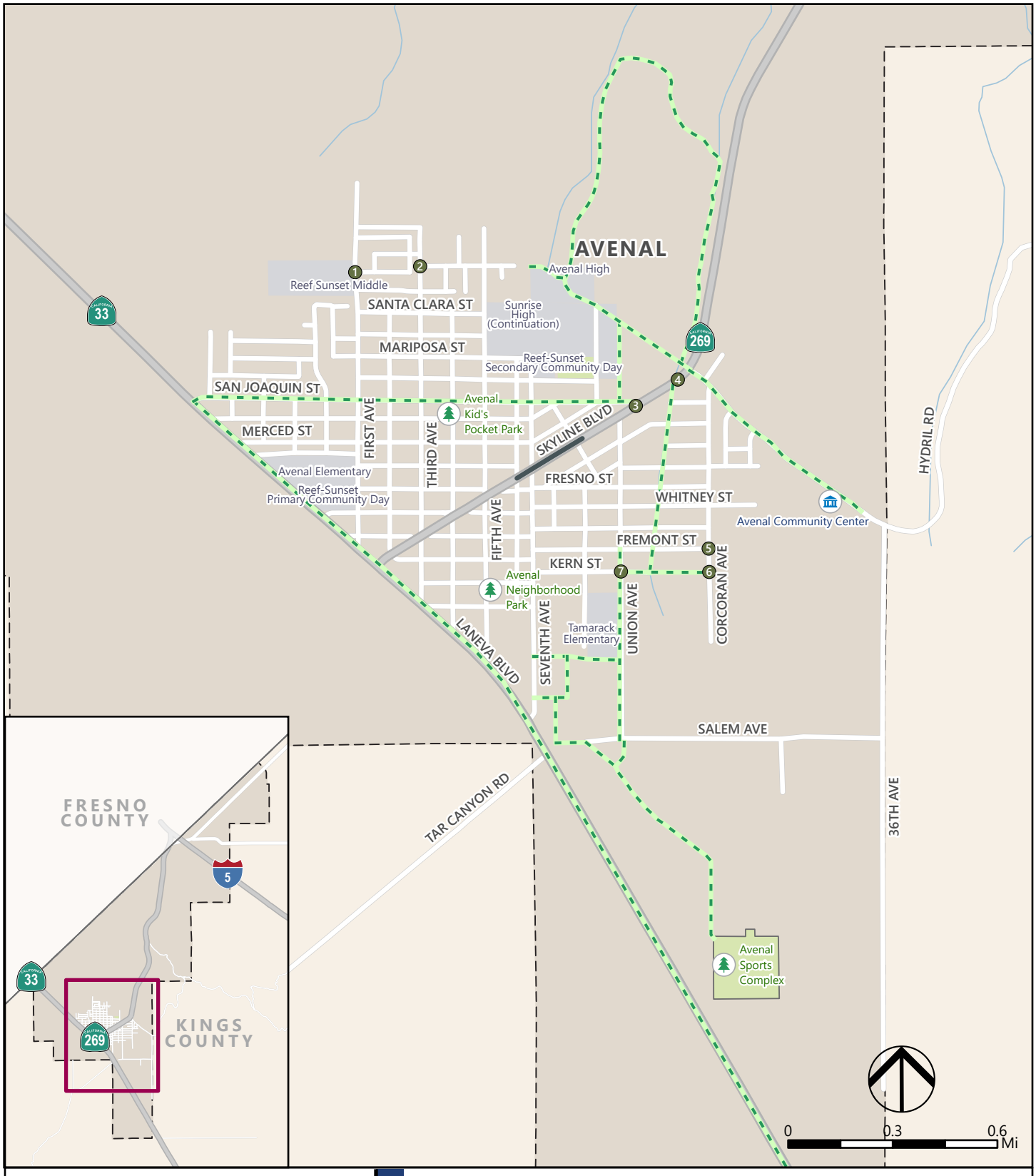
Attachments:

Attachment #1 – Project Prioritization Rankings
Attachment #2 – Implementation Timeframe

Avenal Pedestrian Infrastructure Priority Project Rankings

Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
San Joaquin Street Pedestrian Gap Closure *San Joaquin Street from A Avenue to Park Avenue*	0	15	15	25	20	15	**90**
Skyline Boulevard Pedestrian Gap Closure *Skyline Boulevard from 6th Street to Central Avenue*	0	15	15	25	20	15	**90**
Ken Brown Public Safety Center Police Department Crossing Improvement *Intersection of 3rd Avenue and Alpine Street*	10	15	15	12.5	20	15	**87.5**
Post Office Crossing Improvement *Intersection of San Joaquin Street and Skyline Boulevard*	5	7.5	15	25	20	15	**87.5**
Avenal Community Health Center Crossing Improvement *Health Center Driveway at Skyline Boulevard*	5	0	15	25	20	15	**80**
Reef Sunset Middle School Crossing Improvement *Intersection of 1st Avenue and Calaveras Street*	10	7.5	15	0	20	15	**67.5**
Arroyo Del Camino Apartments Crossing Improvement *Intersection of Fremont Street and Corcoran Avenue*	10	7.5	15	0	20	15	**67.5**
Camino del Mar Apartments Crossing Improvement *Intersection of Corcoran Avenue and Kern Street*	10	7.5	15	0	20	15	**67.5**
Union Ave/Kern St Upcoming Development Crossing Improvement *Intersection of Union Avenue and Kern Street*	10	7.5	15	0	20	15	**67.5**



KCAG 2025 Regional Active Transportation Plan

Figure 01: Avenal Pedestrian Recommendations

Kings County Regional ATP

MARK THOMAS

LEGEND

- Class I Multi-Use Path
- Pedestrian Priority Corridors
- Priority Crossing Improvements
- Avenal City Parks

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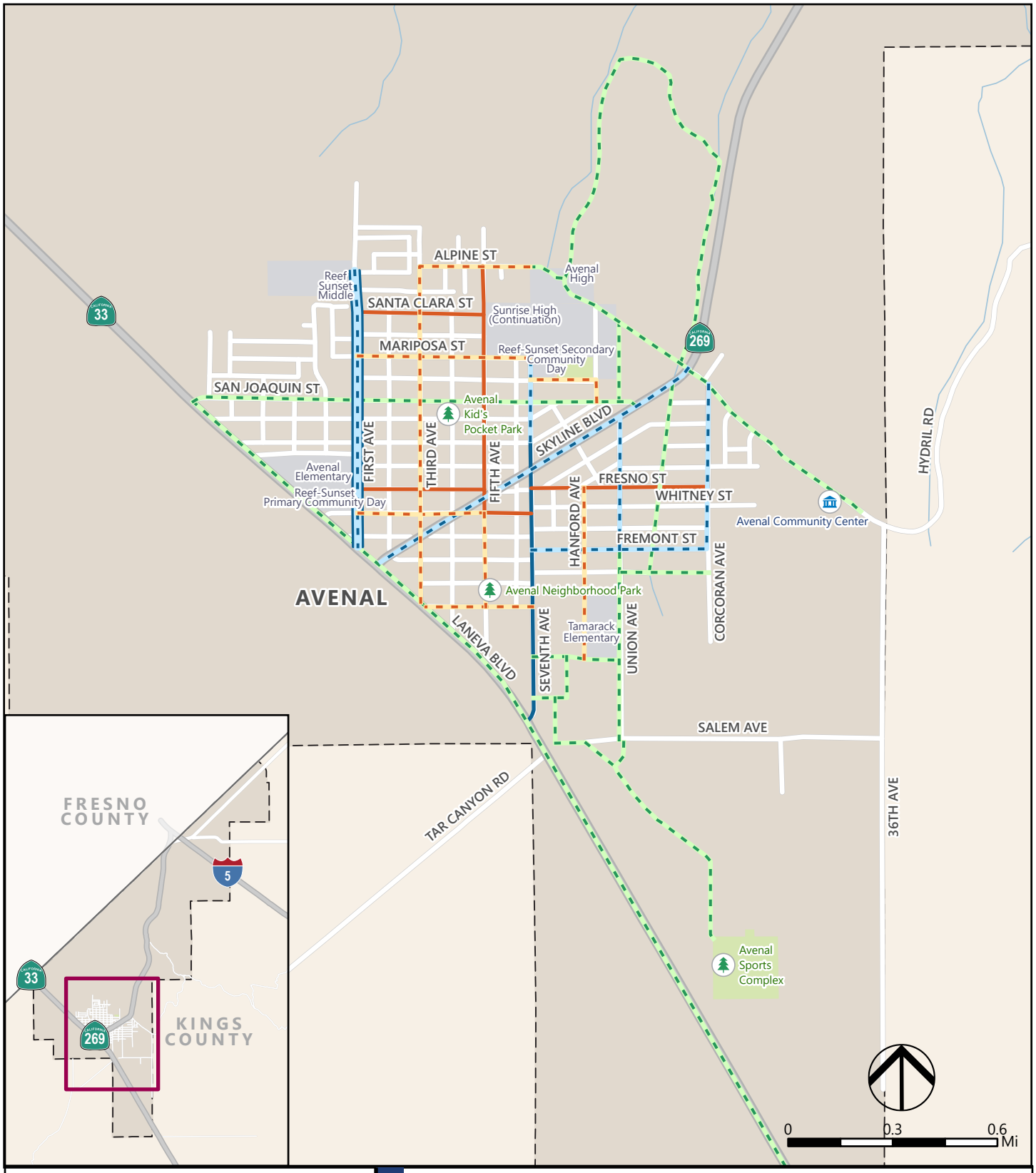
Avenal Bikeways Infrastructure Priority Project Rankings

Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Skyline Boulevard (Class II) *Laneva Boulevard / Route 33 → Hydril Road*	10	7.5	15	25	20	15	**92.5**
7th Avenue (Class II) *Mariposa Street → Merced Street*	10	7.5	15	25	20	15	**92.5**
3rd Avenue (Class III) *Laneva Boulevard / Route 33 → Alpine Street*	10	7.5	15	25	20	15	**92.5**
Mariposa Street (Class III) *1st Avenue → 7th Avenue*	10	15	15	25	10	15	**90**
Union Avenue (Class II) *Skyline Boulevard → Fremont Street*	5	15	15	25	10	15	**85**
Monterey Street - Park Avenue (Class III) *7th Avenue → San Joaquin Street*	10	7.5	15	25	10	15	**82.5**
Orange Street - 5th Avenue (Class III) *Laneva Boulevard / Route 33 → Seventh Avenue*	10	7.5	15	12.5	20	15	**80**
Kings Street (Class III) *1st Avenue → 5th Avenue*	10	7.5	15	12.5	20	15	**80**
Laneva Boulevard / Route 33 (Class I) *San Joaquin Street → 36th Avenue*	0	0	15	25	20	15	**75**
Water Channel (Class I) *Skyline Boulevard → Kern Street*	0	7.5	15	25	10	15	**72.5**
Hanford Avenue (Class III) *Fresno Street → Hanford Avenue Class I*	10	7.5	15	25	0	15	**72.5**
Fremont Street (Class I) *7th Avenue → Corcoran Avenue*	5	15	15	12.5	10	15	**72.5**
San Joaquin Street (Class I) *Laneva Boulevard / Route 33 → Skyline Boulevard*	0	15	15	25	0	15	**70**
1st Avenue (Class II Buffered) *Laneva Boulevard / Route 33 → Alpine Street*	5	7.5	15	25	0	15	**67.5**
Corcoran Avenue (Class II) *Hydril Road → Fremont Street*	5	7.5	15	12.5	10	15	**65**
Northeast Avenal Loop (Class I) *Alpine Street → Skyline Boulevard*	0	0	15	25	10	15	**65**
Reef Sunset Secondary (Class I) *San Joaquin Street → Hydril Road*	0	7.5	15	25	0	15	**62.5**
Big Tar Canyon Road (Class I) *Salem Avenue → Avenal Sports Complex*	5	0	15	25	0	15	**60**
Hydril Road (Class I)	5	0	15	25	0	15	**60**

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Skyline Boulevard → Avenal Animal Shelter on 36th Avenue							
Hearthstone Village Loop (Class I) *7th Avenue → Big Tar Canyon Road*	0	0	15	25	0	15	**55**
Union Avenue (Class I) *Fremont Street → Big Tar Canyon Road*	5	7.5	15	0	0	15	**42.5**
Kern Street (Class I) *Union Avenue → Corcoran Avenue*	5	7.5	15	0	0	15	**42.5**



KCAG 2025 Regional Active Transportation Plan

Figure 02: Avenal Bicycle Network

Kings County Regional ATP

MARK THOMAS

LEGEND

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III

Existing Bikeways
- Class I
- Class II
- Class III
- Avenal City Parks

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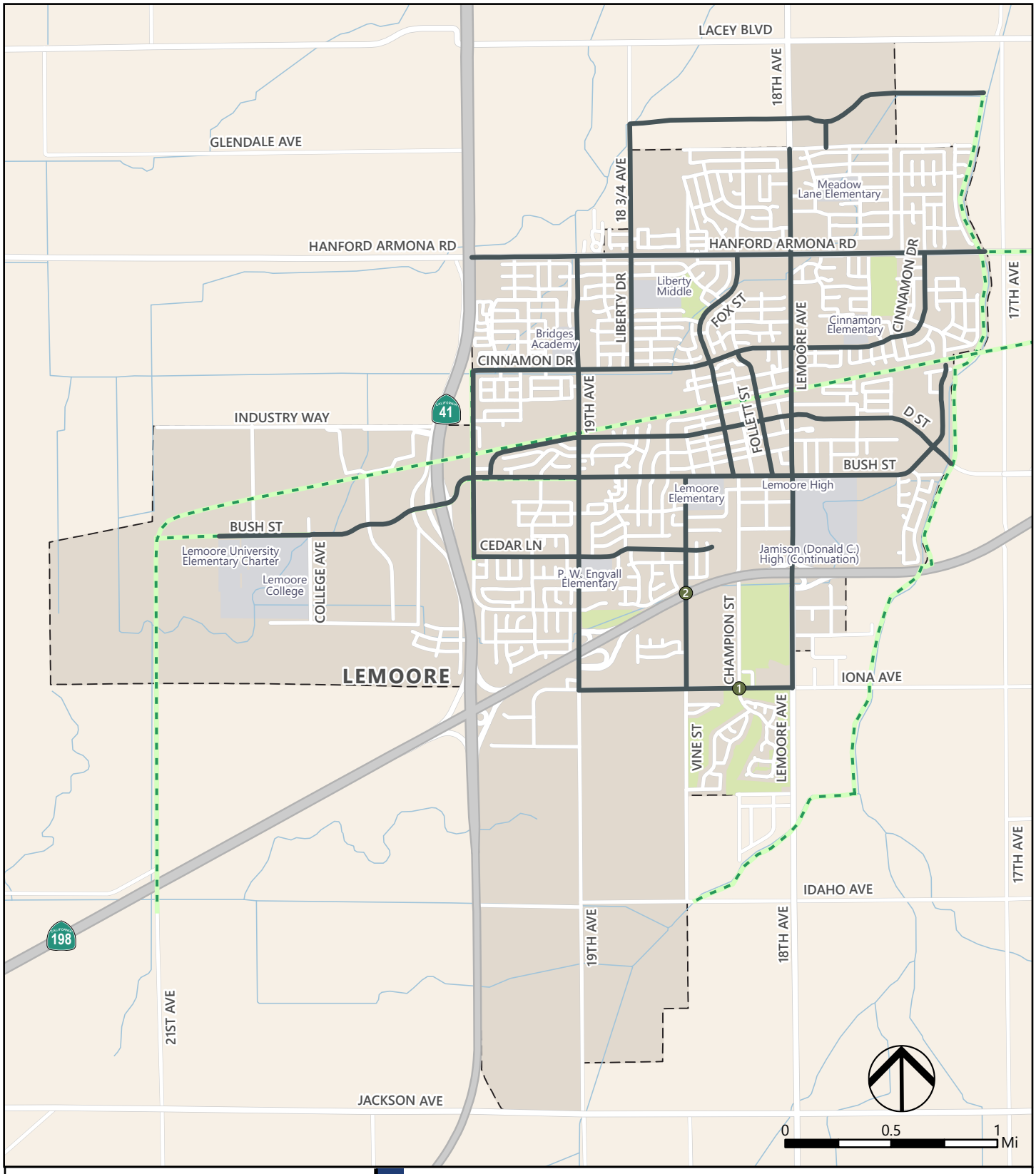
Lemoore Pedestrian Infrastructure Priority Project Rankings

Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Fox Street Sidewalk Gaps/Pedestrian Priority Corridor *Bush Street to Hanford Armona Road*	0	15	15	25	20	15	**90**
Follett Street Sidewalk Gaps/Pedestrian Priority Corridor *Cinnamon Drive to Bush Street*	0	15	15	25	20	15	**90**
18 ¾ Avenue/Liberty Drive Sidewalk Gaps/Pedestrian Priority Corridor *Cinnamon Drive to Upcoming Roadway Development*	0	7.5	15	25	20	15	**82.5**
Hanford Armona Road Sidewalk Gaps *SR-41 to 17th Ave off street trail*	0	7.5	15	25	20	15	**82.5**
Lemoore Avenue/18th Avenue Sidewalk Gaps/Pedestrian Priority Corridor *Iona Avenue to Glendale Avenue*	0	7.5	15	25	20	15	**82.5**
19th Avenue Sidewalk Gaps/Pedestrian Priority Corridor *Iona Avenue to Hanford Armona Road*	0	7.5	15	25	20	15	**82.5**
Cinnamon Drive Sidewalk Gaps/Pedestrian Priority Corridor *19 ½ Avenue to Hanford Armona Road*	0	7.5	15	25	20	15	**82.5**
D Street Sidewalk Gaps/Pedestrian Priority Corridors *Bush Street to Lemoore Canal Class I Trail*	0	7.5	15	25	20	15	**82.5**
Bush Street Sidewalk Gaps *Lemoore College to D Street*	0	7.5	15	25	20	15	**82.5**
Cedar Lane Sidewalk Gaps/Pedestrian Priority Corridors *19 ½ Avenue to Brooks Drive*	0	7.5	15	25	20	15	**82.5**
Vine Street N Sidewalk Gaps/Pedestrian Priority Corridors *Bush Street to SR-198*	0	7.5	15	25	20	15	**82.5**
Champion Street and Iona Avenue Crossing Improvement *Intersection of Champion Street and Iona Avenue*	5	7.5	15	12.5	20	15	**75**
Vine Street Crossing Improvement *SR-198 Crossing at Vine Street*	0	7.5	15	12.5	20	15	**70**
19 ½ Avenue Sidewalk Gaps *Cinnamon Drive to Cedar Lane*	0	7.5	15	12.5	20	15	**70**

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Vine Street S Sidewalk Gaps/Pedestrian Priority Corridors *SR-198 to Iona Avenue*	0	7.5	15	12.5	20	15	**70**
Upcoming Roadway Development Sidewalk Gaps *18/34 Avenue Lemoore Canal to Off-Street Trail*	0	0	15	12.5	20	15	**62.5**
Daphne Lane Sidewalk Gaps/Pedestrian Priority Corridors *D Street to North of Newcastle Street*	5	7.5	15	0	20	15	**62.5**
Iona Ave Sidewalk Gaps *19th Avenue to Lemoore Ave/18th Avenue*	0	0	15	12.5	20	15	**62.5**



KCAG 2025 Regional Active Transportation Plan

Figure 03: Lemoore Pedestrian Recommendations

Kings County Regional ATP

MARK THOMAS

LEGEND

- Class I Multi-Use Path
- Pedestrian Priority Corridors
- Priority Crossing Improvements

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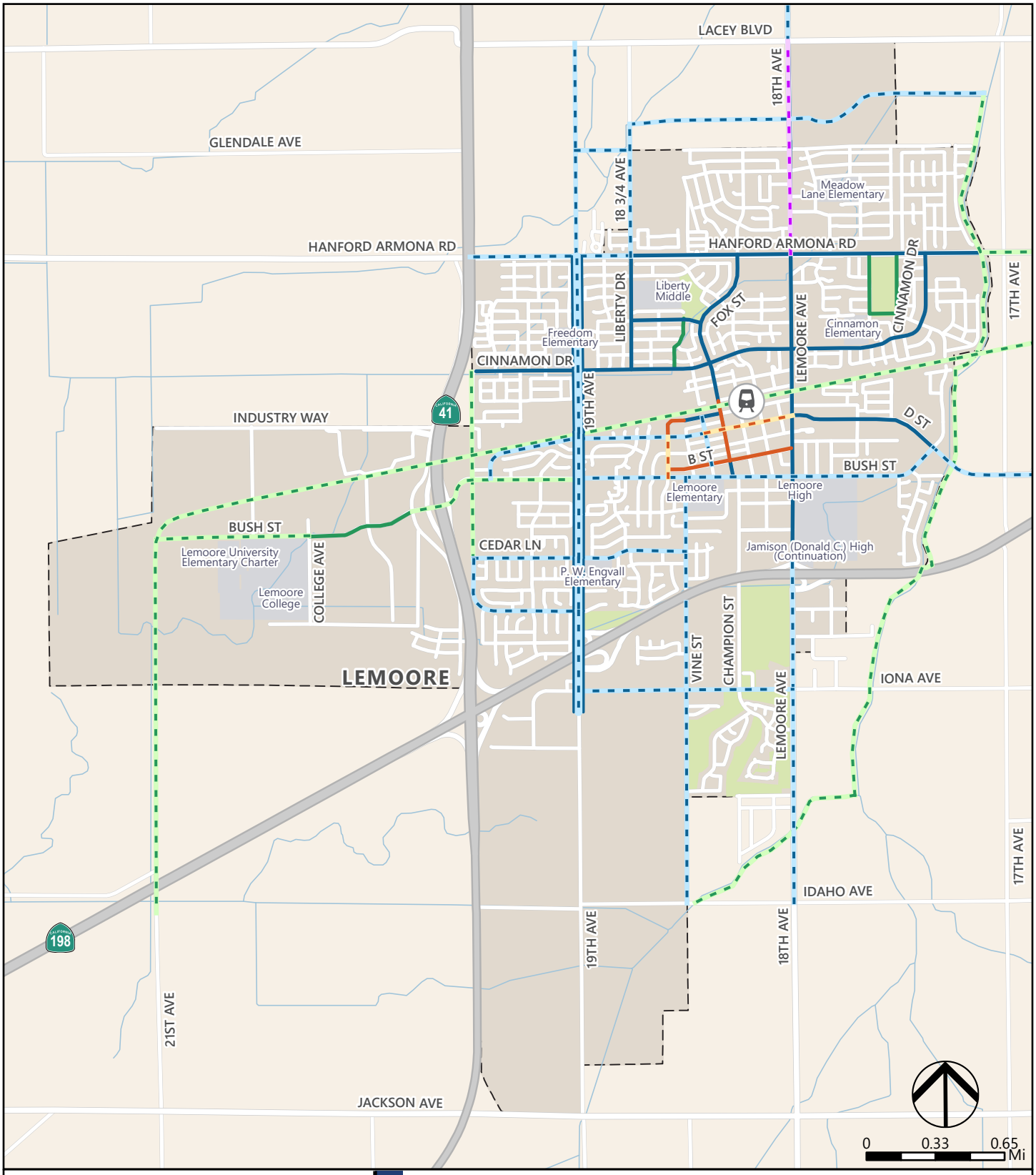
Lemoore Bikeways Infrastructure Priority Project Rankings

Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Hill Street Bike Lane (Class II) *E Street to B Street*	10	15	15	25	20	15	**100**
D Street (Class III) *Hill Street to 18th Ave/Lemoore Avenue*	10	15	15	25	20	15	**100**
N Olive St (Class III) *D Street to Bush Street*	10	7.5	15	25	20	15	**92.5**
Bush Street (Class II) *19th Avenue to D Street*	0	7.5	15	25	20	15	**82.5**
Hanford Armona Rd (Class II) *SR-41 to Liberty Drive*	10	7.5	15	25	0	15	**72.5**
Cedar Lane (Class II) *19 ½ Avenue to Vine Street*	10	7.5	15	25	0	15	**72.5**
Railroad ROW (Class I) *SR-198 to 11th Avenue*	0	7.5	15	25	10	15	**72.5**
D Street (Class II) *Bush Street to Hill Street*	5	7.5	15	25	0	15	**67.5**
Vine Street N (Class II) *Bush Street to SR-198*	5	7.5	15	25	0	15	**67.5**
Silverado Drive (Class II) *Cedar Lane to 19th Ave Avenue*	5	7.5	15	25	0	15	**67.5**
Lemoore Canal Off-Street Trail (Class I) *Future roadway development to Vine Street*	0	0	15	25	10	15	**65**
18th Avenue/Lemoore Avenue (Class IV) *Hanford Armona Road to Lacey Boulevard*	0	7.5	15	25	0	15	**62.5**
19th Ave (Class II (Buffered)) *Hanford Armona Road to 340' south of Iona Avenue*	0	7.5	15	25	0	15	**62.5**
18 3/4 Avenue (Class II) *Hanford Armona Road to Future roadway development*	0	0	15	25	0	15	**55**
18th Avenue/Lemoore Avenue (Class II) *SR-198 to Idaho Ave*	0	0	15	25	0	15	**55**
Bush Street (Class I) *19th Avenue to Railroad ROW Class I Trail*	0	0	15	25	0	15	**55**
19 1/2 Avenue (Class I) *Cinnamon Drive to Cedar Lane*	0	7.5	15	12.5	0	15	**50**
19th Ave (Class II) *Hanford Armona Road to Lacey Boulevard*	0	0	15	12.5	0	15	**42.5**
Future Roadway Development (Class II) *18 ¾ Avenue to Lemoore Canal Class I Trail*	0	0	15	12.5	0	15	**42.5**

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Vine St S (Class II) *SR-198 to Idaho Ave*	0	0	15	12.5	0	15	**42.5**
Iona Avenue (Class II) *19th Avenue to 18th Avenue*	0	0	15	12.5	0	15	**42.5**
Glendale Ave (Class II) *N 19th Avenue to 18 ¾ Avenue*	0	0	15	0	0	15	**30**



KCAG 2025 Regional Active Transportation Plan

Figure 04: Lemoore Bicycle Network

Kings County Regional ATP

MARK THOMAS

LEGEND

Existing Bikeways
- Class I
- Class II
- Class III
- CVC Stations

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

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Kings County Pedestrian Infrastructure Priority Project Rankings

Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Taqueria La Esquinita Crossing Improvement *Armona- Intersection of Front Street and 14th Avenue*	10	15	15	25	20	15	**100**
Royal Food Crossing Improvement *Armona- Intersection of Hanford Armona Road and 14th Avenue*	10	7.5	15	25	20	15	**92.5**
Kettleman City Sidewalk Gap Closure *Kettleman City- Sidewalks to area streets*	0	15	15	25	20	15	**90**
Armona Union Elementary School Crossing Improvement *Armona- Intersection of Pimo Street and 14th Avenue*	5	7.5	15	25	20	15	**87.5**
Kettleman City Market Crossing Improvement *Kettleman City- Intersection of Standard Oil Avenue and Brown Avenue/SR-41*	0	7.5	15	25	20	15	**82.5**
Napa Auto Parts Crossing Improvement *Kettleman City- Intersection of General Petroleum Avenue and SR-41*	0	7.5	15	25	20	15	**82.5**
Jersey Avenue Sidewalk Gaps *Santa Rosa Rancheria- West of 17th Avenue to 16th Avenue*	0	7.5	15	25	20	15	**82.5**
Front Street Sidewalk Gap Closure *Armona- Hanford Armona Road to 410' east of Oak Avenue*	0	7.5	15	25	20	15	**82.5**
10th Avenue Sidewalk Gap Closure *Home Garden- Houston Avenue to Cam Ramon*	0	7.5	15	25	20	15	**82.5**
2nd Pl Sidewalk Gap Closure *Home Garden- Orchard Drive to Houston Avenue*	0	7.5	15	25	20	15	**82.5**
Yokut Gas Crossing Improvement *Santa Rosa Rancheria- Intersection of Jersey Avenue and 17th Avenue*	10	7.5	15	12.5	20	15	**80**
El Ranchero Liquor #2 Crossing Improvement *Home Garden- Intersection of Houston Avenue and 10th Avenue*	10	7.5	15	12.5	20	15	**80**
Tachi Palace Casino Resort Crossing Improvement	5	7.5	15	12.5	20	15	**75**

PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Santa Rosa Rancheria- Intersection of Akali Drive and 17th Avenue							
Kings County Fire Department Crossing Improvement *Armona- Intersection of Hood Avenue and 14th Avenue*	5	7.5	15	12.5	20	15	**75**
Orchard Drive Sidewalk Gap Closure *Home Garden- 10th Avenue to 6th Place*	0	0	15	25	20	15	**75**
Railroad Street/Empire Street Sidewalk Gap Closure *Stratford- Railroad Street and Empire Street between 1st Street and 6th Street*	0	7.5	15	12.5	20	15	**70**
Stratford Neighborhood Streets Sidewalk Gap Closure *Stratford- Segments of 1st Street, 3rd Street, 4th Street, and 6th Street between Railroad Street and Empire Street*	0	7.5	15	12.5	20	15	**70**
Stratford Elementary School Crossing Improvement *Stratford- South of Empire Street and 1st Street Intersection*	10	7.5	15	0	20	15	**67.5**
17th Avenue Sidewalk Gaps *Santa Rosa Rancheria- Jersey Avenue to Davis Circle*	0	0	15	12.5	20	15	**62.5**
Houston Avenue Sidewalk Gap Closure *Home Garden- Superior Soil Supplements to 10th Avenue*	0	0	15	12.5	20	15	**62.5**
Home Avenue-Shaw Place Loop Closure *Home Garden- Shaw Place to Garden Drive*	0	0	15	12.5	20	15	**62.5**
Central Elementary Crossing Improvement *Santa Rosa Rancheria- Intersection of 18th Avenue and Jersey Avenue*	10	0	0	12.5	20	15	**57.5**
SR-41 Crossing Improvement *Stratford- SR-41 Crossing at Laurel Avenue/Main Street*	0	0	15	0	20	15	**50**
Main Street Sidewalk Gap Closure *Stratford- Railroad Street to SR-41*	0	0	15	0	20	15	**50**
18th Avenue Sidewalk Gap Closure *Santa Rosa Rancheria- Central Elementary School to Jersey Avenue*	0	0	0	12.5	20	15	**47.5**
Coyote Corner Crossing Improvement *Santa Rosa Rancheria- Intersection of Jersey Avenue and 16th Avenue*	0	7.5	0	0	20	15	**42.5**
Planned 16th Avenue Driveway Crossing Improvement	0	7.5	0	0	20	15	**42.5**

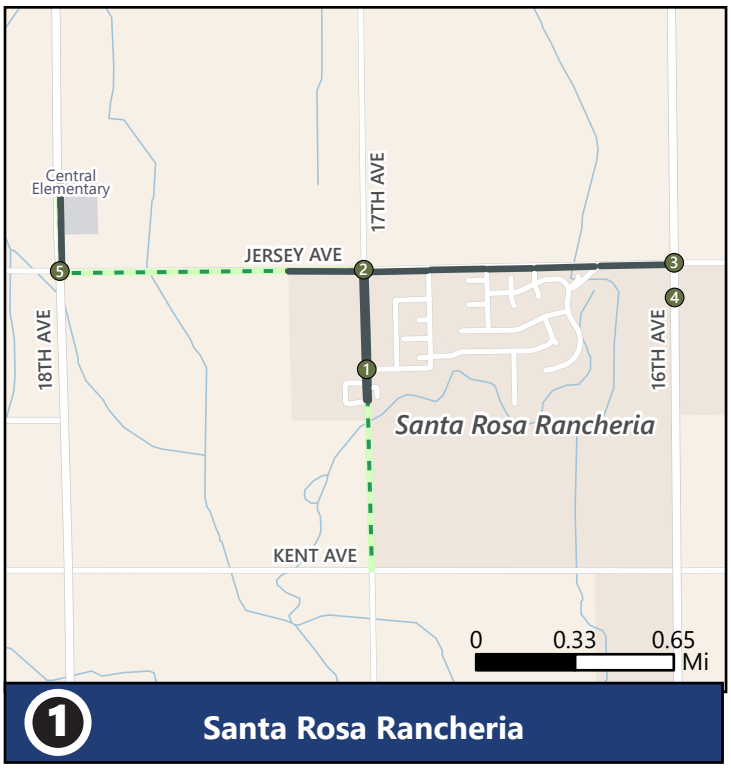
PEDESTRIAN PROJECT (NAME & LOCATION)	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Santa Rosa Rancheria- Future Planned Driveway on 16th Avenue							

Kings County Bikeways Infrastructure Priority Project Rankings

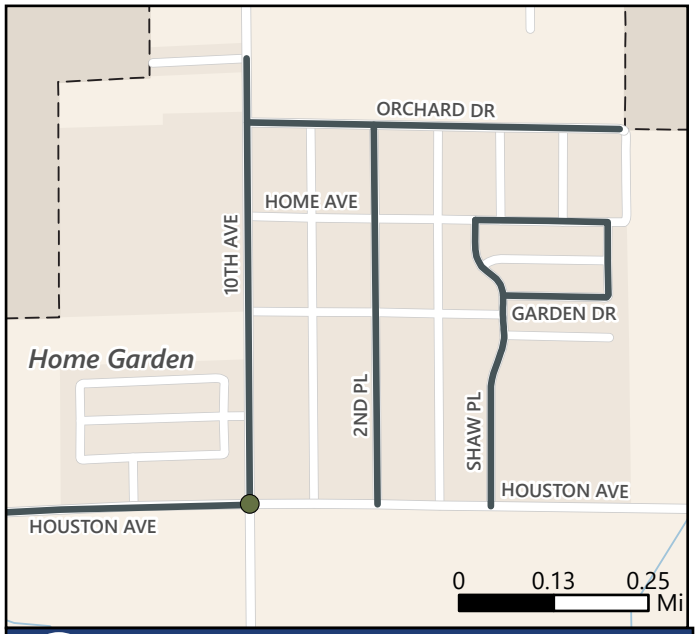
Scores are based on six weighted criteria: Ease of Implementation (I), Population Served (P), Access to Jobs and Transit (A), Safety (S), Gap Closure (G), and Equity (E).

BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
Hanford Armona Road (Class I) *Armona- Lemoore Canal Class I to SR-198 On/Off Ramp*	0	0	15	25	20	15	75
Houston Avenue/D Street (Class II) *North County- Bush Street to 9th Avenue*	0	0	15	25	20	15	75
Milham Street (Class III) *Kettleman City- First Street to Brown Street*	10	7.5	15	25	0	15	72.5
Ninth Street (Class III) *Kettleman City- Edward Street to Kettleman City Elementary School*	10	7.5	15	25	0	15	72.5
General Petroleum Avenue (Class III) *Kettleman City- First Street to Brown St/SR-41*	10	7.5	15	25	0	15	72.5
Railroad ROW (Class I) *North County- SR-198 to 11th Avenue*	0	0	15	25	10	15	65
14th Avenue Cycletrack (Class IV) *Armona- Railroad Avenue to Hume Avenue*	0	7.5	15	25	0	15	62.5
Cross Street (Class III) *Stratford- Railroad Street to 5th Street*	10	7.5	15	12.5	0	15	60
14th Avenue (Class II) *Armona- Lacey Boulevard to Railroad Avenue*	5	0	15	25	0	15	60
Brown Street/SR-41 (Class I) *Kettleman City- General Petroleum Avenue to Bernard Drive*	0	0	15	25	0	15	55
18th Avenue/Jersey Avenue (Class I) *Santa Rosa Rancheria- Central Elementary School to 17th Avenue*	0	0	15	25	0	15	55
10th Avenue Cycletrack (Class IV) *Home Garden- Hanford Armona Road to Houston Avenue*	0	0	15	25	0	15	55
Grangeville Boulevard (Class II) *North County- 25th Avenue Alignment to 13th Avenue*	0	0	15	25	0	15	55
14th Avenue (Class II)	0	0	15	25	0	15	55

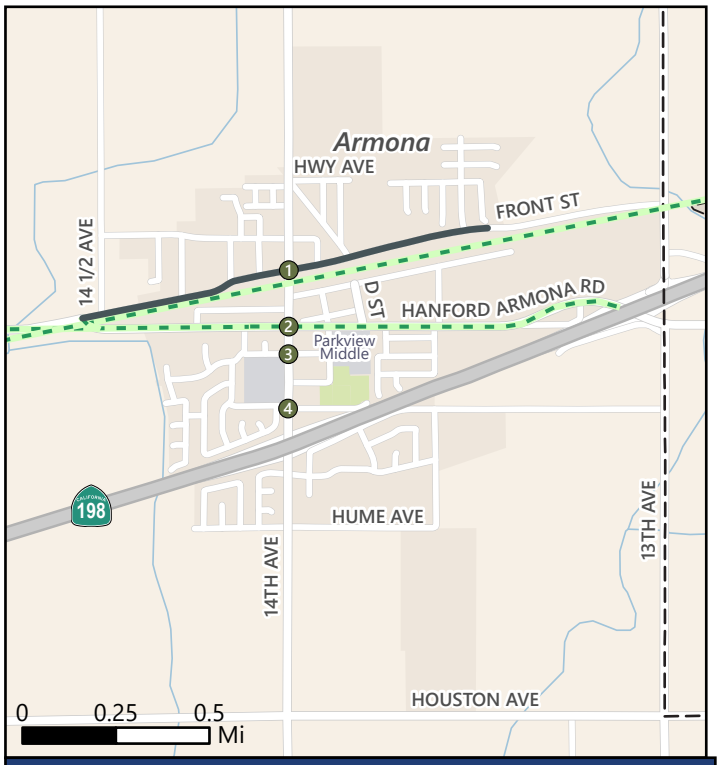
BIKEWAY PROJECT NAME & LOCATION	CRITERIA						TOTAL SCORE
	I	*P*	*A*	*S*	*G*	*E*	
North County- Grangeville Boulevard to Lacey Boulevard							
Jersey Avenue Loop (Class II) *Santa Rosa Rancheria- 17th Avenue to Jersey Avenue*	0	0	15	12.5	0	15	42.5
17th Avenue (Class I) *Santa Rosa Rancheria- Jersey Avenue to Kent Avenue*	0	0	15	12.5	0	15	42.5
18th Avenue (Class II) *North County- Grangeville Boulevard to Lacey Boulevard*	0	0	15	0	0	15	30



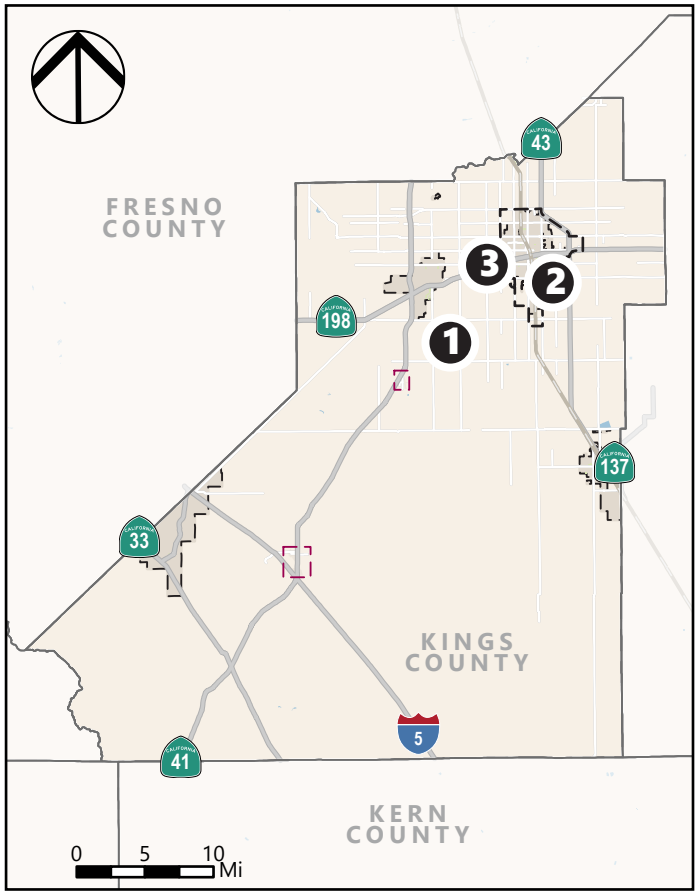
1 Santa Rosa Rancheria



2 Home Garden



3 Armona



KCAG 2025 Regional Active Transportation Plan

Figure 05: Kings County and Unincorporated Communities Pedestrian Infrastructure Recommendations Map

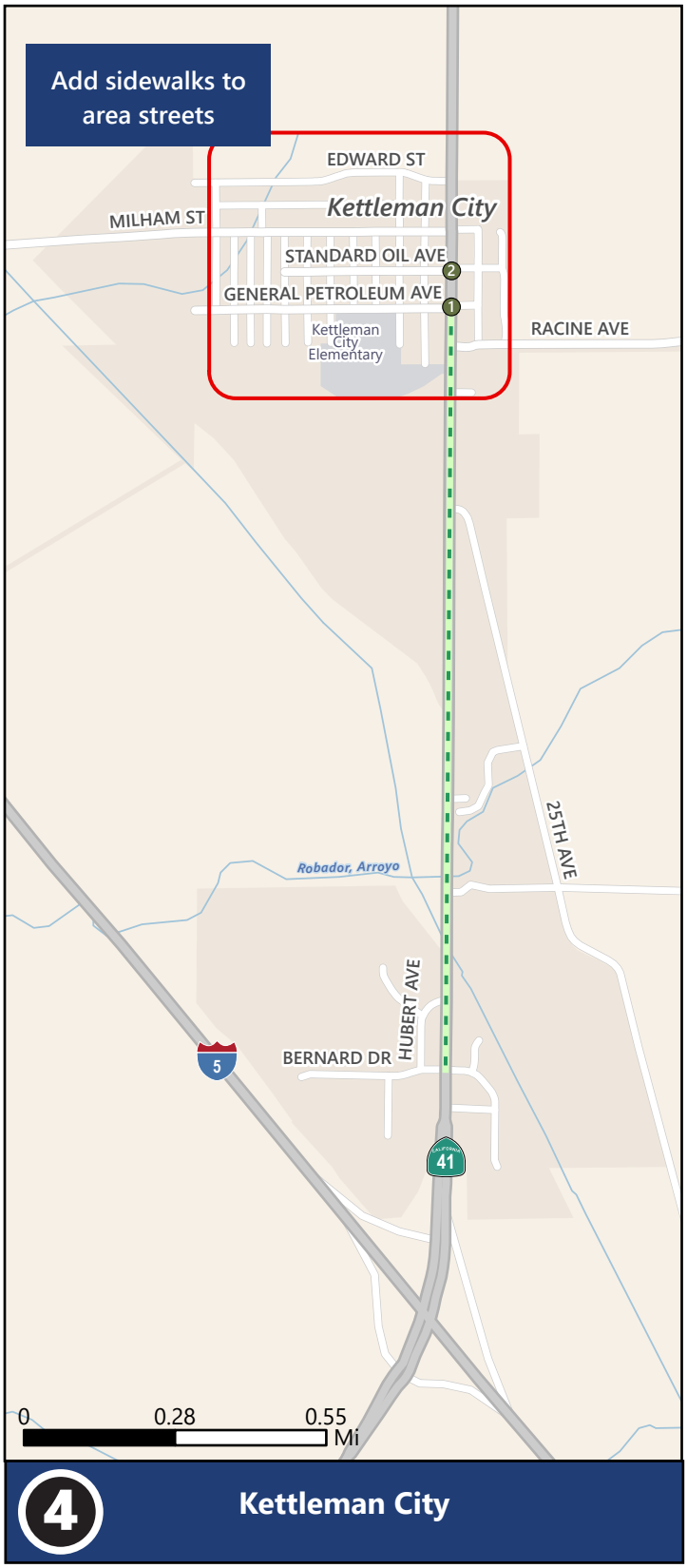
Kings County Regional ATP

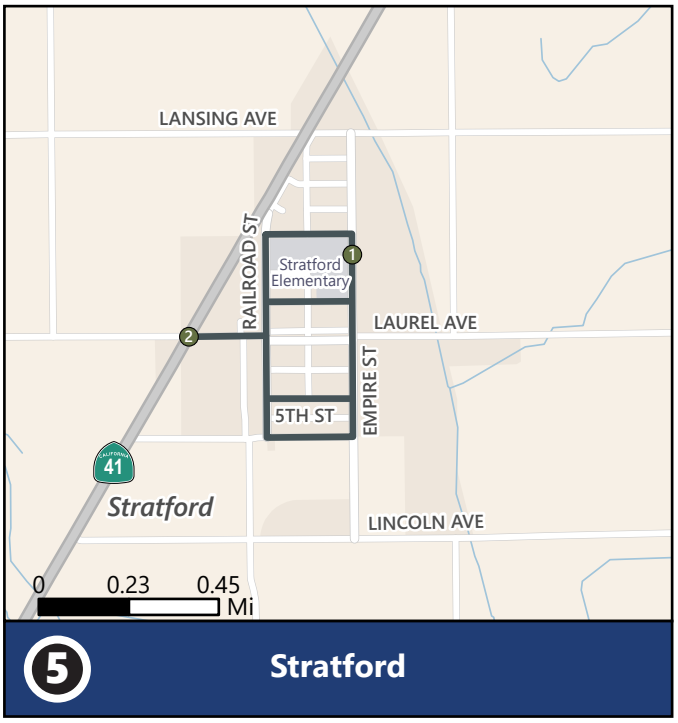
MARK THOMAS

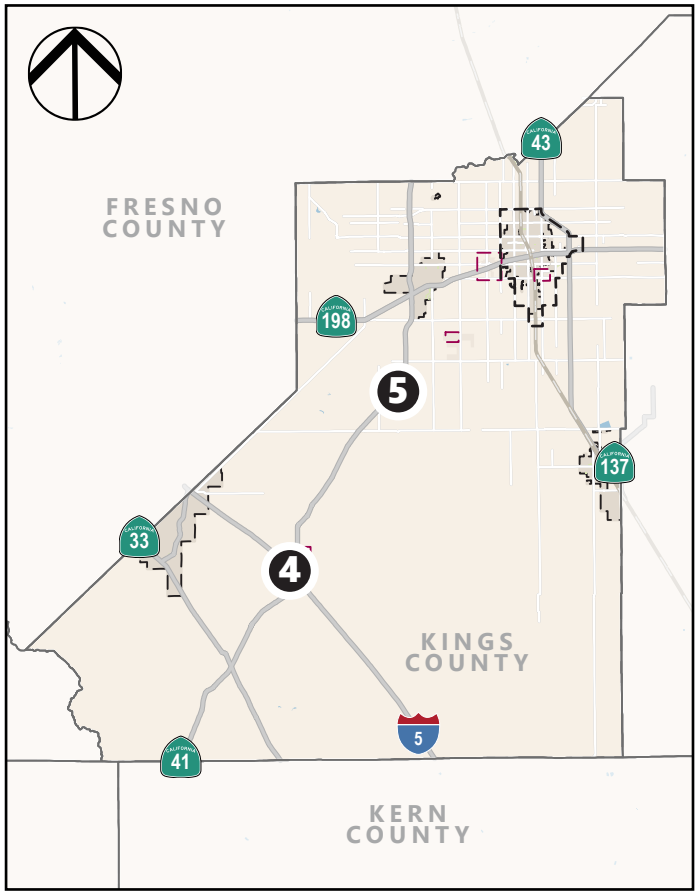
Priority Crossing Improvements

Pedestrian Priority Corridors

Class I Multi-Use Path







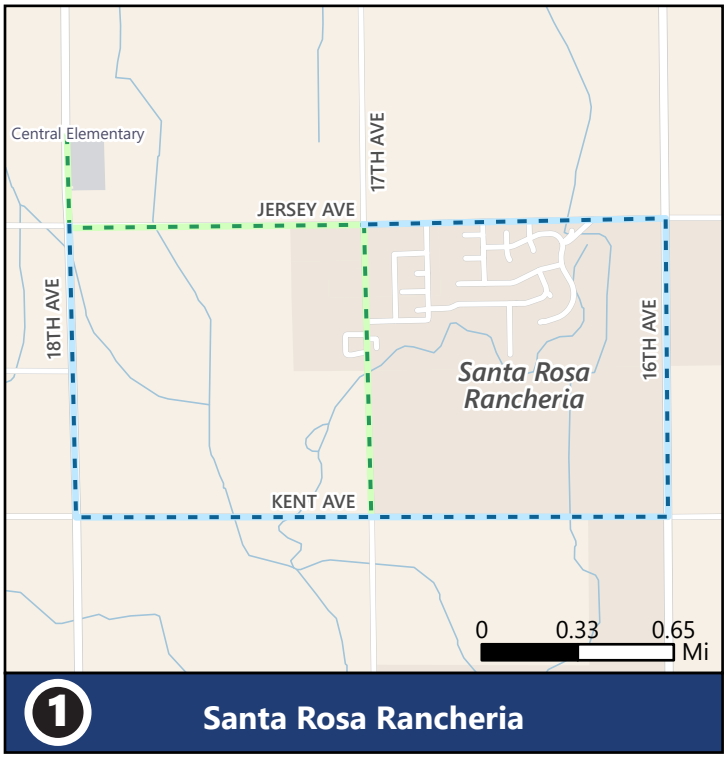
KCAG 2025 Regional Active Transportation Plan

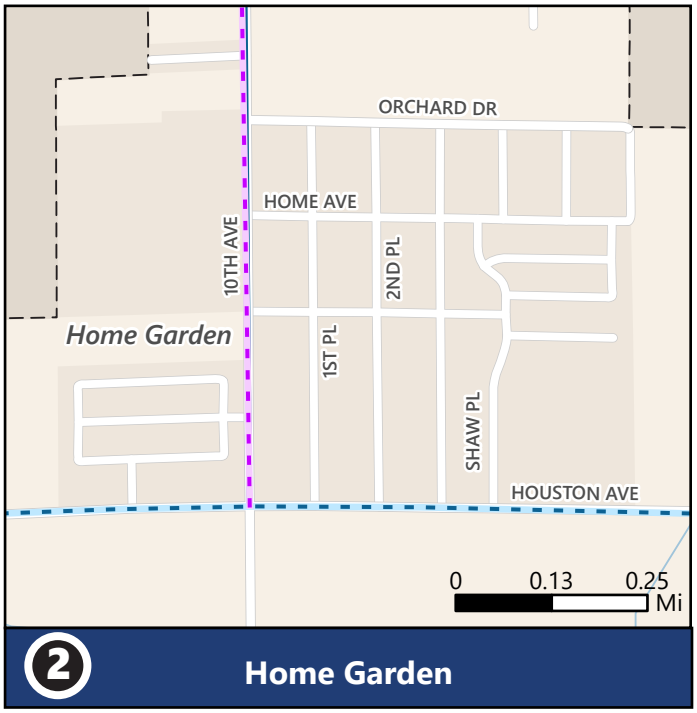
Figure 06: Kings County and Unincorporated Communities Pedestrian Infrastructure Recommendations Map

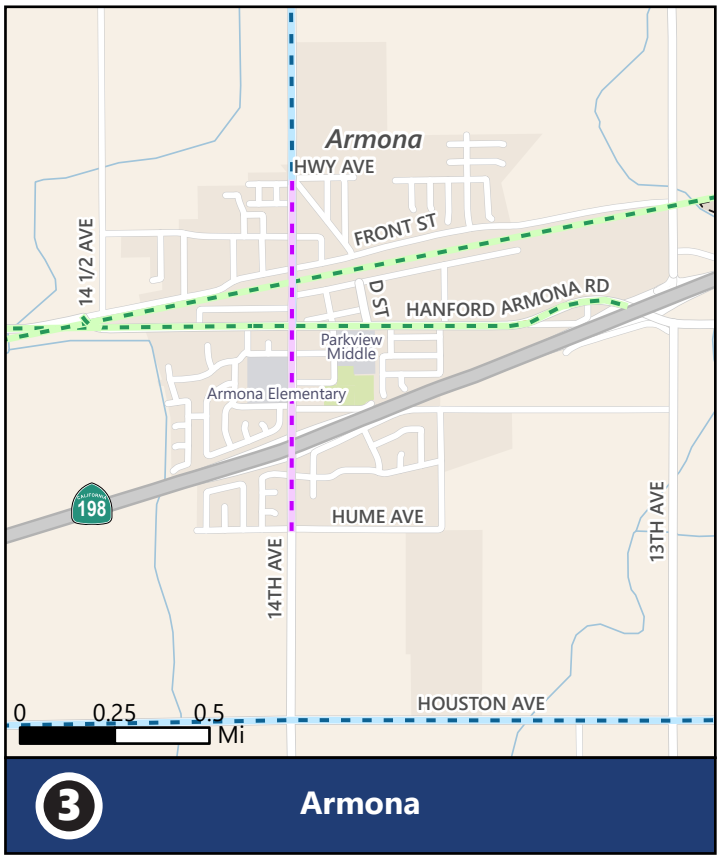
Kings County Regional ATP

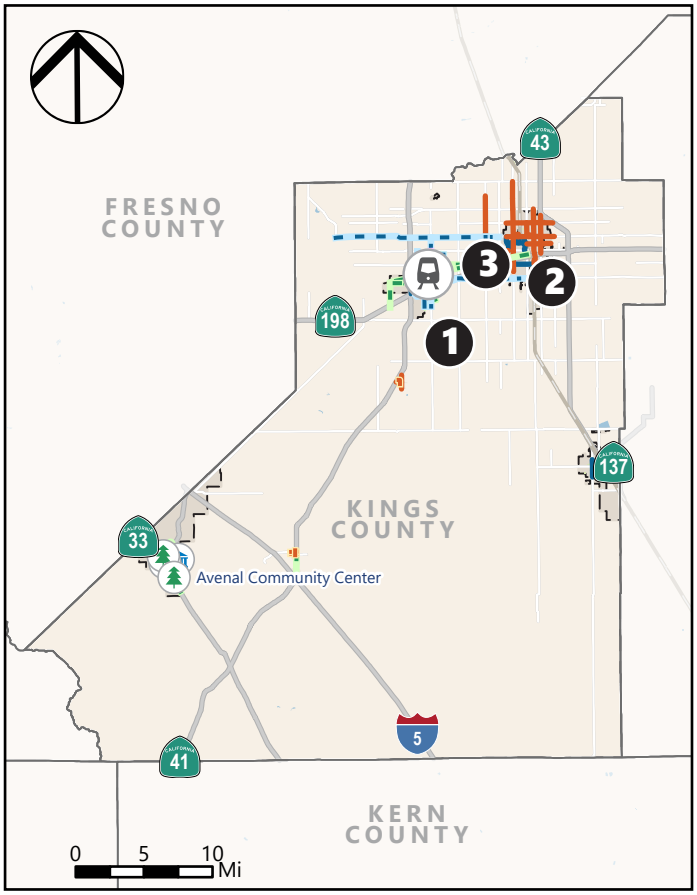
MARK THOMAS

- Priority Crossing Improvements
- Pedestrian Priority Corridors
- Class I Multi-Use Path









KCAG 2025 Regional Active Transportation Plan

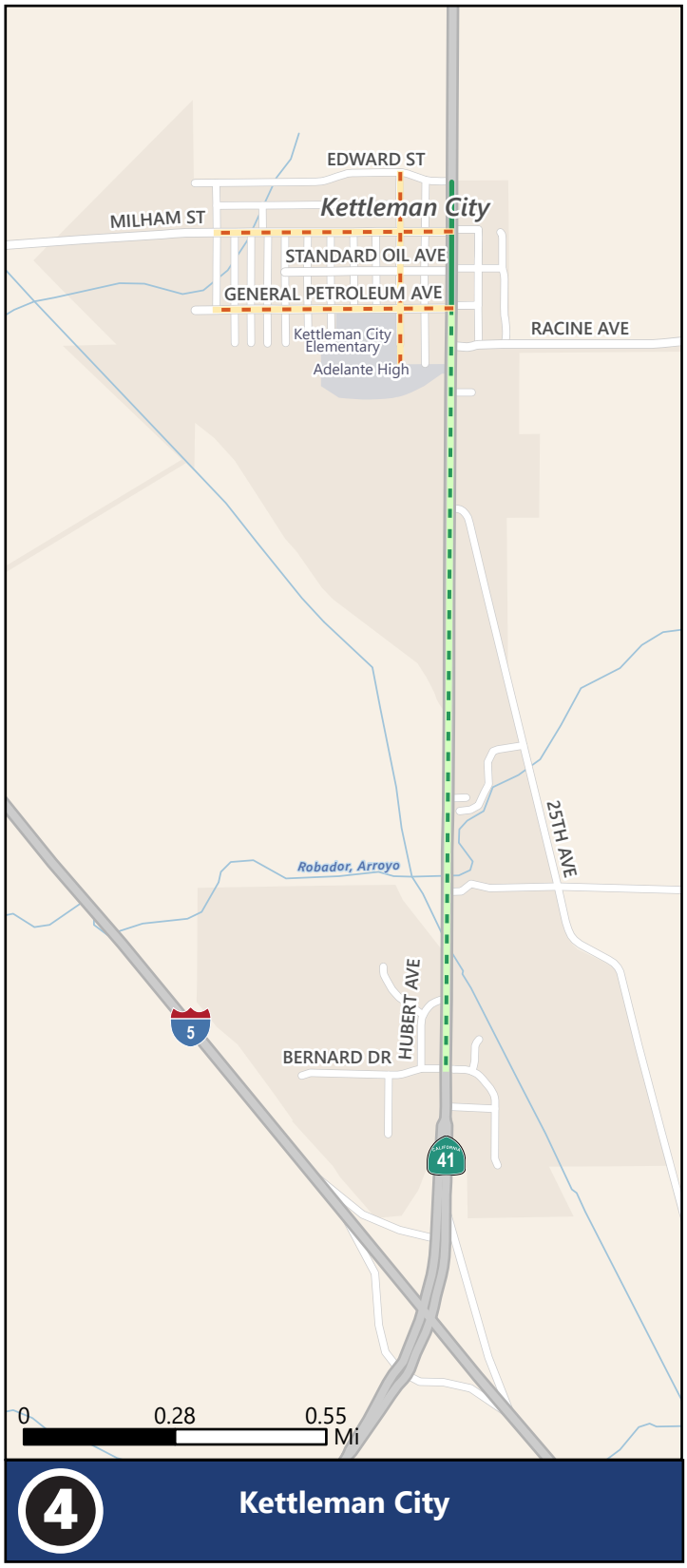
Figure 06: Kings County and Unincorporated Communities Bicycle Network

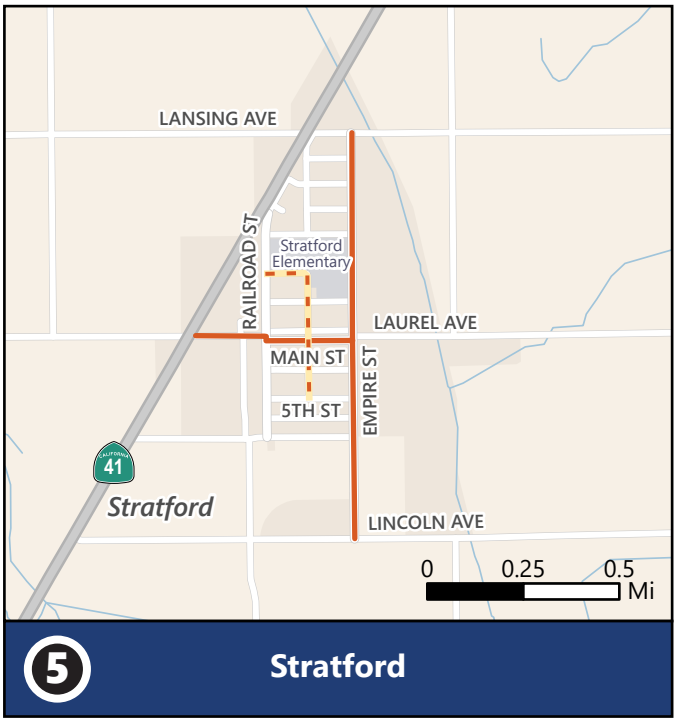
Kings County Regional ATP

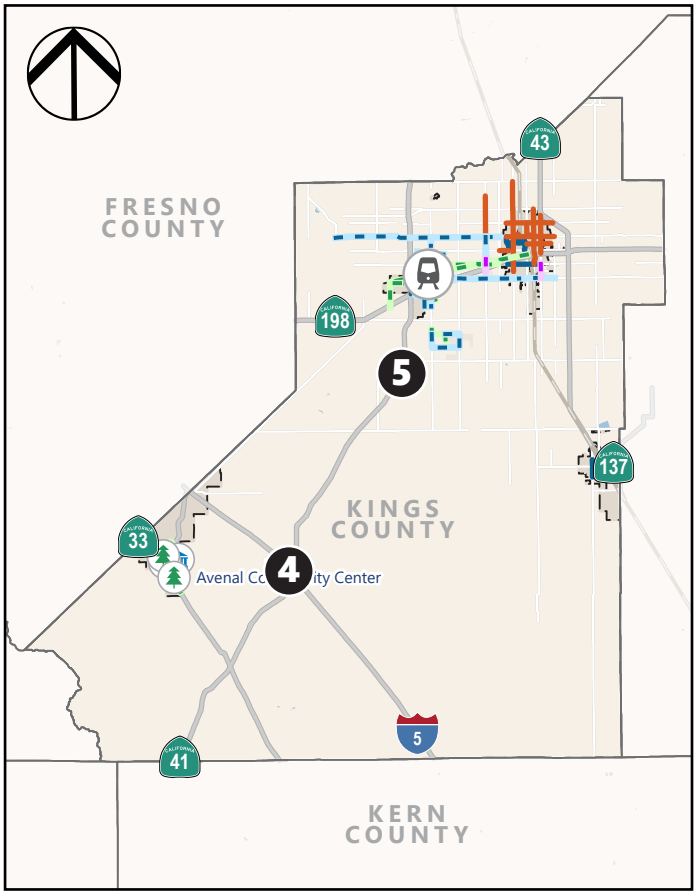
MARK THOMAS

Existing Bikeways
- Class I
- Class II
- Class III

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV







KCAG 2025 Regional Active Transportation Plan

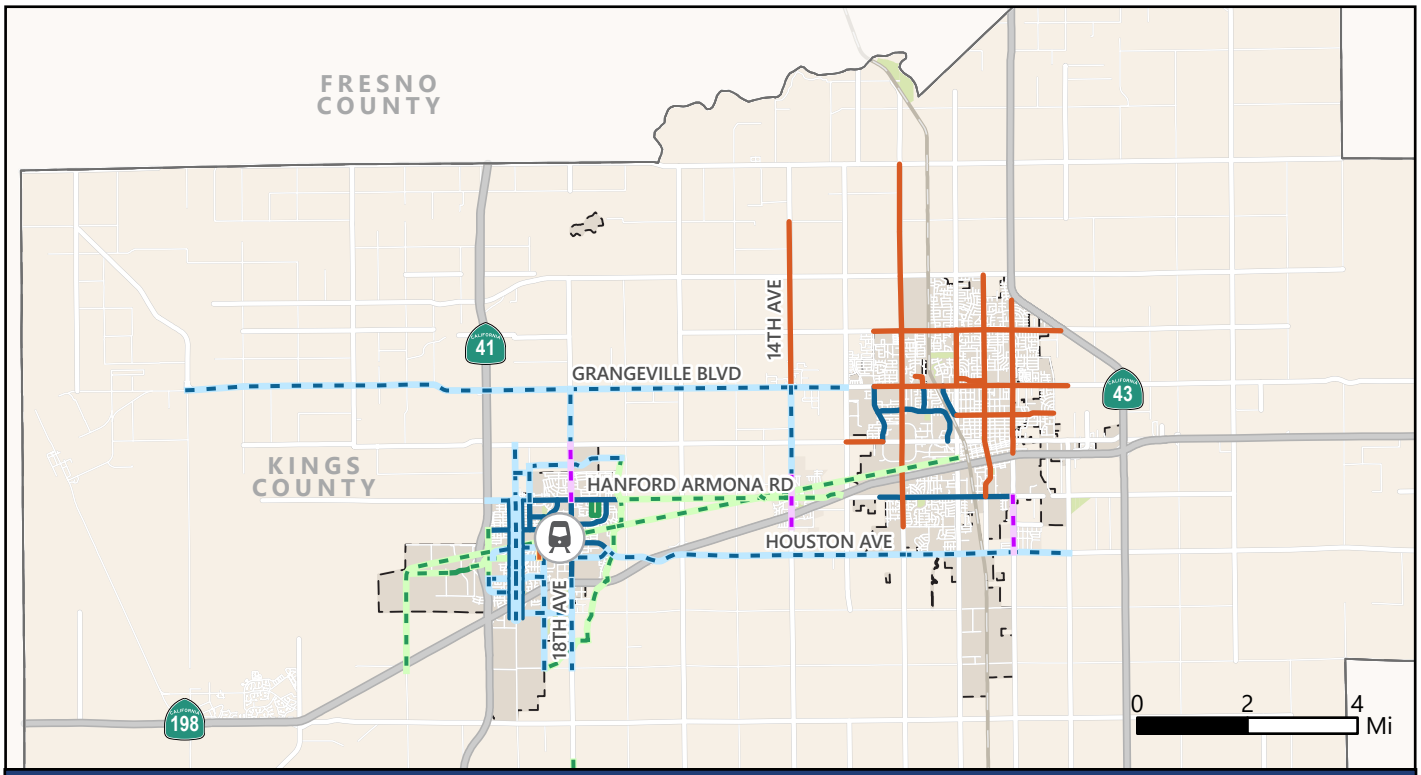
Figure 06: Kings County and Unincorporated Communities Bicycle Network

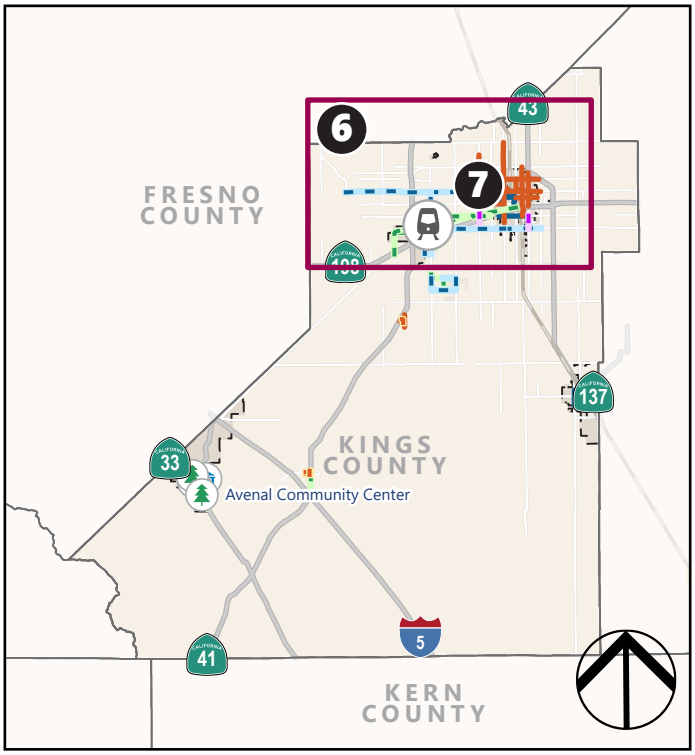
Kings County Regional ATP

MARK THOMAS

Existing Bikeways
- Class I
- Class II
- Class III

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV





KCAG 2025 Regional Active Transportation Plan

Figure 06: Kings County and Unincorporated Communities Bicycle Network

Kings County Regional ATP

MARK THOMAS

Existing Bikeways
- Class I
- Class II
- Class III

Planned Bikeways
- Class I
- Class II
- Class II (Buffered)
- Class III
- Class IV

Attachment 2: Implementation

The proposed infrastructure network improvements for pedestrian and bicycle facilities are categorized by implementation time frames to support strategic planning and phased delivery. Near-term projects (0–3 years) focus on safety improvements and quick-build treatments that can be rapidly deployed with minimal construction. Medium-term improvements (3–5 years) include more extensive corridor enhancements and infill connections requiring moderate design and engineering. Long-term projects (5+ years) involve complex infrastructure, such as grade-separated crossings or major corridor transformations, which require additional funding, right-of-way coordination, and environmental clearance.

AVENAL PROPOSED PEDESTRIAN PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
San Joaquin Street Sidewalk Gap Cosure	San Joaquin Street from A Avenue to Park Avenue	90	5+ Years
Skyline Boulevard Sidewalk Gap Closure	Skyline Boulevard from 6th Street to Central Avenue	90	5+ Years
Ken Brown Public Safety Center Police Department Crossing Improvement	Ken Brown Public Safety Center Police Department: Intersection of 3rd Avenue and Alpine Street	87.5	0-3 Years
Post Office Crossing Improvement	Post Office: Intersection of San Joaquin Street and Skyline Boulevard	87.5	3-5 Years
Avenal Community Health Center Crossing Improvement	Avenal Community Health Center: Health Center Driveway at Skyline Boulevard	80	0-3 Years
Reef Sunset Middle School Crossing Improvement	Reef-Sunset Middle School: Intersection of 1st Avenue and Calaveras Street	67.5	0-3 Years
Arroyo Del Camino Apartments Crossing Improvement	Arroyo Del Camino Apartments: Intersection of Fremont Street and Corcoran Avenue	67.5	0-3 Years
Camino del Mar Apartments Crossing Improvement	Camino del Mar Apartments: Intersection of Corcoran Avenue and Kern Street	67.5	0-3 Years
Union Ave/Kern St Upcoming Development Crossing Improvement	Upcoming Development: Intersection of Union Avenue and Kern Street	67.5	0-3 Years

AVENAL PROPOSED BIKEWAYS PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Skyline Boulevard (Class II)	Laneva Boulevard / Route 33 → Hydril Road	92.5	3-5 Years
7th Avenue (Class II)	Mariposa Street → Merced Street	92.5	3-5 Years
3rd Avenue (Class III)	Laneva Boulevard / Route 33 → Alpine Street	92.5	0-3 Years
Mariposa Street (Class III)	1st Avenue → 7th Street	90	0-3 Years
Union Avenue (Class II)	Skyline Boulevard → Fremont Street	85	3-5 Years
Monterey Street - Park Avenuel (Class III)	7th Street → San Joaquin Street	82.5	0-3 Years
Orange Street - 5th Avenue(Class III)	Laneva Boulevard / Route 33 → Seventh Avenue	80	0-3 Years
Kings Street (Class III)	1st Avenue → 5th Avenue	80	0-3 Years
Laneva Boulevard / Route 33 (Class I)	San Joaquin Street → 36th Avenue	75	5+ Years
Water Channel (Class I)	Skyline Boulevard → Kern Street	72.5	5+ Years
Hanford Avenue (Class III)	Fresno Street → Hanford Avenue Class I	72.5	0-3 Years
Fremont Street (Class I)	7th Avenue → Corcoran Avenue	72.5	5+ Years
San Joaquin Street (Class I)	Laneva Boulevard / Route 33 → Skyline Boulevard	70	5+ Years
1st Avenue (Class II Buffered)	Laneva Boulevard / Route 33 → Alpine Street	67.5	3-5 Years
Corcoran Avenue (Class II)	Hydril Road → Fremont Street	65	3-5 Years
Northeast Avenal Loop (Class I)	Alpine Street → Skyline Boulevard	65	5+ Years
Reef Sunset Secondary Class I (Class I)	San Joaquin Street → Hydril Road	62.5	5+ Years
Big Tar Canyon Road (Class I)	Salem Avenue → Avenal Sports Complex	60	5+ Years
Hydril Road (Class I)	Skyline Boulevard → Avenal Animal Shelter on 36th Avenue	60	5+ Years
Hearthstone Village Loop (Class I)	7th Street → Big Tar Canyon Road	55	5+ Years
Union Avenue (Class I)	Fremont Street → Big Tar Canyon Road	42.5	5+ Years
Kern Street (Class I)	Union Avenue → Corcoran Avenue	42.5	5+ Years

LEMOORE PROPOSED PEDESTRIAN PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Fox Street Sidewalk Gaps/Pedestrian Priority Corridor	Bush Street to Hanford Armona Road	90	5+ Years
Follett Street Sidewalk Gaps/Pedestrian Priority Corridor	Cinnamon Drive to Bush Street	90	5+ Years
18 ¾ Avenue/Liberty Drive Sidewalk Gaps/Pedestrian Priority Corridor	Cinnamon Drive to Upcoming Roadway Development	82.5	5+ Years
Hanford Armona Road Sidewalk Gaps	SR-41 to 17th Ave off street trail	82.5	5+ Years
Lemoore Avenue/18th Avenue Sidewalk Gaps/Pedestrian Priority Corridor	Iona Avenue to Glendale Avenue	82.5	5+ Years
19th Avenue Sidewalk Gaps/Pedestrian Priority Corridor	Iona Avenue to Hanford Armona Road	82.5	5+ Years
Cinnamon Drive Sidewalk Gaps/Pedestrian Priority Corridor	19 ½ Avenue to Hanford Armona Road	82.5	5+ Years
D Street Sidewalk Gaps/Pedestrian Priority Corridors	Bush Street to Lemoore Canal Class I Trail	82.5	5+ Years
Bush Street Sidewalk Gaps	Lemoore College to D Street	82.5	5+ Years
Cedar Lane Sidewalk Gaps/Pedestrian Priority Corridors	19 ½ Avenue to Brooks Drive	82.5	5+ Years
Vine Street N Sidewalk Gaps/Pedestrian Priority Corridors	Bush Street to SR-198	82.5	5+ Years
Champion Street and Iona Avenue Crossing Improvement	Intersection of Champion Street and Iona Avenue	75	0-3 Years
19 ½ Avenue Sidewalk Gaps	Cinnamon Drive to Cedar Lane	70	5+ Years
Vine Street S Sidewalk Gaps/Pedestrian Priority Corridors	SR-198 to Iona Avenue	70	5+ Years
Vine Street Crossing Improvement	SR-198 Crossing at Vine Street	70	5+ Years
Upcoming Roadway Development Sidewalk Gaps	18/34 Avenue Lemoore Canal to Off-Street Trail	62.5	5+ Years
Daphne Lane Sidewalk Gaps/Pedestrian Priority Corridors	D Street to North of Newcastle Street	62.5	3-5 Years
Iona Ave Sidewalk Gaps	19th Avenue to Lemoore Ave/18th Avenue	62.5	5+ Years

LEMOORE PROPOSED BIKEWAYS PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Hill Street Bike Lane (Class II)	E Street to B Street	100	3-5 Years
D Street (Class III)	Hill Street to 18th Ave/Lemoore Avenue	100	0-3 Years
N Olive St (Class III)	D Street to Bush Street	92.5	0-3 Years
Bush Street (Class II)	19th Avenue to D Street	82.5	3-5 Years
Hanford Armona Rd (Class II)	SR-41 to Liberty Drive	72.5	3-5 Years
Cedar Lane (Class II)	19 ½ Avenue to Vine Street	72.5	3-5 Years
Railroad ROW (Class I)	SR-198 to 11th Avenue	72.5	5+ Years
D Street (Class II)	Bush Street to Hill Street	67.5	3-5 Years
Vine Street N (Class II)	Bush Street to SR-198	67.5	3-5 Years
Silverado Drive (Class II)	Cedar Lane to 19th Ave Avenue	67.5	3-5 Years
Lemoore Canal Off-Street Trail (Class I)	Future roadway development to Vine Street	65	5+ Years
18th Avenue/Lemoore Avenue (Class IV)	Hanford Armona Road to Lacey Boulevard	62.5	5+ Years
19th Ave (Class II (Buffered))	Hanford Armona Road to 340' south of Iona Avenue	62.5	3-5 Years
18 3/4 Avenue (Class II)	Hanford Armona Road to Future roadway development	55	3-5 Years
18th Avenue/Lemoore Avenue (Class II)	SR-198 to Idaho Ave	55	3-5 Years
Bush Street (Class I)	19th Avenue to Railroad ROW Class I Trail	55	5+ Years
19 1/2 Avenue (Class I)	Cinnamon Drive to Cedar Lane	50	5+ Years
19th Ave (Class II)	Hanford Armona Road to Lacey Boulevard	42.5	3-5 Years
Future Roadway Development (Class II)	18 ¾ Avenue to Lemoore Canal Class I Trail	42.5	3-5 Years
Vine St S (Class II)	SR-198 to Idaho Ave	42.5	3-5 Years
Iona Avenue (Class II)	19th Avenue to 18th Avenue	42.5	3-5 Years
Glendale Ave (Class II)	N 19th Avenue to 18 ¾ Avenue	30	3-5 Years

KINGS COUNTY PROPOSED PEDESTRIAN PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Hanford Armona Road (Class I)	Armona- Lemoore Canal Class I to SR-198 On/Off Ramp	75	5+ Years
Houston Avenue/D Street (Class II)	North County- Bush Street to 9th Avenue	75	3-5 Years
Milham Street (Class III)	Kettleman City- First Street to Brown Street	72.5	0-3 Years
Ninth Street (Class III)	Kettleman City- Edward Street to Kettleman City Elementary School	72.5	0-3 Years
General Petroleum Avenue (Class III)	Kettleman City- First Street to Brown St/SR-41	72.5	0-3 Years
Railroad ROW (Class I)	North County- SR-198 to 11th Avenue	65	5+ Years
14th Avenue Cycletrack (Class IV)	Armona- Railroad Avenue to Hume Avenue	62.5	5+ Years
Cross Street (Class III)	Stratford- Railroad Street to 5th Street	60	0-3 Years
14th Avenue (Class II)	Armona- Lacey Boulevard to Railroad Avenue	60	3-5 Years
Brown Street/SR-41 (Class I)	Kettleman City- General Petroleum Avenue to Bernard Drive	55	5+ Years
18th Avenue/Jersey Avenue (Class I)	Santa Rosa Rancheria- Central Elementary School to 17th Avenue	55	5+ Years
10th Avenue Cycletrack (Class IV)	Home Garden- Hanford Armona Road to Houston Avenue	55	5+ Years
Grangeville Boulevard (Class II)	North County- 25th Avenue Alignment to 13th Avenue	55	3-5 Years
14th Avenue (Class II)	North County- Grangeville Boulevard to Lacey Boulevard	55	3-5 Years
Jersey Avenue Loop (Class II)	Santa Rosa Rancheria- 17th Avenue to Jersey Avenue	42.5	3-5 Years
17th Avenue (Class I)	Santa Rosa Rancheria- Jersey Avenue to Kent Avenue	42.5	5+ Years
18th Avenue (Class II)	North County- Grangeville Boulevard to Lacey Boulevard	30	3-5 Years

KINGS COUNTY PROPOSED BIKEWAYS PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Taqueria La Esquinita Crossing Improvement	Armona- Intersection of Front Street and 14th Avenue	100	0-3 Years
Royal Food Crossing Improvement	Armona- Intersection of Hanford Armona Road and 14th Avenue	92.5	0-3 Years
Kettleman City Sidewalk Gap Closure	Kettleman City- Sidewalks to area streets	90	5+ Years
Armona Union Elementary School Crossing Improvement	Armona- Intersection of Pimo Street and 14th Avenue	87.5	0-3 Years
Kettleman City Market Crossing Improvement	Kettleman City- Intersection of Standard Oil Avenue and Brown Avenue/SR-41	82.5	3-5 Years
Napa Auto Parts Crossing Improvement	Kettleman City- Intersection of General Petroleum Avenue and SR-41	82.5	3-5 Years
Jersey Avenue Sidewalk Gaps	Santa Rosa Rancheria- West of 17th Avenue to 16th Avenue	82.5	5+ Years
Front Street Sidewalk Gap Closure	Armona- Hanford Armona Road to 410' east of Oak Avenue	82.5	5+ Years
10th Avenue Sidewalk Gap Closure	Home Garden- Houston Avenue to Cam Ramon	82.5	5+ Years
2nd Pl Sidewalk Gap Closure	Home Garden- Orchard Drive to Houston Avenue	82.5	5+ Years
Yokut Gas Crossing Improvement	Santa Rosa Rancheria- Intersection of Jersey Avenue and 17th Avenue	80	0-3 Years
El Ranchero Liquor #2 Crossing Improvement	Home Garden- Intersection of Houston Avenue and 10th Avenue	80	0-3 Years
Tachi Palace Casino Resort Crossing Improvement	Santa Rosa Rancheria- Intersection of Akali Drive and 17th Avenue	75	0-3 Years
Kings County Fire Department Crossing Improvement	Armona- Intersection of Hood Avenue and 14th Avenue	75	0-3 Years
Orchard Drive Sidewalk Gap Closure	Home Garden- 10th Avenue to 6th Place	75	5+ Years
Railroad Street/Empire Street Sidewalk Gap Closure	Stratford- Railroad Street and Empire Street between 1st Street and 6th Street	70	5+ Years
Stratford Neighborhood Streets Sidewalk Gap Closure	Stratford- Segments of 1st Street, 3rd Street, 4th Street, and 6th Street between Railroad Street and Empire Street	70	5+ Years
Stratford Elementary School Crossing Improvement	Stratford- South of Empire Street and 1st Street Intersection	67.5	0-3 Years
17th Avenue Sidewalk Gaps	Santa Rosa Rancheria- Jersey Avenue to Davis Circle	62.5	5+ Years

KINGS COUNTY PROPOSED BIKEWAYS PROJECTS			
Project Name	**Limits**	**Score**	**Implementation Timeframe**
Houston Avenue Sidewalk Gap Closure	Home Garden- Superior Soil Supplements to 10th Avenue	62.5	5+ Years
Home Avenue-Shaw Place Loop Closure	Home Garden- Shaw Place to Garden Drive	62.5	5+ Years
Central Elementary Crossing Improvement	Santa Rosa Rancheria- Intersection of 18th Avenue and Jersey Avenue	57.5	0-3 Years
SR-41 Crossing Improvement	Stratford- SR-41 Crossing at Laurel Avenue/Main Street	50	3-5 Years
Main Street Sidewalk Gap Closure	Stratford- Railroad Street to SR-41	50	5+ Years
18th Avenue Sidewalk Gap Closure	Santa Rosa Rancheria- Central Elementary School to Jersey Avenue	47.5	5+ Years
Coyote Corner Crossing Improvement	Santa Rosa Rancheria- Intersection of Jersey Avenue and 16th Avenue	42.5	3-5 Years
Planned 16th Avenue Driveway Crossing Improvement	Santa Rosa Rancheria- Future Planned Driveway on 16th Avenue	42.5	3-5 Years

MARK THOMAS

MEMORANDUM

To: Kings County Association of Governments (KCAG)

From: Aaron Seitz | Mark Thomas

Date: June 20, 2025

RE: Kings County Regional Active Transportation Plan – Basis of Cost Analysis

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PURPOSE: This memorandum documents the background information and approach to develop opinions of probably costs for projects identified in the Kings County Regional Active Transportation Plan. This study evaluates proposed improvements within the City of Avenal, the City of Lemoore, and areas within unincorporated Kings County that will impact the local roadway to increase alternative travel options and roadway user safety.

ASSUMPTIONS:

The following will list the assumptions used to determine the high-level cost of the projects based on the anticipated lengths.

Soft Costs

Soft costs are based on percentages of the total hard cost of the construction items of the project. It was assumed that Engineering, Landscaping, Surveying, Construction Management, and Construction Support are required on all projects. Soft costs are variable based on complexity and size of the project. For these estimates due to unknowns a 44% total will be used. The breakdown is as follows:

Soft Cost	Percentage
Civil Engineering	10-20%
Landscape Architecture	2%
Surveying	1-2%
Inspection/Construction Management	10-15%
Construction Support (Design)	5%
*Geotechnical Engineering	2-5%
*Utility Engineering/Coordination	1-3%
*Inspection/Construction Management (Additional)	5-10%
Total	44% (*62%)

*Soft cost is only necessary for pedestrian overcrossing.

Per Unit Prices

The following assumptions for unit cost were used based on the available Caltrans Contract Cost Data website and recent bid data. Some prices are shown as ranges in the table below but due to unknown project timing, the higher unit price will be used.

Item Description	Unit	Unit Price
Roadway Excavation	CY	$300
Hot Mix Asphalt (Type A)	TON	$300-400

Item Description	Unit	Unit Price
Class 2 Aggregate Base	CY	$200-250
Concrete (Sidewalk/Trail)	SF	$30-35
Concrete (Curb & Gutter)	LF	$150
Striping (per Stripe)	LF	$4
Pavement Marking	SF	$10
Signage	EA	$600
*Curb Ramps	EA	$10,000
*Rectangular Rapid Flashing Beacon (RRFB)	EA	$60,000
*Landscape	SF	$200
*Pedestrian Swing Gate	EA	$12,000
**Pedestrian Overcrossing	SF	$500

*Price is not available from Caltrans data base and assumed based on similar type project for local agencies
**Prices are assumed based on anticipated cost for a similar type of project/improvement

Facility Type Cost

The following is a summary table of the cost based on facility type. The basis for the costs are detailed below.

Item Description	Unit	Unit Price
Class 1 Bikeway	LF	$1,500
Class II Bike Lane	LF	$29
Class III Bikeway	LF	$8
High Visibility Crosswalks	EA	$4,800
New Sidewalk	LF	$560

Class 1 Bikeway (LF):

The subsequent assumptions have been formulated for a Class 1 Bikeway.

1. Bikeway Widths:
    a. Trail – 12’ width
    b. Landscaping – 3’ width
2. Bikeway Depths:
    a. Portland Cement Concrete (PCC) – 4”
    b. Class 2 Aggregate Base – 6”
    c. Slot paving needed to construct the path assumes a 2’ wide and 12” deep HMA section with assumption of 150 lbs. unit weight.
3. Roadway excavation assumes the 19’ wide (12’ Sidewalk, 3’ Landscaping, 2’ C&G, 2’ Slot Pave) by 12” deep.
4. Drainage improvements are assumed to be 10% of total construction.
5. Table below provides a summary of items included into the Linear Foot (LF) unit price:

Item Description	Unit	Unit Cost	Multiplier	Cost/ LF
Concrete Trail	SF	$35	12	$420.00
Class 2 Aggregate Base	CY	$250	0.22	$55.56
Roadway Excavation	CY	$300	0.70	$210.00

Item Description	Unit	Unit Cost	Multiplier	Cost/ LF
Landscape	SF	$200	3	$600.00
Striping	LF	$4	1	$4.00
Minor Concrete (Curb and Gutter)	LF	$150	1	$150.00
HMA Deep Lift	TON	$400	0.15	$60.00
			Total	$1,499.56
			Rounded Cost	$1,500.00

Class II Bike Lane:

These facilities are assumed to be striping and signage only. The cost is based on the length of the corridor and includes both directions of travel.

1. Signage – Two signs spaced roughly every 500'.
2. Green Intersection Pavement Markings – Spaced roughly every 500' with a total area of 250 SF at every intersection.
3. Bike Lane Pavement Markings – Spaced roughly every 200' with a total area of 100 SF.

Item Description	Unit	Unit Cost	Multiplier	Cost/ LF
Striping	LF	$4	4	$16.00
Signage	EA	$600	0.004	$2.40
Green Intersection Pavement Markings	SF	$10	0.5	$5.00
Bike Lane Pavement Markings	SF	$10	0.5	$5.00
			Total	$28.40
			Rounded Cost	$29.00

Class III Bikeways:

These facilities are assumed to be striping and signage only. The cost is based on the length of the corridor and includes both directions of travel.

1. Signage – Two signs spaced roughly every 500'.
2. Bike Sharrow Pavement Markings – Spaced roughly every 200' with a total area of 100 SF.

Item Description	Unit	Unit Cost	Multiplier	Cost/ LF
Signage	EA	$600	0.004	$2.40
Bike Sharrow Pavement Markings	SF	$10	0.5	$5.00
			Total	$7.40
			Rounded Cost	$8.00

MARK THOMAS

High Visibility Crosswalks (EA):

This cost assumes a high visibility crosswalk for one leg of the intersection 40-feet in length. This assumes placement of 4 signs. The following items are included:

Item Description	Unit	Cost	Cost/LF
Pavement Marking	SF	$10	$2,400.00
Signage	EA	$600	$2,400.00
		Total	**$4,800.00**

New Sidewalk (LF):

The following assumptions were made for a typical cross section for new sidewalk.

1. 6' sidewalks will be added utilizing the following design:
    a. 4" Concrete
    b. 6" Aggregate Base
2. 2' wide and 12" deep HMA section with assumption of 150 lbs. unit weight.
3. Roadway excavation assumes the 10' wide (6' Sidewalk, 2' C&G, 2' Slot Pave) by 12" deep.
4. Drainage improvements are assumed to be 10% of total construction.

Item Description	Unit	Cost	Multiplier	Cost/LF
Concrete (SIDEWALK)	SF	$35	6	$210.00
Class 2 Aggregate Base	CY	$250	0.11	$27.50
Roadway Excavation	CY	$300	0.37	$111.00
HMA Deep Lift	TON	$400	0.15	$60.00
Minor Concrete (Curb and Gutter)	LF	$150	1	$150.00
			Total	**$558.50**
			Rounded Cost	**$560.00**

Other Considerations:

Additional construction related items may be required to implement the projects withing the SMP. The planning level estimates will use the following percentages to estimate other items of work as follows:

1. "Minor items" cover cost of minor construction items that are not defined during the planning effort. An additional 25% of roadway cost has been assumed in all estimates.
2. A contingency of 25% has been assumed.

COST ESTIMATE

LIMITS: **San Joaquin St: A Ave to Park Ave**
DESCRIPTION: **Sidewalk Gap Closure**
LENGTH (LF): **3,575**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	39	$10,000	$390,000
2	High Visibility Crosswalk	EA	34	$4,800	$163,200
3	Drainage Improvements (10%)	LS	1	$55,320	$55,320
4	Minor Items (25%)	LS	1	$138,300	$138,300
5	Mobilization (10%)	LS	1	$55,320	$55,320
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$802,140
				CONTINGENCY (25%) =	$200,535
				TOTAL HARD COST =	**$1,002,675**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$200,535
Landscape Architecture (2% of total hard cost)					$20,054
Surveying (2% of total hard cost)					$20,054
Inspection/Construction Management (15% of total hard cost)					$150,401
Design Services During Construction (5% of total hard cost)					$50,134
				PROJECT DELIVERY SUBTOTAL =	$441,177
				GRAND TOTAL =	**$1,443,852**

COST ESTIMATE

LIMITS: **Skyline Blvd: 6th Ave to Central Ave**
DESCRIPTION: **Sidewalk Gap Closure**
LENGTH (LF): **1,020**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	12	$10,000	$120,000
2	High Visibility Crosswalk	EA	8	$4,800	$38,400
3	Drainage Improvements (10%)	LS	1	$15,840	$15,840
4	Minor Items (25%)	LS	1	$39,600	$39,600
5	Mobilization (10%)	LS	1	$15,840	$15,840
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$229,680
				CONTINGENCY (25%) =	$57,420
				TOTAL HARD COST =	**$287,100**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$57,420
Landscape Architecture (2% of total hard cost)					$5,742
Surveying (2% of total hard cost)					$5,742
Inspection/Construction Management (15% of total hard cost)					$43,065
Design Services During Construction (5% of total hard cost)					$14,355
				PROJECT DELIVERY SUBTOTAL =	$126,324
				GRAND TOTAL =	**$413,424**

COST ESTIMATE

LIMITS: **Intersection: 3rd Ave & Alpine St**
DESCRIPTION: **Ken Brown Public Safety Center Crossing Improvement**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	1	$10,000	$10,000
2	High Visibility Crosswalk	EA	2	$4,800	$9,600
3	Drainage Improvements (10%)	LS	1	$1,960	$1,960
4	Minor Items (25%)	LS	1	$4,900	$4,900
5	Mobilization (10%)	LS	1	$1,960	$1,960
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$28,420
				CONTINGENCY (25%) =	$7,105
				TOTAL HARD COST =	**$35,525**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$7,105
Landscape Architecture (2% of total hard cost)					$711
Surveying (2% of total hard cost)					$711
Inspection/Construction Management (15% of total hard cost)					$5,329
Design Services During Construction (5% of total hard cost)					$1,776
				PROJECT DELIVERY SUBTOTAL =	$15,631
				GRAND TOTAL =	**$51,156**

COST ESTIMATE

LIMITS: **Intersection: San Joaquin St & Skyline Blvd**
DESCRIPTION: **Post Office Crossing Improvements**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	2	$10,000	$20,000
2	High Visibility Crosswalk	EA	1	$4,800	$4,800
3	Rectangular Rapid Flashing Beacon (RRFB)	EA	2	$60,000	$120,000
4	Drainage Improvements (10%)	LS	1	$14,480	$14,480
5	Minor Items (25%)	LS	1	$36,200	$36,200
6	Mobilization (10%)	LS	1	$14,480	$14,480
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$209,960
				CONTINGENCY (25%) =	$52,490
				TOTAL HARD COST =	**$262,450**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$52,490
Landscape Architecture (2% of total hard cost)					$5,249
Surveying (2% of total hard cost)					$5,249
Inspection/Construction Management (15% of total hard cost)					$39,368
Design Services During Construction (5% of total hard cost)					$13,123
				PROJECT DELIVERY SUBTOTAL =	$115,478
				GRAND TOTAL =	**$377,928**

COST ESTIMATE

LIMITS: **Intersection: Health Center Drwy & Skyline Blvd**
DESCRIPTION: **Avenal Community Health Center Crossing Improvement**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	40	$560	$22,400
2	Curb Ramp	EA	2	$10,000	$20,000
3	High Visibility Crosswalk	EA	1	$4,800	$4,800
4	Rectangular Rapid Flashing Beacon (RRFB)	EA	2	$60,000	$120,000
5	Drainage Improvements (15%)	LS	1	$16,720	$16,720
6	Minor Items (25%)	LS	1	$41,800	$41,800
7	Mobilization (10%)	LS	1	$16,720	$16,720
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$242,440
				CONTINGENCY (25%) =	$60,610
				TOTAL HARD COST =	**$303,050**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$60,610
Landscape Architecture (2% of total hard cost)					$6,061
Surveying (2% of total hard cost)					$6,061
Inspection/Construction Management (15% of total hard cost)					$45,458
Design Services During Construction (5% of total hard cost)					$15,153
				PROJECT DELIVERY SUBTOTAL =	$133,342
				GRAND TOTAL =	**$436,392**

COST ESTIMATE

LIMITS: **Skyline Blvd: Laneva Blvd/Rte 33 to Hydril Rd**
DESCRIPTION: **Skyline Blvd Class II Bikeway**
LENGTH (LF): **5,650**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	5650	$29	$163,850
2	Minor Items (25%)	LS	1	$40,963	$40,963
3	Mobilization (10%)	LS	1	$16,385	$16,385
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$221,198
				CONTINGENCY (25%) =	$55,299
				TOTAL HARD COST =	**$276,497**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$55,299
Surveying (2% of total hard cost)					$5,530
Inspection/Construction Management (15% of total hard cost)					$41,475
Design Services During Construction (5% of total hard cost)					$13,825
				PROJECT DELIVERY SUBTOTAL =	$116,129
				GRAND TOTAL =	**$392,626**

COST ESTIMATE

LIMITS: **7th Ave: Mariposa St to Merced St**
DESCRIPTION: **7th Ave Class II Bikeway**
LENGTH (LF): **1,265**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	6" Solid Thermoplastic Traffic Stripe	LF	1265	$29	$36,685
2	Minor Items (25%)	LS	1	$9,171	$9,171
3	Mobilization (10%)	LS	1	$3,669	$3,669
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$49,525
				CONTINGENCY (25%) =	$12,381
				TOTAL HARD COST =	**$61,906**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$12,381
Surveying (2% of total hard cost)					$1,238
Inspection/Construction Management (15% of total hard cost)					$9,286
Design Services During Construction (5% of total hard cost)					$3,095
				PROJECT DELIVERY SUBTOTAL =	$26,000
				GRAND TOTAL =	**$87,906**

COST ESTIMATE

LIMITS: **3rd Ave: Laneva Blvd/Rte 33 to Alpine St**
DESCRIPTION: **3rd Ave Class III Bikeway**
LENGTH (LF): **5,175**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	5175	$8	$41,400
2	Minor Items (25%)	LS	1	$10,350	$10,350
3	Mobilization (10%)	LS	1	$4,140	$4,140
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$55,890
				CONTINGENCY (25%) =	$13,973
				TOTAL HARD COST =	**$69,863**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$13,973
Surveying (2% of total hard cost)					$1,397
Inspection/Construction Management (15% of total hard cost)					$10,479
Design Services During Construction (5% of total hard cost)					$3,493
				PROJECT DELIVERY SUBTOTAL =	$29,342
				GRAND TOTAL =	**$99,205**

COST ESTIMATE

LIMITS: **Mariposa St: 1st Ave to 7th Ave**
DESCRIPTION: **Mariposa St Class III Bikeway**
LENGTH (LF): **2,620**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	2620	$8	$20,960
2	Minor Items (25%)	LS	1	$5,240	$5,240
3	Mobilization (10%)	LS	1	$2,096	$2,096
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$28,296
				CONTINGENCY (25%) =	$7,074
				TOTAL HARD COST =	**$35,370**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$7,074
Surveying (2% of total hard cost)					$707
Inspection/Construction Management (15% of total hard cost)					$5,306
Design Services During Construction (5% of total hard cost)					$1,769
				PROJECT DELIVERY SUBTOTAL =	$14,855
				GRAND TOTAL =	**$50,225**

COST ESTIMATE

LIMITS: **Union Ave: Skyline Blvd to Fremont St**
DESCRIPTION: **Union Ave Class II Bikeway**
LENGTH (LF): **2,030**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	2030	$29	$58,870
2	Minor Items (25%)	LS	1	$14,718	$14,718
3	Mobilization (10%)	LS	1	$5,887	$5,887
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$79,475
				CONTINGENCY (25%) =	$19,869
				TOTAL HARD COST =	**$99,343**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$19,869
Surveying (2% of total hard cost)					$1,987
Inspection/Construction Management (15% of total hard cost)					$14,901
Design Services During Construction (5% of total hard cost)					$4,967
				PROJECT DELIVERY SUBTOTAL =	$41,724
				GRAND TOTAL =	**$141,067**

COST ESTIMATE

LIMITS: **Fox St: Bush St to Hanford Armona Rd**
DESCRIPTION: **Fox St Pedestrian Priority Corridor Improvements**
LENGTH (LF): **6,000**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	140	$560	$78,400
2	Curb Ramp	EA	51	$10,000	$510,000
3	High Visibility Crosswalk	EA	38	$4,800	$182,400
4	Rectangular Rapid Flashing Beacon (RRFB)	EA	2	$60,000	$120,000
5	Pedestrian Swing Gate	EA	4	$12,000	$48,000
6	Drainage Improvements (10%)	LS	1	$93,880	$93,880
7	Minor Items (25%)	LS	1	$234,700	$234,700
8	Mobilization (10%)	LS	1	$93,880	$93,880
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,361,260
				CONTINGENCY (25%) =	$340,315
				TOTAL HARD COST =	**$1,701,575**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$340,315
Landscape Architecture (2% of total hard cost)					$34,032
Surveying (2% of total hard cost)					$34,032
Inspection/Construction Management (15% of total hard cost)					$255,236
Design Services During Construction (5% of total hard cost)					$85,079
				PROJECT DELIVERY SUBTOTAL =	$748,693
				GRAND TOTAL =	**$2,450,268**

COST ESTIMATE

LIMITS: **Follett St: Cinnamon Dr to Bush St**
DESCRIPTION: **Follet St Pedestrian Priority Corridor Improvements**
LENGTH (LF): **3,245**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	820	$560	$459,200
2	Curb Ramp	EA	32	$10,000	$320,000
3	High Visibility Crosswalk	EA	19	$4,800	$91,200
4	Pedestrian Swing Gate	EA	4	$12,000	$48,000
5	Drainage Improvements (10%)	LS	1	$91,840	$91,840
6	Minor Items (25%)	LS	1	$229,600	$229,600
7	Mobilization (10%)	LS	1	$91,840	$91,840
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,331,680
				CONTINGENCY (25%) =	$332,920
				TOTAL HARD COST =	**$1,664,600**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$332,920
Landscape Architecture (2% of total hard cost)					$33,292
Surveying (2% of total hard cost)					$33,292
Inspection/Construction Management (15% of total hard cost)					$249,690
Design Services During Construction (5% of total hard cost)					$83,230
				PROJECT DELIVERY SUBTOTAL =	$732,424
				GRAND TOTAL =	**$2,397,024**

COST ESTIMATE

LIMITS: **18 3/4 Ave, Liberty Ave: Cinnamon Dr to Lacey Blvd**
DESCRIPTION: **18 3/4 Ave Pedestrian Priority Corridor Improvements**
LENGTH (LF): **8,080**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	9250	$560	$5,180,000
2	Curb Ramp	EA	28	$10,000	$280,000
3	High Visibility Crosswalk	EA	14	$4,800	$67,200
4	Rectangular Rapid Flashing Beacon (RRFB)	EA	2	$60,000	$120,000
5	Drainage Improvements (10%)	LS	1	$564,720	$564,720
6	Minor Items (25%)	LS	1	$1,411,800	$1,411,800
7	Mobilization (10%)	LS	1	$564,720	$564,720
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$8,188,440
				CONTINGENCY (25%) =	$2,047,110
				TOTAL HARD COST =	**$10,235,550**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$2,047,110
Landscape Architecture (2% of total hard cost)					$204,711
Surveying (2% of total hard cost)					$204,711
Inspection/Construction Management (15% of total hard cost)					$1,535,333
Design Services During Construction (5% of total hard cost)					$511,778
				PROJECT DELIVERY SUBTOTAL =	$4,503,642
				GRAND TOTAL =	**$14,739,192**

COST ESTIMATE

LIMITS: **Lemoore Ave, 18th Ave: Iona Ave to Glendale Ave**
DESCRIPTION: **18th Ave Pedestrian Priority Corridor Improvements**
LENGTH (LF): **13,465**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	4480	$560	$2,508,800
2	Curb Ramp	EA	84	$10,000	$840,000
3	High Visibility Crosswalk	EA	49	$4,800	$235,200
4	Pedestrian Swing Gate	EA	4	$12,000	$48,000
5	Drainage Improvements (10%)	LS	1	$363,200	$363,200
6	Minor Items (25%)	LS	1	$908,000	$908,000
7	Mobilization (10%)	LS	1	$363,200	$363,200
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$5,266,400
				CONTINGENCY (25%) =	$1,316,600
				TOTAL HARD COST =	**$6,583,000**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$1,316,600
Landscape Architecture (2% of total hard cost)					$131,660
Surveying (2% of total hard cost)					$131,660
Inspection/Construction Management (15% of total hard cost)					$987,450
Design Services During Construction (5% of total hard cost)					$329,150
				PROJECT DELIVERY SUBTOTAL =	$2,896,520
				GRAND TOTAL =	**$9,479,520**

COST ESTIMATE

LIMITS: **Vine St: between Beech Ln and Cabrillo St**
DESCRIPTION: **SR 198 Crossing at Vine St**
LENGTH (LF): **500**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Pedestrian Overcrossing	SF	10080	$500	$5,040,000
2	Drainage Improvements (10%)	LS	1	$504,000	$504,000
3	Minor Items (25%)	LS	1	$1,260,000	$1,260,000
4	Mobilization (10%)	LS	1	$504,000	$504,000
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$7,308,000
				CONTINGENCY (25%) =	$1,827,000
				TOTAL HARD COST =	**$9,135,000**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$1,827,000
Geotechnical Engineering (5% of total hard cost)					$456,750
Landscape Architecture (2% of total hard cost)					$182,700
Surveying (2% of total hard cost)					$182,700
Utility Engineering/Coordination (3% of total hard cost)					$274,050
Inspection/Construction Management (25% of total hard cost)					$2,283,750
Design Services During Construction (5% of total hard cost)					$456,750
				PROJECT DELIVERY SUBTOTAL =	$5,663,700
				GRAND TOTAL =	**$14,798,700**

COST ESTIMATE

LIMITS: **Hill St: E St to B St**
DESCRIPTION: **Class II Bikeway**
LENGTH (LF): **1,220**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	1220	$29	$35,380
2	Minor Items (25%)	LS	1	$8,845	$8,845
3	Mobilization (10%)	LS	1	$3,538	$3,538
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$47,763
				CONTINGENCY (25%) =	$11,941
				TOTAL HARD COST =	**$59,704**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$11,941
Surveying (2% of total hard cost)					$1,194
Inspection/Construction Management (15% of total hard cost)					$8,956
Design Services During Construction (5% of total hard cost)					$2,985
				PROJECT DELIVERY SUBTOTAL =	$25,076
				GRAND TOTAL =	**$84,779**

COST ESTIMATE

LIMITS: **D St: Hill St to 18th Ave/Lemoore Ave**
DESCRIPTION: **Class III Bikeway**
LENGTH (LF): **2,190**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	2190	$8	$17,520
2	Minor Items (25%)	LS	1	$4,380	$4,380
3	Mobilization (10%)	LS	1	$1,752	$1,752
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$23,652
				CONTINGENCY (25%) =	$5,913
				TOTAL HARD COST =	**$29,565**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$5,913
Surveying (2% of total hard cost)					$591
Inspection/Construction Management (15% of total hard cost)					$4,435
Design Services During Construction (5% of total hard cost)					$1,478
				PROJECT DELIVERY SUBTOTAL =	$12,417
				GRAND TOTAL =	**$41,982**

COST ESTIMATE

LIMITS: **Olive St: D St to Bush St**
DESCRIPTION: **Class III Bikeway**
LENGTH (LF): **1,000**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	1000	$8	$8,000
2	Minor Items (25%)	LS	1	$2,000	$2,000
3	Mobilization (10%)	LS	1	$800	$800
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$10,800
				CONTINGENCY (25%) =	$2,700
				TOTAL HARD COST =	**$13,500**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$2,700
Surveying (2% of total hard cost)					$270
Inspection/Construction Management (15% of total hard cost)					$2,025
Design Services During Construction (5% of total hard cost)					$675
				PROJECT DELIVERY SUBTOTAL =	$5,670
				GRAND TOTAL =	**$19,170**

COST ESTIMATE

LIMITS: **Bush St: 19th Ave to D St**
DESCRIPTION: **Class II Bikeway**
LENGTH (LF): **9,060**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	9060	$29	$262,740
2	Minor Items (25%)	LS	1	$65,685	$65,685
3	Mobilization (10%)	LS	1	$26,274	$26,274
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$354,699
				CONTINGENCY (25%) =	$88,675
				TOTAL HARD COST =	**$443,374**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$88,675
Surveying (2% of total hard cost)					$8,867
Inspection/Construction Management (15% of total hard cost)					$66,506
Design Services During Construction (5% of total hard cost)					$22,169
				PROJECT DELIVERY SUBTOTAL =	$186,217
				GRAND TOTAL =	**$629,591**

COST ESTIMATE

LIMITS: **Hanford Armona Rd: SR 41 to Liberty Dr**
DESCRIPTION: **Class II Bikeway**
LENGTH (LF): **3,965**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	3965	$29	$114,985
2	Minor Items (25%)	LS	1	$28,746	$28,746
3	Mobilization (10%)	LS	1	$11,499	$11,499
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$155,230
				CONTINGENCY (25%) =	$38,807
				TOTAL HARD COST =	**$194,037**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$38,807
Surveying (2% of total hard cost)					$3,881
Inspection/Construction Management (15% of total hard cost)					$29,106
Design Services During Construction (5% of total hard cost)					$9,702
				PROJECT DELIVERY SUBTOTAL =	$81,496
				GRAND TOTAL =	**$275,533**

COST ESTIMATE

LIMITS: **Intersection: Front St & 14th Ave**
DESCRIPTION: **Crossing Improvement**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	5	$10,000	$50,000
2	High Visibility Crosswalk	EA	4	$4,800	$19,200
3	Drainage Improvements (10%)	LS	1	$6,920	$6,920
4	Minor Items (25%)	LS	1	$17,300	$17,300
5	Mobilization (10%)	LS	1	$6,920	$6,920
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$100,340
				CONTINGENCY (25%) =	$25,085
				TOTAL HARD COST =	**$125,425**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$25,085
Landscape Architecture (2% of total hard cost)					$2,509
Surveying (2% of total hard cost)					$2,509
Inspection/Construction Management (15% of total hard cost)					$18,814
Design Services During Construction (5% of total hard cost)					$6,271
				PROJECT DELIVERY SUBTOTAL =	$55,187
				GRAND TOTAL =	**$180,612**

COST ESTIMATE

LIMITS: **Intersection: Hanford Armona Rd & 14th Ave**
DESCRIPTION: **Crossing Improvement**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	4	$10,000	$40,000
2	High Visibility Crosswalk	EA	4	$4,800	$19,200
3	Drainage Improvements (10%)	LS	1	$5,920	$5,920
4	Minor Items (25%)	LS	1	$14,800	$14,800
5	Mobilization (10%)	LS	1	$5,920	$5,920
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$85,840
				CONTINGENCY (25%) =	$21,460
				TOTAL HARD COST =	**$107,300**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$21,460
Landscape Architecture (2% of total hard cost)					$2,146
Surveying (2% of total hard cost)					$2,146
Inspection/Construction Management (15% of total hard cost)					$16,095
Design Services During Construction (5% of total hard cost)					$5,365
				PROJECT DELIVERY SUBTOTAL =	$47,212
				GRAND TOTAL =	**$154,512**

COST ESTIMATE

LIMITS: **Intersection: Pimo St & 14th Ave**
DESCRIPTION: **Armona Union Elementary School Crossing Improvement**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	4	$10,000	$40,000
2	High Visibility Crosswalk	EA	3	$4,800	$14,400
3	Drainage Improvements (10%)	LS	1	$5,440	$5,440
4	Minor Items (25%)	LS	1	$13,600	$13,600
5	Mobilization (10%)	LS	1	$5,440	$5,440
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$78,880
				CONTINGENCY (25%) =	$19,720
				TOTAL HARD COST =	**$98,600**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$19,720
Landscape Architecture (2% of total hard cost)					$1,972
Surveying (2% of total hard cost)					$1,972
Inspection/Construction Management (15% of total hard cost)					$14,790
Design Services During Construction (5% of total hard cost)					$4,930
				PROJECT DELIVERY SUBTOTAL =	$43,384
				GRAND TOTAL =	**$141,984**

COST ESTIMATE

LIMITS: **Intersection: Standard Oil Ave & Brown St**
DESCRIPTION: **Crossing Improvements**
LENGTH (LF): **N/A**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Curb Ramp	EA	4	$10,000	$40,000
2	High Visibility Crosswalk	EA	3	$4,800	$14,400
3	Rectangular Rapid Flashing Beacon (RRFB)	EA	2	$60,000	$120,000
4	Drainage Improvements (10%)	LS	1	$17,440	$17,440
5	Minor Items (25%)	LS	1	$43,600	$43,600
6	Mobilization (10%)	LS	1	$17,440	$17,440
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$252,880
				CONTINGENCY (25%) =	$63,220
				TOTAL HARD COST =	**$316,100**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$63,220
Landscape Architecture (2% of total hard cost)					$6,322
Surveying (2% of total hard cost)					$6,322
Inspection/Construction Management (15% of total hard cost)					$47,415
Design Services During Construction (5% of total hard cost)					$15,805
				PROJECT DELIVERY SUBTOTAL =	$139,084
				GRAND TOTAL =	**$455,184**

COST ESTIMATE

LIMITS: **Becky Pease St: General Petroleum Ave to Edward St**
DESCRIPTION: **Kettleman City Sidewalk Gap Closure**
LENGTH (LF): **1,180**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	2180	$560	$1,220,800
2	Curb Ramp	EA	10	$10,000	$100,000
3	High Visibility Crosswalk	EA	6	$4,800	$28,800
4	Drainage Improvements (10%)	LS	1	$134,960	$134,960
5	Minor Items (25%)	LS	1	$337,400	$337,400
6	Mobilization (10%)	LS	1	$134,960	$134,960
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,956,920
				CONTINGENCY (25%) =	$489,230
				TOTAL HARD COST =	**$2,446,150**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$489,230
Landscape Architecture (2% of total hard cost)					$48,923
Surveying (2% of total hard cost)					$48,923
Inspection/Construction Management (15% of total hard cost)					$366,923
Design Services During Construction (5% of total hard cost)					$122,308
				PROJECT DELIVERY SUBTOTAL =	$1,076,306
				GRAND TOTAL =	**$3,522,456**

COST ESTIMATE

LIMITS: **Friend St: Racine Ave to Milham Ave**
DESCRIPTION: **Kettleman City Sidewalk Gap Closure**
LENGTH (LF): **1,100**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	1965	$560	$1,100,400
2	Curb Ramp	EA	11	$10,000	$110,000
3	High Visibility Crosswalk	EA	5	$4,800	$24,000
4	Drainage Improvements (10%)	LS	1	$123,440	$123,440
5	Minor Items (25%)	LS	1	$308,600	$308,600
6	Mobilization (10%)	LS	1	$123,440	$123,440
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,789,880
				CONTINGENCY (25%) =	$447,470
				TOTAL HARD COST =	**$2,237,350**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$447,470
Landscape Architecture (2% of total hard cost)					$44,747
Surveying (2% of total hard cost)					$44,747
Inspection/Construction Management (15% of total hard cost)					$335,603
Design Services During Construction (5% of total hard cost)					$111,868
				PROJECT DELIVERY SUBTOTAL =	$984,434
				GRAND TOTAL =	**$3,221,784**

COST ESTIMATE

LIMITS: **General Petroleum Ave: Brown St/SR 41 to Friend St**
DESCRIPTION: **Kettleman City Sidewalk Gap Closure**
LENGTH (LF): **220**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk	LF	440	$560	$246,400
2	Curb Ramp	EA	3	$10,000	$30,000
3	High Visibility Crosswalk	EA	2	$4,800	$9,600
4	Drainage Improvements (10%)	LS	1	$28,600	$28,600
5	Minor Items (25%)	LS	1	$71,500	$71,500
6	Mobilization (10%)	LS	1	$28,600	$28,600
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$414,700
				CONTINGENCY (25%) =	$103,675
				TOTAL HARD COST =	**$518,375**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$103,675
Landscape Architecture (2% of total hard cost)					$10,368
Surveying (2% of total hard cost)					$10,368
Inspection/Construction Management (15% of total hard cost)					$77,756
Design Services During Construction (5% of total hard cost)					$25,919
				PROJECT DELIVERY SUBTOTAL =	$228,085
				GRAND TOTAL =	**$746,460**

COST ESTIMATE

LIMITS: **Standard Oil Ave: 9th St to Carter St**
DESCRIPTION: **Kettleman City Sidewalk Gap Closure**
LENGTH (LF): **950**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk (west of Brown St/SR 41)	LF	880	$560	$492,800
2	Curb Ramp (west of Brown St/SR 41)	EA	4	$10,000	$40,000
3	High Visibility Crosswalk (west of Brown St/SR 41)	EA	3	$4,800	$14,400
4	New Sidewalk (east of Brown St/SR 41)	LF	820	$560	$459,200
5	Curb Ramp (east of Brown St/SR 41)	EA	4	$10,000	$40,000
6	High Visibility Crosswalk (east of Brown St/SR 41)	EA	2	$4,800	$9,600
7	Drainage Improvements (10%)	LS	1	$105,600	$105,600
8	Minor Items (25%)	LS	1	$264,000	$264,000
9	Mobilization (10%)	LS	1	$105,600	$105,600
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,531,200
				CONTINGENCY (25%) =	$382,800
				TOTAL HARD COST =	**$1,914,000**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$382,800
Landscape Architecture (2% of total hard cost)					$38,280
Surveying (2% of total hard cost)					$38,280
Inspection/Construction Management (15% of total hard cost)					$287,100
Design Services During Construction (5% of total hard cost)					$95,700
				PROJECT DELIVERY SUBTOTAL =	$842,160
				GRAND TOTAL =	**$2,756,160**

COST ESTIMATE

LIMITS: **Milham St: 9th St to Carter St**
DESCRIPTION: **Kettleman City Sidewalk Gap Closure**
LENGTH (LF): **930**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	New Sidewalk (west of Brown St/SR 41)	LF	900	$560	$504,000
2	Curb Ramp (west of Brown St/SR 41)	EA	6	$10,000	$60,000
3	High Visibility Crosswalk (west of Brown St/SR 41)	EA	2	$4,800	$9,600
4	New Sidewalk (east of Brown St/SR 41)	LF	700	$560	$392,000
5	Curb Ramp (east of Brown St/SR 41)	EA	2	$10,000	$20,000
6	High Visibility Crosswalk (east of Brown St/SR 41)	EA	1	$4,800	$4,800
7	Drainage Improvements (10%)	LS	1	$99,040	$99,040
8	Minor Items (25%)	LS	1	$247,600	$247,600
9	Mobilization (10%)	LS	1	$99,040	$99,040
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,436,080
				CONTINGENCY (25%) =	$359,020
				TOTAL HARD COST =	**$1,795,100**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$359,020
Landscape Architecture (2% of total hard cost)					$35,902
Surveying (2% of total hard cost)					$35,902
Inspection/Construction Management (15% of total hard cost)					$269,265
Design Services During Construction (5% of total hard cost)					$89,755
				PROJECT DELIVERY SUBTOTAL =	$789,844
				GRAND TOTAL =	**$2,584,944**

COST ESTIMATE

LIMITS: **Hanford Armona Rd: Lemoore Canal Class I Bikeway to SR 198 entrance/exit ramps**
DESCRIPTION: **Class I Bikeway**
LENGTH (LF): **8,130**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class I Bikeway	LF	8130	$1,500	$12,195,000
2	Drainage (10%)	LS	1	$1,219,500	$1,219,500
3	Minor Items (25%)	LS	1	$3,048,750	$3,048,750
4	Mobilization (10%)	LS	1	$1,219,500	$1,219,500
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$17,682,750
				CONTINGENCY (25%) =	$4,420,688
				TOTAL HARD COST =	**$22,103,438**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$4,420,688
Landscape Architecture (2% of total hard cost)					$442,069
Surveying (2% of total hard cost)					$442,069
Inspection/Construction Management (15% of total hard cost)					$3,315,516
Design Services During Construction (5% of total hard cost)					$1,105,172
				PROJECT DELIVERY SUBTOTAL =	$9,725,513
				GRAND TOTAL =	**$31,828,950**

COST ESTIMATE

LIMITS: **Houston Ave/D St: Bush St to 9th Ave**
DESCRIPTION: **Class II Bikeway**
LENGTH (LF): **44,500**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class II Bike Lane	LF	44500	$29	$1,290,500
2	Minor Items (25%)	LS	1	$322,625	$322,625
3	Mobilization (10%)	LS	1	$129,050	$129,050
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$1,742,175
				CONTINGENCY (25%) =	$435,544
				TOTAL HARD COST =	**$2,177,719**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$435,544
Surveying (2% of total hard cost)					$43,554
Inspection/Construction Management (15% of total hard cost)					$326,658
Design Services During Construction (5% of total hard cost)					$108,886
				PROJECT DELIVERY SUBTOTAL =	$914,642
				GRAND TOTAL =	**$3,092,361**

COST ESTIMATE

LIMITS: **Milham St: First St to Brown St**
DESCRIPTION: **Class III Bikeway**
LENGTH (LF): **2,260**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	2260	$8	$18,080
2	Minor Items (25%)	LS	1	$4,520	$4,520
3	Mobilization (10%)	LS	1	$1,808	$1,808
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$24,408
				CONTINGENCY (25%) =	$6,102
				TOTAL HARD COST =	**$30,510**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$6,102
Surveying (2% of total hard cost)					$610
Inspection/Construction Management (15% of total hard cost)					$4,577
Design Services During Construction (5% of total hard cost)					$1,526
				PROJECT DELIVERY SUBTOTAL =	$12,814
				GRAND TOTAL =	**$43,324**

COST ESTIMATE

LIMITS: **Ninth St: Edward St to Kettleman City Elementary**
DESCRIPTION: **Class III Bikeway**
LENGTH (LF): **1,560**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	1560	$8	$12,480
2	Minor Items (25%)	LS	1	$3,120	$3,120
3	Mobilization (10%)	LS	1	$1,248	$1,248
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$16,848
				CONTINGENCY (25%) =	$4,212
				TOTAL HARD COST =	**$21,060**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$4,212
Surveying (2% of total hard cost)					$421
Inspection/Construction Management (15% of total hard cost)					$3,159
Design Services During Construction (5% of total hard cost)					$1,053
				PROJECT DELIVERY SUBTOTAL =	$8,845
				GRAND TOTAL =	**$29,905**

COST ESTIMATE

LIMITS: **General Petroleum Ave: First St to Brown St/SR 41**
DESCRIPTION: **Class III Bikeway**
LENGTH (LF): **2,275**

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY					
1	Class III Bikeway	LF	2275	$8	$18,200
2	Minor Items (25%)	LS	1	$4,550	$4,550
3	Mobilization (10%)	LS	1	$1,820	$1,820
CONSTRUCTION SUBTOTAL					
				SUBTOTAL =	$24,570
				CONTINGENCY (25%) =	$6,143
				TOTAL HARD COST =	**$30,713**
SOFT COSTS					
Civil Engineering (20% of total hard cost)					$6,143
Surveying (2% of total hard cost)					$614
Inspection/Construction Management (15% of total hard cost)					$4,607
Design Services During Construction (5% of total hard cost)					$1,536
				PROJECT DELIVERY SUBTOTAL =	$12,899
				GRAND TOTAL =	**$43,612**

Kings County Regional Active Transportation Plan - Funding Sources						
Program	**Federal/ State/ Regional**	**Funding Cycle**	**Eligible Phases/Costs**	**Match Req.**	**Description**	**Selection Criteria**
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	Federal	Annually	Planning, design, NEPA, right-of-way, construction (capital projects), pre-construction activities	Up to 80% federal share. Federal cost share may exceed 80% for projects that are rural, or located in an Area of Persistent Poverty (APP), or located in a Historically Disadvantaged Community (HDC).	Provides discretionary grants for surface transportation infrastructure projects that have significant local or regional impact. Eligible projects include any surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	The Merit Criteria are safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity, state of good repair, innovation, and partnership and collaboration.
Carbon Reduction Program (CRP)	Federal	FY2022–FY2026 (annual apportionments)	Planning, design, construction, equipment acquisition, and operations for eligible project types	90% of the total cost thereof for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes); and 80% of the total cost thereof for any project that is not on the Interstate System. [23 U.S.C. 120(a)-(b)].	Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	Projects must demonstrate a reduction in transportation emissions; coordination with MPOs is required; State carbon reduction strategy required and must be updated every 4 years
Rural Surface Transportation Grant Program	Federal	Annually	Planning and development, Construction, Right-of-way acquisition, Capital infrastructure	Planning grants: Federal share is up to 80% Capital construction grants: Federal share is no more than 50%	Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Generate regional economic, mobility, or safety benefits Be cost effective Contribute to the accomplishment of one or more of the national goals under 23 U.S.C 150 Be based on the results of preliminary engineering Be reasonably expected to begin construction not later than 18 months after the date of obligation of funds [§ 11132; 23 U.S.C. 173(g)]

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	State	Annually	Planning; Construction; Operations and Maintenance; Technology Demonstrations and Deployment; Climate and Sustainability; Accessibility; Security	20% Non-Federal match	The purpose of the PROTECT program is to help local agencies improve the resiliency of their on-system transportation infrastructure. Specifically, the program provides federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities.	For Planning Grants: Program Alignment Schedule and Budget Public Engagement, Partnerships, and Collaboration Innovation For Resilience Grants (e.g., Capital/Construction): Vulnerability and Risk Criticality to Community Design Elements Public Engagement, Partnerships, and Collaboration Sustainability Schedule and Budget Innovation
Safe Streets and Roads for All (SS4A) Grant Program	Federal	Annually	Develop a comprehensive safety Action Plan. Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of, or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Implement projects and strategies identified in an Action Plan that address roadway safety problems.	May not exceed 80 percent of total eligible SS4A project costs.	Support planning, infrastructure, and behavioral and operational initiatives to prevent fatalities and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicle operators	Planning and Demonstration Grant Selection Criteria. Implementation Grant Selection Criteria
Active Transportation Program (ATP)	State	Biennial (Even numbered years)	Infrastructure: Environmental, design, right-of-way, and construction phases of a capital (facilities) Other projects: Plans, non-infrastructure, and quick-build.	No match requirement.	The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities.	Benefit to Disadvantaged Communities Increased Safety and Mobility Public Participation and Planning Potential for Reducing Greenhouse Gas Emissions Cost-Effectiveness

Congestion Mitigation and Air Quality (CMAQ) Program	State	Biennial During the next FTIP update (in late 2025 for FY 2026–2028 funds)	Based on 2024 BCAG Application: Preliminary engineering (including environmental studies), right-of-way acquisition, construction. Operating costs limited to new/expanded services for up to 3 years.	Projects can be funded up to 100% federally. If a local match is later required, BCAG will use toll credits to cover it.	Supports transportation projects that reduce emissions and improve air quality. Emphasis on regional equity, timely delivery, and RTP consistency.	Scored up to 100 points on: 1. Project Need (20 pts) 2. CAPTI Alignment (40 pts) 3. Cost Effectiveness (10 pts) 4. Readiness (10 pts) 5. Equity (20 pts)
Local Highway Safety Improvement Program (HSIP)	State	Biennial (Odd years)	Preliminary Engineering (env. studies, PS&E) Right of Way (≤10% of construction) Construction (engineering and construction)	100%, 90%, or 50% reimbursement based on countermeasure type - Up to $10M per project - Minimum project size: $100k	The Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means	Projects are prioritized based on: - Benefit/Cost Ratio (BCR) (primary criterion) - HR3 eligibility - Max per-agency funding limit - Project readiness and LRSP requirement
Local Partnership Program	State	Biennial (even numbered years)	Funds only construction phases of a capital project.	Requires at least a one-to-one match of private, local, federal, or state funds with some exceptions.	SB 1 program for agencies with voter approved sales tax or uniform impact fee that funds multimodal transportation improvements.	Accessibility Air Quality and GHG Community Engagement Cost Effectiveness Deliverability Leveraging of Funds (50% match requirement) Safety System Preservation Transportation, Land Use, and Housing VMT
Road Maintenance and Rehabilitation Program (RMRP)	State	Annually	All phases of eligible projects that are street-related or road-related.	N/A	Addresses deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) for the deposit of various funds for the program. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Submit an annual project list to the California Transportation Commission Maintain compliance with MOE requirements Retain records and adhere to state audit guidelines

State Highway Operation and Protection Program (SHOPP)	State	4-year program, updated every 2 years Minor Program (for quick, low-cost projects, less than $1.25 million): Annually	SHOPP: Capital improvements only (no capacity expansion), including environmental, design, ROW, construction. Minor Program: Projects <$1.25M; address quick-response rehab or safety needs.	None 100% state-funded	Fix-it-first program focused on pavement, bridges, culverts, TMS, and operational improvements. Minor Program fills small-scale needs not suitable for larger capital programming.	No listed criteria. However: Projects must address asset management targets set in the TAMP, SHSMP, and SB 1. Evaluated based on asset class needs (pavement, bridge, drainage, TMS), safety, emergency response, and climate/resiliency add-ons. Minor projects evaluated based on urgency, readiness, and cost.

APPENDIX E: ENVIRONMENTAL REVIEW

MEMORANDUM

DATE: May 29, 2025

TO: Kings County Association of Governments

FROM: Kyle Simpson, Principal, LSA
Lauren Peachey, Environmental Planner, LSA

SUBJECT: 2025 Kings County Regional Active Transportation Plan Statutory Exemption Pursuant to Public Resources Code Section 21-080.20 and California Environmental Quality Act Guidelines Section 15276

This memorandum prepared pursuant to the California Environmental Quality Act (CEQA) describes the 2025 Kings County Regional Active Transportation Plan (2025 RATP) in Kings County, California, and identifies how the 2025 RATP meets the provisions of Public Resources Code (PRC) Section 21-080.20 and *State CEQA Guidelines* Section 15276 (Transportation Improvement and Congestion Management Programs), which provide statutory exemptions for active transportation plans. The exemption under PRC Section 21-080.20 recognizes that active transportation plans and associated pedestrian and bikeway projects intended to promote cycling and pedestrian modes have the potential to reduce carbon emissions from the transportation sector and are exempt from CEQA when certain criteria are met. *State CEQA Guidelines* Section 15276 states that CEQA does not apply to the development or adoption of a regional transportation improvement program. This memorandum accompanies a Notice of Exemption (NOE) for the 2025 RATP.

PROJECT DESCRIPTION

The following describes the 2025 RATP. This section includes a description of the 2025 RATP's location, purpose, goals, and objectives. The Kings County Association of Governments (KCAG) is the lead agency for review of the project under CEQA.

Project Location

The 2025 RATP would cover both urban centers, including downtown areas, and rural regions located between cities and designated community areas within Kings County. The planning effort focuses on the following jurisdictions:

- City of Avenal
- City of Corcoran (*Citywide Active Transportation Plan recently completed*)
- City of Hanford (*Citywide Active Transportation Plan recently completed*)
- City of Lemoore
- County of Kings

Context and Purpose

The 2025 RATP would provide a comprehensive, countywide framework to expand and improve active transportation infrastructure and programming. The 2025 RATP is designed to support the development of a safe, accessible, and connected network for walking and bicycling, encompassing both recreational trails and Safe Routes to School initiatives.

The 2025 RATP would promote public health, benefit disadvantaged communities, and guide the region's future development through a Complete Streets policy. The 2025 RATP emphasizes the needs of vulnerable users and prioritizes access for disadvantaged community members to schools, parks, transit facilities, and other key destinations identified in collaboration with stakeholders. The KCAG leads the effort using public engagement and interagency collaboration to identify and prioritize community-specific needs and develop feasible solutions that enhance mobility options and safety for residents throughout the county.

Planning Goals and Objectives

The 2025 RATP would identify infrastructure and programmatic improvements needed to improve access to key destinations, such as schools, workplaces, homes, shopping centers, medical and healthcare services, and civic uses.

Goals

The 2025 RATP aims to contribute to a healthier, more sustainable, and equitable Kings County by achieving the following goals:

- Increase active transportation trips through improved facilities and programming;
- Reduce greenhouse gas emissions by encouraging a mode shift from motor vehicles;
- Promote public health through increased physical activity;
- Enhance safety for all users, especially vulnerable groups such as children, seniors, and people with disabilities; and
- Ensure equitable access to transportation infrastructure for disadvantaged communities.

Key Objectives

The 2025 RATP is designed to fulfill the following strategic objectives:

- Update the 2019 Regional Active Transportation Plan and build upon existing local agency bicycle plans, pedestrian plans, and Safe Routes to School plans;
- Support regional planning goals identified in the Kings County Regional Transportation Plan (RTP) and Sustainable Communities Strategies (SCS), helping to advance a more balanced and multimodal transportation system; and

- Position Kings County jurisdictions for competitive funding by identifying grant-ready projects aligned with State, federal, and regional active transportation goals.

SENATE BILL 922

Senate Bill (SB) 922, signed into law in 2022, amends PRC Sections 21080.20 and 21080.25 to exempt specific transportation plans and projects from full environmental review under CEQA. SB 922 facilitates projects that broaden California's development of sustainable transportation facilities, such as pedestrian and bicycle facilities, through the streamlining of CEQA review requirements. As such, SB 922 statutorily exempts many sustainable transportation projects, including improvements for walking, biking, public transit efficiency and wayfinding, rail stations, zero-emission transit refueling facilities, and carpooling, from in-depth CEQA review. This exemption expires at the end of 2029. Lead agencies must file an NOE and hold a public hearing when implementing an exemption under SB 922.

STATE CEQA GUIDELINES SECTION 15276

Article 18, Statutory Exemptions, of the *State CEQA Guidelines* includes, as required by PRC Section 21083, a list of classes of projects that were determined not to have a significant effect on the environment and, as a result, are exempt from review under CEQA. *State CEQA Guidelines* Section 15276 (Transportation Improvement and Congestion Management Programs) states the following:

> a. *CEQA does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA.*
>
> b. *CEQA does not apply to preparation and adoption of a congestion management program by a county congestion management agency pursuant to Government Code Section 65089, et seq.*

CONSISTENCY ANALYSIS

The analysis below identifies how the 2025 RATP qualifies for an exemption under SB 922 and *State CEQA Guidelines* Section 15276 (Transportation Improvement and Congestion Management Programs) and, as a result, would not have a significant effect on the environment.

Senate Bill 922

SB 922 specifically exempts active transportation plans under PRC Section 21080.20(a)(1), which states:

> *This division does not apply to an active transportation plan, a pedestrian plan, or a bicycle transportation plan for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles.*

The 2025 RATP qualifies for a Statutory Exemption under SB 922 as an active transportation plan because it is a plan developed by a local jurisdiction (KCAG) that provides a comprehensive, countywide framework to expand and improve active transportation infrastructure and programming.

A proposed plan exempt from CEQA under PRC Section 21080.20 must be in conformance with the requirement articulated in PRC Section 21080.20(b), which states that:

> *The lead agency shall hold noticed public hearings in areas affected by the project to hear and respond to public comments. Publication of the notice shall be no fewer times than required by Section 6061 of the Government Code by the public agency in a newspaper of general circulation in the area affected by the proposed project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.*

Section 6061 of the Government Code requires publication of the notice once. Given that specific projects proposed as part of the 2025 RATP would occur in more than one area, it is required that the notice is published "in the newspaper of largest circulation."

While the 2025 RATP itself is exempt from CEQA, individual projects that are identified in the 2025 RATP remain subject to CEQA unless another exemption applies (PRC Section 21080.20(a)(3)). Some projects within the 2025 RATP would also be exempt under SB 922 pursuant to PRC Section 21080.25(b)(1), which exempts "pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way." A pedestrian or bikeway project included in the 2025 RATP is exempt from CEQA only if it is in the public right-of-way and in conformance with the additional requirements articulated in PRC Section 21080.25(c). The analysis below demonstrates how the pedestrian or bikeway projects in the 2025 RATP meet each of the SB 922 stipulations.

1. *A local agency is carrying out the project and is the lead agency for the project. (Section 21080.25(c)(1)).*

All projects under the 2025 RATP would be implemented by the KCAG and its member jurisdictions. Therefore, projects under the 2025 RATP meet this requirement.

2. *The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, add physical infrastructure or striping to highways, or include the addition of any auxiliary lanes. (Section 21080.25(c)(2))*

Projects under the 2025 RATP would not add any vehicle capacity to the transportation system, Instead, projects facilitated by the 2025 RATP would add to or improve pedestrian and bicycle infrastructure. The projects may include some vehicle infrastructure; however, such infrastructure would not induce single-occupancy vehicle trips. As the projects would improve pedestrian and bicycle

infrastructure, the project may reduce overall automobile usage throughout the county. Therefore, projects under the 2025 RATP would not induce single-occupancy vehicle trips, add highway lanes, widen highways, add physical infrastructure or striping to highways, or add auxiliary lanes, and meet this requirement.

3. *Construction of the project does not require the demolition of affordable housing units. (Section 21080.25(c)(3))*

Projects under the 2025 RATP would traverse residential neighborhoods. However, it is unlikely that any projects would require the demolition of affordable or market-rate housing. Design plans are not yet available for projects facilitated by the 2025 RATP, but the KCAG would ensure that projects would be designed to avoid demolition of housing. Therefore, the projects under the plan would meet this requirement.

4. *The lead agency shall certify that the project will be completed by a skilled and trained workforce. (Section 21080.25(f)(1)(A))*

Given that projects facilitated by the 2025 RATP do not yet have design plans, KCAG is unable to confirm that construction of pedestrian and bikeway projects would be completed by a skilled and trained workforce. Therefore, projects facilitated by the 2025 RATP would require further analysis to determine consistency with this requirement and the applicability of SB 922.

PRC Sections 21080.25(d) and (e) include additional requirements for projects exceeding $100 million in costs and $50 million in costs, respectively. While it is likely that most projects included in the 2025 RATP would cost substantially less than the $100 million and $50 million thresholds, without design plans, costs are unknown at this stage. Therefore, projects under the 2025 RATP may be required to comply with the additional requirements under PRC Sections 21080.25(d) and (e), and would require further analysis to determine consistency with this requirement and the applicability of SB 922.

As presented above, projects facilitated by the 2025 RATP would be in compliance with Section 21080.25(c)(1) and Section 21080.25(c)(2). However, without project design plans, the applicability of individual projects with the remaining requirements under SB 922 is unknown. It is likely that most projects under the 2025 RATP that are within the public right-of-way would meet the remaining stipulations, and KCAG could file a separate NOE under SB 922 and PRC Section 21-080.20. However, individual projects that are either outside of the public right-of-way or do not meet one of the stipulations may require preparation of an Initial Study/(Mitigated) Negative Declaration or Environmental Impact Report.

State CEQA Guidelines Section 15276

As provided above, *State CEQA Guidelines* Section 15276 (Transportation Improvement and Congestion Management Programs) states that projects may be exempt from CEQA if they meet one of the following criteria:

a. *CEQA does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA.*

b. *CEQA does not apply to preparation and adoption of a congestion management program by a county congestion management agency pursuant to Government Code Section 65089, et seq.*

As a regional transportation improvement program, the 2025 RATP meets Criterion 15276(a) and is therefore exempt from further CEQA review requirements. Consistent with *State CEQA Guidelines* Section 15276(a), individual projects developed pursuant to these programs shall remain subject to CEQA and would require review to determine if additional CEQA review is required.

CONCLUSION

Based on the analysis provided above, the 2025 RATP meets the criteria for a Statutory Exemption from CEQA. Therefore, it is concluded that the plan is statutorily exempt from CEQA pursuant to PRC Section 21080.20, as amended and enacted by SB 922, and *State CEQA Guidelines* Section 15276. Future pedestrian and bikeway projects facilitated by the 2025 RATP may be eligible for a similar Statutory Exemption but may also require additional environmental review.

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 2-2

To: **Lemoore City Council**

From **Josalynn Valdez, Finance Director**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Cannabis Ordinance Overview**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
This is an informational report only: no action is requested from the Council at this time.

Subject/Discussion:
To follow up on Dr. Gornick's question from the Study Session completed August 5, 2025, regarding the terms of each cannabis project development agreement in place.

Attached is the terms of each agreement summarized for your review.

Financial Consideration(s):
N/A

Alternatives or Pros/Cons:
N/A

Commission/Board Recommendation:
N/A

Staff Recommendation:
Informational, council to receive report.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	07/21/2025

1. Cannabis Project Development Review

People's Farming, LLC

Effective: November 13,2020

Term: fifty (50) years (auto extended 1 additional period of forty-nine (49) years)

Operations: Cultivation, Agricultural-related processing & distribution on no more than 2,000 acres.

Fees:

- Biomass Fee: 2% of gross receipts or spot pricing, whichever is higher, for first 100 acres in aggregate and 1% of gross receipts or spot pricing, whichever is higher, for acreage above 100 due within 45 days following the end of each calendar quarter; or sum total of any cannabis related business tax applicable to Developer's operations.
- Flower Fee: 3% of gross receipts for flower
- Mentioned in the Development of the Property paragraph: Developer shall have invested a substantial sum in reliance on the approvals, including, but not limited to, cannabis regulatory permitting related to the Property and annual lease payment of $142,000.

Farm Lemoore 2,LLC PDA, who took over People's PDA

Effective: June 20,2022

Ayr Ag, LLC who took over Farm Lemoore 2,LLC PDA, who took over People's PDA

Effective: July 16, 2025

Flavor Fusion Inc.

Effective: July 6, 2021

Term: Twenty Five (25) years, auto extended period of twenty-five (25) years

Operations: lease property for commercial cannabis business. Manufacturer of Ray's lemonade, beverage and edible manufacturing, distribution, onsite consumption, and home delivery.

Fees:

- Annual Cannabis license fee
- Gross Sales: no amount, just defining what does or does not apply to gross sales
- Home delivery Fee (Revenue Raising Fee): 5% of gross sales from delivery transactions
- Manufacturing: 1% of gross sales up to maximum of $45,000 annually
- Cannabis Distribution: 1% paid on gross sales
- Tasting Room: 5% of gross sales
- If city subsequently adopts a tax on commercial cannabis operations and that tax is approved by the voters, this fee structure described herein be used until the end of the term, at which time the Operator shall pay the tax in lieu of the Revenue Raising Fee and the Annual License Fee once the City begins to collect the tax revenue.

Hold My Beer, LLC

Effective: July 6, 2021

Term: Twenty Five (25) years, auto extended period of twenty-five (25) years

Operations: Cultivation, Agricultural-related processing & distribution on no more than 2,000 acres.

Fees:

- Annual Cannabis license fee
- Gross Sales: no amount, just defining what does or does not apply to gross sales
- Home delivery Fee (Revenue Raising Fee): 5% of gross sales from delivery transactions
- Manufacturing: 1% of gross sales up to maximum of $45,000 annually
- Cannabis Distribution: 1% paid on gross sales
- Tasting Room: 5% of gross sales
- Micro business: no addition fees beyond listed fees here
- Testing Lab: no fee
- Cultivator indoor: 0-25,000 sq ft=$6/sq ft, 25,001-50,000=$3/sq ft, 50,001-500,000 sq ft=$2/sq ft, grater than 500,000 sq ft=$1/sq ft
- Retail Stores: 5% of gross sales
- If more than one commercial cannabis operation on the property, each permit holder pays the revenue raising fee and pro rata share of the annual license fee.
- If city subsequently adopts a tax on commercial cannabis operations and that tax is approved by the voters, this fee structure described herein be used until the end of the term, at which time the Operator shall pay the tax in lieu of the Revenue Raising Fee and the Annual License Fee once the City begins to collect the tax revenue.

NHC Lemoore, LLC

Effective: October 16, 2019

Term: Ten (10) years, auto extended period of ten (10) years

Operations: retail store and delivery operation

Fees:

- Initial one-time licensing fee of $200,000
  - If the skate park and splash pad are required to be relocated, fee increases to $350,000 and shall offset up to 50% of the relocation costs to the City
- Annual Cannabis license fee
- Gross Sales: 5%
- If more than one commercial cannabis operation on the property, each permit holder pays the revenue raising fee and pro rata share of the annual license fee.
- If city subsequently adopts a tax on commercial cannabis operations and that tax is approved by the voters, this fee structure described herein be used until the end of the term, at which time the Operator shall pay the tax in lieu of the Revenue Raising Fee and the Annual License Fee once the City begins to collect the tax revenue.

Valley Pure, LLC

Effective: October 2, 2019

Term: Two (2) years, auto extended period of up to thirteen (13) additional one (1) year periods

Operations: retail cannabis dispensary

Leasing the Train Depot property for $24,000 per annum.

Fees:

- Reimbursement of legal fees
- Reimbursement of rent paid under railroad lease
- Repairs & maintenance of parking lot and railroad land
- Installation & payment for fence
- Relocation of Skate Park & Splash Pad
    - If the skate park and splash pad are required to be relocated, Developer shall reimburse is proportional share (minimum 50%, maximum 100%). Cost of the total project is expected to be $700,000
        - If Developer is required to reimburse the City more than the 50% share, City will not issue a regulatory permit for a period of 3 years.
- Annual Cannabis license fee
- Business License fees
- Gross Sales: 5% retail cannabis dispensary
    - Every 3 years parties will renegotiate in good faith the amount of Revenue Raising Fee based upon the relative strength of developers retail cannabis dispensary as compared to other retail cannabis dispensaries in other small cities in Central Valley.
- If city subsequently adopts a cannabis tax of any form or amount, it will not apply to Developer, developer bound to Revenue Raising fee in lieu of cannabis tax.

Wellsona Partners, Tom Vorhees.

Effective: November 6, 2019

Term: Twenty Five (25) years, optional extension of fifteen (15) years

Operations: cannabis dispensary, delivery service, manufacturing facility, distribution hub, cultivation facility, and to hold private events on the 14 acres, developer proposes to operate a cannabis cultivation facility. In the event that a dispensary use is not allowed on APN 023-310-001 Developer shall instead conduct all approved business activities, including delivery service, manufacturing facility, microbusiness, distribution hub, cultivation facility, and hold private events.

Fees:

- Annual Cannabis license fee
- Business license fees
- Revenue Raising Fee:
    - Cultivation and other uses not specifically described below, a minimum annual fee of $6 per cu. ft for the first 25,000 cu. ft for all cannabis operations, $3 per cu. ft. for 25,001-50,000. $2 per cu. ft. for next 450,000, and $1 per cu. ft. for any additional cu. ft. of cultivation.
- Distribution: 1% of Gross Receipts
- Manufacturing: $45,000
- All Other Activities: 5% of gross receipts
- Every 3 years parties will renegotiate in good faith the amount of Revenue Raising Fee and required payments, and all parties hereby agree that they will exert their best efforts to negotiate this term in good faith, with the joint goal of making the business activities described sustainable in the State, and therefore a consistent and reliable source of funds for the City to be approved by City Council.
- If city subsequently adopts a cannabis tax of any form or amount, it will not apply to Developer, developer bound to Revenue Raising fee in lieu of cannabis tax.

August 5, 2025 Minutes
Lemoore City Council Regular/Special Meeting

CALL TO ORDER:
At 5:30 p.m., the meeting was called to order.

ROLL CALL: Mayor: MATTHEWS
Council Members: BREWSTER, CRUZ, GORNICK (arrived 5:50 p.m.), LYONS

City Staff and contract employees present: City Manager Trejo; City Attorney Di Fillipo Smith; Police Chief Kendall; Finance Director Valdez; Management Analyst Schisler; Management Analyst Martin; Management Analyst Baley; Community Services Officer Perez; Building Inspector Oliver; City Clerk Avalos

AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS

Special meeting will run concurrently with the Regular meeting.

1 – CEREMONIAL / PRESENTATION

No Ceremonies/ Presentations.

2 – STUDY SESSION

2-1 Kings County Farm Bureau

Kings County Farm Bureau, Executive Director Dusty Ference presented to Council which included the following:

- *The Path to Litigation*
  - *SWRCB placed Tulare Lake Subbasin on probation April 2024*
  - *Mandatory metering reporting & pumping fees*
  - *$300/well registration fee*
  - *SWRCB Interim GSP in April 2025*
- *Kings County Farm Bureau Took Legal Action*
  - *Filed lawsuit on May 15, 2024*
  - *Temporary Restraining Order granted 2024*
  - *Preliminary Injunction issued September 2024*
  - *Appeal pending before 5th District Court of Appeal*
- *Legal Ground for the Lawsuit*
  - *Lack of factual basis for probation*
  - *Failure to recognize compliant GSAs*
  - *Equal protection violations*
  - *Illegal fees, improper notice*
  - *Violation of the Administrative Procedure Act*
- *Statewide Ripple Effects*
  - *Other subbasin probation hearings deferred*
  - *DWR now publishing more transparent GSP feedback*
  - *SGMA enforcement now under the spotlight statewide*
- *The City of Lemoore has helped*

- *Our Shared Future*
    - *Legal challenge defends not just today's rights – but the long-term sustainability of Kings County and California agriculture*
    - *We can achieve SGMA compliance without surrendering local governance*

He thanked the City for supporting local agriculture.

2-2 Cannabis Ordinance Overview (Valdez)

Finance Director Valdez presented an overview of the Cannabis Ordinance which included:

- *Where is Cannabis allowed in the City?*
    - *Cultivation – Light Industrial (ML), Heavy Industrial (MH) and Neighborhood Commercial (NC) zones*
    - *Manufacturing – Light Industrial (ML), Heavy Industrial (MH) and Professional Office (PO) subject to a conditional use permit, zones*
    - *Testing – Light Industrial (ML), Heavy Industrial (MH) zones*
    - *Distribution – Light Industrial (ML), Heavy Industrial (MH) zones*
    - *Dispensaries – Downtown Mixed Use, Core (DMX-1), Downtown Mixed User, Auto Oriented (DMX-2), Mixed Use (MU), Neighborhood Commercial (NC) Regional Commercial (RC), and Light Industrial (ML) zones*
    - *Distribution – Light Industrial (ML), Heavy Industrial (MH) zones*
    - *Deliveries – As allowed by this chapter or State Laws*
- *Who can operate in the City?*
    - *Required to have a Regulatory Permit*
        - *Site specific*
        - *Identify the cannabis activity allowed at that site*
    - *Required to enter into a Project Development Agreement*
        - *A 50% or more changing of ownership interest of any business owner shall require a new regulatory permit*
- *Requirements and Restrictions for Operations*
- *How many cannabis dispensaries are allowed in the City?*
    - *No more than one cannabis dispensary for every 12,000 residents*
- *Fees & Taxes*
    - *Business License Fee*
    - *Regulatory Permit Fee*
    - *Revenue Raising Fee*
        - *Manufacturing*
        - *Cultivation*
        - *Nurseries*
        - *Other non dispensary ops*
        - *Dispensaries 5% of gross sales*
- *Revenue Collected*
    - *FY 2019/2020 through FY 2024/2025*
- *Licensed Operators*

2-3 Noise Ordinance Overview (Kendall)

Police Chief Kendall presented an Overview of Chapter 6 of the Municipal Code relating to Noise.

PUBLIC COMMENT

Alex Walker stated that the annual crab feed that the Lemoore Rotary will be hosting is November 8th. He hopes to see everyone there. Tickets will be on sale soon. The Rotary will also be sponsoring the Summer Bash August 9th. They will be cooking hot dogs. The Sarah Mooney Museum History Walk is being held September 27th. The Lemoore Chamber of Commerce 29th Salute to Ag Banquet will be held on October 23rd at Sidewinder field.

3 – DEPARTMENT AND CITY MANAGER REPORTS

Chief Kendall stated that Officer Lizbeth Zendejas started on August 4th. Her swearing in ceremony will be on August 12th. Cars and Cops event has been moved to October due to the heat.

City Manager Trejo stated that Summer Bash is from 4:30 pm to 7:30 pm. The deadline for Flag Football registration has been extended. Art showcase will be held for the children's art classes on Thursday, August 7th. Coffee and Community is tomorrow, August 6th. Lift Up Lemoore will be October 13th.

4 – CONSENT CALENDAR

4-1 Approval – Minutes – Regular Meeting – July 15, 2025
4-2 Information Only – Measure S Sales Tax Reporting Period – April 2025
4-3 Information Only – Investment Report for the Quarter Ended June 30, 2025
4-4 Approval – First Amendment to Commercial Lease Agreement Between the City of Lemoore and Ryan Rocha (DBA CrossFit Lemoore)
4-5 Approval – Resolution 2025-29 – Approving Amended and Restated Central San Joaquin Valley Risk Management Authority (CSJVRMA) Joint Powers Agreement (JPA)
4-6 Approval – Denial of Claim for Mr. and Mrs. Quinton Moore
4-7 Approval – Accept and Settle Claim for Mr. Christopher Greg
4-8 Approval – Denial of Claim for Ms. Valerie Gonzalez
4-9 Approval – Denial of Claim for Mr. Isreal Bohlander
4-10 Approval – Resolution 2025-30 – In Favor of Ordering Weed Abatement
4-11 Information Only – Cannabis Revenue Collected Through June 30, 2025
4-12 Information Only – Warrants June 19, 2025 Through July 3, 2025
4-13 Approval – Facilities Use Agreement between the City of Lemoore and American Legion Post 100 for the Veterans Hall Located at 411 W. D Street
4-14 Approval – Authorize Payment to Donabedian Hannah Architecture for Plans for Old City Hall
4-15 Approval – Parcel Map 2025-01 – South Side of Hanford-Armona Road, East of Fox Street – APN 021-380-002 – Submitted by California Gold Development Corporation
4-16 Approval – Professional Services Agreement for Concessionaire Services Between the City of Lemoore and Gotti's Kitchen

Items 4-2, 4-3, and 4-11 were pulled for separate consideration.

Motion by Council Member Brewster, seconded by Mayor Pro Tem Gornick, to approve the Consent Calendar, except items 4-2, 4-3, and 4-11.

Ayes: Brewster, Gornick, Lyons, Cruz, Matthews

4-2 Information Only – Measure S Sales Tax Reporting Period – April 2025
Motion by Mayor Pro Tem Gornick, seconded by Council Member Brewster, to approve the Measure S Sales Tax Report for April 2025.

Ayes: Gornick, Brewster, Lyons, Cruz, Matthews

4-3 Information Only – Investment Report for the Quarter Ended June 30, 2025

Motion by Council Member Brewster, seconded by Council Member Cruz, to approve the investment report for quarter ended June 30, 2025.

Ayes: Brewster, Cruz, Lyons, Gornick, Matthews

4-11 Information Only – Cannabis Revenue Collected Through June 30, 2025

Motion by Mayor Pro Tem Gornick, seconded by Council Member Cruz, to approve the cannabis revenue collected through June 30, 2025.

Ayes: Gornick, Brewster, Lyons, Cruz, Matthews

5 – PUBLIC HEARINGS

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

No Public Hearings.

6 – NEW BUSINESS

No New Business.

7 – CITY COUNCIL REPORTS AND REQUESTS

Tom Reed stated that there was a West Nile report in Kings County 3 weeks ago, East of Stratford. The Kings County Mosquito Abatement District's loan payoff is currently $1.6M.

Council Member Brewster stated that just over $25,000 was raised for Lemoore Little League 10-year-old team to travel to the State tournament. Each family received $1,300. Fall baseball is coming up. He thanked all City staff, especially Finance Director Valdez. He thanked Fire and PD for the joint effort on the fires a couple of weeks ago. Faith was out there ensuring that everyone had water. Public Works were also out there. It does not go unnoticed. He will be attending Summer Bash.

Council Member Lyons stated that Commission on Aging is going well. He thanked City staff and Council.

Mayor Pro Tem Gornick apologized for being late to the meeting. He appreciated the Study Session regarding groundwater. There has been a lot of discussion between the GSAs and Kings Water District.

Mayor Matthews stated that this is the last week for the Summer Lunch program. She will be attending the SSJV meeting next week in Bakersfield. The new executive board members will be voted in. She also attended the grand openings for She Shack and Chunk Chasers. There was no meeting for LAFCO. KWRA held a public hearing to raise MSW rate up to $90 per ton. It failed with a 2-2 vote. It will be brought back to the net meeting. Received a request from Huntington Beach regarding an Amicus Brief.

At 6:45 p.m., Council adjourned to Closed Session.

CLOSED SESSION

This item has been set aside for the City Council to meet in a closed session to discuss matters pursuant to Government Code Section 54956.9(d)(4). The City Attorney will provide an oral report regarding the Closed Session.

1. Government Code Section 54957.6
   Conference with Labor Negotiator
   Agency Designated Representatives: Christina D. Smith, City Attorney and Marissa Trejo, City Manager
   Employee Organizations: Lemoore Police Officers Association, Lemoore Police Sergeants Unit

REPORT OUT FROM CLOSED SESSION

Nothing to report from Closed Session.

ADJOURNMENT

At 7:45 p.m., Council adjourned.

Approved the 19h day of August 2025.

APPROVED:

_____
Patricia Matthews, Mayor

ATTEST:

_____
Marisa Avalos, City Clerk

City of
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711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: 4-2

To: **Lemoore City Council**

From **Josalynn Valdez, Finance Director**

Date: **July 21, 2025** **Meeting Date:** **August 5, 2025**

Subject: **Quarterly Review of Transient Occupancy Tax (TOT) Collected – Quarter 4 – Fiscal Year 2025**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Council receive the Transient Occupancy Tax Revenue report for the reporting periods of July 2024 through June 2025, revenue received to date.

Subject/Discussion:
Informational Only.

The City of Lemoore imposes a Transient Occupancy Tax (TOT), also known as a hotel or lodging tax, on guests who occupy a room or space in a hotel, inn, motel, or other short-term lodging facility within city limits. The current TOT rate is 8% of the taxable rent charged. TOT is a vital revenue stream for the City, supporting general fund services, tourism initiatives, and economic development.

For the fourth quarter of 2025, the City collected a total of **$78,360.69** in TOT revenue. This reflects an **increase of 9.6%** compared to the same quarter in 2024, which totaled $71,448.34.

Financial Consideration(s):
TOT revenues are deposited into the City's General Fund. The increase in collections contributes positively to the City's ability to fund public safety, parks, recreation programs,

and other essential services. Staff will continue to monitor trends and work with local lodging establishments to ensure timely and accurate reporting and remittance.

The fourth quarter of 2025 showed a healthy increase in TOT collections compared to the prior year. Staff will return with another quarterly update for FY2026 Q1 in October 2025. No action is required at this time.

Alternatives or Pros/Cons:
N/A

Commission/Board Recommendation:
N/A

Staff Recommendation:
Informational, council to receive report.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	07/21/2025
Transient Occupancy Tax Report		

Transient Occupancy Tax

Fiscal Year 2024-2025

Hotel/Motel Name	July - Sept 2024 2025 - Q1	Oct - Dec 2024 2025 - Q2	Jan - Mar 2025 2025 - Q3	Apr - June 2025 2025 - Q4	Total
Best Western	$ 57,405.50	$ 45,856.27	$ 49,868.22	$ 42,241.42	$ 195,371.41
Motel 6	$ 17,851.58	$ 14,351.09	$ 11,923.35	$ 14,691.70	$ 58,817.72
Travelodge	$ 29,490.00	$ 17,760.58	$ 18,991.71	$ 21,427.57	$ 87,669.86
Total	**$ 104,747.08**	**$ 77,967.94**	**$ 80,783.28**	**$ 78,360.69**	**$ 341,858.99**
Budget					$ 350,000.00

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Staff Report

Item No: 4-3

To: **Lemoore City Council**

From **Michael Kendall, Chief of Police**

Date: **August 11, 2025, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Police Department Update – July 2025**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the July 2025 update for the Police Department.

Subject/Discussion:
See attached.

Financial Consideration(s):
N/A

Alternatives or Pros/Cons:
N/A

Commission/Board Recommendation:
N/A

Staff Recommendation:
Approval of the July 2025 update for the Police Department.

Attachments: **Review:** **Date:**

☐ Resolution:

☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025

List: July 2025 Police Department Update

July 2025

Monthly Report

Part 1 Crimes Statistics

	Last July	This July	YTD 2024	YTD 2025	YTD Increase/Decrease
HOMICIDE	0	0	0	1	1
RAPE	1	0	12	8	-4
ROBBERY	0	1	8	2	-6
ASSAULT	6	14	36	71	35
BURGLARY	3	3	14	19	5
LARCENY	21	16	106	123	17
AUTO THEFT	10	3	48	17	-31
TOTAL PART ONE	41	37	224	241	17

Notable Investigations and Arrests:

L2501998-On 07/05/2025 at approximately 01:27AM, an LPD officer was dispatched to the 500blk of E. Hanford Armona Rd. regarding a male sleeping in a vehicle. Upon arrival, the officer located the male asleep in the running vehicle. After investigation, the male was arrested for DUI. A search of the vehicle produced a loaded pistol. The driver was arrested and booked into the Kings County Jail.

L2502004-On 07/05/2025 at approximately 10:04PM, an LPD officer observed a suspicious male in the alleyway of the 100blk of “C” St. The male was carrying a tool bag and dropped it when he saw the officer. The male then walked towards a U-Haul truck. A second male was contacted walking in the alley. Both males were determined to be under the influence of a controlled substance. A search of the U-Haul produced several stolen items from a local business. One of the males was found to be in possession of methamphetamine and counterfeit money. Both were booked into the Kings County Jail.

L2502005-On 07/06/2025 at approximately 01:05AM, LPD took a report of a stolen vehicle from the 300blk of Olive St. The vehicle was entered into the FLOCK system. At approximately 02:54AM, the vehicle hit on Hanford’s FLOCK system. The vehicle was located in Hanford and stopped. The driver of the vehicle was arrested and booked into the Kings County Juvenile Center.

L2502011-On 07/06/2025 at approximately 11:08AM, LPD received a stolen vehicle FLOCK hit in the area of 18th Ave and Larish St. An officer located the vehicle and performed a traffic stop. The driver was arrested and booked into the Kings County Jail.

L2502022/L2502099-On 07/07/2025 at approximately 03:30PM and on 07/15/2025 at approximately 10:54PM two shootings were reported in the 900blk of Alpen Dr. No injuries occurred however property damage was reported. During these investigations 2 suspects have been identified. LPD Detectives served a search warrant in Visalia and arrested an adult male.

Detectives served a second search warrant in Corcoran and arrested a male juvenile. The adult male was booked into the Kings County Jail. The juvenile was booked into the Kings County Juvenile Center. This case is ongoing, and we are asking anyone with information to contact Lemoore PD.

L2502037-On 07/08/2025 at approximately 03:44PM an LPD detective witnessed 2 juveniles running from a vacant field in the area of Vine St. and Ash St. Shortly after, fireworks were seen and the field caught fire. This sparked several other fires in and around the area. The juveniles were booked into the Kings County Juvenile Center.

L2502055-On 07/10/2025 at approximately 07:43AM, LPD officers conducted a probation search in the 500blk of “G” St. During the search a loaded firearm was recovered. The suspect was arrested and booked into the Kings County Jail.

Code Enforcement and Animal Control Statistics:

Total Code Enforcement Calls for Service:	233
Property Abatement Cases:	64
Vehicle Abatement Cases:	4
Animal Control Calls for Service:	154
Animal Control Criminal Cases:	7

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Staff Report

Item No: 4-4

To: **Lemoore City Council**

From **David Jones, Fire Chief**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Fire Department Update – June and July 2025**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the June and July 2025 update for the Fire Department.

Subject/Discussion:
See attached.

Financial Consideration(s):
N/A

Alternatives or Pros/Cons:
N/A

Commission/Board Recommendation:
N/A

Staff Recommendation:
Approval of the June and July 2025 update for the Fire Department.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/12/2025
☐ Contract	☒ City Manager	08/12/2025
☒ Other	☒ Finance	08/11/2025

List: June and July 2025 Fire Department Update

LVFD June 2025

Monthly Report

	June 2024	June 2025	YTD 2024	YTD 2025	YTD +/-
Training	6	11	30	27	-3
Fire Calls	31	31	183	165	-18
EMS Calls	150	135	814	816	+2

EVENTS/PUBLIC EDUCATION:

June 3, 2025 Truck Inventory night

June 8, 2025, Lemoore High Graduation-Firework fire watch

June 17, 2025 Training Night

June 24, 2025 Training Night

June 26, 2025 Lemoore High Summer Bridge Program-Fire Station Tour

June 27, 2023 Rockin Downtown truck rides 5pm-7pm

Reviewed Firework Booth Applications-Inspected Firework Booths for opening June 28th-8 booths this year. Apostolic Assembly of Faith, Last days Apostolic Church, Lemoore Chief Petty Officers, Lemoore High Band Boosters, Lemoore Senior Citizens, Lemoore Youth Soccer League, Lifeway Assembly of God Church, South Valley Church.

Inspected Tractor Supply 3 times, scheduled to soft opening June 28.

Vehicle/Equipment Repairs:

Truck #9 Out of Service-Grass Fire Truck is been out of service for a blown head gasket. We have Kings County Fire and Hanford Fire on standby to assist with Grass Fire Calls.

Training:

Working on Fire Training Facility. -A&M donating engineering services for the design and construction of facility

Online-Target Solutions online training is almost complete. Assignments are due by July 1, 2025. In Person- 1st, 3rd, 4th and 5th Tuesdays from 7:00pm to 10:00pm training at Fox Station

LVFD July 2025

Monthly Report

	July 2024	July 2025	YTD 2024	YTD 2025	YTD +/-
Training	5	10	34	37	3
Fire Calls	22	51	205	216	11
EMS Calls	147	125	961	941	-20

EVENTS/PUBLIC EDUCATION:

June 28th & July 1 Firework booth inspections
July 1, 2025- Inventory Night
July 1, 2025- Lemoore Elementary Summer School Water Play Day-Sprayed kids and handed out treats
July 3, 2025- Firework Patrol Detail with Lemoore PD 8pm to 1am
July 4, 2025-Firework Patrol Detail with Lemoore PD 8pm to 1am
July 5, 2025-Tractor Supply Grand Opening
July 15, 2025-School Inspection-Freedom Elementary
July 15, 2025 Training Night
July 16, 2025 School Inspections- Lemoore Elementary, University Charter, PW Engvall Elementary, Rosa Hernandez Daycare Inspection
July 17, 2025-School Inspections-Meadow Lane Elementary, Liberty Middle School
July 23, 2025 MCI Event (Mass Casualty Incident) Training with Lemoore College, Lemoore Police Department, Kings County Sherriff, Kings County Fire, American Ambulance @ Lemoore Sports Complex
July 28, 2025- Lemoore High School Inspections- Jamison High School, Lemoore Middle College & Lemoore Online
July 30, 2025 Girl Scout Troup Fire Station Tour, Safety Committee Meeting

Tractor Supply opened on Fire Watch- until they have alarm connected with dispatch. Removed from fire watch on July 10, 2025

Vehicle/Equipment Repairs*:*

Truck #9 Out of Service-Grass Fire Truck is been out of service for a blown head gasket. We have Kings County Fire and Hanford Fire on standby to assist with Grass Fire Calls.

Training: Working on Fire Training Facility. -A&M donating engineering services for the design and construction of facility

Online-Target Solutions online training is almost complete. Assignments are due by July 1, 2025.
In Person- 1st, 3rd, 4th and 5th Tuesdays from 7:00pm to 10:00pm training at Fox Station
On July 8, 2025 at approximately 3:49pm we received a call for grass fire in a field on Ash and Vine. Then received a second call at 4:02 for threatening a structure at 425 Champion. At 4:14pm

a third call for brush fire along 198 and Champion. At 4:19pm a fourth call for semi-truck fire traveling along the 198. At 4:48 another call was dispatch for fire spread across the freeway to Champion. These fires were identified as being started by juveniles that were detained at the time of the events. The Eucalyptus trees that caught fire in the beginning by the brush carried embers that led to this drastic fire. With the help of Kings County Fire, Lemoore Naval Air Station Fire and the City of Hanford Fire we were able to gain control of the fire. American Ambulance setup 2 Ambulances for rehab for our overheated firefighters. City Manager Trejo was in contact and kept up to date every step of the way. We stayed on scene on fire watch until 11:45pm, when we felt it was safe to leave. We were toned out again at 2am and 4am for smoldering. We were toned out multiple times over the next several days for rekindles on the Eucalyptus Trees on the Champion property. We were able to get ahold of the property owner who will be making arrangements to have the trees removed from the property. We would like to thank all parties and citizens who came out and brought water, tractors, and other supplies. We would also like to thank the other fire agencies for their help that day.

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Staff Report

Item No: 4-5

To: **Lemoore City Council**

From **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Issuance of a 120-day Notice of Termination from Public Agency Coalition Enterprise (PACE) Joint Powers Associations (JPA)**

Strategic Initiative:

☐ Safe & Vibrant Community	☒ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☒ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the issuance of a 120-day notice of termination from PACE before August 31, 2025.

Subject/Discussion:
The City is currently a member of the Public Agency Coalition Enterprise (PACE), a program established to provide cost-effective and efficient access to employee benefits insurance. For several years, PACE has served as the City's primary provider for these benefits.

The City has been exploring options to improve the cost-effectiveness of our employee benefits program. While PACE was initially created to leverage economies of scale, recent cost trends and market analysis suggest that alternative providers may now offer more competitive rates and a wider range of services.

In order to terminate our membership and explore these alternative options, the PACE Agreement requires the City to provide a 120-day notice of termination. However, the City will not receive the final renewal rates from PACE for the upcoming year until after this notice period has already begun. Furthermore, we cannot begin formal negotiations with new providers until our termination notice is officially submitted.

This timeline creates a risk: by providing the termination notice, we will be committing to leaving PACE without having a confirmed, final rate from a new provider to compare against the renewal rate from our current plan.

Despite the risks, staff believes that pursuing alternative options is in the best long-term financial interest of the City.

Financial Consideration(s):
The specific fiscal impact will be determined after the City has received proposals from alternative providers and a new plan is selected. Staff anticipates that a change in provider will result in a net cost reduction, but this cannot be confirmed until after the termination notice is given and a new provider is chosen.

Alternatives or Pros/Cons:
Alternative:
Do not approve the issuance of a 120-day notice of termination from PACE and remain in PACE program.

Pros:
More control over rates;
More control over annual rate increases;
Possible lower rates;
Possible lower commission rate paid to broker;
Ability to align health insurance plan year with City's fiscal year.

Cons:
Not recommended by Health and Benefits Committee as they are worried about leaving PACE without having new rates available.

Commission/Board Recommendation:
The Health and Benefits Committee is made up of one committee member from each employee union. The Health and Benefits Committee reviews all benefit plans and formulates recommendations regarding changes in those programs. At this time, the Committee is not recommending terminating health insurance plans with PACE.

Staff Recommendation:
It is recommended that the City Council approve the issuance of a 120-day notice of termination from PACE before August 31, 2025.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/11/2025
☐ Map	☒ City Clerk	08/11/2025
☒ Contract	☒ City Manager	08/11/2025
☐ Other	☒ Finance	08/11/2025

EMPLOYEE BENEFITS CONSULTING SERVICES AGREEMENT

This **Employee Benefits Consulting Services Agreement** ("Agreement") is made and entered into by and between **City of Lemoore** ("Client") and **Keenan & Associates** ("Keenan"), as of **, 2016** ("Effective Date").

RECITALS

WHEREAS, Client desires to secure a variety of insurance products, and related services in conjunction with the health and welfare benefits provided to its eligible employees;

WHEREAS, Keenan is a specialty insurance services provider and, as such, is qualified to provide such services; and

WHEREAS, Client desires Keenan to provide, and Keenan desires to provide, the services described in this Agreement for those Client benefits programs identified below ("Plans"):

Dental, Vision, Life and Disability, and Medical

The parties agree as follows:

AGREEMENT

1. TERM

The term of this Agreement is for a period of two years from the Effective Date and shall automatically renew for subsequent one (1) year periods unless either party gives the other at least sixty (60) days written notice of its intent not to renew.

2. KEENAN SERVICES AND RELATIONSHIP OF THE PARTIES

A. Keenan shall provide its services ("Services") with respect to Client's Dental, Vision, and Life and Disability for coverage effective 1, 2016. Keenan shall also market client's medical insurance for an anticipated coverage effective date of January 1, 2017.

B. The relationship of Keenan and Client shall be that of an independent contractor and Keenan shall at all times remain responsible for its own operational and personnel expenses. Under no circumstance shall any employee of one party look to the other party for any payment or the provision of any benefit, including without exception, workers' compensation coverage. Except as may be expressly set forth in or contemplated by this Agreement, neither party shall have the right to act on behalf of the other, or to bind the other to any contract or other obligation.

C. In providing the Services, Keenan shall act exclusively in an advisory and consultative capacity. Client shall at all times have the right to determine whether to act on or implement the information, recommendations, and suggestions provided by Keenan, and the manner by which any such action or implementation shall be undertaken. Except for Keenan's responsibilities with respect to funds obtained from or on behalf of Client, Keenan shall not be a fiduciary of Client.

D. Keenan shall not provide any legal, tax, or accounting service, advice, or opinion, and the Services shall not be interpreted as representing any such service, advice or opinion. Client shall consult its own attorney on all legal issues and its own tax and accounting experts on all tax, accounting, and financial matters relating to its operations, including without limitation, the establishment, implementation and operation of the Plans.

E. In providing its Services, Keenan shall comply with all applicable state and federal laws and regulations, and obtain and maintain all necessary licenses, registrations, and/or permits necessary for the performance of its duties under this Agreement.

F. The Services provided to Client are non-exclusive and Keenan reserves the right to provide the same or similar services to other clients who may be in the same industry, business, or service as Client.

3. CLIENT'S DUTIES AND RESPONSIBILITIES

A. Client shall retain decision-making authority for its Plans, and shall manage the day-to-day activities of the Plans, except for those duties and/or functions expressly assigned to Keenan under this Agreement.

B. Client shall provide Keenan with timely access to such information and individuals, including its outside advisors and consultants, as may be necessary for Keenan to perform the Services. Keenan shall not be responsible for any delay in its performance that results from the failure of Client, or any person acting on behalf of Client, to make available any information or individual in a timely manner.

C. All information provided to Keenan, either in anticipation of or during the term of this Agreement, shall be complete and accurate, and that Keenan may rely upon such information.

D. If Client desires Keenan to obtain insurance quotes on its behalf, Client shall execute the Broker of Record Designation attached hereto as Exhibit B.

4. COMPENSATION

A. Keenan's fees for the Services rendered pursuant to this Agreement are as provided in the attached Exhibit C. Any Services provided to Client that are outside of or in addition to those described in Exhibit A-1 and A-2 shall be subject to additional fees.

B. It is possible that Keenan may also provide services to other entities that participate in or provide services to the Plans (such as management services, underwriting, marketing, claims administration, loss control services, obtaining other insurance and reinsurance). To the extent that such services are provided, Keenan will be separately compensated by the recipient of those services.

C. Consistent with industry practices, insurers may also pay insurance brokers, such as Keenan, indirect compensation based upon volume efficiencies, client renewals, marketing services, product development, technology investments and other additional services. Keenan seeks written assurances from insurers that any such indirect compensation will not adversely impact the pricing or coverage terms that Keenan is able to obtain for its clients. The parties agree that any indirect compensation shall not be considered part of Keenan's "commissions" as that term may be used elsewhere in this Agreement.

D. Keenan shall comply with all applicable state and/or federal laws and regulations regarding disclosure of compensation. We embrace industry efforts for transparency and believe it is important that clients have access to information that may be relevant to their choice of insurance products, including the cost of such insurance and services, and, the compensation that may be directly or indirectly paid to Keenan in connection with the products or services that are selected. If you have questions regarding any of these items or desire additional information, you may contact your Keenan account representative to discuss this matter in more detail.

5. INSURANCE

Keenan shall procure and maintain during the term of this Agreement the following insurance coverages, and shall provide certificates of insurance to Client upon Client's request.

(1) Workers' Compensation. Workers' Compensation Insurance in conformance with the laws of the State of California and applicable federal laws.

(2) Bodily Injury, Death and Property Damage Liability Insurance. General Liability Insurance (including motor vehicle operation) with a Two Million Dollar ($2,000,000) limit of liability for each occurrence and a Two Million Dollar ($2,000,000) aggregate limit of liability.

(3) Professional Liability Insurance. Professional Liability Insurance with a Two Million Dollar ($2,000,000) limit of liability for each occurrence and a Two Million Dollar ($2,000,000) aggregate limit of liability.

(4) Cyber Liability/Privacy Insurance. Cyber Liability Insurance with a Two Million Dollar ($2,000,000) limit of liability for each occurrence and a Two Million Dollar ($2,000,000) aggregate limit of liability.

6. INDEMNIFICATION

a. If either party breaches this Agreement, then the breaching party shall defend, indemnify and hold harmless the non-breaching party, its officers, agents and employees against all claims, losses, demands, actions, liabilities, and costs (including, without limitation, reasonable attorneys' fees and expenses) arising from such breach.

b. Each of the Parties shall defend, indemnify and hold harmless the other Party, its officers, agents, elected officials and employees from any and all claims, liabilities and costs, for any damages, sickness, death, or injury to person(s) or property, including payment of reasonable attorney's fees, and including without limitation all consequential damages, from any cause whatsoever, arising directly or indirectly from or connected with the operations or services performed under this Agreement, caused in whole or in part by the negligent or intentional acts or omission of the Parties or its agents, employees, or subcontractors.

c. It is the intention of the Parties, where fault is determined to have been contributory, principles of comparative fault will be followed and each Party shall bear the proportionate cost of any damage attributable to fault of that Party. It is further understood and agreed that such indemnification will survive the termination of this Agreement

7. LIMITATION OF LIABILITY

Notwithstanding anything to the contrary in this Agreement, in no event shall either party be liable for any punitive damages, fines, penalties, taxes, or any indirect, incidental, or consequential damages incurred by the other party, its officers, employees, agents, contractors or consultants whether or not foreseeable and whether or not based in contract or tort claims or otherwise, arising out of or in connection with this Agreement even if advised of the possibility of such damage. Keenan's liability under this Agreement shall further be limited to, and shall not exceed, the amount of its available insurance coverage, but not exceeding the limits of coverage outlined in Section 5.

8. TERMINATION

A. This Agreement may be terminated upon the occurrence of any of the following events:

i. By either party upon the dissolution or insolvency of a party to this Agreement;

ii. By either party following the filing of a bankruptcy petition by or against either party (if the petition is not dismissed within sixty (60) days in the case of an involuntary bankruptcy petition);

iii. If the application of any law, rule, regulation, or court, or administrative decision prohibits the continuation of this Agreement, or would cause a penalty to either party if the Agreement is continued, and if the Agreement cannot be amended to conform to such law, rule, regulation, or court, or administrative decision in a manner that would preserve the original intent of the parties with respect to their rights and duties under this Agreement; or

iv. By the non-breaching party if a breach of this Agreement is not cured within thirty (30) days following receipt of written notice of the breach from the non-breaching party;

v. By either party upon sixty (60) days written notice of termination.

B. In the event of termination pursuant to Section 9A above, Keenan shall be paid for the full value of its services through the date of termination.

9. GENERAL

A. This Agreement, its recitals and all exhibits attached to the Agreement contain the entire understanding of the parties related to the subject matter covered by this Agreement and supersede all prior and collateral statements, presentations, communications, reports, agreements or understandings, if any, related to such matter(s).

B. The obligations set forth in this Agreement, other than Keenan's obligation to perform the Services and Client's responsibility to pay for such services, shall survive the expiration or termination of this Agreement. Nothing in this Section 10B shall, however, be interpreted as relieving Client of its obligation to pay for any Services rendered by Keenan during the term of this Agreement.

C. This Agreement is made for the benefit of the parties and is not intended to confer any third party benefit or right. The enforcement of any remedy for a breach of this Agreement or claim related to the Services may only be pursued by the parties to this Agreement.

D. No modification or amendment to this Agreement shall be binding unless it is in writing and signed by authorized representatives from both parties. Any waiver or delay by a party in enforcing this Agreement shall not deprive that party of the right to take appropriate action at a later time or due to another breach. This Agreement shall be interpreted as if written jointly by the parties.

E. Any provision determined by a court of competent jurisdiction to be partially or wholly invalid or unenforceable shall be severed from this Agreement and replaced by a valid and enforceable provision that most closely expresses the intention of the invalid or unenforceable provision. The severance of any such provision shall not affect the validity of the remaining provisions of this Agreement.

F. Neither party shall be liable or deemed to be in default for any delay or failure in performance under this Agreement resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, accidents, fires, explosions, earthquakes, floods, power outages, failure of computer systems, machinery or supplies, vandalism, strikes, or other work interruptions, or any similar or other cause that is beyond the reasonable control of either party. Each party shall make good faith efforts

to perform under this Agreement in the event of any such circumstances, and shall resume full performance once the cause of the delay has abated.

G. All notices hereunder shall be in writing and sent to the parties at the addresses as set forth below, or to such other individual or address as a party may later designate. Notices shall be sent via personal delivery, courier service, United States mail (postage pre-paid, return receipt requested), express mail service, electronic mail, or fax. Notice shall be effective when delivered, or if refused, when delivery is attempted. Notices delivered during non-working hours shall be deemed to be effective as of the next business day.

   If the notice relates to a legal matter or dispute, a copy shall be sent to:

   Keenan & Associates
   2355 Crenshaw Blvd., Ste. 200
   Torrance, CA 90501
   Attn: Legal Department
   Fax: (310) 533-0573

H. This Agreement may be executed in counterparts and by fax, signatures and each shall be deemed to be an original.

[This Space Intentionally Left Blank]

Each person signing this Agreement on behalf of a party represents and warrants that he or she has the necessary authority to bind such party and that this Agreement is binding on and enforceable against such party.

City of Lemoore			Keenan & Associates	
Signature:			**Signature:**	
By:	**Andi Welsh**		**By:**	**Stephen Gedestad**
Title:	**City Manager**		**Title:**	**Municipality Practice Leader**
Address:	**119 Fox Street**		**Address:**	**2355 Crenshaw Blvd., Ste. 200**
	Lemoore, CA 93245			**Torrance, CA 90501**
Telephone:	**559-924-6703**		**Telephone:**	**310 212-0363**
Attention:	**Janie Venegas**		**Attention:**	**Howell Southmayd**
E-mail:	**jvenegas@lemoore.com**		**E-mail:**	**hsouthmayd@keenan.com**

EXHIBIT A-1
Brokerage Services

Keenan shall provide the following Brokerage Services:

1. Plan Review – Keenan shall review Client's current Plans and provide information and recommendations regarding insured and/or self-insured options, as requested by Client.

2. Insurance Needs Assessment – Keenan shall work with Client to determine Client's insurance needs.

3. Insurance Marketing Plan – Review, evaluate and negotiate insurance renewals on Client's behalf. Keenan shall prepare and present to Client its plan for marketing Client to various carriers and/or Coverage providers. In furtherance of its plan, Keenan shall contact those markets that it has determined most likely to meet Client's needs, as made known to Keenan, but shall not necessarily contact every available market for the particular Coverage being sought. In so far as practical, Keenan shall honor Client's timely and reasonable requests to contact specific markets, but Keenan shall not be obligated to present Client to any carrier or Coverage provider which Keenan has determined would not be willing to quote Client's business or would not give a competitive quote.

4. Insurance Marketing Results – Keenan shall present to the client, in summary format, information concerning all markets and carriers approached. The summary shall include, as applicable: name of carrier and Coverage providers approached, limits, premium, and deductible. The summary shall also include the names of any carriers or Coverage providers who declined to provide a quote.

5. Review of Insurance Options – Keenan shall present, along with the Marketing Results, a comparison summary highlighting the significant terms and/or differences among the various Coverages quoted. This summary is provided for Client's convenience only. It is Client's responsibility to ask questions and to request any additional information that it deems necessary for it to make an informed decision regarding its insurance or self-insurance program.

6. Obtain Coverage – Once the Client has made its decision, Keenan shall take all steps necessary to communicate Client's decision to the carrier selected and to have the carrier or other Coverage provider bind Coverage on behalf of the Client.

7. Implementation – Keenan shall assist Client in the preparation and distribution of materials relating to the implementation of its coverage, for which client shall give final approval.

8. Ongoing Service – Keenan will provide the following ongoing Client support services:
   - Direction and support with claims resolution and other related issues;
   - Support with billing/eligibility concerns;
   - Acting as a liaison between Client and carriers and vendors and serving as a proactive Client advocate; and
   - Responding to day-to-day benefit questions from Client.

EXHIBIT A-2
Consulting Services

Keenan shall perform the following Consulting Services:

1. **Benefit Analysis/Financial Analysis**

   A. Conducting ongoing review and analysis of the design and performance of Client's current benefit plans ("Plans") and advise Client regarding available options and alternatives, as appropriate.

   B. If Client has one or more self-funded plan(s), preparing annual self-funded plan analysis to project costs based on emerging experience, utilization and trend for plan pricing and budgeting purposes. The report will include claims analysis, reserve calculations, trend projections, a review of utilization patterns for evidence of abuse or deviation from anticipated norms, projected funding levels, COBRA rates, and an analysis of cost management techniques and programs for continued appropriateness and efficacy.

   C. Reviewing claims experience and informing Client of potential impact of developing trends and projected costs (funding levels, COBRA rates).

   D Assisting Client with governmental reporting and filings (e.g., 5500's and Summary Annual Reports), as applicable.

   E. Periodically providing information concerning current developments and trends in employee benefits, and new legislation that may affect Client's Plans.

2. **Plan Implementation Services**

   A. Assisting in marketing, review, and implementation of new benefit Plans, as needed.

   B. Facilitating Client's review and approval of employee benefits booklets, certificates, insurance policies, and contracts prepared by insurance carriers and vendors providing services to or for the Plans.

   C. Reviewing and distributing vendor administrative manuals for Clients.

   D. Assisting in the drafting, review and/or amendment of Plan and related documents. Any Plan documents drafted or reviewed by Keenan and approved by Client under this Agreement shall apply solely to the Plan year during which such Service was provided. They are not intended for use beyond the Plan year for which they were created, reviewed or revised. Keenan shall not be held liable for any direct, punitive, special, consequential or incidental damages, loss of profit or revenue, loss of business, loss or inaccuracy of data or scope of insurance resulting from the continued use of such plan documents or SPD beyond the dates for which they were intended.

   E. Assisting in the coordination of and preparation for open enrollment, orientation, health fairs, and/or question and answer meetings for Client's employees.

EXHIBIT B
Broker of Record Designation

This letter confirms that as of 1, 2016 the organization listed below ("Client") has appointed Keenan & Associates ("Keenan") as the Broker of Record in connection with the following coverages:

Dental, Vision, and Life and Disability for Coverage effective 1, 2016
Medical for coverage anticipated effective January 1, 2107

and such additional coverages or insurance (the "Coverage") as Client may from time-to-time request from Keenan.

With respect to the Coverage identified in this Exhibit B (and as later amended) Keenan shall have the exclusive authority and right to negotiate with insurance carriers and other coverage providers on Client's behalf. Client shall not seek or acquire quotes directly from any insurance carrier or other coverage provider during the term of this Agreement.

Keenan is authorized to provide a copy of this letter to any insurer to demonstrate Keenan's authority to obtain the Coverage. This appointment rescinds any and all previous appointments Client may have made with respect to the Coverage, and shall remain in full force and effect until cancelled in writing by either party with sixty (60)days advance notice. Keenan shall at all times remain an independent contractor and shall not act as or be deemed to be an officer, employee, agent or fiduciary of Client.

Client authorizes Keenan to provide representatives of prospective insurers and other coverage providers with all information regarding Client, its operations, employees, and financial status as may be necessary for such insurer or coverage provider to evaluate Client's suitability for coverage and to prepare a quote.

Acknowledged and agreed to by:

City of Lemoore			**Keenan & Associates**	
Signature:			**Signature:**	
By:	**Andi Welsh**		**By:**	**Stephen Gedestad**
Title:	**City Manager**		**Title:**	**Municipality Practice Leader**

EXHIBIT C
Compensation

As compensation for its provision of the Services, Keenan shall receive commissions from insurance carriers and/or other vendors for the placement of insurance coverage. Client shall have no responsibility for the payment of any such commission to Keenan. Client acknowledges that commissions paid by insurers to Keenan that are directly related to the insurance coverage purchased by Client as part of the Plans may impact the pricing that Keenan is able to obtain for Client for such coverage.

AMENDED AND RESTATED BYLAWS
PUBLIC AGENCY COALITION ENTERPRISE
JOINT POWERS AUTHORITY

PREAMBLE

The Public Agency Coalition Enterprise Joint Powers Authority ("PACE" or "JPA") is established for the purpose of the establishment, operation, and maintenance of a joint program for employee benefits coverage, and such other coverages and associated services as the Board may later determine, by its members ("Members"), and to provide a forum for discussion, study, development, and implementation of programs regarding employee benefits, insurance, and self-insurance. PACE shall comply with the provisions of Sections 6503.5 and 53051 of the Government Code requiring the filing of a statement with the Secretary of State.

ARTICLE I
BOARD OF DIRECTORS

A. A Board of Directors ("Board") is hereby established to direct and control PACE. The number of directors shall equal the number of Members. As additional Members are added, the number of directors shall be adjusted accordingly without need to amend these bylaws.

B. Each Member of PACE shall appoint one of its employees to serve on the Board, and shall notify PACE in writing of the appointment. The Insurance Advisory Committee described in Article VIII ("IAC") shall also appoint one of its members to serve on the Board.

C. Each Director shall serve an indefinite term which shall end upon the occurrence of any of the following events:

1. Written notice from the appointing Member that it has appointed a replacement for the director;
2. The director ceases to be an employee of the appointing Member, or the IAC, if service as IAC representative;
3. The director provides written notice of resignation; or
4. The director is involuntarily removed from office by a majority vote of the Board.

Any vacancy on the Board shall be filled by the Member that appointed the Director leaving the vacancy.

D. The Board shall meet at least annually and at other times as special meetings are called. The date, time, and place for each such regular meeting shall be fixed by resolution of the Board of Directors, which resolution shall be publicly posted prior to the meeting on a public bulletin board to be designated by the Board and filed with each Member. All meetings of the Board of Directors shall be called, held, and conducted in accordance with the terms and provisions of the Ralph M. Brown Act, Sections 54950, et seq., of the California Government Code ("Act"), as from time to time amended, and in accordance with rules adopted by the Board, provided that such rules are not inconsistent with the Act. The Board shall cause minutes of its meetings to be kept, and shall promptly transmit to the Members true and correct copies of the minutes of such meetings.

E. The Board, by resolution, shall designate a specific location at which it will receive notices, correspondence, and other communications, and shall designate one of its Members as an agent for the purpose of receiving service on behalf of PACE.

F. Each Director shall have one vote and, unless otherwise provided under these Bylaws, the action of a majority of Directors at any meeting at which a quorum is present shall constitute the action of the Board. A quorum shall consist of a majority of Directors present at any regular or specially called meeting of the Board.

G. In addition to those standing committees established by the Bylaws, the Board may appoint and dissolve working committees whose function shall be as designated by the Board. Working committees shall not have authority to act on behalf of the Board, but shall present information, offer input, and/or make suggestions and recommendations to the Board. Unless otherwise prohibited by law or these Bylaws, membership in a working committee is not restricted to Directors. Any employee of a Member may serve on a working committee, provided, however, that each working committee shall have at least one (1) member who is a Director. The President shall appoint the chair and all members of each working committee.

H. No Director shall receive any compensation in exchange for service as a Director, provided, however, that the Directors shall be reimbursed, in accordance with policies to be adopted by the Board, for all legitimate expenses incurred in the performance of their duties.

I. The JPA may secure insurance coverage for the Board of Directors.

ARTICLE II
POWERS OF THE BOARD OF DIRECTORS

A. The Board may establish rules governing its own conduct and procedure, and have such expressed or implied authority as is not inconsistent with, or contrary to, the laws of the State of California, these Bylaws, or the Joint Powers Agreement ("JPA Agreement.")

B. The Board of Directors shall directly or by contract take such action and provide for services required to effectively implement all aspects of this joint program.

C. Unless otherwise prohibited by law or these Bylaws, the Board may delegate to the Executive Committee the authority to act on Behalf of the Board on any matter that is to be brought before the Board.

D. The Board shall designate and engage a Program Manager to oversee the day-to-day activities of the JPA.

ARTICLE III
EXECUTIVE COMMITTEE

A. Once the Authority has reached seven (7) Members, the Board shall establish an Executive Committee. The size of the Executive Committee shall be as set by resolution of the Board. The Executive Committee shall be comprised of the PACE Officers and such other Directors as are elected by the Board. Until such time as the Executive Committee is established, the powers and duties of the Executive Committee as designated in these Bylaws shall be the responsibility of the full Board of Directors.

B. The non-Officer members of the Executive Committee shall be elected by a majority vote of the Directors and shall serve a term ending on December 31 of odd numbered years. In the event of a vacancy on the Executive Committee, the vacancy shall be filled by the majority vote of the Executive Committee. Any individual elected to fill a vacancy shall serve for the remainder of the unexpired term.

C. The Executive Committee may conduct regular, adjourned regular, special, and adjourned special meetings, provided, however, that it will hold at least two regular meetings each fiscal year. Such meetings may be held concurrent with PACE meetings. The date, time, and place for each such regular meeting shall be fixed by resolution of the Executive Committee, which resolution shall be publicly posted prior to the meeting on a public bulletin board to be designated by the Executive Committee and filed with each Member of PACE.

All meetings of the Executive Committee shall be called, held, and conducted in accordance with the terms and provisions of the Ralph M. Brown Act (Government Code Section 54950, et seq.) ("Brown Act") of the California Government Code, as said Act may be modified by subsequent legislation, and as the same may be augmented by rules of the Executive Committee not inconsistent therewith.

D. Except as otherwise provided or permitted by law, all meetings of the Executive Committee shall be open and public. The Executive Committee shall cause minutes of its meetings to be kept, and shall promptly transmit to the Members of PACE true and correct copies of the minutes of such meetings.

E. Each member of the Executive Committee shall have one (1) vote and, unless otherwise provided in these bylaws, the action of a majority at any meeting at which a quorum is present shall constitute the action of the Executive Committee. A quorum shall consist of a majority of Directors present at any regular or specially called meeting of the Executive Committee.

F. No individual shall receive any compensation in exchange for service on the Executive Committee, provided, however, that the members of the Executive Committee shall be reimbursed, in accordance with policies to be adopted by the Board, for all legitimate expenses incurred in the performance of their duties.

ARTICLE IV
POWERS OF THE EXECUTIVE COMMITTEE

A. The Executive Committee may establish rules governing its own conduct and procedure, and have such expressed or implied PACE as is not inconsistent with or contrary to the laws of the State of California, these Bylaws, the Agreement, or any rule, policy, procedure, action, or directive of the Board. The Executive Committee shall have no power to overrule or invalidate any action validly taken by the Board.

B. The Executive Committee shall have the duty to act on behalf of the Board in between the meetings of the Board, but only as described in Part C below.

C. The powers of the Executive Committee include:
1. Appoint and dissolve working committees;
2. Directly or by contract provide for services required to effectively implement all aspects of this joint program;
3. Review, approve and/or terminate any contract to which PACE is a party, except that the JPA's contract with the Program Manager may only be approved or terminated by the full Board;
4. Approve admission of new Members;
5. Approve the health benefits insurance and insurance-related programs to be offered to the Members;
6. Work with the Program Manager, as appropriate, to oversee PACE's insurance programs and day-to-day operations; and
7. Any other power necessary to conduct the business of PACE unless such power is specifically reserved to the Board.

ARTICLE V
OFFICERS

A. The Officers of PACE shall be elected by the Board, and shall be the President, Vice President, and Secretary/Treasurer. Each officer shall serve a term ending on December 31 of even numbered years. Any person elected or appointed as an Officer may be removed at any time, with or without cause, by a majority vote of the Board. Any vacancy in an Officer position shall be filled by the Board.

B. The President shall be the chief executive officer and shall have general supervision and direction of the business of PACE, shall see that all orders and resolutions of the Board are carried into effect, and shall have other powers and perform such other duties as may be prescribed from time to time by the Board. The President shall also be a Member of all working committees established by the Board or Executive Committee.

C. The Vice President shall have such powers and perform such duties as may be prescribed from time to time by the Board or the President. In the absence or disability of the President, the Vice President shall be vested with all the powers and authorized to perform all the duties of the President.

D. The Secretary/Treasurer shall have the following duties:

1. Attend all meetings of PACE and record all votes and the minutes of all meetings;
2. Give, or cause to be given, notice of all meetings of PACE when notice is required by law or these Bylaws;
3. Act as the chief financial officer of PACE and assume the following duties described in Sections 6505.1 and 6505.5 of the California Government Code:
   i. Receive and receipt for all money of PACE and place it in a County Treasury and/or a commercial account as approved by PACE to the credit of PACE;
   ii. Be responsible for the safekeeping and disbursement of all money of PACE; and
   iii. Pay, when due, out of money of PACE, all legitimate and verifiable sums payable by PACE.
4. Verify and report in writing on the first day of July, October, January, and April of each year, or as soon as possible thereafter, to PACE, the amount of money he holds for PACE, the amount of receipts since his last report, and the amount paid out since his last report.
5. Act as Custodian of PACE property; and
6. Perform such other duties as may be prescribed from time to time by law or by PACE or the President.

ARTICLE VI
MEMBERSHIP

A. Membership in PACE is open to any commercially insured or self-insured California public agency. Membership shall be deemed to be effective when the prospective Member has:
   1. Been approved by the Board or Executive Committee;
   2. Has executed the Agreement; and
   3. Agreed in writing to be bound by these Bylaws.

B. For purposes of Section A above, "public agency" means any city, state, county, or local government or an agency of city, state, county, or local government, or other public entity or any joint powers authority comprised of any of the foregoing and serving the interests of the public entities detailed in this section.

ARTICLE VII
PROGRAM MANAGER

A Program Manager shall oversee the day-to-day operations and administrative functions of PACE. The Program Manager shall also act as PACE's benefits consultant and insurance broker for the organization. Given its extensive experience as an insurance broker/consultant and in the management of pooled insurance programs and joint powers authorities, Keenan shall serve as PACE's Program Manager. Keenan shall serve at the pleasure of the Board and may be removed as the Program Manager if such removal is authorized by unanimous consent of all Directors. The compensation of the Program Manager will be set each year by the Board. Members shall comply with any initiatives or programs implemented by the Program Manager on behalf of PACE, including, but not limited to, the use of the BenefitBridge data platform to facilitate enrollment and

the transmission of eligibility data.

ARTICLE VIII
INSURANCE ADVISORY COMMITTEE

A. There shall be created an Insurance Advisory Committee ("IAC") whose purpose shall be to advise and consult with the Board with respect to the interests and concerns of non-management employees of the Members. Each Member shall designate up to two (2) individuals from the organization to serve on the IAC. Individuals shall serve on the IAC at the pleasure of the appointing Member and any individual so serving may be removed and replaced by the appointing Member at any time for any reason.

B. The IAC shall appoint two (2) members of the Committee to serve as Directors of the Authority. Except as expressly described in this Article VII, any individual representing the IAC on the Board of Directors shall have the same duties, responsibilities, and conditions of tenure as each other Director.

C. The IAC shall select one individual to serve as its Chair. The Chair shall preside over all meetings of the IAC.

D. The IAC shall function only in an advisory capacity and shall have no authority to take any action or make any decision on behalf of the Authority.

E. All meetings of the IAC will be called, held and conducted in compliance with the provisions of the Brown Act.

F. The IAC members shall not receive compensation for their service on the Committee. Expenses incurred by an IAC member at the direction or request of the Board shall be eligible for reimbursement only if approved in advance.

G. The IAC shall meet at least once annually. Additional meetings may be convened upon request of the Chair or any IAC member, or at the request or direction of the Board.

ARTICLE IX
WELLNESS INITIATIVES

Each Member shall promote the health and well-being of its employees through participation in the wellness initiatives adopted by PACE. In furtherance of such initiatives, and to support a wellness program among its own employees, each Member shall:

1. Create a wellness leadership team representing management and labor, which meets monthly and assists with providing direction for the program design, implementation, and evaluation;

2. Establish an employee wellness committee to provide involvement of the workforce in program design and advocacy;

3. Conduct an audit of the wellness environment in the organization, and identify actions to be taken to support a culture of wellness;

4. Conduct an assessment of employee wellness needs, interests, and challenges;

5. Develop a multi-year wellness program blueprint – including mission, goals, and objectives – to provide an action plan for implementing and evaluating the program, and for sustaining the program to achieve a positive return on investment;

6. Create a wellness program branding;

7. Develop a strategy for engaging employees in the program, including an incentives program plan; and

8. Identify metrics for monitoring and evaluating the program's progress and outcomes.

ARTICLE X
FINANCE

A. PACE shall operate on a fiscal year from January 1st through December 31st.

B. No less than 120 days before the end of the fiscal year, the Executive Committee shall adopt an operating budget ("Operating Budget") for the following fiscal year. A copy of the Operating Budget shall be transmitted to each of the Members.

C. As necessary, an Operating Account shall be established and maintained by the Program Manager for any the monies that may be received by PACE. Funds from the Operating Account shall be used for the payment of the operating expenses of PACE.

D. Each Member shall be responsible for the payment of its own insurance premiums.

E. Each Member shall be responsible for a pro rata share of the fees of the Program Manager and such other expenses as may be authorized by the Board. The amount of each Member's share shall be calculated on a per employee per month basis.

ARTICLE XI
INSURANCE COVERAGE AND OTHER SERVICES

A. The Program Manager shall, upon Board recommendation, solicit and obtain quotes from insurance carriers for presentation to the Board.

B. The Board shall determine the carrier(s) and insurance options that will be made available to the Members.

C. Coverage shall renew as of the first day of each fiscal year.

D. Each commercially insured Member must purchase its benefits insurance coverage through the JPA. unless the selected carrier(s) refuses to offer a quote for such Member, in which case the Member may either elect to continue as a self-insured Member or be terminated from membership in PACE, pursuant to Article XII.

E. Each member may select from the available commercial insurance coverage options in accordance with the guidelines set up by carrier(s) and/or the JPA. Once its options have been selected, a Member may not change its selected options for a period of 3 years, provided, however, that under extenuating circumstances a Member may request that this requirement be waived. Any Member requesting a waiver must present its request in writing to the Executive Committee explaining the circumstances and the reasons why the waiver should be granted. The Executive Committee shall have the sole authority to determine, in its absolute discretion, whether or not to grant the waiver. The decision of the Executive Committee shall be final.

F. Each commercially insured Member will be responsible for the timely payment of its insurance premiums. Failure to pay premiums when due is grounds for termination of membership in the JPA.

G. PACE will make available the third party administration (TPA) services to its self-insured Members. Self-insured TPA services will be provided by the PACE Program Manager. Members will be expected to utilize the services of TPA PACE's Program Manager unless an exception is granted in writing by the Board.

H. Self-insured Members securing TPA services through PACE will have access to the pricing negotiated by the TPA and the applicable network.

I. Self-insured Members will be required to accept the terms and conditions of the TPA service agreement entered into by PACE and the Program Manager.

J. Each self-insured Member will be fully and solely responsible for the payment of its claims and will be responsible for funding a claims payment account for use by the TPA.

K. Self-insured Members will be billed directly by the TPA for the TPA services and will be solely responsible for payment of the TPA fees.

ARTICLE XII
ACCOUNTS AND RECORDS

A. The Secretary/Treasurer is the designated depository of PACE funds in compliance with California Government Code 6505.5 and 6505.6.

B. PACE is strictly accountable for all funds received and dispersed by it and, to that end, PACE shall establish and maintain such funds and accounts as may be required by good accounting practice or by any provision of law or any resolution of PACE. Books and records of PACE in the hands of the Secretary/Treasurer shall be open to inspection at all reasonable times by representatives of the Members. As soon as practical after the close of

each fiscal year, PACE shall give, or cause to be given, a complete written report of all financial activities for such fiscal year to each Member.

C. The Board of Directors shall make, or contract with a Certified Public Accountant to make, an annual audit of the accounts, records, and financial affairs of PACE. In each case the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under Section 26909 of the California Government Code and shall conform to generally accepted auditing standards and accounting principles. When such an audit of accounts and reports is made by a Certified Public Accountant, a report thereof shall be filed as a public record with each of the Members of PACE.

ARTICLE XIII
TERMINATION OF MEMBERSHIP

A. Any Member who has been a member of PACE for at least two (2) years may terminate its membership and its participation in the Joint Powers Agreement by providing notice in the manner prescribed in Section B below. Termination will be effective as of the last day of the then-current fiscal year.

B. Notice must be given at least 120 days before the end of the fiscal year. Notice must be in writing signed by the chief executive of the Member and submitted with a copy of a resolution of the Member's Board of Trustees authorizing the termination. If a Member submits notice of an intent to terminate, but subsequently decides to remain in PACE, the Member shall not be permitted to submit another termination notice for two years. The Board has the right to impose a termination fee upon any Member who fails to provide notice in the manner required by these Bylaws.

C. Any Member withdrawing from PACE shall not be eligible to reapply for membership for a period of three (3) years.

D. The terminating Member will not be eligible to renew any insurance coverage obtained through PACE at the rates available to PACE Members

E. A Member may be involuntarily terminated from PACE upon a two-thirds (2/3) majority vote of the Executive Committee at any meeting at which a quorum is present.

F. Grounds for involuntary termination include, but are not limited to, the following:
   1. Failure or refusal to abide by the Agreement or Bylaw, and/or any amendment thereto;
   2. Any action which in the opinion of the Board is contrary to best the interests, goals and/or objectives of PACE and its Members.
   3. Failure of a Member to disclose a material fact to PACE or its Program Manager which, in the opinion of the Board, constitutes fraud, misrepresentation or concealment for the purposes of obtaining coverage with PACE.
   4. Failure to qualify for any insurance coverage offered through PACE, if not continuing as a self-insured Member securing TPA services through PACE;
   5. Failure for more than 60 days to pay any of its share of the Program Manager's fees;

6. The cancellation of insurance obtained through PACE for non-payment of premiums, or
7. Failure for more than 60 days to make any payment due for TPA services secured through PACE.

Involuntary termination shall have the effect of eliminating the Member as a signatory to the Agreement and as a Member of PACE. Termination shall be effective upon such other date as the Board may specify, but in no case less than thirty (30) days after notice of involuntary termination is given. In the event that termination occurs before the last day of the fiscal year, any insurance obtained by the terminated Member through PACE shall continue until the first day of the month following the termination date.

ARTICLE XIV
DISPOSITION OF PROPERTY AND FUNDS

In the event of the dissolution of PACE, the complete rescission, or other final termination of Joint Powers Agreement by all Members then a party to the Agreement, any property interest remaining in PACE following a discharge of all obligations shall be disposed of pursuant to a plan adopted by the Board of Directors with the objective of returning to each Member a pro rata share of the remaining interest. The pro rata share shall be determined by the length of time each entity has been a Member.

ARTICLE XV
INVESTMENT OF FUNDS

A. PACE shall have the power to invest or cause to be invested, in compliance with Section 6509.5 of the California Government Code, such funds as are not necessary for the immediate operation of PACE as allowed by Section 53601 of the California Government Code.

B. The level of cash to be retained for the actual operation of PACE shall be determined by the Board.

ARTICLE XVI
AMENDMENT

A. Amendment to these Bylaws may be proposed by any Member of the Board.

B. Except as otherwise provided in these Bylaws, amendments to these Bylaws must be adopted by a two-thirds (2/3) vote of all Directors. Any amendments duly adopted by the Board shall be binding upon all Members of PACE. Any amendment that would alter the rights of the Members or would fundamentally change the purpose of the JPA as established in the Preamble to these Bylaws, must be approved by the unanimous consent of all Directors. The effective date of any amendment will be on the first day of the next month following adoption, unless otherwise stated.

ARTICLE XVII
SEVERABILITY

Should any portion, term, condition, or provision of these Bylaws be decided by a court of competent jurisdiction to be illegal or in conflict with any law of the State of California, or be otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions, and provisions shall not be affected thereby.

ARTICLE XVIII
EFFECTIVE DATE

These Bylaws shall become effective immediately upon their adoption by the Board.

Approved: 11/17/15

AMENDED AND RESTATED

JOINT EXERCISE OF POWERS AGREMENT

PUBLIC AGENCY COALITION ENTERPRISE

JOINT POWERS AUTHORITY

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JOINT POWERS AGREEMENT

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EXHIBIT A: BYLAWS

Preamble

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II. Rules of the Board of Directors
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IV. Rules of the Executive Committee
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VI. Finance
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JOINT EXERCISE OF POWERS AGREEMENT

PUBLIC AGECY COALTION ENTERPRISE

This Joint Exercise of Powers Agreement ("Agreement") is entered into pursuant to the provisions of title 1, Division 7, Chapter 5, Article 1 (Sections 6500, et seq.) of the California Government Code, for the purpose of operating an agency to be known as the Public Agency Coalition Enterprise which shall be organized and operated as a California joint powers authority ("JPA").

WITNESSETH:

WHEREAS, it has been determined to be to the mutual benefit and in the best interests of the agencies who have signed this Agreement and those that may later sign onto this Agreement ("Signatories") to join together to establish a JPA to carry out the purposes and powers as later described herein; and

WHEREAS, it has been determined by the Signatories that there is a need to establish and operate a cooperative program for the purchase of insurance, creation and management of pooled self-insurance programs, and/or the implementation of appropriate risk management activities, and other related services and programs for insured and self-insured members ("Program"); and

WHEREAS, it has also been determined that such a Program is of value on an individual and mutual basis; and

WHEREAS, it has also been determined that the establishment of a Program can adequately meet the needs of the of Signatories; and

WHEREAS, Title 1, Division 7, Chapter 5, Article 1, of the California Government Code authorizes joint exercise by two or more public agencies of any power common to them; and

NOW, THEREFORE, FOR AND IN CONSIDERATION OF THE MUTUAL ADVANTAGES TO BE DERIVED THEREFROM, AND IN CONSIDERATION OF THE EXECUTION OF THIS AGREEMENT BY OTHER PUBLIC AGENCIES, each of the Signatories does agree as follows:

1. CREATION OF THE JOINT POWERS AUTHORITY

A JPA, separate and apart from each public agency that is a Signatory, shall be and is hereby created and shall hereafter be designated as the Public Agency Coalition Enterprise ("PACE").

2. PURPOSE AND POWERS

(a) PACE is established for the purpose of administering this Agreement, pursuant to the joint powers provisions of the California Government Code, and for taking all action necessary and appropriate for the establishment, operation and maintenance of the Program and to provide a forum for discussion, study, development and implementation of recommendations relating to the Program.

(b) The powers of PACE are:

(1) To establish a vehicle for the cost effective purchase of employee benefits insurance and/or such other insurance by and for the Members of PACE ("Members"),

(2) To establish such programs of and/or for self-insurance and/or risk pooling arrangements as the Board of Directors of PACE ("Board") shall deem appropriate.

(3) To facilitate the cost-effective purchase of third-party administration (TPA) and other services deemed appropriate by the Board for the Members.

(4) To take such actions and to enter into such contracts as may be necessary for to accomplish the purpose stated in this Section 2(b).

(5) To acquire, hold, and dispose of property, real and personal, all for the purpose of providing the creating and sustaining the Program including, but not limited to, the acquisition of such resources, facilities, equipment and personnel as may be necessary the Program.

(6) To incur debts, liabilities, and obligations necessary to accomplish the purposes of this Agreement.

(7) To receive gifts, contributions, and donations of property, funds, services, and other forms of assistance from persons, firms, corporations, associations, and any governmental agency in furtherance of the Program.

(8) To invest surplus reserve funds as deemed appropriate by the Board and as required by law.

(9) To provide a forum for discussion, study, development, and implementation of recommendations of mutual interest regarding other joint programs.

(10) To sue and be sued in the name of PACE.

(11)To perform such other functions as may be necessary or appropriate to carry out this Agreement, so long as such other functions so performed are not prohibited by any provision of law.

(12)To exercise any power common to the Signatories, provided that the same are in furtherance of the functions and objectives of this Agreement as herein set forth. Pursuant to Section 6509 of the California Government Code, the exercise of the aforesaid powers of PACE shall be subject to the restrictions upon the manner of exercising such powers by a public agency having the same status as a member of a JPA except as otherwise provided in this Agreement.

4. TERM OF THE AGREEMENT

This Agreement shall become effective on August 6, 2014. With respect to organizations that have previously executed a Joint Exercise of Powers Agreement (JPA Agreement) with PACE, this amended and restated Agreement shall expressly supersede the prior JPA Agreement. This Agreement shall continue in effect until lawfully terminated as provided herein and in the Bylaws. In the event of a reorganization of one or more of the Signatories, the successor in interest or successors in interest to the obligations of any such reorganized Signatory may be substituted as a party or as parties to this Agreement.

5. BYLAWS

(a) PACE shall be governed pursuant to bylaws ("Bylaws"), approved and adopted by the Board and by such amendments to the Bylaws as may from time to time be adopted. Upon approval by the Board, a copy of the Bylaws and all subsequent amendments thereto, shall be attached to and incorporated into this Agreement as Exhibit A. PACE shall be operated pursuant to this Agreement and the Bylaws.

(b) Procedures for amending the Bylaws shall be as provided in the Bylaws so long as not inconsistent with this Agreement. Such amendments shall be binding upon all Members of PACE ("Members"). The effective date of any Bylaw amendment will be on the first day of the next month following adoption, unless otherwise stated.

6. DESIGNATION OF PROGRAM MANAGER

It is recognized that for PACE to develop and maintain a financially sound, cost-effective Program and to grow its membership, oversight of the Program must be provided by a party that has a demonstrated record of success in dealing with insurance and self-insurance programs of public agencies and in managing JPA's established for insurance-related purposes. To that end, it is agreed that Keenan & Associates shall be the Program Manager of PACE. Any decision to remove Keenan as the Program Manager shall be carried out in the manner provided in the Bylaws.

7. MEMBERSHIP IN PACE

(a) Each Signatory must be eligible for membership in PACE as defined in the Bylaws, and shall become a Member on the effective date of this Agreement or on the date that the Signatory becomes a party to this Agreement, whichever is later. Each public agency that becomes a Member shall be entitled to the rights and privileges of membership. By signing this Agreement each Signatory agrees to be subject to and bound by all terms and conditions of this Agreement and of the Bylaws.

(b) Upon approval the Executive Committee, any self-insured or fully insured California public agency or California JPA, may become a Member by executing a copy of this Agreement

(c) Each Member shall (i) pay its own insurance premiums for programs of commercial insurance purchased through PACE, (ii) make such contributions as the Board may deem necessary for any pooled self-insurance program established by PACE, (iii) maintain the minimum self-insured retention as may be set by the Board in conjunction with any insurance or self-insurance coverage arranged, established, or provided for by PACE, (iv) perform such other acts as are reasonably required by the Board in conjunction with the Program, and (v) with respect to self-insured Members securing TPA services through PACE, agree to the terms of the TPA services agreement.

7. WITHDRAWAL FROM OR TERMINATION OF MEMBERSHIP

(a) Any Signatory which has completed two complete years as a Member may voluntarily terminate this Agreement as to itself and withdraw from membership in PACE. Such termination and withdrawal of membership shall become effective subject and according to the conditions, manner and means set forth in the Bylaws.

(b) A Member may be involuntarily terminated from PACE as provided the Bylaws. Such removal from membership shall operate to terminate the Agreement as to such party, but shall have no effect on the continued operation of this Agreement with respect to other Signatories.

8. TERMINATION OF PACE

This Agreement and the JPA may be terminated effective at the end of any fiscal year by the affirmative vote of three-fourths (3/4) of the Members of PACE; provided, however, that PACE and this Agreement shall continue to exist for the purpose of disposing of all claims, distribution of assets, and all other functions necessary to conclude the affairs of PACE.

9. DISPOSITION OF PROPERTY AND FUNDS

(a) In the event of the dissolution of PACE, the complete recision, or other final termination of this Agreement by the Signatories then a party hereto, any property interest remaining in PACE following a discharge of all obligations shall be disposed of as provided for by the Bylaws.

(b) In the event a Signatory terminates its participation in this Agreement and membership in PACE, any property interest of that Signatory remaining in PACE following discharge of its obligations shall be disposed of as provided for by the Bylaws .

(c) The term "obligations," as referred to herein, shall include, but not be limited to, all payments required by law together with any other obligations incurred by PACE or a Signatory, as applicable, pursuant to this Agreement or the Program.

10. AMENDMENTS

This Agreement may be amended at any time in writing by agreement of by three-fourths (3/4) of the-current Signatories. Any such amendment shall be effective upon the date of final execution thereof, unless otherwise provided in the amendment.

11. SEVERABILITY

Should any portion, term, condition, or provision of this Agreement be decided by a court of competent jurisdiction to be illegal or in conflict with any law of the State of California, or be otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions, and provisions shall not be affected thereby.

12. LIABILITY

(a) Pursuant to the provisions of Sections 895, et seq., of the California Government Code, the Signatories are jointly and severally liable upon any liability which is otherwise imposed by law upon any one of the Signatories or upon PACE for injury caused by a negligent or wrongful act or omission occurring in the performance of this Agreement and the operation of the JPA.

If a Signatory is held liable upon any judgement for damages caused by such an act or omission and makes payments in excess of its pro rata share on such judgment, such Signatory is entitled to contribution from each of the other Signatories that were parties to the Agreement at the time of the

incident or action giving rise to the liability. A Signatory's pro rata share shall be determined in the same manner as for the disposition of property and funds as provided in the Agreement and the Bylaws.

(b) PACE may insure itself, to the extent deemed necessary or appropriate by the Board, against loss, liability, and claims arising out of or connected with this Agreement.

13. ENFORCEMENT

The Board is hereby given authority to enforce this Agreement. In the event suit is brought upon this Agreement by PACE and judgment is recovered against a Signatory, the Signatory shall pay all costs incurred by PACE, including reasonable attorney's fees as fixed by the court.

14. EXECUTION

Those public agencies who are the original Signatories to this Agreement shall be considered the founding Members of PACE. Each public agency that subsequently seeks to join PACE will be required to sign an "Agreement and Acceptance" form in substantially the same form as Exhibit B, the execution of which will cause the public agency to be deemed a Signatory of this Agreement

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed by their authorized officers thereunto duly authorized as set forth herein below.

SIGNATORIES:

Name of Agency: Town of Danville

Date: Sept. 4, 2014

By: Dennis M. Fiscaro

Title: PACE Board President

Name of Agency: City of Livingston

Date: Sept. 8 2014

By: Tom Zanniers

Name of Agency: Del Mar Union School District

Date: 9-14-14

By: Catherine Birks

Name of Agency: Municipal Services Authority

Date: [redacted]

By:

EXHIBIT A

Bylaws of PACE

[To be attached once approved by PACE Board of Directors]

EXHIBIT B

AGREEMEMT AND ACCEPTANCE OF AMENDED AND RESATATED JOINT EXERCISE OF POWERS AGREEMENT

WHEREAS, the undersigned public agency ("Agency") seeks to become a member of the Public Agency Coalition Enterprise ("PACE");

WHEREAS, the Board of Directors has approved the undersigned's application for membership in PACE,

NOW ,THEREFORE, in consideration of being granted membership in PACE, the Agency hereby accepts and agrees that, as of the Effective Date noted below, it shall be bound by all terms and conditions of the Amended and Restated Joint Exercise of Powers Agreement attached hereto, as if the Agency had been an original signatory thereto.

Insert Name of Public Agency

BY: _____

Name: Insert Name of Person Signing

Title: Insert Title of Person Signing

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6700

Staff Report

Item No: 4-6

To: **Lemoore City Council**

From: **Christal Schisler, Management Analyst**

Date: **August 7, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Notice of Completion – Road Maintenance Project**

Strategic Initiative:

☒ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the filing of the Notice of Completion for the Road Maintenance Project and authorize the City Manager or designee to sign document for recordation.

Subject/Discussion:
The City of Lemoore awarded the Road Maintenance project to Dryco Construction, Inc. on July 02, 2024.

The project, funded by Gas Tax consisted of micro surfacing, slurry seals, adding reclamite, crack filling, markings and striping throughout various streets within the City in the amount of $1,877,791.91 with a completion date of July 09, 2025.

Financial Consideration(s):
The overall budget and cost of this project was $1,877,791.91.

Alternatives or Pros/Cons:
Pro:

- Filing of the Notice of Completion will allow time for creditors to notify the City of unpaid bills and allow for the release of some of the bonds for the Contractor.

Con:

- None noted

Commission/Board Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends that City Council approve the filing of the Notice of Completion for the Road Maintenance Project and authorize the City Manager or designee to sign document for recordation.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025
List: Notice of Completion		

Recording Requested By:
For the benefit of the
CITY OF LEMOORE

When Recorded Mail to:

City of Lemoore
Marisa Avalos, City Clerk
711 W. Cinnamon Drive
Lemoore, CA 93245

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is **OWNER** or Agent of the **OWNER** of the interest or estate stated below in the property hereinafter described.
2. The **FULL NAME** of the **OWNER** is City of Lemoore
3. The **FULL ADDRESS** of the **OWNER** is 711 W. Cinnamon Drive, Lemoore, CA 93245
4. The **NATURE OF THE INTEREST** or **ESTATE** of the undersigned is: In Fee.

(if other than fee, Strike "In Fee" and insert, for example, "Purchaser under contract of purchase," or "Lessee.")

5. The **FULL NAMES** and **FULL ADDRESSES** of **ALL PERSONS**, if any, **WHO HOLD SUCH INTEREST** or **ESTATE** with the undersigned as **JOINT TENANTS IN COMMON** are:

Names	Addresses

6. The full names and full addresses of the predecessors in interest of the undersigned if the property was transferred subsequent to the commencement of the work of improvement herein referred to:

Names	Addresses

7. A work of improvement on the property hereinafter described was **COMPLETED** July 09, 2025
8. The work of improvement completed is described as follows: Road Maintenance Project
9. The **NAME OF THE ORIGINAL CONTRACTOR**, if any, for such work of improvement is: DRYCO Construction Inc.
10. The street address of said property is: Various streets within the City of Lemoore Ave. CA 93245
11. The property on which said work of improvement was completed is in the City of Lemoore County of Kings, State of California, and is described as follows:

Road treatments that include microsurfacing, slurry seals, reclamiting, crack filling, markings and stripings.

Date — Marissa Trejo, City Manager

Verification for **NON-INDIVIDUAL** owner: I, the undersigned, declare under penalty of perjury under the laws of the State of California that I am the **City Manager** of the aforesaid interest or estate in the property described in the above notice; that I have read the said notice, that I know and understand the contents thereof, and that the facts stated therein are true and correct.

Date and Place — Marissa Trejo, City Manager

Revised 9/22/2003

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744 ● Fax (559) 924-9003

Staff Report

Item No: 4-7

To: **Lemoore City Council**

From: **Josalynn Valdez, Finance Director**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Addition of Special Terms and Conditions to the Master User Fee Schedule**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the Addition of the Special Terms and Conditions to the Master User Fee Schedule.

Subject/Discussion:
The Special Terms and Conditions as listed below were previously on the 2020 Master User Fee Schedule. These conditions were unintentionally left off the updated user fee schedule. These terms and conditions have no fiscal impact or change to fee structure. The terms to be re-added are:

Deposits and Cancellation- The full amount of the deposit must be paid to reserve a facility. If a reservation is cancelled, this amount will not be refunded. The amount of deposit is dependent on the facility being rented. All deposits are refundable as long as there is not a cancellation and the facility is returned as found (no food, spills, debris).

Additional Costs- Upon review of an application, the City may determine additional costs associated with hosting a special event, in particular, weighted personnel costs (except direct personnel costs only for Service Clubs) for Police, Fire or Public Works personnel, deposits, rental of portable restrooms, refuse services, signage and other permits, may

be necessary. Stated per hour charge is for one meeting room, kitchen, conference room, court or designated space.

City of Lemoore Service Clubs- City of Lemoore Service Clubs will not be charged a facility rental fee for three (3) special events per calendar year, nor will they be charged a rental fee for their regular meetings.

Financial Consideration(s):
There is no fiscal impact.

Alternatives or Pros/Cons:
N/A

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends approval of the Addition of Special Terms and Conditions to the Master User Fee Schedule.

Attachments:	Review:	Date:
☐ Resolution:	I	
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025
List:		

City of Lemoore Park Rental Fees
SPECIAL TERMS AND CONDITIONS
Deposits and Cancellation
The full amount of the deposit must be paid to reserve a facility. If a reservation is cancelled, this amount will not be refunded. The amount of deposit is dependent on the facility being rented. All deposits are refundable as long as there is not a cancellation and the facility is returned as found (no food, spills, debris).
Additional Costs
Upon review of an application, the City may determine additional costs associated with hosting a special event, in particular, weighted personnel costs (except direct personnel costs only for Service Clubs) for Police, Fire or Public Works personnel, deposits, rental of portable restrooms, refuse services, signage and other permits, may be necessary. Stated per hour charge is for one meeting room, kitchen, conference room, court or designated space.
City of Lemoore Service Clubs
City of Lemoore Service Clubs will not be charged a facility rental fee for three (3) special events per calendar year, nor will they be charged a rental fee for their regular meetings.

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-8

To: **Lemoore City Council**

From **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Building Division Update – July 2025**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the July 2025 update for the Building Division.

Subject/Discussion:
See attached.

Financial Consideration(s):
N/A

Alternatives or Pros/Cons:
N/A

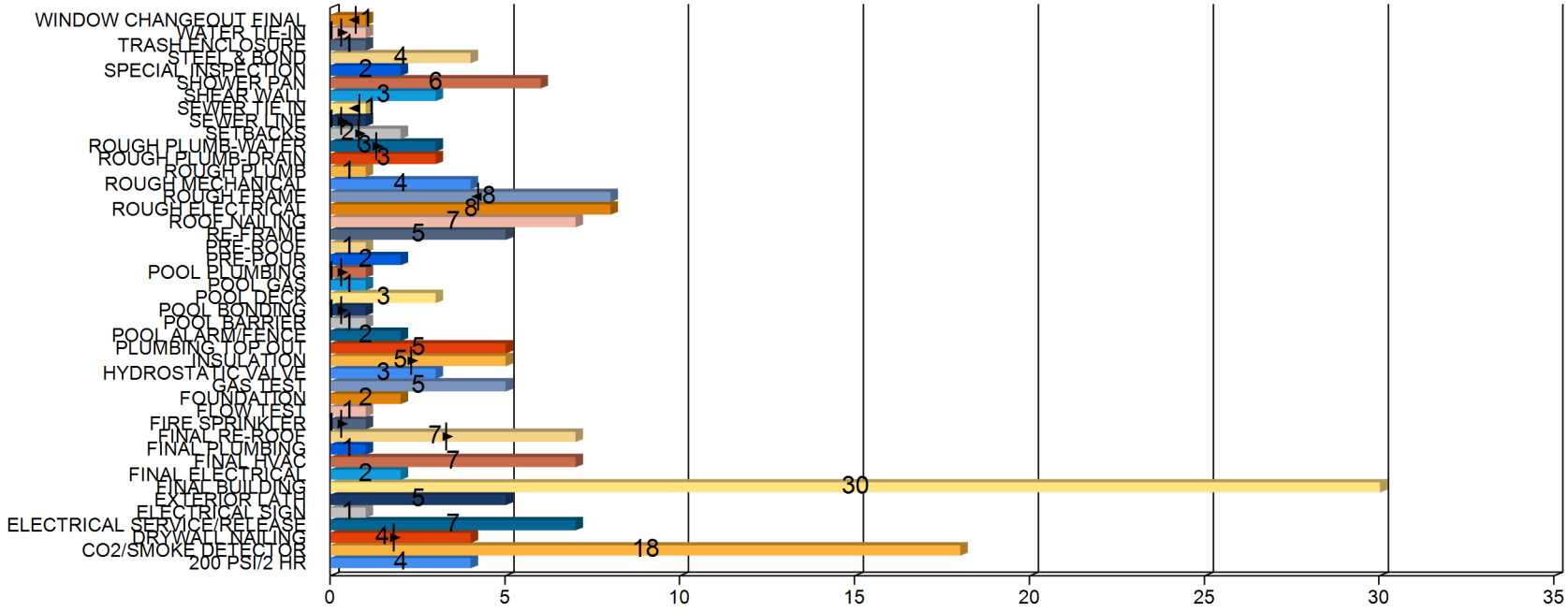
Commission/Board Recommendation:
N/A

Staff Recommendation:
Approval of the July 2025 update for the Building Division.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025

List: July 2025 Building Update

CITY OF LEMOORE
ALL INSPECTIONS BY ACTUAL END DATE BY INSPECTION TYPE (07/01/2025 TO 07/31/2025)



CITY OF LEMOORE
PERMIT ISSUANCE SUMMARY (07/01/2025 TO 07/31/2025)

Permit Type	Permit Work Class*	Permits Issued	Square Feet	Valuation	Fees Paid
Building (Commercial)	New Construction without Tennant Improvements	1	2,300	$1,000,000.00	$25,060.88
	Remodel	1	6,000	$2,000.00	$239.93
	BUILDING (COMMERCIAL) TOTAL:	**2**	**8,300**	**$1,002,000.00**	**$25,300.81**
Building (Residential)	Addition	1	649	$40,000.00	$1,543.68
	Remodel	5	3,088	$274,551.00	$4,606.38
	BUILDING (RESIDENTIAL) TOTAL:	**6**	**3,737**	**$314,551.00**	**$6,150.06**
Carport/Patio/Garage/Shed	Carport/Patio (Residential)	5	1,655	$38,193.00	$2,302.86
	CARPORT/PATIO/GARAGE/SHED TOTAL:	**5**	**1,655**	**$38,193.00**	**$2,302.86**
Electrical	Electrical (Commercial)	1	0	$30,000.00	$80.85
	Electrical (Residential)	2	2,743	$8,647.00	$337.38
	Electrical Service (Residential)	1	0	$500.00	$168.69
	ELECTRICAL TOTAL:	**4**	**2,743**	**$39,147.00**	**$586.92**
Encroachment	Concrete Replacement	2	0	$37,300.00	$287.48
	Utility Connections/Abandonment	1	0	$21,000.00	$143.74
	ENCROACHMENT TOTAL:	**3**	**0**	**$58,300.00**	**$431.22**
EV Charger	EV Charger	1	1,600	$342,000.00	$1,215.76
	EV CHARGER TOTAL:	**1**	**1,600**	**$342,000.00**	**$1,215.76**
HVAC	HVAC (Residential)	23	36,658	$412,696.00	$6,040.27
	HVAC TOTAL:	**23**	**36,658**	**$412,696.00**	**$6,040.27**
Local Street Closure Permit	Local Street Closure Permit	2	0	$0.00	$0.00
	LOCAL STREET CLOSURE PERMIT TOTAL:	**2**	**0**	**$0.00**	**$0.00**
Plumbing	Plumbing (Residential)	4	130	$15,038.00	$681.22
	Water Heater	6	8,007	$19,139.93	$1,149.06
	PLUMBING TOTAL:	**10**	**8,137**	**$34,177.93**	**$1,830.28**
Pool Draining	Pool Draining	1	0	$0.00	$0.00
	POOL DRAINING TOTAL:	**1**	**0**	**$0.00**	**$0.00**
Pool/Spa	In Ground	2	957	$158,100.00	$1,352.72
	POOL/SPA TOTAL:	**2**	**957**	**$158,100.00**	**$1,352.72**
Re-Roof	Re-Roof (Residential)	6	10,885	$68,100.00	$1,934.92
	RE-ROOF TOTAL:	**6**	**10,885**	**$68,100.00**	**$1,934.92**
Sign	Sign (Commercial)	1	0	$0.00	$84.85
	SIGN TOTAL:	**1**	**0**	**$0.00**	**$84.85**
Solar	Solar (Residential)	39	0	$875,105.04	$29,432.43
	SOLAR TOTAL:	**39**	**0**	**$875,105.04**	**$29,432.43**
SolarAPP	SolarAPP (Residential)	1	0	$9,500.00	$0.00
	SOLARAPP TOTAL:	**1**	**0**	**$9,500.00**	**$0.00**
Special Inspection	Special Inspection	3	0	$0.00	$503.07
	SPECIAL INSPECTION TOTAL:	**3**	**0**	**$0.00**	**$503.07**
Utilities Encroachment Permits	Utilities Encroachment Permit	8	0	$0.00	$1,144.79
	UTILITIES ENCROACHMENT PERMITS TOTAL:	**8**	**0**	**$0.00**	**$1,144.79**
Window Changeout	Window Changeout (Residential)	3	2,167	$32,349.00	$506.07
	WINDOW CHANGEOUT TOTAL:	**3**	**2,167**	**$32,349.00**	**$506.07**
	GRAND TOTAL:	**120**	**76,839**	**$3,384,218.97**	**$78,817.03**

** Click the + symbol next to Permit Work Class Name while in the browser to see Permit details for that Work Class.*

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-9

To: **Lemoore City Council**

From: **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Memorandum of Understanding Between the City of Lemoore and the Lemoore Police Officers Association – July 1, 2025 through June 30, 2027**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:

Approve the Memorandum of Understanding between the City of Lemoore and the Lemoore Police Officer's Association.

Subject/Discussion:

Summary of the major changes in the Memorandum of Understanding for the Lemoore Police Officers Association (POA) are listed below:

1. **Salary Adjustments** – Employees represented by the POA shall be compensated in accordance with the City Council-approved Salary Schedule as outlined below:

Effective September 1, 2025

- Police Officer – Range 87 (up 12%)
- Police Corporal – Range 94 (up 4%)

Effective July 1, 2026

- Police Officer – Range 90 (additional 3%)
- Police Corporal – Range 97 (additional 3%)

2. Effective September 1, 2025, the City's monthly contribution toward employees' **health benefits**, as provided under the City's cafeteria plan, shall be capped as follows:

- Employee Only Coverage: $1,150.00
- Employee + 1 Dependent Coverage: $1,800.00
- Employee + 2 or More Dependent Coverage: $2,100.00

3. **Education Incentive** – Lemoore Police Officers Association (POA)

For employees hired on or before August 19, 2025, education incentive pay shall be provided as follows:

- Associate's Degree: 5%
- Bachelor's Degree: 10%

For employees hired on or after August 20, 2025, education incentive pay shall be provided as follows:

- Associate's Degree: 3%
- Bachelor's Degree: 6%

4. Tuition Reimbursement may be applied to specialized training authorized by Police Chief.
5. Employees may use all Sick Leave for self or qualifying family member.
6. Catastrophic Leave conversion to take place based on conversion monetary value.

Financial Consideration(s):

None noted.

Alternatives or Pros/Cons:

Pros:

- Competitive compensation and benefits for recruitment and retention.

Cons:

- None noted.

Commission/Board Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the Memorandum of Understanding between the City of Lemoore and Lemoore Police Officers Association.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☒ Contract	☒ City Manager	08/11/2025
☐ Other	☒ Finance	08/11/2025
List:		

Memorandum of Understanding

Between and for

City of Lemoore

And

Lemoore Police Officers Association

July 1, 2025 – June 30, 2027

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ARTICLE 1

INTRODUCTION

Section 1 - Purpose:

This Memorandum of Understanding, hereinafter referred to as "MOU", entered into by the City of Lemoore, hereinafter referred to as "City", and the Lemoore Police Officers Association, hereinafter referred to as "Union", has as its purpose the creation of a full and entire understanding of the parties regarding the matters set forth herein, reached as a result of good faith negotiations regarding wages, hours, and other terms and conditions of employment for the employees covered hereby. Pursuant to Government Code section 3505.1, this MOU is jointly submitted to the City Council and recommended for approval.

Section 2 - Full Understanding, Modifications, Waiver:

A. This Memorandum of Understanding sets forth the full and entire understanding of the parties regarding the matters set forth herein, and any other prior or existing understanding or MOU by the parties, whether formal or informal, regarding any such matters are hereby superseded or terminated in their entirety.

B. Except as specifically provided herein, it is agreed and understood that each party hereto voluntarily and unqualifiedly waives its right and agrees that the other shall not be required to negotiate with respect to any subject or matter covered herein during the term of this MOU.

C. No agreement, alteration, understanding, variation, waiver, or modification of any of the terms or provisions contained herein shall in any manner be binding upon the parties hereto unless made and executed in writing by all parties hereto and, if required, approved by the City Council.

D. The waiver or breach of any term or condition of this MOU by either party shall not constitute a precedent in future enforcement of all its terms and provisions.

E. Existing practices and/or benefits within the scope of representation per the Meyers-Milias-Brown Act (Government Code §3500, et seq.), which are not referenced in this Memorandum of Understanding, shall continue without change unless modified or abolished pursuant to the meet and confer process.

ARTICLE 2

NON-DISCRIMINATION

The City and the Union agree that each shall not discriminate in any aspect of employment or membership based on political affiliation, race, religious creed, color, national origin, ancestry, gender, marital status, sexual orientation, age, medical condition, physical disability, or any other protected class under applicable law.

ARTICLE 3

RECOGNITION

Section 1 - Definition of Bargaining Unit:

The City of Lemoore formally recognizes the Lemoore Police Officers Association as the exclusive recognized Public Safety employee organization consisting of all Lemoore Police Officers and Corporals.

Section 2 - New and/or Changed Classifications:

If new classifications are established by the City and added to the bargaining unit or if the duties of existing classifications are substantially changed, a proposed wage scale shall be assigned thereto, and the City shall forward the new or changed class and proposed wage to the Union for review. The contract will then be subject to reopening for the sole purpose of negotiating a wage for the class, and only if so requested by the Union.

ARTICLE 4

UNION SECURITY

Section 1 – Dues and Other Deductions:

It is agreed that Union dues and other deductions, as may be properly requested, and lawfully permitted, shall be deducted in accordance with the provisions of applicable State law on a bi-weekly basis by City from the salary of each employee within the unit who files with the City a written authorization requesting the deductions be made. Remittance of the aggregate amount of all Union deductions made

from salaries of employees within the unit shall normally be made to the Union by City within seven (7) business days of the last pay day of the month. It is agreed that the City assumes no liability for any actions taken pursuant to this section, and in accordance with Government Code section 1157.12, the Union agrees to indemnify and hold harmless the City from all claims, demands, suits or other forms of liability that may arise against City for or on account of any deduction made from the wages of such employees pursuant to this MOU.

Section 2 – Uninterrupted Provision of Service:

It is agreed that the continued and uninterrupted provision of service to the public is of paramount importance. Therefore, City agrees that it will not lock out employees, and Union agrees that neither the Union, nor any person acting on its behalf, nor any employee in a classification represented by the Union, nor any combination thereof, shall cause, authorize, engage in, encourage, or sanction a work stoppage or slow down against the City, or the concerted failure to report for duty, or abstinence from the full and faithful performance of the duties of employment, including compliance with the request of another Bargaining Unit to engage in such activity.

If the City determines to its satisfaction that an employee is, or has, engaged in any activity prohibited by Paragraph 1 of Section 2 of this Article, the City may withhold that employee's wages and other City-paid benefits and/or take whatever other action it deems appropriate.

If employees covered by this MOU or the City determines to its satisfaction that the Union is, or has, engaged in any activity prohibited by Paragraph 1 of Section 2 of this Article, the City may take legally available remedial action.

The Union recognizes the duty and obligation of its representatives and members to comply with the provisions of this MOU and to make every reasonable effort toward inducing all employees to fully and faithfully perform their duties, recognizing with City that all matters of controversy within the scope of the MOU shall be settled by the grievance procedure contained in City's Personnel Guidelines or other legally available remedies.

Nothing in this Article prejudices the position of either party regarding the legality of strikes in the State of California.

ARTICLE 5

RIGHTS OF PARTIES

Section 1 - Employee Rights:

A. Employees shall have the right to refuse to join or participate in any employee organization and shall have the right to represent themselves in their employment relations with the City. Pursuant to the U.S. Supreme Court's decision in *Janus v. AFSCME* (2018) 138 S.Ct. 2448, employees who exercise such right of refusal or self-representation shall not have any union dues or union-related fees deducted from their salary.

B. No person, in the City or Union, shall directly or indirectly interfere with, restrain, coerce, or discriminate against any employee or group of employees in the free exercise of their right to organize and designate representatives of their own choosing for the purpose of collective bargaining in accordance with the Meyers-Milias-Brown Act, or in the free exercise of any other right under this MOU.

C. The provisions of this MOU shall be applied equally to all employees without discrimination as to political affiliation, race, religious creed, color, national origin, ancestry, sex, marital status, sexual orientation, age, medical condition or physical disability, any other protected class under applicable law.

D. Any reference in this document to gender is to be construed as applying to all employees regardless of gender.

E. No person shall directly or indirectly interfere with, restrain, coerce, or discriminate against any employee in the free and lawful exercise of their right of free speech except when acting as an agent or employee of the City, where the employee's actions or speech, while acting in their official capacity, is reasonably likely to result in disruption to the efficient operation of the City's government functions, or as otherwise authorized by applicable law.

Section 2 - Management Rights:

The Union recognizes that the Rights of the City derive from the Constitution of the State of California and the government Code and not from this MOU.

The Union recognizes and agrees that the exercise of the express and implied powers, rights, duties and responsibilities by the City, such as the adoption of Policies, Rules, Regulations and Practices and the use of judgment and discretion in connection therewith shall be limited only by the specific and express terms of this MOU and the City's obligations under California Government Code sections 3500 et seq. (Meyers vs Milias Brown Act).

The Union recognizes that the City has and will continue to retain, whether exercised or not, the unilateral and exclusive right to operate, administer and manage its Municipal Services and work force performing these services limited only by the specific and express terms of this MOU. The exclusive rights of the City shall include but not be limited to, the right to determine the reorganization of City government and the mission of its constituent agencies; to determine the nature, quantity and quality of services to be offered to the public and to determine the means of operations, the materials and personnel to be used, and the right to introduce new or improved methods or facilities and to change or alter personnel, methods, means, materials and facilities; to exercise control and discretion over its organization and operation through its managerial employees; to establish and effect Rules and Regulations consistent with the applicable law and the specific and express provisions of this MOU; to establish and implement standards of selecting City personnel and standards for continued employment with the City; to direct the work force by determining the work to be performed, the personnel who shall perform the work; to take disciplinary action; to relieve its employees from duty because of lack of work, funds or for other reasons; to determine whether goods or services shall be made, purchased or contracted for; and to otherwise act in the interest of efficient service to the community. The Union recognizes and agrees that the City retains its rights to take whatever actions it deems appropriate during an emergency, including suspension of specific appropriate terms of this MOU. The determination of whether an emergency is to be declared is solely within the discretion of the City. When an emergency is declared, the City shall immediately notify the Union. The Union agrees it will abide by such emergency decisions of the City during the time of the declared emergency. The City and the Union agree to meet and confer on related matters at the call of either party, as soon thereafter as practicable.

Where required by law, the City agrees, prior to implementation, to meet and confer with the Union over the impact of the exercise of a right of management upon the wages, hours and terms and conditions of employment on Bargaining Unit members unless the impact of the exercise of a right of management upon Unit members is provided for in this Memorandum of Understanding, City Rules and Regulations, or Departmental Rules and Regulations in place at the time this MOU becomes effective.

ARTICLE 6

UNION BUSINESS

Section 1 - Granting of Leave:

Members of the bargaining unit selected to serve as authorized representatives of the Union shall be certified in writing to the City. Each representative will be expected to perform his duties as a representative of the Union on his own time. However, it is recognized that from time to time it will be necessary for Union activities to be conducted during working hours; for example, investigation and processing of complaints, disputes, and grievances, and attendance at union meetings (not to exceed a reasonable amount of time). It is further recognized that there are reasonable limited deviations from

this policy, such as posting of Union notices and distribution of Union literature, which do not require substantial periods of time. Where such activities are necessarily or reasonably to be performed during working hours, they may be done without loss of pay to the representative involved, provided the representative notifies his on-duty supervisor, whenever possible, prior to taking time from duty to engage in Union business that exceeds one hour. All Union activity will be reported on an appropriate time reporting form provided by Management.

Section 2 - Negotiating Team:

Not more than two (2) members of the bargaining unit's negotiating team shall be allowed to attend and travel to and from collective bargaining negotiations for a successor to this Agreement in on-duty status. If a negotiations session is scheduled on the regular workday of a member, the member shall be entitled to his/her regular compensation payments regardless of the duration of the negotiations session or travel. However, compensation will not be paid for hours exceeding the members' normal work schedule.

Section 3 - Management / Labor Meetings:

The Police Chief, or designee, shall meet monthly, if necessary, with representatives of the Union. The purpose of said meetings is to informally discuss matters of concern and/or interest to either party. On-duty time shall be provided for two (2) Union representatives, and may be increased if both parties mutually agree.

Section 4 - Attendance at Hearings:

Leave of absence with pay may be granted to officers of the Union, not to exceed two (2) officers, to attend grievance and arbitration hearings. Such leave will require prior approval of the City.

Section 5 – Donation of Vacation to Union Leave Bank:

The City agrees to the creation of a Time Bank established with voluntarily donated accrued paid leave (excluding sick time) for the use of Union officers for attendance at conference and/or training that will enhance the performance of their representational duties. The Union will amend its bylaws to establish an approval system to protect against abuse of this provision.

ARTICLE 7

ACCESS TO CITY FACILITIES AND INFORMATION

Section 1 - Access by Non-Employee Union Representatives:

Authorized non-employee Union representatives will be given access to non-secure work locations during working hours to investigate and process grievances or post bulletins on the bulletin board(s) without unreasonable interference with employee work. The Union shall give the department head and the City Manager a written list of such authorized Union Representatives. Only those people whose

names appear on the current list shall be granted access under this provision.

Section 2 - Access to Recruits:

The Union Representative will be given a reasonable amount of on-duty time to meet with the new bargaining unit member with an end toward education of each employee of the rights and benefits under the collective bargaining agreement, as well as other Union benefits.

Section 3 - Access to City Information:

The City shall make available to the Union, upon its reasonable request, any existing information, statistics and records relevant to negotiations or necessary for proper enforcement of the terms of this agreement.

Section 4 - Access to City Communications System:

The City's interdepartmental messenger service may be used for communication between employees who are represented by the Union and between the paid staff of the Union's officers or officials.

Section 5 - Notice of City Council Meetings:

The City will make available to the Union a copy of each of the City Council's regular public meeting agenda in advance of the regular Council meeting.

Section 6 - Ballot Boxes:

The Union shall be permitted, with the prior notification to the Chief of Police, to place ballot boxes at Police Headquarters for the purpose of collecting members' ballots on all Union issues subjected to ballot, except ballots regarding job actions. Such boxes shall be the Property of the Union and neither the ballot boxes nor the ballots shall be subjected to the City's review.

ARTICLE 8

DISCIPLINE AND DISCHARGE

Section 1 - Standards for Discipline:

A. No employee shall be reduced in pay or position, suspended, discharged, or subjected to disciplinary action except for just cause.

B. Discipline will be applied in a corrective, progressive and uniform manner.

C. Progressive discipline shall take into account the circumstances surrounding the incident, the nature of the violations, the employee's record of discipline, and the

employee's record of performance and conduct.

Section 2 - Working Off Suspension:

Officers suspended up to a maximum of ten (10) working days may, upon the officer's request and at the Chief's discretion, forfeit vacation designated by the Chief for a period equal to the suspension. The provisions of this Section shall apply solely to suspensions which are agreed to by the officer and no appeal may be instituted on suspensions where the officer has agreed to the suspended time.

Section 3 – Police Officer's Rights:

It is agreed that the Government code sections 3300 through 3311, commonly referred to as the Police Officer's Procedural Bill of Rights, be included in this Agreement by reference.

ARTICLE 9

SENIORITY

Section 1 - Overall Seniority:

"Seniority" for the purposes of vacation accrual shall be computed on the basis of total uninterrupted length of continuous service with the City. Such seniority shall hereinafter be defined as "Department Seniority."

Section 2 - Department Seniority:

Department Seniority is defined as an employee's most recent period of unbroken, continuous service with the Police Department. Officers shall not attain department seniority until completion of the required probationary period, at which time department seniority shall relate back to the commencement of the most recent period of continuous employment with the Police Department.

Section 3 - Classification Seniority:

Classification seniority is defined as the period of most recent continuous service in the officer's classification. Officers shall not attain classification seniority until completion of the probationary period in the classification, at which time seniority classification shall relate back to the most recent date of appointment to such classification.

Section 4 - Ties in Seniority:

Whenever two (2) or more officers have the same hire date, the order of seniority shall be determined by lottery selection. The names of all officers having the same hire date will be drawn at random, one (1) name at a time until all names are drawn. The order of selection shall determine the order of seniority, with the officer whose name is drawn first having the greater seniority.

Lottery selection will be made by the Chief or his representative in the presence of a Union representative.

Section 5 - Forfeiture of Seniority:

An officer shall forfeit seniority rights only for the following reasons:

A. The officer resigned and has not been reinstated within two (2) years of the date of resignation.

B. The officer is dismissed and is not reinstated.

C. The officer is absent without leave for a period of five (5) scheduled working days or more. Exceptions to this may be made by the City on the grounds of good cause for failure to report.

D. The officer retires on a regular service retirement.

E. If, following a layoff, the officer fails or refuses to notify the department of his intention to return to work within fourteen (14) calendar days from the date written notice of such recall is sent, by certified mail, to his last known address on record with the department or having notified the department of his intent to return to work, fails to report for duty on or before said fourteenth calendar day or effective day of the notice to return to work, whichever is later. Exceptions to this may be made by the City on the grounds of good cause for failure to notify or report. The officer will be advised during layoff processing of the necessity of a current address on record with the department.

Section 6 - Seniority Credits:

A. In computing seniority, credit shall be given for all classified service in the Police Department, except that a resignation or discharge shall be considered a break in service and seniority credit shall not be given for any service rendered prior to that break.

B. Seniority credits for periods of absence from one class in order to temporarily fill in another position shall be credited in the former position.

C. Seniority credit shall be allowed upon return from absence from a position in the classified service as a result of disability retirement, not to exceed three years. This seniority credit shall be used only in the computation of shift selection, days off, annual leave selection, layoffs and seniority points on promotion.

D. In the event an officer is separated from the department as a result of disciplinary action and subsequently reinstated to his position, as a result of arbitration, commission or court decisions, his seniority shall be maintained from the original date of hire unless the arbitrator, commission or court orders otherwise.

ARTICLE 10

COMPENSATION

Section 1 – Salary and Educational Incentives:

Employees represented by the Lemoore Police Officers Assocation (POA) shall be paid in accordance with the City Council approved Salary Schedule as follows:

Effective September 1, 2025:

Police Officer Range 87

Police Corporal Range 94

Effective July 1, 2026:

Police Officer Range 90

Police Corporal Range 97

Section 2 – Bonuses and Incentives:

A. **Longevity Bonuses**: Effective through the term of this MOU, the City will continue to provide longevity bonuses for Officers as per the following schedule:

i. $5,000 upon completion of the 5th year of consecutive service
ii. $5,000 upon completion of the 10th year of consecutive service
iii. $5,000 upon completion of the 15th year of consecutive service
iv. $5,000 upon the completion of the 20th year of consecutive service
v. $5,000 upon the completion of the 25th year of consecutive service (retroactive to officers who have passed the 20th year.)

B. **Spanish Proficiency Pay:** Effective through the term of this MOU, the City will provide Spanish Proficiency pay, which will be calculated and paid at 2.5% of base pay. Spanish Language Proficiency will be tested and/or verified in a manner to be determined by the City, and begin in the month following verification. Any cost associated with the testing will be borne by the employee.

C. **Duty/Assignment Pay:** Effective through the term of this MOU, the City will

provide the following incentive pays for specialty duties:

1. Field Training Officer: Employees assigned as Field Training Officers will receive a premium pay of $2.00 per hour while actually spent training a designated trainee.
2. Narcotics Task Force: Employees assigned as to the Narcotics Task Force will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment.
3. Gang Task Force: Employees assigned as to the Gang Task Force will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment.
4. Detective: Employees assigned as a Detective will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment. Detectives will be available for rotational duty to receive calls related to their primary duties and for callback, including the expectation of response time, outside of their regular working hours as prescribed by Department policy. Detectives, during their assigned rotation, will be compensated for time worked for official phone calls taken or made while off-duty. Time spent in such activity that is less than 10 minutes is considered as de-minimis and not compensable.
5. Youth Development Officer: Employees assigned as a Youth Development Officers will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment.
6. Motorcycle Officer: Employees assigned as a Motorcycle Officers will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment.
7. Canine Officer: Employees assigned to maintain police canines in their homes will receive premium pay equal to 10% of their base pay as full compensation for those hours spent in the home-care of their assigned animals. This compensation is agreed to satisfy any requirements of the Fair Labor Standards Act in that it represents appropriate compensation for the fluctuating, unsupervised, and unrecorded compensable hours of work.
8. POP Officer: Employees assigned to Problem-Oriented Policing will receive a premium pay equal to 3.5% of their base pay for the duration of the assignment.

D. **Tuition Reimbursement:** Effective through the term of this MOU, the City agrees, that for employees covered under this MOU, the amount of funding under the tuition reimbursement program will be $1,500 per year for lower-division coursework and $3,000 per year for upper-division coursework. Specialized training approved by the Police Chief is eligible for Tuition Reimbursement.

E. **Education Incentive:** For all employees hired on or before August 19, 2025, Education Incentive shall be paid as follows:

a. Associate's Degree 5% of base pay

b. Bachelor's Degree 10% of base pay

For all employees hired on or after August 20, 2025, Education Incentive shall be paid as follows:

a. Associate's Degree 3% of base pay

b. Bachelor's Degree 6% of base pay

ARTICLE 11

COURT APPEARANCES AND CALLBACKS

Section 1 - Court Appearances:

Minimum Payments. When an employee is required to appear in court as a result of his or her official duties, during the employee's non-scheduled work period, the employee shall receive, at the employee's option, a minimum of three (3) hours pay or compensatory time off at the rate of one and one-half (1.5) the employee's regular rate of pay.

Section 2 - Call Backs:

Call back time is defined as when an employee is called back to work after the completion of a normal workday to perform work for the department, except when an employee is called to work one hour or less prior to the employee's work schedule. When an employee is called back to work, the employee shall receive, at the employee's option, a minimum of three(3) hours pay or compensatory time off at the rate of one and one-half (1.5) the employee's regular rate of pay.

ARTICLE 12

CLOTHING

Section 1 - Uniform Allowance:

A. The City shall provide the following equipment to newly hired Police Officers and Corporals:

One pair pants – B Class (style #74326 - Midnight Navy)
One long sleeve shirt – B Class (style #72345 - Midnight Navy)

Two short sleeve shirt- B Class (style #71177 - Midnight Navy)
One pair Class A pants (Midnight Navy)
One long sleeve Class A shirt (Midnight Navy)
One Double Duty jacket (style #48096 - black)
One pair boots (black)
One Tie with tie bar
Two name tags
One duty belt with all department issued equipment
One body armor vest

Upon separation of employment with the Lemoore Police Department, all duty gear and other assigned gear shall be returned, as well as all City patches.

B. For officers assigned to the motorcycle traffic unit, the City shall furnish safety equipment consisting of: a motorcycle helmet with communications equipment, a leather police jacket, or optional type jacket approved by the Division Commander, one (1) pair winter gloves. The City will also provide for two (2) pair of uniform riding breeches and one (1) pair of motorcycle boots. Should the uniform breeches, boots be damaged as a direct result of the motorcycle assignment, replacement by the City will be evaluated on a case by case basis. Replacement of motorcycle boots due to normal wear and tear will be based on approval by the Division Commander. All other uniform related replacement will be the responsibility of the motor officer and will fall under the annual uniform allowance stipend.

C. Officers assigned to the Central Valley SWAT Team will be provided the necessary uniforms and equipment as listed in the Central Valley Regional SWAT Policies AND Procedures Manual.

D. Officers assigned to Gang Task Force will be provided two (2) sets of complete uniforms and a tactical vest required of their assignment. Uniform replacement after initial assignment will be the responsibility of the individual officer and shall fall under the annual uniform allowance stipend.

For the term of this Agreement only, the City shall pay a uniform allowance of $1200, by separate check, for maintaining said safety equipment. The uniform allowance shall be paid the last pay period of November.

E. The City agrees to repair or replace both personal and City-owned uniforms, equipment and property damaged or destroyed on duty unless gross negligence can be shown on the part of the officer. Repair or replacement of the following items shall not exceed the following costs: Watches, actual cost not to exceed $25.00; corrective lens, excluding frames, actual cost not to exceed reasonable replacement of damaged item(s); eyeglass frames not to exceed $65.00. Receipts will be required prior to payment by the City. Repair or replacement of non-listed items shall not exceed reasonable costs for only those items that are normally associated with an officer's on duty status.

Section 2 - Body Armor:

Body armor shall be replaced as follows:

A. At the employee's request, the City agrees to replace all protective body armor no later than one hundred eighty (180) days after the expiration of any manufacturer's warranty regarding the fitness of the product to perform its intended function.

B. The City will not permanently issue used body armor without the consent of the Union.

Section 3 - Service Weapons:

The City agrees to furnish all newly hired officers with a duty firearm, ammunition, and carrier upon their date of hire.

ARTICLE 13

ACTING PAY

The provisions of this section outline the circumstances when an employee will receive compensation for the performance of duties in a higher classification than they normally perform. The following criteria must be met:

1. The performance of the duties of the higher classification must encompass the full range of responsibilities of the higher classification.

2. The performance of such duties must be for an extended period of time, wherein a need exists to fulfill the duties and responsibilities of the vacant position. An extended period of time is generally considered as an assumption of duties and responsibilities that will last in excess of two (2) weeks.

3. Out-of-Class compensation shall be allowed only after written recommendation of the Department Head and concurrence by Human Resources with approval by the City Manager. Recommendation and designation shall be accomplished prior to the assumption of higher classification responsibilities

4. Out-of-Class pay shall only be authorized for those individuals whom are working out of class with the City actively recruits for a permanent vacancy, and all other provisions of CalPERS Circular 200-021-18.

5. Rate of pay will be the greater of 5% above the employee's regular pay rate or the minimum (Step 1) of the higher position's pay range.

6. Personnel Action Forms are required in advance to document change in pay rate for the duration of the assignment.

7. Under this provision, out of class pay will be paid retroactively beginning day 1, upon approval of the out of class pay by the City Manager.

8. When the assignment is complete, the employee's salary shall be readjusted to its previous level. The employee's date of hire and anniversary date will remain unchanged throughout the temporary assignment.

ARTICLE 14
DISABILITY INSURANCE

The City agrees to offer employees the option to purchase voluntary long term disability insurance through PORAC. Employees are to be responsible for 100% of the premiums.

ARTICLE 15

HEALTH INSURANCE AND CAFETERIA PLAN

Section 1 – Premium Shares:

Effective September 1, 2025, the City's monthly contribution to the employees' health benefits covered by the City's cafeteria plan is capped as follows:
$1,150.00 for Employee Only Coverage,
$1,800.00 for Employee + 1 Dependent Coverage, and
$2,100.00 for Employee +2 or More Dependent Coverage
Any health benefit coverage the employee chooses from the health insurance plan which the City's contribution does not cover will be the employee's responsibility. The employee may use his or her Flexible Spending benefits, if she or he has elected such benefits, to pay for any premium cost above the City's contribution. If the employee elects health benefit coverage that costs less than the City's maximum contribution, the City will not pay the difference between the employee's premium costs and the City's maximum contribution. Health insurance costs will be deducted bi-weekly from the employee's gross paycheck.

Section 2 – Health and Benefits Committee:

A. The City and the Union agree to continue using the Health and Benefits Committee for

the review of benefits plans and to formulate recommendations regarding changes in those programs.

B. The City agrees that the Union may designate one committee member to represent the interests of the Union.

C. The Union representative will be responsible for notifying the City and the Health Benefits Committee, in the event the Union does not agree with a committee recommendation.

D. Unless the Union representative notifies the City of a disagreement, per Section C above, the parties agree that the Committee process will fulfill all meet and confer obligations.

Section 3 – Health Insurance Opt-Out:

The City will no longer provide health insurance opt out benefits to new employees or to those who do not currently receive the insurance opt out. "Currently" will be defined as those employees receiving health insurance opt out benefits as of October 15, 2017. Employees who currently receive health insurance opt out benefits, can continue to receive it until they are no longer employed by the City or if they choose to receive health insurance. Health insurance opt out benefit allocations shall remain at the same rate of $359.52, regardless of increase in health insurance benefits or contributions by the City for health insurance.

ARTICLE 16

DEFERRED COMPENSATION

The City will continue to provide a dollar-for-dollar match, up to 3% of the employee's base wage, for voluntary employee contributions into the deferred compensation program. The City match will be capped at 3%.

ARTICLE 17

CATASTROPHIC LEAVE

a. Catastrophic leave benefits have been established for City employees who have exhausted all accumulated vacation, sick leave and compensatory time off. The purpose of this benefit is to provide a portion or all of the employee's pay during the time the employee would otherwise

be on medical leave of absence without pay pursuant to the City's Personnel Rules. Catastrophic leave benefits are contingent on the receipt of donated time in the manner described below.

b. Catastrophic leave shall conform to the guidelines for leave of absence without pay set forth in the City's Personnel Rules except that, during the portion of the leave of absence that is also catastrophic leave, the employee will be paid. Although employees on catastrophic leave will receive catastrophic pay, for all other purposes, except as indicated below, such employees will be considered on leave of absence without pay pursuant to the City's Personnel Rules and they shall not accrue any leave rights while on catastrophic leave.

c. In no event, may an employee take more than six (6) months of catastrophic leave during any twelve (12) month period. To calculate the remaining leave entitlement, the balance shall be any balance of the six (6) months that has not been used during the immediately preceding 12 months.

d. Catastrophic leave and leaves of absence without pay shall run concurrently.

e. An employee is eligible for catastrophic leave when the employee faces injury, prolonged illness (based on documented medical evidence), or death of the employee or a family member which will result in the employee being absent from work. Family members include the employee's spouse, parent, child, foster child, or other family member approved by the City Manager.

f. Catastrophic leave requests are not accepted, or considered, for pregnancy related leave. Any event during pregnancy or birth that has resulted in a significant medical condition or illness may be considered.

g. Any City employee may donate vacation and/or compensatory time to any covered employee who meets the conditions described above. Employee may not donate sick leave, holiday, floating holiday, or any other leaves.

h. Employees (or their designees) requesting establishment of a catastrophic leave bank must submit a written request to Human Resources. The request must provide sufficient information to enable the City Manager, or designee, to determine whether the reason for the leave qualifies as catastrophic. This information will be maintained confidentially to the extent required by law. Catastrophic leave requests for injury/illness must include supporting medical verification from a licensed physician. Leave requests must include the estimated date of

return to work.

i. Catastrophic leave may be considered for an employee who has not exhausted all of his or her personal sick leave due to the Family Sick Leave policy (cap of 48 hours per fiscal year). In the event that the City Manager authorizes catastrophic leave based on the information provided by the employee, the employee will be allowed to use remaining sick leave balances during the approved catastrophic leave period. No request for leave hour donations will be requested from other employees, until such time that leave balances of the requesting employee have been exhausted.

j. Human Resources will canvass employees for leave donations and donations are voluntary.

k. Donations must be made on the City-approved authorization form submitted to Human Resources to be deducted in the order received. All donations are irrevocable. Donations are taxable on the part of the recipient, in accordance with IRS regulations, and are subject to withholding as required by law.

l. Donations must be a minimum of two (2) hours. The donated hours will be converted to a dollar value based on the donor's hourly rate and then converted to an hourly donation to the recipient equivalent to the value.

m. Health insurance coverage and retirement contributions will continue in the same manner as if the recipient employee was on sick leave. The recipient employee will not accrue sick leave or vacation benefits while using catastrophic leave.

n. Catastrophic leave shall be terminated when one or more of following occurs:

    i. The employee has exhausted six (6) months of catastrophic leave during the period defined in Section 60-10, II(c) above.

    ii. The employee has exhausted all of his or her rights under the City's Personnel Rules for unpaid medical leaves of absence, whether paid in part or in full from catastrophic leave.

    iii. Donated leave balance has been exhausted.

iv. Death of the ill or injured employee or subject family member.

v. The employee returns to full-time, active City employment

ARTICLE 18

RETIREMENT

Section 1 – Classic Members:

A. Sworn officers hired prior to January 1, 2013, or those hired on or after that date that are not designated as "new members" of the California Public Employee's Retirement System (CalPERS) as defined by the Public Employees' Pension Reform Act of 2013 (PEPRA) shall participate in the 2% @ 50 retirement plan as classic members.

B. Effective January 1, 2015, each represented employee not currently contributing to the employee cost of the PERS retirement benefit ("classic employees") shall commence paying 2% (two percent) of the cost of the employee's contribution currently paid by the City. The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

C. Effective January 1, 2016, each represented classic employee shall pay an additional 2% (two percent) of the cost of the employee's contribution currently paid by the City, for a total classic employee contribution of 4% (four percent). The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

D. Effective January 1, 2017, each represented classic employee shall pay an additional 2% (two percent) of the cost of the employee's contribution currently paid by the City, for a total classic employee contribution of 6% (six percent). The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

Section 2 – New Members:

A. Sworn officers hired on or after January 1, 2013 and designated as "new members" of CalPERS as defined by PEPRA shall participate in the 2.7% @ 57 retirement plan as new members.

B. New members pay the entire employee contribution rate reviewed and set annually by CalPERS.

ARTICLE 19

HOLIDAYS

The City provides paid holidays on the following days:

New Year's Day	President's Day	Memorial Day	Independence Day
Labor Day	Veterans Day	Thanksgiving Day	Day after Thanksgiving
Christmas Eve	Christmas Day	New Year's Eve	Martin Luther King, Jr. Day

Unless otherwise noted, holidays are compensated at the rate of eight (8) hours. If a holiday falls on a Saturday, the City shall provide pay for Friday. If a Holiday falls on a Sunday, the City shall provide pay for Monday.

Safety Employees have the option to use the paid holiday or alternate day if scheduled on a holiday, or get paid in lieu of the holiday. Employees must make their election to receive Holiday-In-Lieu pay prior to the beginning of the fiscal year. Holiday-In-Lieu benefits shall be compensated in the pay period in which the holiday occurs.

FLOATING HOLIDAYS

Additionally, the City shall provide the following with respect to Floating Holiday:

a. Employees shall earn 48 hours of Floating Holiday for Fiscal Year 2022.
b. Employees may cash out up to thirty (30) hours of floating holiday time between payroll dates occurring on July 16, 2021 through December 31, 2021.

c. The Floating Holiday will be accrued by all regular employees as of the first day of each Fiscal Year.

d. Floating Holiday hours will be prorated based on the number of remaining pay periods in a fiscal year for any employee hired after July 1 of each year.

e. Floating Holidays may be used at any time during the year upon approval of a supervisor, including the days directly before and after a City holiday. Supervisor approval of use of Floating Holidays is required prior to utilizing the Floating Holiday leave. Use of Floating Holiday leave may not result in the need for additional overtime to cover shifts.

f. The Floating Holidays must be used within the Fiscal Year in which they are accrued. Any Floating Holiday hours which have not been cashed out, or taken,by

the end of the fiscal year in which they were accrued, will be forfeited back to the City.

g. Authorization for use of the Floating Holidays will be subject to the approval of the employee's supervisor.

ARTICLE 20

VACATION

Vacations are considered essential to the employee's welfare and they are granted by the City to allow employees relaxation and rest from their duties. All full-time regular employees shall be entitled to annual leave with pay as provided below.

Section 1 - Vacation Allowance:

Employees are entitled to an annual paid vacation after completion of service with the City as follows:

MONTHS OF SERVICE	DAYS OF VACATION PER YEAR	Bi-Weekly ACCRUAL	MAXIMUM ACCRUAL
0-24 months of service	11	3.38 hours	226 hours
25 to 48 months of service	13	4.00 hours	258 hours
49 to 108 months of service	15	4.62 hours	290 hours
109 to 168 months of service	18	5.54 hours	338 hours
169 to 239 months of service	19	5.85hours	354 hours
240 months and above	20	6.15	370 hours

Vacation accruals will occur on a bi-weekly basis.

Section 2 - Vacation Accumulation:

Vacation accruals can be carried from year to year, as long as the employee does not allow the accrued leave balance to exceed twice his/her annual accrual rate, unless specifically approved in writing by the Department Head. In the event the City is unable to schedule vacation and an employee is subject to loss of accrued earnings, the employee shall be permitted to utilize such vacation prior to such loss.

Section 3 - Continuous Service Defined:

A. Continuous service shall mean service in the classified service in any classification

since original regular appointment, excluding any time prior to a break in service.

B. As used in this Section, years of completed continuous service shall include, but not be limited to, all time while the employee is on sick leave and/or vacation pay.

C. Neither military leave nor leaves of absence without pay shall constitute an interruption in computing continuous service. However, leaves of absence without pay of over one month shall not be included when computing length of continuous service for vacation purposes.

Section 4 - Vacation Scheduling:

The time at which an employee may take his or her vacation shall be determined by the Department Head, with due regard for the wishes of the employee and the needs of the department.

Section 5 - Vacation Allowance For Employees Upon Separation:

When an employee is separated from service, for any reason, he or she shall be paid the straight-time salary equivalent in a lump sum for all accrued vacation leave earned.

ARTICLE 21

SICK LEAVE

Sick leave accruals are to be earned as directed by the City of Lemoore Personnel Guidelines. All available sick leave may be used for employee or a qualifying family member.

ARTICLE 22

OVERTIME PROVISIONS

Section 1 - Overtime Hours:

The work day for members shall be 8, 10 or 12 hours. Pursuant to Section 7(k) of the FLSA, the City has established a 14 day work period for law enforcement personnel. Employees, in a given 14 day work cycle, will receive overtime compensation for all hours worked (including vacation time and sick leave) over 80. All overtime hours worked must be approved by a supervisor.

Section 2 - Overtime Compensation:

Employees working overtime hours will be compensated in one of two ways: Overtime Pay or Compensatory Time Off. Overtime Pay is paid at 1 ½ times the regular pay rate. Compensatory Time Off is accrued at 1 ½ hours for each hour worked.

Employees may choose to take either Compensatory Time Off or Overtime Pay for all hours worked in excess of 80 hours in a 14 day work cycle.

Section 3 - Compensatory Time Off Provisions:

Employees can accrue compensatory time off for overtime hours worked. The department head or designee must approve use of compensatory time. It is advisable that employees submit compensatory time off requests as far in advance as possible.

Employees may accrue up to 300 hours of Compensatory Time Off. In order to maintain a balance below the maximum of 300 hours, the Chief may request that the employee use accrued compensatory time.

Section 4 - Compensatory Time Cash Out Provisions:

For the term of this Agreement only, employees may cash out up to 35 hours of compensatory time per fiscal year; however, City is in under no obligation to pay out more than is allocated in the Police Department's Overtime Budget. Payment of compensatory time in this manner will take place on the last pay period of November.

It is advisable that employees submit requests to cash out compensatory time as far in advance as possible. Requests to cash out will be honored on a first-come, first-served basis.

ARTICLE 23

HOURS OF WORK

4/10, 5/8 and 12-hour Shift Plans.

Each week of service shall consist of five (5) eight (8)-hour workdays, or four (4) ten (10)-hour workdays, or twelve (12) hour workdays shift schedule. Significant efforts shall be made by the City to ensure continuous days off when possible.

ARTICLE 24

ADDITIONAL BENEFITS

For the duration of this MOU, City employees shall have the right to the following benefits:

A. No registration fees for employee dependent children for any City operated sport

B. City employees may rent City facilities, including the Civic Auditorium, Veterans Hall, park gazebos,etc., for a cumulative total of six (6) hours, free of charge. Availability is not guaranteed and is on a first come/first serve bases.

ARTICLE 25

SEVERABILITY OF PROVISIONS

In the event that any provision of this Memorandum of Understanding is declared by a court of competent jurisdiction to be illegal or unenforceable, that provision of the Memorandum of Understanding shall be null and void but such nullification shall not affect any other provision of this Memorandum of Understanding, all of which other provisions shall remain in full force and effect.

ARTICLE 26

HOME BUYER'S PROGRAM

Permanent Full-Time Employees are eligible to apply for and receive a loan in the amount of fifteen thousand dollars ($15,000.00) to be used for the purchase of a home within the City limits. The home purchased must be the employee's primary residence. If any change in residence by the employee occurs or the employee sells the home the loan, or the pro-rata portion of the loan owed at the time, must be repaid to the City within 30 days from the change in residence or at the close of escrow, whichever occurs first. Employee agrees a lien will be placed on the property in the amount of the loan. For each year of employment with the City following the date of the loan, $1,500.00 will be forgiven.

After 10 years of employment with the City, the loan will be forgiven in total. If employment ceases, either because of termination, resignation, layoff or for any other reason, prior to the completion of 10 years of service, the amount owed at the time of cessation of employment must be repaid immediately. In order to ensure the City receives the funds owed should employment cease, the employee and the association agree that the amounts owed will be deducted automatically from the employee's last paycheck as outlined in the promissory note a copy of which is attached as Appendix 2. After 10 years or any time after the amount has been repaid to the City, the employee may be eligible for a second loan in the same amount for a new home within City limits under the same restrictions and terms as outlined above.

Funds available for the Home-Buyer Program are subject to budget approval from City Council, and shall be disbursed on a "first-come, first-served" basis citywide. All funds allocated in a fiscal year are eligible

for disbursement, even if under the $15,000 allocation. The intent is to ensure that all funds can be used in a fiscal year. The City agrees that individuals requesting loans will remain on the list for ninety (90) days. Upon 90 days, if the employee is not in escrow, their name will be removed and they will be required to reapply.

Upon satisfaction of the term, the City Manager will release the public safety employee from responsibility of the loan, unless there is a conflict of interest between the City Manager and the employee pursuant to Government Code section 1090.

ARTICLE 27

TERM OF AGREEMENT

The term of this MOU shall be two fiscal years from July 1, 2025 through June 30, 2027. This MOU shall apply to employees within job classifications covered by this MOU and in the City's active employment on the effective date of this Agreement and thereafter.

Ninety (90) days prior to the termination of this MOU, the Union or City shall notify the other party in writing if it wishes to modify the MOU. In the event that such notice is given, negotiations shall begin as soon as possible after the notice but not later than April 15, 2027. This Agreement shall remain in full force and be effective during the period of negotiations and until written notice of impasse or termination of this Agreement is provided to the other party.

CITY OF LEMOORE

Marissa Trejo
City Manager

ASSOCIATION OFFICERS

Mark Pescatore
Bargaining Unit Negotiator

Brian Ferreira
Bargaining Unit Negotiator

Nicholas Gonzales
Bargaining Unit Negotiator

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-10

To: **Lemoore City Council**

From: **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Memorandum of Understanding Between the City of Lemoore and the Lemoore Police Sergeants Association – July 1, 2025 through June 30, 2027**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:

Approve the Memorandum of Understanding between the City of Lemoore and the Lemoore Police Sergeants Association.

Subject/Discussion:

1. **Salary Range Adjustment**

- Effective September 1, 2025, the Police Sergeant classification will be adjusted to Range 108 (up 3%)
- Effective July 1, 2026, the Police Sergeant classification will further be adjusted to Range 111 (additional 3%)

2. **Education Incentive Modifications**

- For employees hired on or before August 19, 2025:
  - Associate's Degree incentive remains at 5%
  - Bachelor's Degree incentive remains at 10%
- For employees hired on or after August 20, 2025:
  - Associate's Degree incentive will be adjusted to 3%
  - Bachelor's Degree incentive will be adjusted to 6%

3. Effective September 1, 2025, the City's monthly contribution toward employees' **health benefits** will be capped as follows:

- Employee Only Coverage: $1,150.00
- Employee + 1 Dependent Coverage: $1,800.00
- Employee + 2 or More Dependents Coverage: $2,100.00

4. Tuition Reimbursement may be applied to specialized training authorized by Police Chief.
5. Employees may use all Sick Leave for self or qualifying family member.
6. Catastrophic Leave conversion to take place based on conversion monetary value.

Financial Consideration(s):
None noted.

Alternatives or Pros/Cons:
Pros:

- Competitive compensation and benefits for recruitment and retention.

Cons:

- None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends approval of the Memorandum of Understanding between the City of Lemoore and Lemoore Police Sergeants Association.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☒ Contract	☒ City Manager	08/11/2025
☐ Other	☒ Finance	08/11/2025
List:		

Memorandum of Understanding

Between and for

City of Lemoore

And

Lemoore Police Sergeants Association

July 1, 2025 – June 30, 2027

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ARTICLE 1

INTRODUCTION

Section 1 - Purpose:

This Memorandum of Understanding, hereinafter referred to as "MOU", entered into by the City of Lemoore, hereinafter referred to as "City", and the Lemoore Police Sergeants Unit, hereinafter referred to as "Union", has as its purpose the creation of a full and entire understanding of the parties regarding the matters set forth herein, reached as a result of good faith negotiations regarding wages, hours, and other terms and conditions of employment for the employees covered hereby. Pursuant to Government Code section 3505.1, this MOU is jointly submitted to the City Council and recommended for approval.

Section 2 - Full Understanding, Modifications, Waiver:

A. This Memorandum of Understanding sets forth the full and entire understanding of the parties regarding the matters set forth herein, and any other prior or existing understanding or MOU by the parties, whether formal or informal, regarding any such matters are hereby superseded or terminated in their entirety.

B. Except as specifically provided herein, it is agreed and understood that each party hereto voluntarily and unqualifiedly waives its right and agrees that the other shall not be required to negotiate with respect to any subject or matter covered herein during the term of this MOU.

C. No agreement, alteration, understanding, variation, waiver, or modification of any of the terms or provisions contained herein shall in any manner be binding upon the parties hereto unless made and executed in writing by all parties hereto and, if required, approved by the City Council.

D. The waiver or breach of any term or condition of this MOU by either party shall not constitute a precedent in future enforcement of all its terms and provisions.

E. Existing practices and/or benefits within the scope of representation per the Meyers vs Milias-Brown Act (Government Code §3500, et seq.), which are not referenced in this Memorandum of Understanding, shall continue without change unless modified or abolished pursuant to the meet and confer process.

ARTICLE 2

NON-DISCRIMINATION

The City and the Union agree that each shall not discriminate in any aspect of employment or membership based on political affiliation, race, religious creed, color, national origin, ancestry, gender, marital status, sexual orientation, age, medical condition or physical disability, or any other protected class under applicable law.

ARTICLE 3
RECOGNITION

Section 1 - Definition of Bargaining Unit:

The City of Lemoore formally recognizes the Lemoore Police Sergeants Unit as the exclusive recognized employee organization consisting of all Lemoore Police Sergeants.

Section 2 - New and/or Changed Classifications:

If new classifications are established by the City and added to the bargaining unit or if the duties of existing classifications are substantially changed, a proposed wage scale shall be assigned thereto, and the City shall forward the new or changed class and proposed wage to the Union for review. The contract will then be subject to reopening for the sole purpose of negotiating a wage for the class, and only if so requested by the Union.

ARTICLE 4
UNION SECURITY

Section 1 – Dues and Other Deductions:

It is agreed that Union dues and other deductions, as may be properly requested, and lawfully permitted, shall be deducted in accordance with the provisions of applicable State law on a bi-weekly basis by City from the salary of each employee within the unit who files with the City a written authorization requesting the deductions be made. Remittance of the aggregate amount of all Union deductions made from salaries of employees within the unit shall normally be made to the Union by City within seven (7) business days of the last pay day of the month. It is agreed that the City assumes no liability for any actions taken pursuant to this section, and in accordance with Government Code section 1157.12, the Union agrees to indemnify and hold harmless the City from all claims, demands, suits or other forms of liability that may arise against City for or on account of any deduction made from the wages of such employees pursuant to this MOU.

Section 2 – Uninterrupted Provision of Service:

It is agreed that the continued and uninterrupted provision of service to the public is of paramount importance. Therefore, during the term of this MOU, City agrees that it will not lock out employees, and Union agrees that neither the Union, nor any person acting on its behalf, nor any employee in a classification represented by the Union, nor any combination thereof, shall cause, authorize, engage in, encourage, or sanction a work stoppage or slow down against the City, or the concerted failure to report for duty, or abstinence from the full and faithful performance of the duties of employment, including compliance with the request of another Bargaining Unit to engage in such activity.

If the City determines to its satisfaction that an employee is, or has, engaged in any activity prohibited by Paragraph 1 of Section 2 of this Article, the City may withhold that employee's wages and other City-paid benefits and/or take whatever other action it deems appropriate.

If the employee covered by this MOU or the City determines to its satisfaction that the Union is, or has, engaged in any activity prohibited by Paragraph 1 of Section 2 of this Article, the City may take legally available remedial action.

The Union recognizes the duty and obligation of its representatives and members to comply with the provisions of this MOU and to make every reasonable effort toward inducing all employees to fully and faithfully perform their duties, recognizing with City that all matters of controversy within the scope of the MOU shall be settled by the grievance procedure contained in City's Personnel Guidelines or other legally available remedies.

Nothing in this Article prejudices the position of either party regarding the legality of strikes in the State of California.

ARTICLE 5
RIGHTS OF PARTIES

Section 1 - Employee Rights:

A. Employees shall also have the right to refuse to join or participate in any employee organization and shall have the right to represent themselves in their employment relations with the City. Pursuant to the U.S. Supreme Court's decision in *Janus v. AFSCME* (2018) 138 S. Ct. 2448, employees who exercise such right of refusal or self-representation shall not have any union dues or union-related fees deducted from their salary.

B. No person, in the City or Union, shall directly or indirectly interfere with, restrain, coerce, or discriminate against any employee or group of employees in the free exercise of their right to organize and designate representatives of their own choosing for the purpose of collective bargaining in accordance with the Meyers-Milias-Brown Act, or in the free exercise of any other right under this MOU.

C. The provisions of this MOU shall be applied equally to all employees without discrimination as to political affiliation, race, religious creed, color, national origin, ancestry, sex, marital status, sexual orientation, age, medical condition or physical disability, any other protected class under applicable law.

D. Any reference in this document to gender is to be construed as applying to both female and male employees.

E. No person shall directly or indirectly interfere with, restrain, coerce, or discriminate against any employee in the free and lawful exercise of their right of free speech except when acting as an agent or employee of the City, where the employee's actions or speech, when acting in an official capacity, is reasonably likely to result in disruption to the efficient operation of the City's government functions, or as otherwise authorized by applicable law.

Section 2 - Management Rights:

The Union recognizes that the Rights of the City derive from the Constitution of the State of California and the government Code and not from this MOU.

The Union recognizes and agrees that the exercise of the express and implied powers, rights, duties and responsibilities by the City, such as the adoption of Policies, Rules, Regulations and Practices and the use of judgment and discretion in connection therewith shall be limited only by the specific and express terms of this MOU and the City's obligations under California Government Code sections 3500 et seq. (Meyers vs Milias Brown Act).The Union recognizes that the City has and will continue to retain, whether exercised or not, the unilateral and exclusive right to operate, administer and manage its Municipal Services and work force performing these services limited only by the specific and express terms of this MOU. The exclusive rights of the City shall include but not be limited to, the right to determine the reorganization of City government and the mission of its constituent agencies; to determine the nature, quantity and quality of services to be offered to the public and to determine the means of operations, the materials and personnel to be used, and the right to introduce new or improved methods or facilities and to change or alter personnel, methods, means, materials and facilities; to exercise control and discretion over its organization and operation through its managerial employees; to establish and effect Rules and Regulations consistent with the applicable law and the specific and express provisions of this MOU; to establish and implement standards of selecting City personnel and standards for continued employment with the City; to direct the work force by determining the work to be performed, the personnel who shall perform the work; to take disciplinary action; to relieve its employees from duty because of lack of work, funds or for other reasons; to determine whether goods or services shall be made, purchased or contracted for; and to otherwise act in the interest of efficient service to the community. The Union recognizes and agrees that the City retains its rights to take whatever actions it deems appropriate during an emergency, including suspension of specific appropriate terms of this MOU. The determination of whether an emergency is to be declared is solely within the discretion of the City. When an emergency is declared, the City shall

immediately notify the Union. The Union agrees it will abide by such emergency decisions of the City during the time of the declared emergency. The City and the Union agree to meet and confer on related matters at the call of either party, as soon thereafter as practicable.

Where required by law, the City agrees, prior to implementation, to meet and confer with the Union over the impact of the exercise of a right of management upon the wages, hours and terms and conditions of employment on Bargaining Unit members unless the impact of the exercise of a right of management upon Unit members is provided for in this Memorandum of Understanding, City Rules and Regulations, or Departmental Rules and Regulations in place at the time this MOU becomes effective.

ARTICLE 6
UNION BUSINESS

Section 1 - Granting of Leave:

Members of the bargaining unit selected to serve as authorized representatives of the Union shall be certified in writing to the City. Each representative will be expected to perform his duties as a representative of the Union on his own time. However, it is recognized that from time to time it will be necessary for Union activities to be carried on during working hours; for example, investigation and processing of complaints, disputes, and grievances, and attendance at union meetings (not to exceed a reasonable amount of time). It is further recognized that there are reasonable limited deviations from this policy, such as posting of Union notices and distribution of Union literature, which do not require substantial periods of time. Where such activities are necessarily or reasonably to be performed during working hours, they may be done without loss of pay to the representative involved, provided the representative notifies his on-duty supervisor, whenever possible, prior to taking time from duty to engage in Union business that exceeds one hour. All Union activity will be reported on an appropriate time reporting form provided by Management.

Section 2 - Negotiating Team:

Not more than two (2) members of the Union's negotiating team shall be allowed to attend and travel to and from collective bargaining negotiations for a successor to this Agreement in on-duty status. If a negotiations session is scheduled on the regular workday of a member, the member shall be entitled to his/her regular compensation payments regardless of the duration of the negotiations session or travel. However, compensation will not be paid for hours exceeding the members' normal work schedule.

Section 3 - Management / Labor Meetings:

The Police Chief, or designee, shall meet monthly, if necessary, with representatives of the Union. The purpose of said meetings is to informally discuss matters of concern and/or interest to either party. On-duty time shall be provided for two (2) Union representatives, and may be increased if both parties mutually agree.

Section 4 - Attendance at Hearings:

Leave of absence with pay may be granted to officers of the Union, not to exceed two (2) officers, to attend grievance and arbitration hearings. Such leave will require prior approval of the City.

Section 5 – Donation of Vacation to Union Leave Bank:

The City agrees to the creation of a Time Bank established with voluntarily donated accrued paid leave (excluding sick time) for the use of Union officers for attendance at conference and/or training that will enhance the performance of their representational duties. The Union will amend its bylaws to establish an approval system to protect against abuse of this provision.

ARTICLE 7
ACCESS TO CITY FACILITIES AND INFORMATION

Section 1 - Access by Non-Employee Union Representatives:

Authorized non-employee Union representatives will be given access to non-secure work locations during working hours to investigate and process grievances or post bulletins on the bulletin board(s) without unreasonable interference with employee work. The Union shall give the department head and the City Manager a written list of such authorized Union Representatives. Only those people whose names appear on the current list shall be granted access under this provision.

Section 2 - Access to Recruits:

The Union Representative will be given a reasonable amount of on-duty time to meet with the new bargaining unit member with an end toward education of each employee of the rights and benefits under the collective bargaining agreement, as well as other Union benefits.

Section 3 - Access to City Information:

The City shall make available to the Union, upon its reasonable request, any existing information, statistics and records relevant to negotiations or necessary for proper enforcement of the terms of this agreement.

Section 4 - Access to City Communications System:

The City's interdepartmental messenger service may be used for communication between employees who are represented by the Union and between the paid staff of the Union's officers or officials.

Section 5 - Notice of City Council Meetings:

The City will make available to the Union a copy of each of the City Council's regular public meeting agenda in advance of the regular Council meeting.

Section 6 - Ballot Boxes:

The Union shall be permitted, with the prior notification to the Chief of Police, to place ballot boxes at Police Headquarters for the purpose of collecting members' ballots on all Union issues subjected to ballot, except ballots regarding job actions. Such boxes shall be the Property of the Union and neither the ballot boxes nor the ballots shall be subjected to the City's review.

ARTICLE 8
DISCIPLINE AND DISCHARGE

Section 1 - Standards for Discipline:

A. No employee shall be reduced in pay or position, suspended, discharged, or subjected to disciplinary action except for just cause.

B. Discipline will be applied in a corrective, progressive and uniform manner.

C. Progressive discipline shall take into account the circumstances surrounding the incident, the nature of the violations, the employee's record of discipline, and the employee's record of performance and conduct.

Section 2 - Working Off Suspension:

Officers suspended up to a maximum of ten (10) working days may, upon the officer's request and at the Chief's discretion, forfeit vacation designated by the Chief for a period equal to the suspension. The provisions of this Section shall apply solely to suspensions which are agreed to by the officer and no appeal may be instituted on suspensions where the officer has agreed to the suspended time.

Section 3 – Police Officer’s Rights:

It is agreed that the Government code sections 3300 through 3311, commonly referred to as the Police Officer's Procedural Bill of Rights, be included in this Agreement by reference.

ARTICLE 9
SENIORITY

Section 1 - Overall Seniority:

"Seniority" for the purposes of vacation accrual shall be computed on the basis of total uninterrupted length of continuous service with the City. Such seniority shall hereinafter be defined as "Department Seniority."

Section 2 - Department Seniority:
Department Seniority is defined as an employee's most recent period of unbroken, continuous service with the Police Department. Officers shall not attain department seniority until completion of the required probationary period, at which time department seniority shall relate back to the commencement of the most recent period of continuous employment with the Police Department.

Section 3 - Classification Seniority:

Classification seniority is defined as the period of most recent continuous service in the officer's classification. Officers shall not attain classification seniority until completion of the probationary period in the classification, at which time seniority classification shall relate back to the most recent date of appointment to such classification.

Section 4 - Ties in Seniority:

Whenever two (2) or more officers have the same hire date, the order of seniority shall be determined by lottery selection. The names of all officers having the same hire date will be drawn at random, one (1) name at a time until all names are drawn. The order of selection shall determine the order of seniority, with the officer whose name is drawn first having the greater seniority. Lottery selection will be made by the Chief or his representative in the presence of a Union representative.

Section 5 - Forfeiture of Seniority:

An officer shall forfeit seniority rights only for the following reasons:

A. The officer resigned and has not been reinstated within two (2) years of the date of resignation.

B. The officer is dismissed and is not reinstated.

C. The officer is absent without leave for a period of five (5) scheduled working days or more. Exceptions to this may be made by the City on the grounds of good cause for failure to report.

D. The officer retires on a regular service retirement.

E. If, following a layoff, the officer fails or refuses to notify the department of his intention to return to work within fourteen (14) calendar days from the date written notice of such recall is sent, by certified mail, to his last known address on record with the department or having notified the department of his intent to return to work, fails to report for duty on or before said fourteenth calendar day or effective day of the notice to return to work, whichever is later. Exceptions to this may be made by the City on the grounds of good cause for failure to notify or report. The officer will be advised during layoff processing of the necessity of a current address on record with the department.

Section 6 - Seniority Credits:

A. In computing seniority, credit shall be given for all classified service in the Police Department, except that a resignation or discharge shall be considered a break in service and seniority credit shall not be given for any service rendered prior to that break.

B. Seniority credits for periods of absence from one class in order to temporarily fill in another position shall be credited in the former position.

C. Seniority credit shall be allowed upon return from absence from a position in the classified service as a result of disability retirement, not to exceed three years. This seniority credit shall be used only in the computation of shift selection, days off, annual leave selection, layoffs and seniority points on promotion.

D. In the event an officer is separated from the department as a result of disciplinary action and subsequently reinstated to his position, as a result of arbitration, commission or court decisions, his seniority shall be maintained from the original date of hire unless the arbitrator, commission or court orders otherwise.

ARTICLE 10
COMPENSATION

Section 1 – Salary and Educational Incentives:

Employees represented by the Lemoore Police Sergeants Unit shall be paid in accordance with the City Council approved salary schedule as follows:

Effective September 1, 2025:

Police Sergeant	Range 108

Effective July 1, 2026:

Police Sergeant	Range 111

Section 2 – Bonuses and Incentives:

A. **Spanish Proficiency Pay:** Effective through the term of this MOU, the City will provide Spanish Proficiency pay, which will be calculated and paid at 2.5% of base pay. Spanish Language Proficiency will be tested and/or verified in a manner to be determined by the City, and begin in the month following verification. Any cost associated with the testing will be borne by the employee.

B. **Duty/Assignment Pay:** Effective through the term of this MOU, the City will provide the following incentive pays for specialty duties:

1. Field Training Officer: Employees assigned as Field Training Officers will receive a premium pay of $2.00 per hour spent training a designated trainee.

2. Detective: Employees assigned as a Detective will receive a premium pay equal to 4.0% of their base pay for the duration of the assignment. Detectives will be available for rotational duty to receive calls related to their primary duties and for callback, including the expectation of response time, outside of their regular working hours as prescribed by Department policy. Detectives, during their assigned rotation, will be compensated for time worked for official phone calls taken or made while off-duty. Time spent in such activity that is less than 10 minutes is considered as de-minimis and not compensable.

3. Canine Officer: Upon request of the Chief of Police, Sergeants assigned to maintain police canines in their homes will receive premium pay equal to 10% of their base pay as full compensation for those hours spent in the home-care of their assigned animals. This compensation is agreed to satisfy any requirements of the Fair Labor Standards Act in that it represents appropriate compensation for the fluctuating, unsupervised, and unrecorded compensable hours of work.

C. **Educational Incentive:** Effective through the term of this MOU, the City agrees that for employees covered under this MOU, the amount of funding under the tuition reimbursement program will be $1,500 per year for lower-division coursework and $3,000 per year for upper-division coursework. Specialized training approved by the Police Chief is eligible for Tuition Reimbursement.

D. **Education Incentive:** For all employees hired on or before August 19, 2025, Education Incentive shall be paid as follows:

a. Associate's Degree 5% of base pay

b. Bachelor's Degree 10% of base pay

For all employees hired on or *after* August 20, 2025, Education Incentive shall be paid as follows:

a. Associate's Degree 3% of base pay

b. Bachelor's Degree 6% of base pay

ARTICLE 11
COURT APPEARANCES AND CALLBACKS

Section 1 - Court Appearances:

Minimum Payments. When an employee is required to appear in court as a result of his or her official duties, during the employee's non-scheduled work period, the employee shall receive, at the employee's option, a minimum of three (3) hours pay or compensatory time off at the rate of one and one-half (1.5) the employee's regular rate of pay.

Additionally, the City will compensate Sergeants in the amount of $500 per year, for the duration of this contract, for court standby pay. This will be used to compesnate officers for time when assigned by the District Attorney to be “on-call” for court. This will be paid out the first pay period of July 2020.

Section 2 - Call Backs:

Call back time is defined as when an employee is called back to work after the completion of a normal work day to perform work for the department, except when an employee is called to work one hour or less prior to the employee's work schedule. When an employee is called back to work, the employee shall receive, at the employee's option, a minimum of Three (3) hours pay or compensatory time off at the rate of one and one-half (1.5) the employee's regular rate of pay.

ARTICLE 12
CLOTHING

Section 1 - Uniform Allowance:

The City shall provide the following equipment to newly hired Police Sergeants:
One (1) pair pants – B Class (style #74326 - Midnight Navy)
One (1) long sleeve shirt – B Class (style #72345 - Midnight Navy)
Two (2) short sleeve shirt- B Class (style #71177 - Midnight Navy)
One (1) pair Class A pants (Midnight Navy)
One (1) long sleeve Class A shirt (Midnight Navy)
One (1) Double Duty jacket (style #48096 - black)
One (1) pair boots (black)
One (1) Tie with tie bar
Two (2) name tags
One (1) duty belt with all department issued equipment
One (1) body armor vest

A. Upon separation of employment with the Lemoore Police Department, all duty gear and other assigned gear shall be returned, as well as all City patches.

Sergeants assigned to the Central Valley SWAT Team will be provided the necessary uniforms and equipment as listed in the Central Valley Regional SWAT Policies AND Procedures Manual.

B. For the term of this Agreement, the City shall pay a uniform allowance of $1200.00, by separate check, for maintaining said safety equipment. The uniform allowance shall be paid the last pay period of November.

C. The City agrees to repair or replace both personal and City-owned uniforms, equipment and property damaged or destroyed on duty unless gross negligence can be shown on the part of the officer. Repair or replacement of the following items shall not exceed the following costs: Watches, actual cost not to exceed $25.00; corrective lens, excluding frames, actual cost not to exceed reasonable replacement of damaged item(s); eyeglass frames not to exceed $65.00. Receipts will be required prior to payment by the City. Repair or replacement of non-listed items shall not exceed reasonable costs for only those items that are normally associated with an officer's on duty status.

Section 2 - Body Armor:

Body armor shall be replaced as follows:

A. At the employee's request, the City agrees to replace all protective body armor no later than one hundred eighty (180) days after the expiration of any manufacturer's warranty regarding the fitness of the product to perform its intended function.

B. The City will not permanently issue used body armor without the consent of the Union.

Section 3 - Service Weapons:

The City agrees to furnish all newly hired officers with a duty firearm upon their date of hire.

ARTICLE 13
ACTING PAY

The provisions of this section outline the circumstances when an employee will receive compensation for the performance of duties in a higher classification than they normally perform. The following criteria must be met:

1. The performace of the duties of the higher classification must encompass the full range of responsibilities of the higher classification.

2. The performance of such duties must be for an extended period of time, wherein a need exists to fulfill the duties and responsibilities of the vacant position. An extended period of

time is generally considered as an assumption of duties and responsibilities that will last in excess of two (2) weeks.

3. Out-of-Class compensation shall be allowed only after written recommendation of the Department Head and concurrence by Human Resources with approval by the City Manager. Recommendation and designation shall be accomplished prior to the assumption of higher classification responsibilities

4. Out-of-Class pay shall only be authorized for those individuals whom are working out of class with the City actively recruits for a permanent vacancy, and all other provisions of CalPERS Circular 200-021-18.

5. Rate of pay will be the greater of 5% above the employee's regular pay rate or the minimum (Step 1) of the higher position's pay range.

6. Personnel Action Forms are required in advance to document change in pay rate for the duration of the assignment.

7. Under this provision, out of class pay will be paid retroactively beginning day 1, upon approval of the out of class pay by the City Manager.

8. When the assignment is complete, the employee's salary shall be readjusted to its previous level. The employee's date of hire and anniversary date will remain unchanged throughout the temporary assignment.

ARTICLE 14
DISABILITY INSURANCE

The City agrees to offer employees the option to purchase voluntary long term disability insurance through PORAC; the City will facilitate monthly payroll deductions for employees electing this voluntary benefit. Employees are to be responsible for 100% of the premiums.

ARTICLE 15
HEALTH INSURANCE AND CAFETERIA PLAN

Section 1 – Premium Shares:

Effective September 1, 2025, the City's monthly contribution to the employees' health benefits covered by the City's cafeteria plan is capped as follows:

$1,150.00 for Employee Only Coverage
$1,800.00 for Employee + 1 Dependent Coverage
$2,100.00 for Employee +2 or More Dependent Coverage

Any health benefit coverage the employee chooses from the health insurance plan which the City's contribution does not cover will be the employee's responsibility. The employee may use his or her Flexible Spending benefits, if she or he has elected such benefits, to pay for any premium cost above the City's contribution. If the employee elects health benefit coverage that costs less than the City's maximum contribution, the City will not pay the difference between the employee's premium costs and the City's maximum contribution. Health insurance costs will be deducted bi-weekly from the employee's gross paycheck.

Section 2 – Health and Benefits Committee:

A. The City and the Union agree to continue using the Health and Benefits Committee for the review of benefits plans and to formulate recommendations regarding changes in those programs.

B. The City agrees that the Union may designate one committee member to represent the interests of the Union.

C. The Union representative will be responsible for notifying the City and the Health Benefits Committee, in the event the Union does not agree with a committee recommendation.

D. Unless the Union representative notifies the City of a disagreement, per Section C above, the parties agree that the Committee process will fulfill all meet and confer obligations.

Section 3 –
Health Insurance Opt-Out:

The City will no longer provide health insurance opt out benefits to new employees or to those who do not currently receive the health insurance opt out. "Currently" will be defined as those employees receiving health insurance opt out benefits as of October 15, 2017. Employees who currently receive health insurance opt out benefits, can continue to receive it until they are no longer employed by the City or if they choose to receive health insurance. Health insurance opt out benefit allocations shall remain at the same rate of $410.88, regardless of increase in health insurance benefits or contributions by the City for health insurance.

ARTICLE 16
DEFERRED COMPENSATION

The City will continue the employee's deferred compensation contribution of two (2%) percent of the employee's base wage.

Additionally, the City will continue to provide a dollar-for-dollar match, up to 4% of the employee's base wage, for voluntary employee contributions into the deferred compensation program, that are above and beyond the 2% contribution outlined above.

ARTICLE 17
CATASTROPHIC LEAVE

a. Catastrophic leave benefits have been established for City employees who have exhausted all accumulated vacation, sick leave and compensatory time off. The purpose of this benefit is to provide a portion or all of the employee's pay during the time the employee would otherwise be on medical leave of absence without pay pursuant to the City's Personnel Rules. Catastrophic leave benefits are contingent on the receipt of donated time in the manner described below.

b. Catastrophic leave shall conform to the guidelines for leave of absence without pay set forth in the City's Personnel Rules except that, during the portion of the leave of absence that is also catastrophic leave, the employee will be paid. Although employees on catastrophic leave will receive catastrophic pay, for all other purposes, except as indicated below, such employees will be considered on leave of absence without pay pursuant to the City's Personnel Rules and they shall not accrue any leave rights while on catastrophic leave.

c. In no event, may an employee take more than six (6) months of catastrophic leave during any twelve (12) month period. To calculate the remaining leave entitlement, the balance shall be any balance of the six (6) months that has not been used during the immediately preceding 12 months.

d. Catastrophic leave and leaves of absence without pay shall run concurrently.

e. An employee is eligible for catastrophic leave when the employee faces injury, prolonged illness (based on documented medical evidence), or death of the employee or a family member which will result in the employee being absent from work. Family members include the employee's spouse, parent, child, foster child, or other family member approved by the City Manager.

f. Catastrophic leave requests are not accepted, or considered, for pregnancy related leave. Any event during pregnancy or birth that has resulted in a significant medical condition or illness may be considered.

g. Any City employee may donate vacation and/or compensatory time to any covered employee who meets the conditions described above. Employee may not donate sick leave, holiday, floating holiday, or any other leaves.

h. Employees (or their designees) requesting establishment of a catastrophic leave bank must submit a written request to Human Resources. The request must provide sufficient information to enable the City Manager, or designee, to determine whether the reason for the leave qualifies as catastrophic. This information will be maintained confidentially to the extent required by law. Catastrophic leave requests for injury/illness must include supporting medical verification from a licensed physician. Leave requests must include the estimated date of return to work.

i. Catastrophic leave may be considered for an employee who has not exhausted all of his or her personal sick leave due to the Family Sick Leave policy (cap of 48 hours per fiscal year). In the event that the City Manager authorizes catastrophic leave based on the information provided by the employee, the employee will be allowed to use remaining sick leave balances during the approved catastrophic leave period. No request for leave hour donations will be requested from other employees, until such time that leave balances of the requesting employee have been exhausted.

j. Human Resources will canvass employees for leave donations and donations are voluntary.

k. Donations must be made on the City-approved authorization form submitted to Human Resources to be deducted in the order received. All donations are irrevocable. Donations are taxable on the part of the recipient, in accordance with IRS regulations, and are subject to withholding as required by law.

l. Donations must be a minimum of two (2) hours. The donated hours will be converted to a dollar value based on the donor's hourly rate and then converted to an hourly donation to the recipient equivalent to the value.

m. Health insurance coverage and retirement contributions will continue in the same manner as if the recipient employee was on sick leave. The recipient employee will not accrue sick leave or vacation benefits while using catastrophic leave.

n. Catastrophic leave shall be terminated when one or more of following occurs:

    i. The employee has exhausted six (6) months of catastrophic leave during the period defined in Section 60-10, II(c) above.

    ii. The employee has exhausted all of his or her rights under the City's Personnel Rules for unpaid medical leaves of absence, whether paid in part or in full from catastrophic leave.

    iii. Donated leave balance has been exhausted.

    iv. Death of the ill or injured employee or subject family member.

v. The employee returns to full-time, active City employment

ARTICLE 18
RETIREMENT

Section 1 – Classic Members:

A. Sworn officers hired prior to January 1, 2013, or those hired on or after that date that are not designated as "new members" of the California Public Employee's Retirement System (CalPERS) as defined by the Public Employees' Pension Reform Act of 2013 (PEPRA) shall participate in the 2% @ 50 retirement plan as classic members.

B. Effective January 1, 2015, each represented employee not currently contributing to the employee cost of the PERS retirement benefit ("classic employees") shall commence paying 2% (two percent) of the cost of the employee's contribution currently paid by the City. The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

C. Effective January 1, 2016, each represented classic employee shall pay an additional 2% (two percent) of the cost of the employee's contribution currently paid by the City, for a total classic employee contribution of 4% (four percent). The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

D. Effective January 1, 2017, each represented classic employee shall pay an additional 2% (two percent) of the cost of the employee's contribution currently paid by the City, for a total classic employee contribution of 6% (six percent). The City shall continue to pay the remaining cost of the classic employee's cost of retirement.

Section 2 – New Members:

A. Sworn officers hired on or after January 1, 2013 and designated as "new members" of CalPERS as defined by PEPRA shall participate in the 2.7% @ 57 retirement plan as new members.

B. New members pay the entire employee contribution rate reviewed and set annually by CalPERS.

ARTICLE 19
HOLIDAYS

The City provides paid holidays on the following days:

New Year's Day	President's Day	Memorial Day	Independence Day
Labor Day	Veterans Day	Thanksgiving Day	Day after Thanksgiving
Christmas Eve	Christmas Day	New Year's Eve	Martin Luther King, Jr. Day

Unless otherwise noted, holidays are compensated at the rate of eight (8) hours. If a holiday falls on a Saturday, the City shall provide pay for Friday. If a Holiday falls on a Sunday, the City shall provide pay for Monday.

Safety Employees have the option to use the paid holiday or alternate day if scheduled on a holiday, or get paid in lieu of the holiday. Safety employees must make their election prior to the beginning of the fiscal year. Holiday-In-Lieu benefits shall be compensated in the pay period in which the holiday occurs.

FLOATING HOLIDAYS

Additionally, the City shall provide the following with respect to floating holiday:

a. Employees shall earn 48 hours of Floating Holiday for Fiscal Year 2022.
b. Employees may cash out up to 48 hours of floating holiday time between payroll dates occurring on July 16, 2021 through December 31, 2021.

c. The Floating Holiday will be accrued by all regular employees as of the first day of each Fiscal Year.

d. Floating Holiday hours will be prorated based on the number of remaining pay periods in a fiscal year for any employee hired after July 1 of each year.

e. Floating Holidays may be used at any time during the year upon approval of a supervisor, including the days directly before and after a City holiday. Supervisor approval of use of Floating Holidays is required prior to utilizing the floating holiday leave. Use of Floating Holiday leave may not result in the need for additional overtime to cover shifts.

f. The Floating Holidays must be used within the Fiscal Year in which they are accrued. Any Floating Holiday hours which have not been cashed out, or taken, by

the end of the fiscal year in which they were accrued, will be forfeited back to the City.

g. Authorization for use of the Floating Holidays will be subject to the approval of the employee's supervisor.

ARTICLE 20
VACATION

Vacations are considered essential to the employee's welfare and they are granted by the City to allow employees relaxation and rest from their duties. All full-time regular employees shall be entitled to annual leave with pay as provided below.

Section 1 - Vacation Allowance:

Police Sergeants are entitled to an annual paid vacation after completion of continuous service with the City as follows:

MONTHS OF SERVICE	DAYS OF VACATION PER YEAR	Bi-Weekly ACCRUAL	MAXIMUM ACCRUAL
0-24 months of service	11	3.38 hours	226 hours
25 to 48 months of service	13	4.00 hours	258 hours
49 to 108 months of service	15	4.62 hours	290 hours
109 to 168 months of service	18	5.54 hours	338 hours
169 to 239 months of service	19	5.85hours	354 hours
240 months and above	20	6.15	370 hours

Vacation accruals will occur on a bi-weekly basis.

Section 2 - Vacation Accumulation:

Vacation accruals can be carried from year to year, as long as the employee does not allow the accrued leave balance to exceed twice his/her annual accrual rate, unless specifically approved in writing by the Department Head. In the event the City is unable to schedule vacation and an employee is subject to loss of accrued earnings, the employee shall be permitted to utilize such vacation prior to such loss.

Section 3 - Continuous Service Defined:

A. Continuous service shall mean service in the classified service in any classification since original regular appointment, excluding any time prior to a break in service.

B. As used in this Section, years of completed continuous service shall include, but not be limited to, all time while the employee is on sick leave and/or vacation pay.

C. Neither military leave nor leaves of absence without pay shall constitute an interruption in computing continuous service. However, leaves of absence without pay of over one month shall not be included when computing length of continuous service for vacation purposes.

Section 4 - Vacation Scheduling:

The time at which an employee may take his or her vacation shall be determined by the Department Head, with due regard for the wishes of the employee and the needs of the department.

Section 5 - Vacation Allowance For Employees Upon Separation:

When an employee is separated from service, for any reason, he or she shall be paid the straight-time salary equivalent in a lump sum for all accrued vacation leave earned.

ARTICLE 21
SICK LEAVE

Sick leave accruals are to be earned as directed by the City of Lemoore Personnel Guidelines. All available sick leave may be used for employee or a qualifying family member.

ARTICLE 22
OVERTIME PROVISIONS

Section 1 - Overtime Hours:

The work day for members shall be 8, 10 or 12 hours. Pursuant to Section 7(k) of the FLSA, the City has established a 14 day work period for law enforcement personnel. Employees, in a given 14 day work cycle, will receive overtime compensation for all hours worked (including vacation time and sick leave) over 80. All overtime hours worked must be approved by a supervisor.

Section 2 - Overtime Compensation:

Employees working overtime hours will be compensated in one of two ways: Overtime Pay or Compensatory Time Off. Overtime Pay is paid at 1 ½ times the regular pay rate. Compensatory Time Off is accrued at 1 ½ hours for each hour worked.

Employees may choose to take either Compensatory Time Off or Overtime Pay for all hours worked in excess of 80 in a 14 day work cycle; however

Section 3 - Compensatory Time Off Provisions:

Employees can accrue compensatory time off for overtime hours worked. The department head or designee must approve use of compensatory time. It is advisable that employees submit compensatory time off requests as far in advance as possible.

Employees may accrue up to 300 hours of Compensatory Time Off. In order to maintain a balance below the maximum of 300 hours, the Chief may request that the employee use accrued compensatory time.

Section 4 - Compensatory Time Cash Out Provisions:

For the term of this Agreement only, employees may cash out up to 35 hours of compensatory time per fiscal year; however, City is in under no obligation to pay out more than is allocated in the Police Department's Overtime Budget. Payment of compensatory time in this manner will take place on the last pay period of November 2020.
It is advisable that employees submit requests to cash out compensatory time as far in advance as possible. Requests to cash out will be honored on a first-come, first-served basis.

ARTICLE 23
HOURS OF WORK

4/10, 5/8 and 12-hour Shift Plans:

Each week of service shall consist of five (5) eight (8)-hour workdays, or four (4) ten (10)-hour workdays, or twelve (12) hour workdays shift schedule. Significant efforts shall be made by the City to ensure continuous days off when possible.

ARTICLE 24
ADDITIONAL BENEFITS

For the duration of this MOU, City employees shall have the right to the following benefits:

A. No registration fees for employee dependent children for any City operated sport

B. City employees may rent City facilities, including the Civic Auditorium, Veterans Hall, park gazebos, etc., for a cumulative total of six (6) hours, free of charge. Availability is not guaranteed and is on a first come/first serve bases.

ARTICLE 25
SEVERABILITY OF PROVISIONS

In the event that any provision of this Memorandum of Understanding is declared by a court of competent jurisdiction to be illegal or unenforceable, that provision of the Memorandum of Understanding shall be null and void but such nullification shall not affect any other provision of this Memorandum of Understanding, all of which other provisions shall remain in full force and effect.

ARTICLE 26
HOME BUYER'S PROGRAM

Permanent Full-Time Employees are eligible to apply for and receive a loan in the amount of fifteen thousand dollars ($15,000.00) to be used for the purchase of a home within the City limits. The home purchased must be the employee's primary residence. If any change in residence by the employee occurs or the employee sells the home the loan, or the pro-rata portion of the loan owed at the time, must be repaid to the City within 30 days from the change in residence or at the close of escrow, whichever occurs first.

Employee agrees a lien will be placed on the property in the amount of the loan. For each year of employment with the City following the date of the loan, $1,500.00 will be forgiven. After 10 years of employment with the City, the loan will be forgiven in total. If employment ceases, either because of termination, resignation, layoff or for any other reason, prior to the completion of 10 years of service, the amount owed at the time of cessation of employment must be repaid immediately. In order to ensure the City receives the funds owed should employment cease, the employee and the association agree that the amounts owed will be deducted automatically from the employee's last paycheck as outlined in the promissory note a copy of which is attached as Appendix 2.

After 10 years or any time after the amount has been repaid to the City, the employee may be eligible for a second loan in the same amount for a new home within City limits under the same restrictions and terms as outlined above.

Funds available for the Home-Buyers Program are subject to budget approval from City Council, and shall be disbursed on a "first-come, first-served" basis city wide. All funds allocated in a fiscal year are eligible for disbursement, even if under the $15,000 allocation. The intent is to ensure that all funds can be used in a fiscal year. The City agrees that individuals requesting loans will remain on the list for ninety (90) days. Upon 90 days, if the employee is not in escrow, their name will be removed, and they will be required to reapply.

Upon satisfaction of the term, the City Manager will release the public safety employee from responsibility of the loan, unless there is a conflict of interest between the City Manager and the employee pursuant to Government Code section 1090.

ARTICLE 27
TERM AND REOPENING OF AGREEMENT

The term of this MOU shall be two (2) fiscal years from July 1, 2025, through June 30, 2027. This MOU shall apply to employees within job classifications covered by this MOU and in the City's active employment on the effective date of this Agreement and thereafter.

Ninety (90) days prior to the termination of this MOU, the Union or City shall notify the other party in writing if it wishes to modify the MOU. In the event that such notice is given, negotiations shall begin as soon as possible after the notice but not later than April 15, 2027. This Agreement shall remain in full force and be effective during the period of negotiations and until written notice of impasse or termination of this Agreement is provided to the other party.

CITY OF LEMOORE

Marissa Trejo
City Manager

SERGEANTS GROUP

Mark Pescatore
Police Sergeant

Tanner Jacques
Police Sergeant

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-11

To: **Lemoore City Council**

From **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Revised Position Allocation and Salary Schedule**

Strategic Initiative:

☐ Safe & Vibrant Community	☒ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☒ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the revised Position Allocation and Salary Schedule as attached.

Subject/Discussion:
The City currently has several Management Analyst positions assigned to various departments. The job description for the Management Analyst position is vague and does not accurately reflect assigned duties. Additionally, the title of Management Analyst is often confusing to candidates.

Management Analyst positions are assigned to Range 93.

Both Management Analysts assigned to the Human Resources division are vacating their positions; one to an equivalent position within the organization and one is leaving to another City. As such, now is an ideal time to eliminate both positions and reclassify them into positions more reflective of duties and responsibilities.

The Management Analyst assigned to Human Resources responsible for payroll would be reclassified to the position of Payroll Technician (Range 60) and reassigned to the Finance Department.

The Management Analyst position assigned to the generalized Human Resources functions would also pick up Risk Management (currently assigned to the Management

Analyst responsible for payroll) and be reclassified to the position of Human Resources Generalist (Range 71).

A part-time (19 hour per week) Human Resources Assistant would be added and assigned to a Range 45.

The proposed changes are cost neutral.

Financial Consideration(s):
Initially, the City will see a small cost savings, however, once employees in the positions top out at their salary ranges, the changes would be consistent with current costs.

Alternatives or Pros/Cons:
Alternative:
Do not approve the revised Position Allocation and Salary Schedule (not recommended).

Pros:
Better oversight of payroll;
Better oversight of timely vendor payments;
Improved efficiencies.

Cons:
None noted.

Commission/Board Recommendation:
N/A

Staff Recommendation:
Approve the revised Position Allocation and Salary Schedule as attached.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025
Salary Schedule		
Position Allocation		

FUND	BUDGET UNIT	DEPARTMENT/POSITION	FY 25 Proposed Revised Allocation
1000	**805**	**CITY MANAGER**	**2.5**
		CITY MANAGER	1
		ACM/ASD	0
		CITY CLERK/EXECUTIVE ASSISTANT	0.5
		ADMINISTRATIVE SERVICES TECHNICIAN	0.5
		OFFICE ASSISTANT I (PW)	0.5
1000	**810**	**CITY CLERK**	**0.5**
		CITY CLERK/EXECUTIVE ASSISTANT	0.5
1000	**815**	**FINANCE**	**4**
		FINANCE DIRECTOR	0.5
		FINANCE MANAGER	0.5
		ACCOUNTANT	1
		JUNIOR ACCOUNTANT	1
		PAYROLL TECHNICIAN	1
1000	**820**	**COMMUNITY DEVELOPMENT**	**1**
		MANAGEMENT ANALYST	1
1000	**825**	**FACILITIES MAINTENANCE**	**10**
		SUPERINTENDENT	1
		MAINTENANCE COORDINATOR	1
		MAINTENANCE WORKER I/II	4
		LEAD GROUNDSKEEPER	1
		GROUNDSKEEPER	3
1000	**830**	**POLICE**	**43**
		POLICE CHIEF	1
		CAPTAIN	0
		POLICE LIEUTENANT	2
		SERGEANT	5
		CORPORAL	5
		POLICE OFFICER	21
		COMMUNITY SERVICES OFFICER	3
		EVIDENCE TECHNICIAN	1
		EXECUTIVE ASSISTANT	1
		RECORDS SUPERVISOR	1
		RECORDS TECHNICIAN I/II	3
1000	**831**	**PUBLIC SAFETY DISPATCH**	**8**
		EMERGENCY DISPATCH SUPERVISOR	1
		SENIOR DISPATCHER	2
		DISPATCHER I/II	5
1000	**835**	**FIRE**	**2**
		ADMIN ASST / FIRE INSPECTOR	1
		MAINTENANCE WORKER I/II	1
1000	840	**BUILDING INSPECTION**	**3.5**
		COMMUNITY SERVICES MANAGER	0.5
		BUILDING INSPECTOR	3
1000	**845**	**PUBLIC WORKS ADMINISTRATION**	**5.5**
		PUBLIC WORKS DIRECTOR	1

		ASSISTANT PW DIRECTOR	1
		MANAGEMENT ANALYST	2
		PUBLIC WORKS INSPECTOR I	1
		ADMISTRATIVE SERVICES TECHNICIAN	0.5
1000	**855**	**RECREATION**	**3.5**
		COMMUNITY SERVICES MANAGER	0.5
		RECREATION MANAGER	1
		RECREATION COORDINATOR	1
		RECREATION SPECIALIST	1
1000	**860**	**HUMAN RESOURCES**	**1.5**
		HUMAN RESOURCES GENERALIST	1
		HUMAN RESOURCES ASSISTANT	0.5
1000	**865**	**INFORMATION TECHNOLOGY**	**2**
		IT ANALYST	1
		IT MANAGER	1

		SUBTOTAL GENERAL FUND FTE	87
FUND	**BUDGET UNIT**	**DEPARTMENT/POSITION**	**FY 25 Adopted Budget**
5000	**875**	**UTILITY OFFICE**	**5.5**
		FINANCE DIRECTOR	0.5
		FINANCE MANAGER	0.5
		ACCOUNT CLERK I/II	3
		ACCOUNT CLERK III	1
		BILINGUAL OFFICE ASSISTANT (PART-TIME)	0.5
5100	**885**	**WASTEWATER**	**13**
		WASTEWATER CPO	1
		SR. WASTEWATER UTILITY OPERATOR	1
		WASTEWATER COORDINATOR	1
		WASTEWATER UTILITY OPERATOR I/II	1
		WASTEWATER OIT	2
		WASTEWATER MAINTENANCE WORKER I/II	7
5200	**880**	**REFUSE**	**15**
		SUPERINTENDENT	1
		MAINTENANCE COORDINATOR	1
		MAINTENANCE WORKER I/II	13
6000	**890**	**FLEET**	**2**
		SUPERINTENDENT	1
		EQUIPMENT MECHANIC I/II	1
		TOTALS	**122.5**

SALARY SCHEDULE

Effective 8/19/25

TITLE			1	2	3	4	5	6
ACCOUNT CLERK I	35	YEARLY	38,627	40,558	42,586	44,716	46,951	49,299
ACCOUNT CLERK II	45	YEARLY	42,668	44,802	47,042	49,394	51,863	54,457
ACCOUNT CLERK III	55	YEARLY	47,132	49,489	51,963	54,561	57,290	60,154
ACCOUNT TECHNICIAN	60	YEARLY	49,536	52,013	54,614	57,345	60,212	63,222
ACCOUNTANT	79	YEARLY	59,845	62,838	65,980	69,279	72,743	76,380
ADMINISTRATIVE ASSISTANT I	43	YEARLY	41,827	43,919	46,115	48,421	50,842	53,384
ADMINISTRATIVE ASSISTANT II	46	YEARLY	43,095	45,250	47,512	49,888	52,382	55,001
ADMINISTRATIVE ASSISTANT II / FIRE PREVENTION INSPECTOR	67	YEARLY	53,110	55,765	58,554	61,481	64,555	67,783
ADMINISTRATIVE SERVICES TECHNICIAN	45	YEARLY	42,668	44,802	47,042	49,394	51,863	54,457
ASSISTANT CITY MANAGER	141	YEARLY	110,906	116,452	122,274	128,388	134,807	141,548
ASSISTANT CITY MANAGER / ADMINISTRATIVE SERVICES DIRECTOR	150	YEARLY	121,297	127,361	133,730	140,416	147,437	154,809
ASSISTANT PUBLIC WORKS DIRECTOR	126	YEARLY	95,529	100,306	105,321	110,587	116,116	121,922
BUILDING INSPECTOR	69	YEARLY	54,177	56,886	59,730	62,717	65,853	69,145
BUILDING OFFICIAL/SUPERINTENDENT	102	YEARLY	75,235	78,997	82,947	87,094	91,449	96,022
BUILDING PERMIT TECHNICIAN	44	YEARLY	42,246	44,358	46,576	48,905	51,350	53,917
CITY CLERK / EXECUTIVE ASSISTANT	95	YEARLY	70,173	73,682	77,366	81,235	85,296	89,561
CITY CLERK / HR MANAGER	122	YEARLY	91,802	96,392	101,211	106,272	111,585	117,165
CITY MANAGER	N/A	YEARLY	188,662	198,095	208,000	218,400	229,320	240,786
COMMUNITY DEVELOPMENT DIRECTOR	132	YEARLY	101,406	106,476	111,800	117,390	123,260	129,423
COMMUNITY SERVICES OFFICER	48	YEARLY	43,961	46,159	48,467	50,890	53,435	56,107
COMMUNITY SERVICES MANAGER	122	YEARLY	91,802	96,392	101,211	106,272	111,585	117,165
EMERGENCY DISPATCH SUPERVISOR	79	YEARLY	59,845	62,838	65,980	69,279	72,743	76,380
EMERGENCY DISPATCHER I	46	YEARLY	43,095	45,250	47,512	49,888	52,382	55,001
EMERGENCY DISPATCHER II	56	YEARLY	47,604	49,984	52,483	55,107	57,862	60,756
EQUIPMENT MECHANIC I	56	YEARLY	47,604	49,984	52,483	55,107	57,862	60,756
EQUIPMENT MECHANIC II	68	YEARLY	53,641	56,323	59,139	62,096	65,201	68,461
EVIDENCE TECHNICIAN	47	YEARLY	43,526	45,702	47,987	50,387	52,906	55,551
EXECUTIVE ASSISTANT	85	YEARLY	63,527	66,704	70,039	73,541	77,218	81,079
FINANCE DIRECTOR / CFO	140	YEARLY	109,808	115,299	121,064	127,117	133,473	140,146
FINANCE MANAGER	95	YEARLY	70,173	73,682	77,366	81,235	85,296	89,561

SALARY SCHEDULE

Effective 8/19/25

TITLE			1	2	3	4	5	6
FIRE PREVENTION INSPECTOR	69	YEARLY	54,177	56,886	59,730	62,717	65,853	69,145
GROUNDSKEEPER	26	YEARLY	35,318	37,084	38,938	40,885	42,929	45,076
HUMAN RESOURCES ASSISTANT	45	YEARLY	42,668	44,802	47,042	49,394	51,863	54,457
HUMAN RESOURCES GENERALIST	71	YEARLY	55,266	58,030	60,931	63,978	67,176	70,535
HUMAN RESOURCES / RISK MANAGEMENT MANAGER	122	YEARLY	91,802	96,392	101,211	106,272	111,585	117,165
INFORMATION TECHNOLOGY ANALYST	98	YEARLY	72,300	75,915	79,711	83,696	87,881	92,275
INFORMATION TECHNOLOGY MANAGER	122	YEARLY	91,802	96,392	101,211	106,272	111,585	117,165
JUNIOR ACCOUNTANT	71	YEARLY	55,266	58,030	60,931	63,978	67,176	70,535
LEAD GROUNDSKEEPER	31	YEARLY	37,120	38,976	40,925	42,971	45,119	47,375
MAINTENANCE COORDINATOR	70	YEARLY	54,719	57,455	60,328	63,344	66,511	69,837
MAINTENANCE WORKER I	31	YEARLY	37,120	38,976	40,925	42,971	45,119	47,375
MAINTENANCE WORKER II	41	YEARLY	41,003	43,053	45,206	47,466	49,840	52,332
MANAGEMENT ANALYST	93	YEARLY	68,791	72,230	75,842	79,634	83,616	87,796
METER READER	32	YEARLY	37,491	39,366	41,334	43,400	45,570	47,849
OFFICE ASSISTANT I	24	YEARLY	34,622	36,353	38,171	40,080	42,084	44,188
OFFICE ASSISTANT II	34	YEARLY	38,245	40,157	42,165	44,273	46,486	48,811
PARKS & RECREATION DIRECTOR	126	YEARLY	95,529	100,306	105,321	110,587	116,116	121,922
PAYROLL TECHNICIAN	60	YEARLY	49,536	52,013	54,614	57,345	60,212	63,222
PLANNING TECHNICIAN	44	YEARLY	42,246	44,358	46,576	48,905	51,350	53,917
POLICE CHIEF	151	YEARLY	122,510	128,635	135,067	141,820	148,911	156,357
POLICE CAPTAIN	137	YEARLY	106,579	111,908	117,503	123,378	129,547	136,025
POLICE CORPORAL	90	YEARLY	66,768	70,106	73,611	77,292	81,157	85,214
POLICE CORPORAL AA	95	YEARLY	70,173	73,682	77,366	81,235	85,296	89,561
POLICE CORPORAL BA	100	YEARLY	73,753	77,441	81,313	85,378	89,647	94,130
POLICE OFFICER	75	YEARLY	57,510	60,386	63,405	66,575	69,904	73,399
POLICE OFFICER AA	80	YEARLY	60,444	63,466	66,639	69,971	73,470	77,143
POLICE OFFICER BA	85	YEARLY	63,527	66,704	70,039	73,541	77,218	81,079
POLICE LIEUTENANT	127	YEARLY	96,484	101,309	106,374	111,693	117,277	123,141
POLICE RECORDS SUPERVISOR	66	YEARLY	52,584	55,213	57,974	60,872	63,916	67,112
POLICE RECORDS TECHNICIAN I	32	YEARLY	37,491	39,366	41,334	43,400	45,570	47,849
POLICE RECORDS TECHNICIAN II	39	YEARLY	40,195	42,205	44,315	46,531	48,858	51,301
POLICE SERGEANT	105	YEARLY	77,515	81,391	85,460	89,734	94,220	98,931
POLICE SERGEANT AA	110	YEARLY	81,469	85,543	89,820	94,311	99,026	103,978
POLICE SERGEANT BA	115	YEARLY	85,625	89,906	94,402	99,122	104,078	109,282
PUBLIC WORKS DIRECTOR	140	YEARLY	109,808	115,299	121,064	127,117	133,473	140,146
PUBLIC WORKS INSPECTOR I	59	YEARLY	49,046	51,498	54,073	56,777	59,616	62,597

SALARY SCHEDULE

Effective 8/19/25

TITLE			1	2	3	4	5	6
PUBLIC WORKS INSPECTOR II	69	YEARLY	54,177	56,886	59,730	62,717	65,853	69,145

SALARY SCHEDULE

Effective 8/19/25

TITLE			1	2	3	4	5	6
RECREATION COORDINATOR	56	YEARLY	47,604	49,984	52,483	55,107	57,862	60,756
RECREATION MANAGER	93	YEARLY	68,791	72,230	75,842	79,634	83,616	87,796
RECREATION SPECIALIST	43	YEARLY	41,827	43,919	46,115	48,421	50,842	53,384
SENIOR EMERGENCY DISPATCHER	66	YEARLY	52,584	55,213	57,974	60,872	63,916	67,112
SENIOR MAINTENANCE WORKER	54	YEARLY	46,666	48,999	51,449	54,021	56,722	59,558
SENIOR WASTEWATER UTILITY OPERATOR	87	YEARLY	64,804	68,044	71,446	75,019	78,770	82,708
SENIOR WATER UTILITY OPERATOR	92	YEARLY	68,110	71,515	75,091	78,845	82,788	86,927
SUPERINTENDENT	93	YEARLY	68,791	72,230	75,842	79,634	83,616	87,796
UTILITES MANAGER	114	YEARLY	84,777	89,016	93,467	98,140	103,047	108,200
WATER CHIEF PLANT OPERATOR	114	YEARLY	84,777	89,016	93,467	98,140	103,047	108,200
WATER CONSERVATION OFFICER	45	YEARLY	42,668	44,802	47,042	49,394	51,863	54,457
WATER DISTRIBUTION COORDINATOR	70	YEARLY	54,719	57,455	60,328	63,344	66,511	69,837
WASTEWATER CHIEF PLANT OPERATOR	109	YEARLY	80,663	84,696	88,931	93,377	98,046	102,948
WASTEWATER COLLECTIONS COORDINATOR	70	YEARLY	54,719	57,455	60,328	63,344	66,511	69,837
WASTEWATER UTILITY OPERATOR-IN-TRAINING (OIT)	50	YEARLY	44,845	47,087	49,441	51,913	54,509	57,234
WASTEWATER UTILITY OPERATOR I	55	YEARLY	47,132	49,489	51,963	54,561	57,290	60,154
WASTEWATER UTILITY OPERATOR II	65	YEARLY	52,063	54,666	57,400	60,270	63,283	66,447
WASTEWATER UTILITY WORKER I	37	YEARLY	39,403	41,374	43,442	45,614	47,895	50,290
WASTEWATER UTILITY WORKER II	47	YEARLY	43,526	45,702	47,987	50,387	52,906	55,551
WATER UTILITY OPERATOR I	68	YEARLY	53,641	56,323	59,139	62,096	65,201	68,461
WATER UTILITY OPERATOR II	78	YEARLY	59,253	62,216	65,326	68,593	72,022	75,623
WATER UTILITY WORKER I	47	YEARLY	43,526	45,702	47,987	50,387	52,906	55,551
WATER UTILITY WORKER II	57	YEARLY	48,080	50,484	53,008	55,658	58,441	61,363

PART-TIME HOURLY RATES and TEMPORARY PAY	
CROSSING GUARDS	CALIFORNIA MANDATED MINIMUM WAGE
DAY CAMP MANAGER	CALIFORNIA MANDATED MINIMUM WAGE PLUS FIFTY CENTS
INTERIM CITY MANAGER	$164,174.85/ ANNUALLY
PROGRAM INSTRUCTOR	$21.00 (HOURLY)
RECREATION LEADER	CALIFORNIA MANDATED MINIMUM WAGE
REFEREE/SPORTS OFFICIAL FOR ADULT SPORTS	$35.00 (HOURLY)
REFEREE/SPORTS OFFICIAL FOR YOUTH SPORTS	$26.50 (HOURLY)
RESERVE OFFICER	$27.65 (HOURLY RATE OF POLICE OFFICER STEP 1)
RESERVE EMERGENCY DISPATCHER	$20.72 (HOURLY RATE OF EMERGENCY DISPATCHER I STEP 1)
SCOREKEEPER	CALIFORNIA MANDATED MINIMUM WAGE

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-12

To: **Lemoore City Council**

From: **Marissa Trejo, City Manager**

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Summary of Grant Activity and Outcomes from Townsend Public Affairs**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Information Only.

Subject/Discussion:
Townsend Public Affairs (TPA) provided a summary of grant-related activities and accomplishments.

Financial Consideration(s):
None noted.

Alternatives or Pros/Cons:
None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Information Only.

Attachments:	Review:	Date:
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☐ Other	☒ Finance	08/11/2025
List: Memo		

M E M O R A N D U M

To: **City of Lemoore**

From: **Townsend Public Affairs**
Christopher Townsend, President
Spencer Street, Senior Associate
Jake Leischner, Associate

Date: August 11, 2025

Subject: **Summary of Grant Activity and Outcomes**

Overview

The purpose of this memo is to provide a summary of grant related activities and accomplishments completed by Townsend Public Affairs (TPA) and the City of Lemoore (City) from December 3, 2024 through August 11, 2025.

Over the past nine months, TPA has served as a dedicated strategic partner to the City, providing comprehensive grant identification, funding strategy, and grant writing services. Through a close working relationship with City leadership and staff, TPA has played a key role in advancing the City's funding goals by identifying high-priority projects and aligning them with appropriate state, and federal funding opportunities.

Grant Identification and Submission

TPA has led the development and submission of multiple competitive grant applications, on behalf of the City. Each month, TPA delivers a comprehensive funding opportunity report, identifying active and upcoming grant solicitations for which the City is eligible. This document serves as a key decision-making tool, enabling City leadership to stay informed and proactive in pursuing external funding.

TPA collaborates closely with City staff to review these opportunities, offering expert guidance on program eligibility, technical requirements, evaluation criteria, and strategic positioning. This consultation ensures that the City can make fully informed decisions about which opportunities align best with its priorities and resources. Once a project receives internal approval, TPA manages the grant application process from end to end - handling everything including initial narrative development, budget planning, drafting and securing letters of support, community outreach assistance, compliance checks and final submission.

A detailed list of all grant applications submitted under this contract, along with their current status and outcomes, is provided below:

Agency & Grant Program	Project Name	Submission Date	Request	Status
California Highway Patrol **Cannabis Tax Fund Grant Program**	DUI Checkpoints	2/23/2025	$11,622.96	**Awarded** **$11,622.96**
American Association of Retired Persons **AARP 2025 Community Challenge**	Senior Apartment Sidewalk Resurfacing	3/5/2025	$25,000.00	Not Awarded
California Volunteers **#CaliforniansForAll Youth Service Corps**	Lemoore Service Corps	3/21/2025	$1,784,085.00	Not Awarded
Gary Sinise First Responders Foundation **First Responders Grant Program**	New Ready Vests and Associated Equipment	4/10/2025	$30,907.62	*Pending*
Walmart Spark Good **Local Grants Program**	Youth Sports Equipment	6/25/2025	$5,000.00	Not Awarded
T-Mobile **Hometown Grant Program**	Restoring the Arbor Depot: A Place for Community and Entrepreneurship	6/26/2025	$50,000.00	*Pending*

U.S. Department of Defense **Defense Community Infrastructure Program**	North Lemoore Sewer Project	7/3/2025	$8,080,846.00	*Pending*
National Endowment for the Arts **Grants for Arts Projects: Our Town**	Epic Community Art Experience	7/29/2025	$90,000.00	*Pending*

Federal Earmark Submission and Awards

TPA solicits community projects and priorities to submit on behalf of the City for consideration for federal earmarks. This process involves working collaboratively and regularly with staff, state elected officials, and the City's congressional delegation to identify local needs and secure support for submitted projects. TPA ensures submitted projects are competitive, right-sized for consideration, diversified across City departments, and aligned with the City's funding strategy. Currently, the City has $1 million pending in the FY26 federal appropriations process.

FY26		
Project	**Amount Requested**	**Status**
Advanced Metering Infrastructure Project	$3,000,000.00	Selected by Rep. Fong; Included in committee markup for $1,000,000; **Awaiting passage of FY26 appropriations package**
Iona Avenue Road Improvements Project	$2,693,820.00	Not Selected
Live Fire Burn Center Construction Project	$1,100,000.00	Selected by Padilla; Not included in committee markup

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-13

To: **Lemoore City Council**

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

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

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

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☒ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the appointments to the Parks and Recreation Commission, as recommended by Mayor Matthews.

Subject/Discussion:
One (1) vacancy has occurred due to a Commissioner resigning. The vacancy was posted at the City Hall, Cinnamon Municipal Complex, and the City website. One (1) application weas received. The applicants are:

Jeanette Rivera

Mayor Matthews reviewed all applications. Mayor Matthews is recommending the appointment of Jeannette Rivera to the Parks and Recreation Commission.

Concurrence of at least two Council Members is required for the appointment 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.

Commission/Board Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends approval of the appointment to the Parks and Recreation Commission, as recommended by Mayor Matthews.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☐ Contract	☒ City Manager	08/11/2025
☒ Other	☒ Finance	08/11/2025
List: Application		

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive • Lemoore, California 93245 • (559) 924-6744 • Fax (559) 924-9003
Office of the City Manager

APPLICATION FOR PUBLIC SERVICE APPOINTMENT

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

Name Jeanette Rivera

Address [redacted] Telephone# [redacted]

E-mail address Jeanetterivera13@yahoo.com Cell # _____

Business Name _____

Business Address _____

Position Held _____ Business Phone # _____

How long have you resided in Lemoore 10 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:

Park and recreation. To make different types of art more available to kids through the rec center.

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

I'm currrently pursuing a degree in studio arts . I previously worked at the kings art center teaching the after-school program and the summer program. I'm part of the kings art league. I also participate in art fairs through out the ~~yard.~~ year

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

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

I have never been part any government board, commission or committee.

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

My goal is to be active in the community and make art more accessible to kids.

Name Jeanette Rivera (Please print) Date 07/30/25

Signature [redacted]

City of
LEMOORE
CALIFORNIA

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

Staff Report

Item No: 4-14

To: **Lemoore City Council**

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

Date: **August 11, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Consulting Services Agreement between the City of Lemoore and Retail Strategies, LLC**

Strategic Initiative:

☐ Safe & Vibrant Community	☒ Growing & Dynamic Economy
☒ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the Consulting Services Agreement between the City of Lemoore and Retail Strategies, LLC and authorize the City Manager to execute the agreement.

Subject/Discussion:
The City of Lemoore has historically partnered with specialized retail recruitment consultants to enhance local economic development efforts, strengthen the City's retail base, and attract new businesses to the community. Retail Strategies, LLC possesses unique expertise and professional skill in retail market analysis, real estate analysis, and active recruitment of retail prospects.

Under the proposed agreement, Retail Strategies will provide the City with updated retail trade area analysis, gap analysis, peer market comparisons, psychographic profiling, and aerial imagery. They will also monitor priority commercial properties, engage local brokers and property owners, and proactively recruit retailers, restaurants, and developers to Lemoore. The consultant will contact a minimum of 30 potential retail prospects and will represent the City at the International Council of Shopping Centers (ICSC) conference. One on-site market visit per year is included.

The City Manager will serve as the designated point of contact to coordinate communications, facilitate data sharing, and ensure timely updates are provided to stakeholders.

The consulting fee is $45,000 for the first year, payable upon execution. The agreement term is one year with the option for future extensions upon mutual agreement.

Financial Consideration(s):
$45,000 for the agreement term – one year. This amount has been budgeted for Fiscal Year 2025-2026.

Alternatives or Pros/Cons:
Pros:

- Brings professional skill and a proven track record in retail recruitment, market analysis, and economic development.
- Provides updated demographic, psychographic, and gap analysis to guide targeted recruitment.

Cons:

- None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends approval of the Consulting Services Agreement between the City of Lemoore and Retail Strategies, LLC and authorize the City Manager to execute the agreement.

Attachments:	**Review:**	**Date:**
☐ Resolution:		
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Clerk	08/11/2025
☒ Contract	☒ City Manager	08/11/2025
☐ Other	☒ Finance	08/11/2025
List:		

AGREEMENT TO PROVIDE CONSULTING SERVICES

This Agreement to Provide Consulting Services (this "Agreement") sets forth the mutual understanding of (the "Client") Lemoore, CA and Retail Strategies, LLC, an Alabama limited liability company (the "Consultant") on this _____day of _____ 2025 (the "Execution Date"), for the provision of professional consulting services as more fully set forth below.

R E C I T A L S:

The Consultant possesses a high degree of professional skill and experience and is a unique provider of professional consulting services in retail recruitment.

The Client desires to hire the Consultant to provide professional consulting services because of its professional skill and experience.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants and agreements set forth in this Agreement, the Client and the Consultant, intending to be legally bound, do hereby agree as follows:

1. CONSULTING SERVICES. The Consultant agrees to provide the following professional services to the Client as detailed in Exhibit A (a copy of which is attached hereto and incorporated herein by reference) (the "Services"):

2. TERM. The Consultant's engagement and provision of Services will commence upon the Execution Date as set forth above. The Consultant's engagement and this Agreement will terminate automatically on the third anniversary of the Execution Date (the "Term") unless earlier terminated as provided in Section 6 below. At the end of the Term, the Client, acting by and through the Client Representative, may extend the Term at its option for successive periods on such terms and conditions as the Client Representative, acting for and on behalf of the Client, and the Consultant may agree upon in writing.

3. CONSULTING FEE.

A. Consulting Fee. In consideration for providing the Services, the Client agrees to pay the Consultant a consulting fee (the "Consulting Fee") in an amount equal to $45,000. The Consulting Fee will be paid in installments of immediately available funds as follows:

Contract Period	Payment Date	Payment Amount
Year One	Upon execution of this agreement	$45,000

B. Payment Default. If the Client fails to pay any portion of the Consulting Fee on the requisite payment date, the Consultant will immediately cease all Services identified in Exhibit A. Additionally, from the date due until paid, the delinquent amount shall bear interest at the rate of one and one-half percent (1.5%) per month. If Consultant shall engage an attorney to collect any unpaid amount due hereunder, or institutes legal action to enforce the provisions of this Agreement, Consultant shall be entitled to receive from Client, in

addition to such unpaid amount plus interest, a reasonable attorney fee and all expenses incurred by Consultant as awarded by a court of competent jurisdiction.

4. CLIENT INFORMATION AND ACCESS.

A. To the extent permitted by law, the Client will provide the Consultant with access to relevant personnel, facilities, records, reports, and other information (including any information specified in the Consultant's proposal to the Client) accessible by the Client that the Consultant may reasonably request from time-to-time during the Term. The Client acknowledges and agrees that the Consultant's scheduled delivery of the Services is dependent upon the timely access to such personnel, facilities, records, reports and other requested information.

B. To facilitate such access and Consultant's delivery of the Services, the Client designates the City Manager (the "Client Representative"), currently Marissa Trejo. The Client Representative will serve as the primary liaison between the Consultant and the Client. The Client Representative will have responsibility for regular communications between the Client and the Consultant, including providing updates in a timely manner through Basecamp. The Client Representative's communications to the Consultant will include information regarding retail growth and development, such as actual and prospective business openings and closings, changes in economic drivers (e.g., significant increases or decreases in workforce of major employers, school enrollments, housing or healthcare services) and changes in the ownership of targeted real estate (e.g., transfers of real estate or changes in the finances of ownership). The Client Representative will also be responsible for disseminating updates relative to consultants' activities related to scope of work to members of local stakeholder groups of the Client (e.g. City Council, Economic Development Boards, and Chamber of Commerce etc.).

C. The Client hereby authorizes the Client Representative (i) to act on behalf of the Client in the day-to-day administration and operation of this Agreement and the arrangements it contemplates and (ii) to execute and deliver on behalf of the Client, such notices, approvals, consents, instruments, amendments or other documents as may be necessary or desirable to facilitate or assist the Consultant with the provision of the Services.

5. INTELLECTUAL PROPERTY. As part of the Services, the Consultant will prepare periodic and final reports including demographic and other research reports that will become the property of the Client upon delivery from the Consultant. Any other reports, memoranda, electronic mail, facsimile transmissions, or other written documents prepared or used by the Consultants in connection with the Services will remain the property of the Consultant. With the Consultant's prior permission, the Client may use other information provided by the Consultant, such as specifics related to retailers, developers, site information or other "confidential information" for internal purposes while taking reasonable steps to so limit the use of such materials and maintain its confidentiality.

6. TERMINATION.

A. **By the Client At-Will.** The Client may terminate this Agreement at any time for any or no reason upon delivery of 30 days' prior written notice to the Consultant. Any portion of

the Consulting Fee paid prior to such termination of this Agreement is earned when paid and nonrefundable.

B. **By the Client Upon the Consultant's Default.** The Client may notify the Consultant within 90 days of the day that the Client knows or should have known that the Consultant breached this Agreement. The Consultant will have 30 days following receipt of such notice to cure any alleged breach. If the Consultant fails to cure any alleged breach within that 30-day period, then the Client may terminate this Agreement. Within 30 days of such termination of this Agreement, the Consultant will refund a pro rata portion of the installment of the Consulting Fee previously paid for the contract period during which such termination occurs based upon the number of days remaining in such contract period.

C. By the Consultant At-Will. The Consultant may terminate this Agreement at any time for any or no reason upon delivery of 30 days' prior written notice to the Client. Within 30 days of such termination of this Agreement, the Consultant will refund a pro rata portion of the installment of the Consulting Fee previously paid for the period during which such termination occurs based upon the number of days remaining in such period.

D. By the Consultant Upon the Client's Default. The Consultant may notify the Client within 90 days of the day that the Consultant knows or should have known that the Client breached this Agreement. The Client will have 30 days following receipt of such notice to cure any alleged breach. If the Client fails to cure any alleged breach within that 30-day period, then the Consultant may terminate this Agreement. Any portion of the Consulting Fee paid prior to such termination of this Agreement is earned when paid and nonrefundable.

7. NOTICES. Any notice or communication in connection with this Agreement will be in writing and either delivered personally, sent by certified or registered mail, postage prepaid, delivered by a recognized overnight courier service, or transmitted via facsimile or other electronic transmission, addressed as follows:

Client: City of Lemoore, CA
711 W. Cinnamon Drive
Lemoore, CA 93245
Email: mtrejo@lemoore.com
Attention: Marissa Trejo, City Manager

Consultant: Retail Strategies, LLC
2200 Magnolia Ave. South, Suite 100
Birmingham, AL 35205
Email: sleara@retailstrategies.com
Fax: (205) 313-3677
Attention: Stephen P. Leara, Esq – EVP | General Counsel

or to such other address as may be furnished in writing by either party in the preceding manner. Notice shall be deemed to have been properly given for all purposes: (i) if sent by a nationally recognized overnight carrier for next business day delivery, on the first business day following deposit of such notice with such carrier, (ii) if personally delivered, on the actual date of delivery, (iii) if sent by certified U.S. Mail, return receipt requested postage prepaid, on the third business

day following the date of mailing, or (iv) if sent by facsimile or email of a PDF document (with confirmation of transmission), then on the actual date of delivery if sent prior to 5 p.m. Central Time, and on the next business day if sent after such time.

8. INDEPENDENT CONTRACTOR. The Consultant, in its capacity as a professional consultant to the Client, is and will be at all times an independent contractor. The Consultant does not have the express, implied or apparent authority either (A) to act as the Client's agent or legal representative or (B) to legally bind the Client, its officers, agents or employees.

9. STANDARD TERMS.

A. **Affiliated Services:** Client acknowledges that affiliates of consultant act in the capacity of a real estate brokerage service business and may earn fees for services including brokerage, development, leasing and management fees in the performance of such affiliates services which may encompass a portion of the Project. In no event will the Client be responsible for any such fees, to the extent they are earned pursuant to this paragraph.

B. **Applicable Laws:** The Consultant will abide by all laws, rules and regulations applicable to the provision of the Services.

C. **Insurance:** The Consultant will carry all employee insurance necessary to comply with applicable state and federal laws.

D. **Third Party Beneficiaries:** This Agreement is for the sole benefit of the parties to this Agreement and their permitted successors and assigns. Nothing in this Agreement, whether express or implied, is intended to or will confer upon any other person or entity any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of this Agreement.

E. **Publicity:** The Client agrees that the Consultant may, from time-to-time, use the Client's name, logo and other identifying information on the Consultant's website and in marketing and sales materials.

F. **Entire Agreement:** This Agreement, together with any exhibits or amendments hereto, constitutes the entire agreement of the parties, as a complete and final integration thereof with respect to its subject matter. Any prior written or oral understandings and agreements between the parties are merged into this Agreement, which alone fully and completely expresses their understanding. No representation, warranty, or covenant made by any party which is not contained in this Agreement or expressly referred to herein has been relied on by any party in entering into this Agreement.

G. **Further Assurances**: Each party hereby agrees to perform any further acts and to execute and deliver any documents which may be reasonably necessary to carry out the provisions of this Agreement.

H. **Force Majeure:** Neither party to this Agreement will hold the other party responsible for damages or delay in performance caused by acts of God, strikes, lockouts or other circumstances beyond the reasonable control of the other or the other party's employees, agents or contractors.

I. **Limitation on Liability; Sole Remedy:** Each party's liability to the other party arising out of or related to this Agreement or the Services will not exceed the amount of the Consulting Fee. The Client's sole remedy in the event of any alleged breach of this Agreement by the Consultant will be the notice, cure, and refund provisions of Section 6(B) of this Agreement.

J. **Amendment in Writing**: This Agreement may not be amended, modified, altered, changed, terminated, or waived in any respect whatsoever, except by a further agreement in writing, properly executed by a duly authorized officer of the Consultant and the Client Representative, acting for and on behalf of the Client.

K. **Binding Effect**: This Agreement will bind the parties and their respective successors and assigns. If any provision in this Agreement will be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions will not in any way be affected or impaired thereby.

L. **Captions**: The captions of this Agreement are for convenience and reference only, are not a part of this Agreement and in no way define, describe, extend, or limit the scope or intent of this Agreement.

M. **Construction:** This Agreement will be construed in its entirety according to its plain meaning and will not be construed against the party who provided or drafted it.

N. **Prohibition on Assignment:** No party to this Agreement may assign its interests or obligations hereunder without the written consent of the other party obtained in advance of any such assignment. No such assignment will in any manner whatsoever relieve any party from its obligations and duties hereunder and such assigning party will in all respects remain liable hereunder irrespective of such assignment.

O. **Waiver:** Non-enforcement of any provision of this Agreement by either party will not constitute a waiver of that provision, nor will it affect the enforceability of that provision or of the remaining terms and conditions of this Agreement.

P. **Survival:** Section 5 and Section 9(H) will survive termination of this Agreement.

Q. **Counterparts; Electronic Transmission:** This Agreement may be executed in counterparts, each of which will be deemed to be an original, and such counterparts will, together, constitute and be one and the same instrument. A signed copy of this Agreement delivered by telecopy, electronic transmission or other similar means will be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the Client and the Consultant have caused this Agreement to be executed by their duly authorized officers to be effective as of the Executed Date.

CLIENT:
CITY OF LEMOORE, CA

By: _____
Name:
Title:
Date:

CONSULTANT:
RETAIL STRATEGIES, LLC

By: _____
Name:
Title:
Date

EXHIBIT A

I. CONSULTANT AGREEMENT

This section outlines what Retail Strategies (the "consultant") will provide to the City of Lemoore (the "client").

A. Research

1. Update Retail trade area using political boundaries, drive times, and radii and custom boundary geographies as needed.
2. Update GAP analysis for trade area (i.e. leakage and surplus) as needed.
3. Update Retail peer market analysis as needed.
4. Update Tapestry lifestyles – psychographic profile of trade area/market segmentation analysis as needed.
5. Update Aerial imagery by trade area.
6. Continued identification of retail prospects to be targeted for recruitment.
7. Monthly updates provided on retail industry trends.
8. Custom on-demand demographic research – historical, current, and projected demographics – to include market trade areas by radius/drive time, and custom trade area

B. Real Estate Analysis

1. Continued monitoring of priority commercial properties for development, re-development, and highest and best use opportunities.
2. Continued identification of priority business categories for recruitment and/or local expansion.
3. Monitor existing shopping centers and retail corridors
4. Active outreach to local brokers and landowners

C. Retail Recruitment

1. Pro-active retail recruitment for targeted zones
2. Will contact a minimum of 30 retailers, restaurants, brokers and/or developers
3. Updates on new activity will be provided to the Client's designated primary point of contact (Sec. II-A) via Basecamp, telephone, or email on a monthly and/or as-needed basis
4. One market visit per calendar year included in the agreement, any travel outside of the agreement shall be approved and paid for by the contracting entity
5. ICSC conference representation- updates provided according to the yearly conference schedule

II. CLIENT AGREEMENT

This section outlines what the City of Lemoore (the "Client") will provide for Retail Strategies (the "Consultant").

A. Point of Contact

1. One individual shall be specifically designated by Client and identified to Consultant as the primary point of contact ("POC")
2. POC will be responsible for regular communications between Client and Consultant
3. POC will be responsible for communicating all of Consultants updates and activities to Client as necessary
4. POC will be the primary facilitator of communication as it relates to concerns from board members, city council and/or other decision making community leaders
5. POC will be competent to aid Consultant in navigation of local political landscape
6. POC will have access to Basecamp and will post messages and on –going local updates in a timely manner

B. Information and Material Requested by Consultant:

1. Consultant will provide POC with no less than 3 business days' notice before materials and other information are needed
2. Client/ POC understands that Consultant's ability to stay on schedule will depend on receiving requested information by the requested deadline
3. Client/ POC will provide consultant with ongoing updates related to retail growth and development, including but not limited to: (i) businesses that open, close, or rumors associated, as such; (ii) changes in economic drivers (i.e. significant increase or decrease in employees for major employment, school enrollments, housing or medical); (iii) new ownership of real estate or changes in the owner's personal situation that may affect willingness to sell property
4. Client/ POC will inform Consultant of plans to attend ICSC conferences proving ample time to assist in planning

C. Information and Material Requested by Client:

1. POC will provide Consultant with no less than 3 business days' notice before a full update is needed
2. Client/ POC understand the confidentiality of communication containing retailer specific information and will notify Consultant before sharing such information publicly

City of
LEMOORE
CALIFORNIA

711 W. Cinnamon Dr. ● Lemoore, California 93245 ● (559) 924-6744 ● Fax (559) 924-9003

Staff Report

Item No: 4-15

To: **Lemoore City Council**

From: **David Jones, Lemoore Volunteer Fire Department Assn**

Date: **August 8, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Request for Release of Remaining SB178 Funds for Fire Training Facility**

Strategic Initiative:

☒ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Request for Release of Remaining SB178 Funds for Fire Training Facility Construction.

Subject/Discussion:
In 2022, Lemoore Volunteer Fire Department received award notification for 2-million-dollar funding from Senator Hurtado's office. The Lemoore Volunteer Fire Department Association has requested the release of remaining allocated funds to proceed with the construction of a dedicated training facility. The proposed facility will serve as a centralized location for skill development, certification programs, and operational readiness activities that directly support City of Lemoore Volunteer Fire Department's strategic goals. Current training activities are conducted in borrowed or temporary spaces, which limits scheduling flexibility, capacity, and the ability to utilize specialized training equipment.

LVFDA requests Council's consideration to release remaining funds of about $383,000 to the Association, to be able to complete the project in a timely manner. Due to the City's lengthy purchasing guidelines, we have missed opportunities on good pricing. Which will then increase the cost of the facility. The total cost of the project is estimated at $423,553,

of which LVFDA will be covering the difference to complete. All funds will be fiscally tracked and copies of receipts turned into the Finance Director for auditory tracking.

Financial Consideration(s):
Financial impact is unknown at this time.

Alternatives or Pros/Cons:
Pros:

- Training facility available for Volunteers

Cons:

- None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends that Council release remaining funds to the Lemoore Volunteer Fire Department Association for the building of the fire training facility.

Attachments:	Review:	Date:
☐ Resolution:	☒ Finance	08/11/2025
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Manager	08/11/2025
☐ Contract	☒ City Clerk	08/11/2025
☒ Other		
List:		

LEMOORE VOLUNTEER FIRE DEPARTMENT

Chief David Jones
210 Fox Street, Lemoore, CA 93245
FireDept@Lemoore.com
(559) 924-6797

August 8, 2025

City Council of Lemoore
Lemoore, California 93245

Subject: Request for Release of Remaining Funds for Fire Training Facility

Dear Members of the City Council,

On behalf of the Lemoore Volunteer Fire Department Association, I am writing to respectfully request the release of the remaining allocated funds for the construction of the new Fire Training Facility.

As you are aware, this project is a critical investment in the safety, preparedness, and professional development of our fire service personnel. The facility will provide a dedicated space for comprehensive training in fire suppression, rescue operations, and emergency response—ensuring that our firefighters are equipped with the skills and experience necessary to protect our community effectively.

To date, we have made significant progress in the planning and preparatory stages, and have established a partnership with A & M Consulting Engineers who will donate engineering services for the facility. The support from the City Council has been instrumental in moving the project forward. The release of the remaining funds will allow us to proceed without delay, avoiding potential increases in cost due to inflation, supply shortages, or other market factors.

We are committed to full transparency and fiscal responsibility in the use of these funds. Detailed project plans, timelines, and budget reports are available for your review at any time.

We greatly appreciate the Council's ongoing partnership and dedication to public safety. We respectfully request that the remaining funds be released at the earliest possible date so we may continue to build this essential facility for the benefit of our firefighters and the residents of City of Lemoore.

Thank you for your time, consideration, and support.

Sincerely,

Kyle Reed
Secretary/Treasurer
Lemoore Volunteer Fire Department Association
559-707-9482

LEMOORE VOLUNTEER FIRE DEPARTMENT ASSOCIATION, INC.

Chief David Jones
210 Fox Street, Lemoore, CA 93245
FireDept@Lemoore.com
(559) 924-6797

August 8, 2025
Lemoore Volunteer Fire Department Association, Inc.
210 Fox St.
Lemoore, CA 93245
559-924-6744 ext 768

Estimated Training Facility costs:
Over excavating and site grading $30,000
Storm drain and drain inlets $25,000
Foundation and Flat work $105,000
Crane $6050
Storage containers $16,400
Container Modifications $115,000
Site fab, cat walks, stairs $66,500
Paint $15,000
Miscellaneous Equipment, hoses, nozzles, ladders, vent fans, etc $44,553.00

Total estimated $423,553.00

Memorandum of Understanding (MOU)

Between:

A&M Consulting Engineers
220 N Locust Street
Visalia, CA 93291

And:

City of Lemoore
711 W Cinnamon Drive
Lemoore, CA 93245

Date: June 11, 2025

Subject: Donation of Engineering Services for LVFD Training Facility

Purpose:

This Memorandum of Understanding (MOU) symbolizes the partnership between A&M Consulting Engineers and the City of Lemoore, highlighting our mutual commitment to the well-being and safety of the Lemoore community through the donation of engineering services for the LVFD Training Facility, as detailed in our Engineering Design Proposal dated April 30, 2025.

Scope of Donation:

A&M Consulting Engineers is honored to donate comprehensive engineering design services valued at **$22,500**. This donation includes:

- Preliminary design phase
- Structural and foundation design
- Training facility layouts
- Construction documents (plans, specifications, and estimates)
- Coordination and permitting assistance

Condition of Donation:

In recognition of this collaborative effort, we kindly request a simple photo opportunity where representatives from the City of Lemoore and the LVFD will join us to accept a ceremonial check representing the donated amount. This image will serve as a meaningful testament to our shared vision and commitment, and may be used by A&M Consulting Engineers for community outreach and promotional purposes. Additionally, A&M Consulting Engineers will participate in the groundbreaking ceremony for the LVFD Training Facility. It is understood that the facility construction is guaranteed by the City of Lemoore.

Our Heartfelt Commitment to the Community:

At A&M Consulting Engineers, our dedication extends far beyond traditional engineering services. We believe deeply in contributing to the growth, safety, and vibrancy of our community. Our partnership with the City of Lemoore and the LVFD embodies our core value of making a positive and lasting impact, enhancing the quality of life for everyone in our community.

Acknowledgement:

By signing below, both parties acknowledge their agreement to the terms outlined in this MOU.

Orfil Muniz, PE, Principal Civil Engineer
A&M Consulting Engineers

Date: 6/11/2025

Authorized Representative
City of Lemoore

Date: 6/19/2025

Regenercrate Corp LLC
6929 E. Nebraska Ave.
Selma, CA 93662-9616
+15593179873
regenercratecorpllc@gmail.com
www.regenercrate.com

Invoice

BILL TO	SHIP TO
Nick Reed Lemoore Volenteer Fire Association 711 W Cinnamon Dr Lemoore, Ca 93245	Nick Reed Lemoore Volenteer Fire Association 711 W Cinnamon Dr Lemoore, Ca 93245

INVOICE #	DATE	TOTAL DUE	DUE DATE	TERMS	ENCLOSED
294	06/27/2025	$16,400.00	06/27/2025	Due on receipt	

DATE	ACTIVITY	DESCRIPTION	QTY	RATE	AMOUNT
	40H Used	40 x 8 x 9	5	3,000.00	15,000.00
	20S Used	20 x 8 x 8	1	1,950.00	1,950.00

Thank you for your business. We accept cash, check of an ACH.
Received by:

SUBTOTAL	16,950.00
DISCOUNT 30%	-5,085.00
TAX	0.00
SHIPPING	4,535.00
TOTAL	16,400.00
BALANCE DUE	**$16,400.00**

3rd Quote ~~Winning~~ Lowest

Fire Training Building SB178 Fire grant 24008-56020
Final Final FY 25-26 [redacted] 1225-835-0000-[redacted]

If the delivery is not able to be completed (the container is at the desired location) due to access difficulties, lack of pad preparation, or dissatisfaction with product being delivered, the delivery charge is non-refundable.

LEMOVOL-01 DALLEN

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 7/30/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Carl Nelson Insurance Agency Inc 1519 N 11TH Ave Hanford, CA 93230	CONTACT NAME: PHONE (A/C, No, Ext): (559) 584-4495 FAX (A/C, No): (559) 584-4516 E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : National Fire & Marine Ins Co	20079
INSURED Lemoore Volunteer Fire Department Association 20 Fox Street Lemoore, CA 93245	INSURER B : Glatfelter Insurance Group	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR			VFG5-TR-0002287-00	7/17/2025	7/17/2026	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	X POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO			VFNU-CM-0036089-00	7/17/2025	7/17/2026	BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Lemoore
429 C Street
Lemoore, CA 93245

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Daith Ann

ACORD 25 (2016/03)

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City of
LEMOORE
CALIFORNIA

711 W. Cinnamon Dr. ● Lemoore, California 93245 ● (559) 924-6744 ● Fax (559) 924-9003

Staff Report

Item No: 5-1

To: **Lemoore City Council**

From: **Estevan Benavides, Public Works Director**

Date: **July 28, 2025** **Meeting Date:** **August 19, 2025**

Subject: **Abatement of Public Nuisances**

Strategic Initiative:

☒ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Proceed with weed abatement measures, as outlined in Ordinance 4-2-2 through 4-2-14 and Resolution 2025-30, adopted August 5, 2025.

Subject/Discussion:
On August 5, 2025 the City Council adopted Resolution 2025-30, formally identifying locations within the City that were in violation of City Ordinance 4-2-2; Nuisance Declared by Resolution. Per City Ordinance 4-2-8, a public hearing is required in order to hear all objections related to identified locations being declared as a public nuisance, prior to City abatement of the properties.

Staff requests Council's consideration to continue the abatement process, as approved in Resolution 2025-30, for all properties listed in Exhibit A.

Financial Consideration(s):
Financial impact is unknown at this time. If the City must contract for the removal of weeds, the City initially bears the costs. After the removal is finished, the costs are passed on to the property owner in the form of a lien against the property. The lien is then paid in the following year's taxes.

Alternatives or Pros/Cons:

Alternative

Postpone the public hearing to a later date.

Commission/Board Recommendation:

Not applicable.

Staff Recommendation:

Staff recommends that Council conduct a public hearing, consider any comments, and instruct staff to move forward with the abatement process on the properties that are still in violation.

Attachments:	Review:	Date:
☒ Resolution: 2025-30	☒ Finance	08/11/2025
☐ Ordinance:	☒ City Attorney	08/12/2025
☐ Map	☒ City Manager	08/11/2025
☐ Contract	☒ City Clerk	08/11/2025
☐ Other		
List:		

RESOLUTION NO. 2025-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE IN FAVOR OF ORDERING WEED ABATEMENT

WHEREAS, Lemoore Municipal Code Sections 4-2-1 through 4-2-14 provide a means for the City Council to find and declare public nuisances and order weed abatement; and

WHEREAS, the City Council desires to initiate that process which will abate and remove fire hazards from the City by declaring them to be public nuisances pursuant to the Municipal Code

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Lemoore, the following:

1. The Council hereby finds and declares that public nuisances, as declared in Resolution 2025-30 Exhibit "A" be ordered for abatement with the exception of those dismissed during the public hearing.

2. The Fire Marshall, or designee is hereby directed to obtain bids, and proceed with the acquisition of a contractor, or use city staff to remove said weeds and/or fire hazard and lien the corresponding property for accrued charges for said removal in compliance with Lemoore Municipal Code Sections 4-2-1 through 4-2-14.

PASSED AND ADOPTED by the City Council of the City of Lemoore at a regular meeting held on the 5th day of August 2025 by the following vote:

AYES: Brewster, Gornick, Lyons, Cruz, Matthews
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:
Marisa Avalos
Deputy City Clerk

APPROVED:
Patricia Mathews
Mayor

EXHIBIT "A"

No.	Address	APN
1.	669 Champion St	023-150-009
2.	685 Champion St	023-150-006
3.	839 Champion St	023-150-015
4.	843 Champion St	023-150-016
5	882 Azalea Lane	021-160-018