

MEETING AGENDA

The City Council/Successor Agency of the City of Firebaugh

Vol. No.15/08-03

Location of Meeting: **Andrew Firebaugh Community Center**
1655 13th Street, Firebaugh, CA 93622

Date/Time: **August 3, 2015/6:00 p.m.**

CALL TO ORDER

ROLL CALL

Mayor Craig Knight
Mayor Pro Tem Freddy Valdez
Council Member Brady Jenkins
Council Member Marcia Sablan
Council Member Felipe Perez

In compliance with the Americans with Disabilities Act, if you need special assistance to access the Andrew Firebaugh Community Center to participate at this meeting, please contact the Deputy City Clerk at (559) 659-2043. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the Andrew Firebaugh Community Center.

Any writing or documents provided to a majority of the City Council regarding any item on this agenda will be made available for public inspection at City Hall, in the Deputy City Clerk's office, during normal business hours.

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

PRESENTATION: Fresno Co. Economic Development Corp. presents business recruitment & growth options.

CONSENT CALENDAR

Items listed on the calendar are considered routine and are acted upon by one motion unless any Council member requests separate action. Typical items include minutes, claims, adoption of ordinances previously introduced and discussed, execution of agreements and other similar items.

1. APPROVAL OF MINUTES – The City Council meeting on July 20, 2015.

NEW BUSINESS

2. RFP – DEVELOPMENT IMPACT FEE UPDATE AND NEXUS STUDY.

Recommended Action: Council receives public comment & approves RFP.

3. RESOLUTION NO. 15-30 - A RESOLUTION URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE.

Recommended Action: Council receives public comment & approves Res. No. 15-30.

4. INFORMATIONAL UPDATE REQUEST BY COUNCIL MEMBER VALDEZ THE DISCUSSION REGARDING THE REQUEST OF INSTALLING HEATING AND COOLING SYSTEM AND DISCUSSION OF THE AGREEMENT.

Recommended Action: Council receives public comment & gives staff direction.

5. INFORMATIONAL UPDATE REQUEST BY COUNCIL MEMBER VALDEZ REGARDING INVOCATIONS AT COUNCIL MEETINGS.

Recommended Action: Council receives public comment & gives staff direction.

6. INFORMATIONAL UPDATE REQUEST BY COUNCIL MEMBER VALDEZ REGARDING LAS DELTAS WATER DISTRICT PAST AND FUTURE GRANT PROPOSAL AND REQUEST FOR ADDITIONAL WATER SUPPLY FROM THE CITY.

Recommended Action: Council receives public comment, informational item only.

7. INFORMATIONAL UPDATE REQUEST BY COUNCIL MEMBER VALDEZ REGARDING SOLAR PANELS FOR ALL CITY BUILDINGS.

Recommended Action: Council receives public comment & gives staff direction.

SUCCESSOR AGENCY MATTERS:

8. SUCCESSOR AGENCY PROPERTY DISPOSITION PLAN UPDATE.

Recommended Action: Council receives public comment & takes action.

CLOSED SESSION

ANNOUNCEMENT AFTER CLOSED SESSION

ADJOURNMENT

Certification of posting the Agenda

I declare under penalty of perjury that I am employed by the City of Firebaugh and that I posted this agenda on the bulletin boards at City Hall, July 30, 2015 at 5:00 p.m. by Rita Lozano, Deputy City Clerk.

MEETING MINUTES

The City Council/Successor Agency of the City of Firebaugh
Vol. No. 15/07-20

Location of Meeting: Andrew Firebaugh Community Center
1655 13th Street, Firebaugh, CA 93622
Date/Time: July 20, 2015 / 6:00 p.m.

CALL TO ORDER Meeting called to order by Mayor Knight at 6:00 p.m.

ROLL CALL

PRESENT: Mayor Craig Knight
Mayor Pro Tem Freddy Valdez
Council Member Brady Jenkins
Council Member Marcia Sablan
Council Member Felipe Perez

ABSENT

OTHERS: City Attorney Roy Santos; City Manager, Kenneth McDonald; Police Chief, Sal Raygoza; Finance Director, Pio Martin; Public Works Director, Ben Gallegos; Deputy City Clerk, Rita Lozano; Fire Chief John Borboa; City Engineer Mario Gouveia; City Planner Karl Schoettler, Nancy & Gerardo Vaca and others.

PLEDGE OF ALLEGIANCE: Council Member Jenkins led pledge of Allegiance.

PUBLIC COMMENT: None

PRESENTATION

- SWEARING IN OF NEW POLICE OFFICER MORENO, YANEZ AND NEW SERGEANT MARTINEZ.

CONSENT CALENDAR

1. APPROVAL OF MINUTES – The City Council meeting on June 15, 2015.
2. APPROVAL OF MINUTES – The City Council meeting on June 29, 2015.
3. WARRANT REGISTER – Period starting June 1, and ending on June 30, 2015.

June 2015	General Warrants	#32119 - #32255	\$ 351, 847.87
	Payroll Warrants	#65663 - #65773	\$ 251, 152.19
TOTAL			\$ 603,000.06

Motion to approve consent calendar items 1-3 by Council Member Sablan, seconded by Council Member Jenkins; motion passes by 5-0 vote.

4. REQUESTING THE COUNCIL'S CONSIDERATION OF A WAIVER OF FOOD BOOTH FEES DURING THE HARVEST FESTIVAL BY COPP (COMMITTEE OF POLICE PERSONNEL).

Motion to waive food booth fees for the COPP during the harvest festival by Council Member Sablan, seconded by Council Member Perez; motion passes by 4-1 vote. Jenkins – no.

5. REQUESTING THE COUNCIL'S CONSIDERATION OF A WAIVER OF FOOD BOOTH FEES DURING THE HARVEST FESTIVAL BY THE FIREBAUGH WRESTLING CLUB.

Motion to waive food booth fees for the Wrestling Club during the harvest festival by Council Member Sablan, seconded by Council Member Perez; motion passes by 3-2 vote. Valdez and Jenkins – no.

6. REQUEST FOR A LETTER OF SUPPORT FOR HR 2898, WESTERN WATER AND AMERICAN FOOD SECURITY ACT OF 2015 – VALADAO.

Motion to approve letter of support by Council Member Sablan, seconded by Council Member Jenkins; motion passes by 5-0 vote.

7. RESOLUTION NO. 15 – 24 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH HONORING BOBBIE J. ZOFFKA.

Motion to approve Res. No. 15-24 by Council Member Sablan, seconded by Council Member Jenkins; motion passes by 5-0 vote.

PUBLIC HEARING

8. ORDINANCE NO. 15-01 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH AMENDING THE FIREBAUGH MUNICIPAL CODE BY REPEALING CHAPTER 30) IN ITS ENTIRETY AND REPLACING IN ITS ENTIRETY WITH A NEW CHAPTER 30 RELATING TO ADOPTION OF A DENSITY BONUS ORDINANCE AND IMPLEMENTATION OF HOUSING GOALS OF THE FIREBAUGH HOUSING ELEMENT.

Public Hearing opened at 6:38 p.m. – No Comment given - Public Hearing Closed at 6:39 p.m.

Motion to waive the first reading of Ord. 15-01 by Council Member Sablan, seconded by Council Member Perez; motion passes by 5-0 vote.

9. ORDINANCE NO. 15-02 - AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH AMENDING CHAPTER 25 OF THE FIREBAUGH MUNICIPAL CODE RELATING TO IMPLEMENTATION OF THE CALIFORNIA HOMEMADE FOOD ACT, AND CLARIFICATION OF THE PROCESS FOR GRANTING HOME OCCUPATION PERMITS.

Public Hearing opened at 6:46 p.m. – No Comment given - Public Hearing Closed at 6:47 p.m.

Motion to waive the first reading of Ord. 15-02 but not require a Conditional Use Permit (CUP) just a City Business License by Council Member Sablan, seconded by Council Member Valdez; motion passes by 5-0 vote.

NEW BUSINESS

10. RESOLUTION NO. 15-25 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH SUBMITTING A CLAIM FOR TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS CONTINUING FROM THE 2015-2016 FISCAL YEAR, THEREBY COINCIDING WITH THE FRESNO COUNCIL OF GOVERNMENTS POLICY BOARD APPROVAL OF TDA FUNDS APPORTIONMENT AND TDA CLAIMS PROCESS.

Motion to approve Res. No. 15-25 by Council Member Sablan, seconded by Council Member Jenkins; motion passes by 5-0 vote.

11. RESOLUTION NO. 15-26 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH CONCERNING MEASURE C EXTENSION LOCAL TRANSPORTATION PURPOSE PASS-THROUGH AND PROGRAM FUNDS ANNUAL ALLOCATION FOR FY 2015/2016.

Motion to approve Res. No. 15-26 by Council Member Jenkins, seconded by Council Member Sablan; motion passes by 5-0 vote.

12. RESOLUTION NO. 15-27 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH CONFIRMING THE DIAGRAM AND ASSESSMENT OF ANNUAL LEVY FOR FISCAL YEAR 2015-2016 FOR LANDSCAPING AND LIGHTING DISTRICT NO. 1.

Motion to approve Res. No. 15-27 by Council Member Jenkins, seconded by Council Member Valdez; motion passes by 5-0 vote.

13. CAPITAL IMPROVEMENT PROGRAM (DRAFT) FOR FY 2015/2016 – FY 2019/2020.

Mayor Knight inquired about repairs to “J” Street and “K” Street near the airport, staff informed him that it is project #9 on page 37 under proposed street and sidewalk projects. Public Works Director Gallegos suggested the near future projects are: River Lane – E Cardella to Landucci, Municha, Zozaya to Hwy 33 and part of Yip and. Staff is working with COG for funding to compete 8th Street.

Information item only, reviewed with Council and request comments or concerns.

14. RESOLUTION NO. 15-28 – RESOLUTION OF AUTHORIZATION TO CONTRACT WITH THE FRESNO-MADERA AREA AGENCY ON AGING (FMAAA) FY 2014-15.

Motion to approve Res. No. 15-28 by Council Member Valdez, seconded by Council Member Sablan; motion passes by 5-0 vote.

15. RESOLUTION NO. 15-29 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH INCREASING THE FIRE HYDRANT WATER USAGE RATE AND FIRE HYDRANT WATER METER DEPOSIT, AND ESTABLISHING A FIRE HYDRANT AND HYDRANT METER RENTAL FEE.

Motion to approve Res. No. 15-29 by Council Member Jenkins, seconded by Council Member Sablan; motion passes by 5-0 vote.

SUCCESSOR AGENCY MATTERS:

16. UPDATE REGARDING COLLIERS INTERNATIONAL CONTRACT AND ACTION OF SUCCESSOR AGENCY RELATED TO SALE OF REAL PROPERTY FOR DISPOSITION OF SUCCESSOR AGENCY PROPERTIES OF THE FOLLOWING (APNs: 008-132-07, 008-074-10, 008-080-42, 008-140-35, 008-074-01).

Motion to approve the termination of the contract with Colliers International & have the legal Counsel review the terms of the agreement to avoid any additional fees by approving the request of Colliers to release them of their services to the city by Council Member Valdez, seconded by Council Member Jenkins; motion passes by 5-0 vote.

17. SUCCESSOR AGENCY PROPERTY DISPOSITION PLAN UPDATE.

STAFF REPORTS

- **Police Chief Raygoza** – provided an update on the outcome of the firework show. Reported on an incident from Friday, individuals from Dos Palos stole a pick-up truck, a high-speed chase began, the individuals were in an accident, abandon their vehicle and got away, the high-speed chase with the pick-up was called off but the incident is still under investigation.
- **Fire Chief Borboa** – provided an update on incidents of the 4th of July, there were three minor fires and several illegal fireworks confiscated.
- **Public Works Director Gallegos** – working on setting up for the carnival, requested a letter of appreciation from Council or City Manager to be sent to Paramount for their contribution to the community, they are providing funding to the city to re-paint the splash park at Maldonado Park and we are looking forward to working with them on future projects.

- **Finance Director Martin** – Would like to discuss and answer questions council may have regarding electronic devices, this item is not budgeted for, council may want to consider purchasing them next fiscal year and just wanted feedback on the direction the council would like to take.

**Motion to enter into closed session and motion passes by 5-0 vote at 8:05 p.m.*

CLOSED SESSION

18. CITY MANAGER EVALUATION – Pursuant to Government Code 54957.

** Motion to enter into open session; motion passes by 5-0 vote at 9:14 p.m.*

ANNOUNCEMENT AFTER CLOSED SESSION:

No action taken

ADJOURNMENT - *Motion to adjourn by Council Member Jenkins, second by Council Member Valdez; motion passes by 5-0 vote at 9:15 p.m.*



CITY OF FIREBAUGH

REQUEST FOR PROPOSALS

DEVELOPMENT IMPACT FEE UPDATE AND NEXUS STUDY

SUBMISSION DEADLINE

September 15, 2015

BY 4:00 P.M.

SUBMIT TO:

Office of the Deputy City Clerk
Firebaugh City Hall
1133 "P" Street
Firebaugh, CA 93622

For questions concerning this RFP, contact by e-mail:
Kenneth McDonald
City Manager
citymanager@ci.firebaugh.ca.us

**NOTICE REQUESTING PROPOSALS (RFP) FOR
DEVELOPMENT IMPACT FEE UPDATE AND NEXUS STUDY**

NOTICE IS HEREBY GIVEN that the City of Firebaugh, California, will receive sealed proposals from qualified Consultants at Firebaugh City Hall, 1133 "P" Street, Firebaugh, California 93622 until 4:00 P.M. Friday, September 15, 2015.

The services to be performed by the successful Consultant are described in this Request for Proposal under "Scope of Services". Request for Proposal documents may be obtained from the City's website at www.ci.firebaugh.ca.us or by contacting Rita Lozano, Deputy City Clerk, at deputyclerk@ci.firebaugh.ca.us or (559) 659-5904.

Proposals shall be in sealed envelopes, and clearly marked "RFP Development Impact Fee Update and Nexus Study." All responsive proposals shall be reviewed and evaluated by the City in order to determine which Consultant best meets the City's needs for this project by demonstrating the competence and qualifications necessary for the satisfactory performance of the required services. The criteria by which the City shall evaluate proposals are set forth in this Request for Proposal.

The City of Firebaugh reserves the right to reject any or all proposals, to delete portions of any/all proposals, to waive any informality or irregularity in any proposal received or in the RFP procedures, and to be the sole judge of the merits of the qualifications received. Be advised that unauthorized conditions, limitations, or provisions attached to the Proposal may render it unresponsive and may cause its rejection. Oral, telegraphic, or telephonic proposals or modifications will not be considered. The award, if made, will be made to the most qualified vendor based on the criteria set forth in the RFP documents.

REQUEST FOR PROPOSAL (RFP)

Development Impact Fee Update and Nexus Study

INTRODUCTION

The City of Firebaugh (“City”) is requesting proposals from qualified organizations to assist the City in the preparation of a Development Impact Fee Update and Nexus Study.

GENERAL INFORMATION

Firebaugh is a growing community, with a current population of 7,800 and is located in the heart of the San Joaquin Valley, between San Francisco and Los Angeles. Yosemite, Sequoia, and Kings Canyon National Parks, as well as the scenic Central Coast are all within a two-hour drive. More information about Firebaugh can be obtained online at www.ci.firebaugh.ca.us.

BACKGROUND

City Development Impact Fees (“impact fees”) are also known as Capital Facilities Fees. The last impact fee study was completed in 2004. The City of Firebaugh would like to examine the current impact fee study to increase economic development in the city to recover from the financial declines that the City has faced. The current impact fees are outlined below, price details can be found in the “City of Firebaugh Existing Impact Fees - Exhibit B”.

The City of Firebaugh’s current impact fees include:

- Traffic Facilities
- Administrative/Public Safety
- Storm Drain Facilities
- Wastewater Collection, Treatment and Disposal Facilities
- Water Supply and Holding Facilities
- Parks and Recreation Facilities

ROLE OF CONSULTANT

The Consultant will work closely with City staff and stakeholders. The Consultant must demonstrate expertise in preparing development impact fees studies, impact fee credit programs, financial analysis, and project management. An ideal consultant will also have experience preparing development impact fees studies, applicable to development of large-scale public/private development sites.

SCOPE OF SERVICES

The Scope of Services involves all necessary analyses and documentation to develop and support a comprehensive Development Impact Fee Program that meets the requirements of the City. Detail of the desired work is outlined in the Scope of Services to this RFP as Exhibit “A”.

PROPOSAL FORMAT AND CONTENT

The City is requesting one unbound and four bound paper copies of the proposal, which must contain the following information:

1. Letter of Interest: Please include a letter expressing the Consultant's interest in being considered for the project. Include a statement regarding the Consultant's availability to dedicate time, personnel, and resources to this effort during the period of October 2015 to January 2016. The letter of interest must include a commitment to the availability of the Consultant's key project staff during the planning period and a proposed schedule designed to meet the City's deadline for the impact fee study that is outlined in Exhibit A (2-page maximum).
2. Project Understanding and Approach: Please include a statement demonstrating your understanding of the proposed project and of the Firebaugh community and describe your approach to completing the project successfully, within the proposed budget and schedule. In particular, describe the Consultant's initial thoughts on a) if and/or whether the impact fees (identified in "Exhibit B") should be combined or changed, and b) how to address any additional impact fees for the City (2-page maximum).
3. Relevant Experience: Please include information describing the Consultant's experience with development impact fees, including fees and infrastructure financing established for public development sites. Please provide a minimum of five specific examples of the Consultant's relevant experience on development impact fees, including specific examples of the Consultant's experience with the development of a uniform system for developing a methodology for calculating the value and use of developer credits against payment of impact fees. Please provide references for each example, including phone number and/or email address of contacts. Similar information should be provided for any sub-consultants (15-page maximum).
4. Project Manager/Key Staff: Please include information about the specific relevant experience and billing rates for the proposed Project Manager and the Principal-in-Charge (if that person is different from the Project Manager) and all other applicable staff. A Project Manager must be designated and must be the principal contact for the City. Information on the experience of the Project Manager (on similar projects) and at least four references for the Project Manager and Principal-in-Charge (should that be a different person) are required (5-page maximum).
5. Proposed Scope of Services: Please provide a Proposed Scope of Services, which is based on the scope of work contained in Exhibit A; and discuss any ideas for modifying, clarifying, or improving the City's proposed scope of work, so that the City is able to implement a fair and effective development impact fee and credit program that is able to fund its highest priority capital improvements for the City of Firebaugh.
6. Budget and Schedule: Based on the Proposed Scope of Services, please provide a detailed budget and schedule that meets the four-month timeframe proposed by the City. If your proposed schedule exceeds the proposed four-month timeframe, please indicate

the reasons why you believe additional time will be needed to complete the project.

SELECTION PROCESS

The selection process for the consultant will proceed as follows:

1. Based upon the submitted proposals, the City selection team will select 2 to 5 Consultants to interview. Interviews are tentatively scheduled for Friday, September 25, 2015, 9 a.m. to 1 p.m. at City Hall, 1133 "P" Street, Firebaugh, CA 93622.
2. At the interview, the selection team will expect the Consultants to make a 10-15 minute presentation introducing the Project Manager, the team, and focusing on the Consultant's understanding and approach to the Proposed Scope of Work. The Project Manager and/or the Principal-in-Charge must be present for the interview/presentation. The signer of the proposal, if different from either of the above, should also be present. The presentation will be followed by a question and answer period by the selection team.
3. Upon completion of the interview process, the selection team will select a preferred Consultant Team. The City intends to negotiate the contract with the selected Consultant in a timely manner so that the contract can be approved by the City Council and the Consultant can commence work in October 2015.

The final selection will be based upon the following criteria:

- A. The Consultant's proposed scope of work, its demonstrated understanding of the proposed project and the Firebaugh community, and its demonstrated ability to successfully complete the project in a timely manner.
- B. The Consultant's past experience and results with similar projects, and the feedback received from reference checks made on the Consultant.
- C. The quality and experience of the Project Manager and key staff persons who will be working on the project on a regular basis.
- D. The Consultant's proposed fees and costs for the engagement and ability to deliver the proposed Scope of Services within their proposed schedule.
- E. The Consultant's ability to meet the City's standard contract and insurance requirements.

The City will not discriminate against any interested firm or individual on the grounds of race, creed, color, sex, age, disability or national origin in the contract award. The City reserves the right to reject all proposals, to request additional information concerning any proposal for purposes of clarification, to accept or negotiate any modification to any proposal following the deadline for receipt of all proposals, and to waive any irregularities if such would serve the best interests of the City.

CONDITIONS OF REQUEST

A. General Conditions

The City reserves the right to cancel or reject all, or a portion, or portions of this Request for Proposals without notice. Further, the City makes no representations that any agreement will be awarded to any organization submitting a Proposal. The City reserves the right to reject any and all Proposals submitted in response to this request or any addenda thereto.

Any changes to the Proposal requirements will be made by written addendum sent by email.

B. Liability of Costs and Responsibility

The City shall not be liable for any costs incurred in response to this request for Proposals. All costs shall be borne by the person or organization responding to the request. The person or organization responding to the request shall hold the City harmless from any/all liability, claim or expense whatsoever incurred by or on behalf of that person or organization. All submitted material becomes the property of the City of Firebaugh.

The selected organization will be required to assume responsibility for all services offered in the Proposal whether or not they possess them within their organization. The selected organization will be the sole point of contact with regard to contractual matters, including payment of any/all charges resulting from the contract.

C. Permits and Licenses

The Consultant and all the Consultant's approved sub-consultants, at its and/or their sole expense, shall obtain and maintain during the term of any agreement, all appropriate permits, certificates and licenses including, but not limited to, a City Business License which will be required in connection with the performance of services hereunder.

D. Consultant's Representative

The person signing the Proposal must be a legal representative of the firm authorized to bind the firm to an agreement in the event of the award.

ADMINISTRATIVE CONTACT

Any questions regarding contractual terms and conditions, proposal format, technical specifications, or Statement of Work requirements shall be directed in writing to:

Kenneth McDonald
City Manager
(559) 659-5907
(559) 659-3412 fax
citymanager@ci.firebaugh.ca.us

DUE DATES

All Proposals are due by 4:00 P.M. on Tuesday, September 15, 2015. Any Proposal received at the designated location after the required time and date specified for receipt shall be considered late and non-responsive. It is the responsibility of the Consultant to ensure that the Proposal is delivered to the place by the time specified in this RFP. Any late Proposals shall be returned unopened.

SIGNATURE SHEET

My signature certifies that the proposal as submitted complies with all terms and conditions as set forth in the RFP.

My signature certifies that this firm has no business or personal relationships with any other companies or person that could be considered a conflict of interest, or potential conflict of interest to the City of Firebaugh, pertaining to any/all work or services to be performed as a result of this request and any resulting Contract with the City.

The Consultant hereby certifies that it has:

- Δ Examined the local conditions and current City of Firebaugh Impact Fees.
- Δ Read each and every clause of this RFP.
- Δ Included all costs necessary to complete the specified services in its proposed prices.
- Δ Agreed that if it were awarded the Contract, it would make no claim against the City based upon ignorance of local conditions or misunderstanding of any provision of the Contract. Should conditions turn out otherwise than anticipated, the Consultant agrees to assume all risks incident thereto.

I hereby certify that I am authorized to sign as a Representative for the Firm:

Name of Firm: _____

Address: _____

Fed ID No: _____

Name (type/print): _____

Title: _____

Telephone: _____ Fax: _____

Email: _____ Date: _____

To receive consideration for award, this signature sheet must be returned with the Proposal.

Exhibit A
Scope of Service
RFP Development Impact Fee Update and Nexus Study

The City of Firebaugh (“City”) has identified the following tasks for this project. These tasks are suggestive and intended as a general guideline. The consultant is encouraged to recommend alternative tasks, scopes, and services that may be appropriate. The City plans to bring the updated Development Impact Fee and Nexus Study to the City Council for its action by January 2016.

Task 1: Develop Project Strategy

October 2015

Task 1.1 The consultant will review and consider the applicable portions of the City’s Municipal Code and all information and documents related to the City’s impact fees (i.e. Capital Facilities Fees) and other documents and information supplied by the City.

Task 1.2 The consultant will develop a list of development impact fees charged by surrounding cities and cities similar in size in Fresno, Kings, Madera and Merced Counties. This comparison should highlight what is included in these fees and, to the extent practicable, make comparisons of similar types of fees. This survey shall include descriptions of different cities’ processes for calculating impact fee credits earned for a project or being able to be transferred from one project to another.

Task 1.3 The consultant will convene two strategy sessions with City staff to determine the project’s direction, including fee categories (new, existing, and/or whether to include other City impact fees); develop a developers’ credit process and policies; perform a special analysis of impact and mitigation fees required for the development of the City; and/or other items of strategic importance identified by the City and/or consultant.

Task 2: Hold Project Kickoff and Project Management Meetings

November 2015

With a strategy in place, the Consultant and City staff will hold a kick-off meeting to discuss the project, deliverables, timetables, and tasks.

The Consultant will provide bi-weekly (every other week) updates to City staff to report on progress and/or problems, and identify potential solutions and courses of action. City staff and Consultants shall meet as necessary. The Consultant will provide the summary to the City staff team to ensure all are in agreement and understand tasks to be completed to avoid unnecessary delays in the project schedule.

Task 3: Data Collection

November - December 2015

Working closely with City staff, the Consultant will collect all data required to fully support the project, including existing and anticipated future development projections, a list of prioritized public improvements and other relevant information. City staff intends to provide or prepare draft estimates for all public improvements projects to be analyzed. However, the Consultant

must review and comment on the draft cost estimates based on their professional judgment and experience and, if needed, develop high-level cost estimates for new public improvements based on comparable projects.

Task 4: Fee Calculation and Analysis

October - November 2015

The Consultant will develop a fee and fee credit model and calculate the supportable fees for each fee category consistent with the City's project strategy, as determined in Task 1. The Consultant and City staff will need to maintain a productive dialogue throughout the process to ensure methodologies applied to the various fees and associated credits are appropriate while ensuring the methodologies conform to the requirements of the applicable State Law(s). This dialogue may result in adjusted or wholly new fee or credit methodologies. The analysis will also consider the existing Citywide Development Fee, other City Impact Fees, and the comparison of these impact fees to both surrounding cities and cities similar in size in Fresno, Kings, Madera and Merced Counties (and/or other cities with base conversions) to ensure reasonableness, consistency, and feasibility of the fees, the fee credit program, and projects proposed to be funded as part of the study, as prepared in Task 1.

Task 5: Prepare Administrative Draft Fee Update and Nexus Study

December 2015

The Consultant will prepare and provide a comprehensive administrative draft, as well as technical reports for each fee category, including but not limited to, methodology, findings, supporting justification, recommended impact fees, recommendation for the elimination/consolidation of existing fees based on the creation of new fees, methodology for calculating and applying fee credits in each category, and calculations that provide the legal nexus between the fee recommendations and new development as required by law.

The Consultant will document all work assumptions, analysis procedures, findings, graphics, impacts, and recommendations, with technical documentation in appendices. The administrative draft and individual technical reports will include an executive summary and conclusion.

In general, the administrative draft will consist of a discussion of the framework, description of the project, applicable statutory/legal framework, methodologies used, analysis, a list of projects to fund and their prioritization by type, fee and fee credit methodology recommendations.

The administrative draft will include strategies and options for policymakers to set fees below full cost recovery, and an analysis of how these options would result in the elimination of specific projects or types of projects from the proposed project list for each fee category.

The Consultant also will revise the administrative draft according to one set of consolidated comments on the draft reports from the City staff.

6. Prepare Public Review Draft Fee Update and Nexus Study

December 2015

Based on Tasks 1 through 5, the Consultant will develop and then conduct a workshop/presentation of a Public Review Draft before the City Council. The purpose of these

meetings is to solicit community and stakeholder input. The proposed budget should include a cost per meeting in case additional public meetings are necessary. The Consultant shall develop handouts for these meetings that summarize the findings and analysis from the Public Review Draft.

7. Final Update and Study and Adoption by City Council

January – February 2016

After incorporating input from the community on the Public Review Draft, the Consultant shall prepare a final draft of the report. The Consultant shall make revisions based on one set of consolidated comments on the final draft from the City and shall review a draft of a proposed ordinance prepared by the City.

The Consultant will present the Final Update and Study to the City Council during a public hearing, and make revisions, if any, requested by the City Council. The Consultant will assist staff and participate in the presentation to Council if any additional follow-up Council meetings are needed to complete the City Council's adoption of new development impact fee update and nexus study.

Exhibit B - City of Firebaugh Existing Impact Fees
RFP Development Impact Fee Update and Nexus Study

FEE TYPE	FEE PER UNIT OR ACRE
TRAFFIC FACILITIES:	
Residential	
Single Family	\$936/unit
Multi-Family	\$573/unit
Commercial and Industrial	\$5,478/acre
Schools	\$4,930/acre
ADMINISTRATIVE/PUBLIC SAFETY:	
Residential	
Single Family	\$827/unit
Multi-Family	\$825/unit
Commercial and Industrial	\$1,250/acre
Schools	\$3,358/acre
STORM DRAINAGE FACILITIES:	
Residential	
Single Family	\$1,069/unit
Multi-Family	\$1,069/unit
Commercial and Industrial	\$8,840/acre
Schools	\$6,048/acre
WASTEWATER COLLECTION, TREATMENT AND DISPOSAL FACILITIES:	
Residential	
Single Family	\$2,362/unit
Multi-Family	\$2,358/unit
Commercial and Industrial	\$7,522/acre
Schools	\$7,522/acre
WATER SUPPLY AND HOLDING FACILITIES:	
Residential	
Single Family	\$769/unit
Multi-Family	\$568/unit
Commercial and Industrial	\$3,276/acre
Schools	\$3,276/acre
PARKS AND RECREATION FACILITIES:	
Residential	
Single Family	\$1,590/unit
Multi-Family	\$1,478/unit
Commercial and Industrial	\$33/Sq. Ft. of Building Area



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**A RESOLUTION URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE
AND LOCAL TRANSPORTATION INFRASTRUCTURE**

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the League of California Cities has participated in efforts with the California State Association of Counties and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties; and

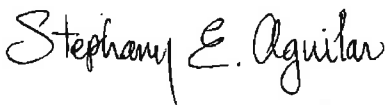
NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF DIRECTORS OF THE LEAGUE OF CALIFORNIA CITIES strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the LEAGUE OF CALIFORNIA CITIES strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.

4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.
5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.
7. **Provide Consistent Annual Funding Levels.** Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

ADOPTED this 16th day of July, 2015.



Stephany Aguilar, President
Council Member, City of Scotts Valley



Christopher McKenzie
Executive Director

Problem: California lacks adequate funding to fix crumbling roads, highways, bridges and transportation infrastructure.



California's network of roads and highways are critical to our quality of life and economy. Yet the condition of our deteriorating network of roads is staggering:

- Our crumbling roads cost motorists nearly \$600 a year per driver for vehicle maintenance.
- California has the second highest share of roads in "poor condition" in the nation.
- 58% of state roads need rehabilitation or pavement maintenance.
- California has 6 of 10 cities with the worst road conditions in the nation.
- 55% of local bridges require rehabilitation or replacement.
- Nearly 70% of California's urban roads and highways are congested.
- Without additional funding, 1/4 of local streets and roads will be in failed condition by 2024.

Our state lacks adequate funding to address these critical deficiencies:

- Local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion.
- CalTrans faces a \$59 billion backlog in deferred maintenance and an annual shortfall in the State Highway Operation and Protection Program (SHOPP) of \$5.7 billion.

Solution: A responsible, accountable solution to fix our roads.

A broad coalition of cities, counties, labor, business, public safety and transportation advocates has formed to meet the Governor's call to address California's chronic transportation infrastructure funding shortfall. During the 2015 special session on transportation, we support the following priorities:

1. Make a significant investment in transportation infrastructure.

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.

2. Focus on maintaining and rehabilitating the current system.

Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

4. Raise revenues across a broad range of options.

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and or electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
 - Gasoline and diesel excise taxes.
 - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).
- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

5. Equal split between state and local projects.

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

6. Strong accountability requirements to protect the taxpayers' investment.

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.

**Strong accountability requirements to protect the taxpayers' investment
(Continued).**

- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.
- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
 - Establishing timelines for actions required by state agencies and eliminating other permit delays.
 - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
 - Reforms to speed project completion.

7. Provide Consistent Annual Funding Levels.

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

ALAMEDA COUNTY		47,985,036
ALAMEDA	3,476,582	
ALBANY	851,989	
BERKELEY	5,369,972	
DUBLIN	2,445,979	
EMERYVILLE	479,981	
FREMONT	10,247,106	
HAYWARD	7,004,773	
LIVERMORE	3,903,172	
NEWARK	2,030,462	
OAKLAND	19,703,714	
PIEDMONT	515,256	
PLEASANTON	3,342,942	
SAN LEANDRO	4,012,015	
UNION CITY	3,433,850	
ALPINE COUNTY		901,012
AMADOR COUNTY		4,275,416
AMADOR	9,882	
IONE	362,262	
JACKSON	213,706	
PLYMOUTH	49,137	
SUTTER CREEK	134,739	
BUTTE COUNTY		15,371,644
BIGGS	82,765	
CHICO	4,043,950	
GRIDLEY	308,321	
OROVILLE	731,113	
PARADISE	1,222,715	
CALAVERAS COUNTY		6,511,136
ANGELS CAMP	175,687	
COLUSA COUNTY		5,101,195
COLUSA	282,334	
WILLIAMS	245,367	
CONTRA COSTA COUNTY		37,148,150
ANTIOCH	4,870,500	
BRENTWOOD	2,504,495	
CLAYTON	512,419	
CONCORD	5,758,496	
DANVILLE	1,993,586	
EL CERRITO	1,102,022	
HERCULES	1,129,747	
LAFAYETTE	1,128,192	
MARTINEZ	1,687,873	
MORAGA	756,047	
OAKLEY	1,741,997	
ORINDA	827,603	
PINOLE	896,917	
PITTSBURG	3,036,451	
PLEASANT HILL	1,549,703	
RICHMOND	4,855,997	
SAN PABLO	1,470,049	
SAN RAMON	3,535,236	
WALNUT CREEK	3,046,333	

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DEL NORTE COUNTY		2,651,003
CRESCENT CITY	355,125	
EL DORADO COUNTY		13,786,787
PLACERVILLE	481,628	
SOUTH LAKE TAHOE	1,102,022	
FRESNO COUNTY		46,434,346
CLOVIS	4,675,278	
COALINGA	874,270	
FIREBAUGH	357,275	
FOWLER	269,157	
FRESNO	23,590,003	
HURON	369,765	
KERMAN	657,956	
KINGSBURG	534,609	
MENDOTA	513,563	
ORANGE COVE	505,511	
PARLIER	687,145	
REEDLEY	1,199,931	
SANGER	1,174,172	
SAN JOAQUIN	186,255	
SELMA	1,096,989	
GLENN COUNTY		6,211,941
ORLAND	351,511	
WILLOWS	297,615	
HUMBOLDT COUNTY		12,146,518
ARCATA	812,185	
BLUE LAKE	57,876	
EUREKA	1,248,244	
FERNDALE	66,065	
FORTUNA	547,968	
RIO DELL	154,732	
TRINIDAD	16,837	

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IMPERIAL COUNTY		20,756,346
BRAWLEY	1,269,290	
CALEXICO	1,855,873	
CALIPATRIA	376,674	
EL CENTRO	2,075,527	
HOLTVILLE	303,837	
IMPERIAL	1,312,160	
WESTMORLAND	111,817	
INYO COUNTY		7,482,846
BISHOP	178,111	
KERN COUNTY		44,263,934
ARVIN	925,374	
BAKERSFIELD	16,805,296	
CALIFORNIA CITY	686,916	
DELANO	2,491,044	
MARICOPA	53,987	
MCFARLAND	637,871	
RIDGECREST	1,314,264	
SHAFTER	798,871	
TAFT	426,726	
TEHACHAPI	664,452	
WASCO	1,196,819	
KINGS COUNTY		9,215,114
AVENAL	765,747	
CORCORAN	1,191,695	
HANFORD	2,529,293	
LEMOORE	1,164,885	
LAKE COUNTY		6,539,280
CLEARLAKE	699,498	
LAKEPORT	235,438	
LASSEN COUNTY		6,342,035
SUSANVILLE	850,982	

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LOS ANGELES COUNTY		284,616,586
AGOURA HILLS	1,069,996	
ALHAMBRA	4,143,322	
ARCADIA	2,630,724	
ARTESIA	805,596	
AVALON	174,772	
AZUSA	2,251,305	
BALDWIN PARK	3,733,524	
BELL	1,783,494	
BELLFLOWER	3,556,785	
BELL GARDENS	2,150,423	
BEVERLY HILLS	1,657,311	
BRADBURY	49,503	
BURBANK	4,962,644	
CALABASAS	1,095,434	
CARSON	4,498,722	
CERRITOS	2,519,731	
CLAREMONT	1,728,500	
COMMERCE	621,354	
COMPTON	4,564,604	
COVINA	2,274,776	
CUDAHY	1,190,872	
CULVER CITY	1,869,873	
DIAMOND BAR	2,791,725	
DOWNEY	5,202,658	
DUARTE	1,057,963	
EL MONTE	5,785,947	
EL SEGUNDO	781,257	
GARDENA	2,834,182	
GLENDALE	9,511,876	
GLENDORA	2,417,064	
HAWAIIAN GARDENS	728,459	
HAWTHORNE	4,124,290	
HERMOSA BEACH	903,597	
HIDDEN HILLS	93,334	
HUNTINGTON PARK	2,970,614	
INDUSTRY	36,784	
INGLEWOOD	5,454,155	
IRWINDALE	79,013	
LA CANADA FLINTRIDGE	988,603	
LA HABRA HEIGHTS	283,340	
LAKEWOOD	3,828,230	
LA MIRADA	2,309,410	
LANCASTER	7,314,695	
LA PUENTE	1,983,795	
LA VERNE	1,557,892	
LAWNDALE	1,539,134	
LOMITA	967,786	
LONG BEACH	22,633,792	
LOS ANGELES	187,342,533	
LOS ANGELES MTA		
LYNWOOD	3,353,373	
MALIBU	629,773	
MANHATTAN BEACH	1,685,631	

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MAYWOOD	1,374,107
MONROVIA	1,829,337
MONTEBELLO	3,009,594
MONTEREY PARK	2,975,098
NORWALK	5,040,834
PALMDALE	7,121,577
PALOS VERDES ESTATES	650,041
PARAMOUNT	2,658,587
PASADENA	6,934,864
PICO RIVERA	3,078,542
POMONA	7,488,780
RANCHO PALOS VERDES	1,991,344
REDONDO BEACH	3,115,922
ROLLING HILLS ⁽²⁾	
ROLLING HILLS ESTATES	374,752
ROSEMEAD	2,642,437
SAN DIMAS	1,693,317
SAN FERNANDO	1,160,538
SAN GABRIEL	1,966,592
SAN MARINO	625,563
SANTA CLARITA	9,568,059
SANTA FE SPRINGS	823,394
SANTA MONICA	4,241,323
SIERRA MADRE	509,949
SIGNAL HILL	524,544
SOUTH EL MONTE	1,035,224
SOUTH GATE	4,704,010
SOUTH PASADENA	1,190,048
TEMPLE CITY	1,653,193
TORRANCE	6,849,812
VERNON	5,582
WALNUT	1,494,206
WEST COVINA	5,167,795
WEST HOLLYWOOD	1,740,213
WESTLAKE VILLAGE	407,419
WHITTIER	3,991,838

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MADERA COUNTY		13,331,694
CHOWCHILLA	871,616	
MADERA	2,882,725	
MARIN COUNTY		10,802,705
BELVEDERE	99,510	
CORTE MADERA	449,099	
FAIRFAX	345,014	
LARKSPUR	567,230	
MILL VALLEY	652,282	
NOVATO	2,441,175	
ROSS	112,595	
SAN ANSELMO	583,060	
SAN RAFAEL	2,691,208	
SAUSALITO	347,530	
TIBURON	415,883	
MARIPOSA COUNTY		4,202,900
MENDOCINO COUNTY		9,752,021
FORT BRAGG	336,275	
POINT ARENA	22,922	
UKIAH	740,492	
WILLITS	233,425	
MERCED COUNTY		17,510,093
ATWATER	1,329,088	
DOS PALOS	231,046	
GUSTINE	258,406	
LIVINGSTON	642,858	
LOS BANOS	1,700,500	
MERCED	3,711,838	
MODOC COUNTY		6,130,052
ALTURAS	133,824	
MONO COUNTY		4,535,710
MAMMOTH LAKES	379,099	
MONTEREY COUNTY		19,882,228
CARMEL-BY-THE-SEA	187,674	
DEL REY OAKS	76,177	
GONZALES	416,981	
GREENFIELD	818,864	
KING CITY	604,426	
MARINA	1,287,271	
MONTEREY	1,401,879	
PACIFIC GROVE	717,524	
SALINAS	7,160,878	
SAND CITY	15,693	
SEASIDE	1,597,559	
SOLEDAD	1,297,565	

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NAPA COUNTY		7,504,417
AMERICAN CANYON	915,080	
CALISTOGA	245,687	
NAPA	3,604,824	
SAINT HELENA	276,386	
YOUNTVILLE	186,301	
NEVADA COUNTY		7,674,513
GRASS VALLEY	596,191	
NEVADA CITY	142,791	
TRUCKEE	744,838	
ORANGE COUNTY		93,416,200
ALISO VIEJO	2,285,345	
ANAHEIM	16,179,779	
BREA	1,939,736	
BUENA PARK	3,849,596	
COSTA MESA	5,361,096	
CYPRESS	2,286,717	
DANA POINT	1,707,729	
FOUNTAIN VALLEY	2,687,502	
FULLERTON	6,411,236	
GARDEN GROVE	8,034,827	
HUNTINGTON BEACH	9,309,745	
IRVINE	11,101,703	
LAGUNA BEACH	1,159,989	
LAGUNA HILLS	1,546,912	
LAGUNA NIGUEL	3,095,836	
LAGUNA WOODS	857,708	
LA HABRA	2,890,777	
LAKE FOREST	3,620,746	
LA PALMA	745,936	
LOS ALAMITOS	561,374	
MISSION VIEJO	4,608,343	
NEWPORT BEACH	3,974,636	
ORANGE	6,529,138	
PLACENTIA	2,393,044	
RANCHO SANTA MARGARITA	2,285,070	
SAN CLEMENTE	3,146,026	
SAN JUAN CAPISTRANO	1,703,474	
SANTA ANA	16,367,864	
SEAL BEACH	1,190,002	
STANTON	1,820,873	
TUSTIN	3,585,105	
VILLA PARK	288,556	
WESTMINSTER	4,314,114	
YORBA LINDA	3,169,360	
PLACER COUNTY		19,859,193
AUBURN	631,557	
COLFAX	91,412	
LINCOLN	2,068,253	
LOOMIS	308,504	
ROCKLIN	2,730,097	
ROSEVILLE	5,808,457	
PLUMAS COUNTY		5,049,110
PORTOLA	102,850	

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RIVERSIDE COUNTY		75,764,734
BANNING	1,387,421	
BEAUMONT	1,870,148	
BLYTHE	1,035,133	
CALIMESA	376,582	
CANYON LAKE	513,563	
CATHEDRAL CITY	2,417,567	
COACHELLA	1,996,285	
CORONA	7,280,564	
DESERT HOT SPRINGS	1,281,094	
EASTVALE	2,707,816	
HEMET	3,730,459	
INDIAN WELLS	235,347	
INDIO	3,828,276	
JURUPA VALLEY	5,815,328	
LAKE ELSINORE	2,594,947	
LA QUINTA	2,032,338	
MENIFEE	4,361,650	
MORENO VALLEY	9,116,398	
MURRIETA	4,869,128	
NORCO	1,252,225	
PALM DESERT	2,382,155	
PALM SPRINGS	2,197,913	
PERRIS	3,298,837	
RANCHO MIRAGE	811,864	
RIVERSIDE	14,367,598	
SAN JACINTO	2,084,586	
TEMECULA	4,862,906	
WILDOMAR	1,786,697	
SACRAMENTO COUNTY		56,187,073
CITRUS HEIGHTS	4,031,414	
ELK GROVE	7,351,754	
FOLSOM	3,386,268	
GALT	1,111,264	
ISLETON	38,614	
RANCHO CORDOVA	3,103,752	
SACRAMENTO	22,243,987	
SAN BENITO COUNTY		4,266,913
HOLLISTER	1,706,585	
SAN JUAN BAUTISTA	87,157	

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\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SAN BERNARDINO COUNTY	73,967,915
ADELANTO	1,487,434
APPLE VALLEY	3,237,164
BARSTOW	1,110,898
BIG BEAR LAKE	287,229
CHINO	3,877,093
CHINO HILLS	3,613,060
COLTON	2,427,449
FONTANA	9,249,947
GRAND TERRACE	581,825
HESPERIA	4,186,558
HIGHLAND	2,472,103
LOMA LINDA	1,080,381
MONTCLAIR	1,717,291
NEEDLES	265,772
ONTARIO	7,985,324
RANCHO CUCAMONGA	8,185,167
REDLANDS	3,290,739
RIALTO	4,640,552
SAN BERNARDINO	9,732,354
TWENTYNINE PALMS	1,410,617
UPLAND	3,481,981
VICTORVILLE	5,517,201
YUCAIPA	2,409,012
YUCCA VALLEY	974,146
SAN DIEGO COUNTY	107,652,509
CARLSBAD	5,040,422
CHULA VISTA	11,718,802
CORONADO	1,234,061
DEL MAR	213,203
EL CAJON	4,632,637
ENCINITAS	2,981,686
ESCONDIDO	6,749,021
IMPERIAL BEACH	1,220,427
LA MESA	2,688,783
LEMON GROVE	1,195,538
NATIONAL CITY	2,917,725
OCEANSIDE	8,376,913
POWAY	2,381,652
SAN DIEGO	62,962,294
SAN MARCOS	4,125,845
SANTEE	2,655,613
SOLANA BEACH	630,596
VISTA	4,461,388
SAN FRANCISCO COUNTY	22,456,745
SAN FRANCISCO	39,167,826
SAN JOAQUIN COUNTY	30,518,252
ESCALON	335,040
LATHROP	907,303
LODI	2,912,143
MANTECA	3,334,386
RIPON	707,688
STOCKTON	13,766,650
TRACY	3,895,577

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SAN LUIS OBISPO COUNTY		17,971,242
ARROYO GRANDE	794,479	
ATASCADERO	1,311,931	
EL PASO DE ROBLES	1,394,009	
GROVER BEACH	607,400	
MORRO BAY	485,334	
PISMO BEACH	398,772	
SAN LUIS OBISPO	2,080,468	
SAN MATEO COUNTY		26,431,440
ATHERTON	345,609	
BELMONT	1,215,120	
BRISBANE	202,726	
BURLINGAME	1,358,140	
COLMA	82,582	
DALY CITY	4,958,710	
EAST PALO ALTO	1,533,781	
FOSTER CITY	1,471,742	
HALF MOON BAY	611,746	
HILLSBOROUGH	527,838	
MENLO PARK	1,505,049	
MILLBRAE	1,034,218	
PACIFICA	1,849,788	
PORTOLA VALLEY	216,177	
REDWOOD CITY	3,695,276	
SAN BRUNO	2,026,527	
SAN CARLOS	1,336,820	
SAN MATEO	4,580,023	
SOUTH SAN FRANCISCO	3,013,758	
WOODSIDE	262,523	
SANTA BARBARA COUNTY		18,372,382
BUELLTON	223,863	
CARPINTERIA	667,335	
GOLETA	1,422,833	
GUADALUPE	326,850	
LOMPOC	1,981,690	
SANTA BARBARA	4,307,708	
SANTA MARIA	4,625,637	
SOLVANG	254,151	
SANTA CLARA COUNTY		58,769,815
CAMPBELL	1,921,252	
CUPERTINO	2,742,633	
GILROY	2,397,985	
LOS ALTOS	1,371,134	
LOS ALTOS HILLS	413,687	
LOS GATOS	1,409,245	
MILPITAS	3,273,628	
MONTE SERENO	167,726	
MORGAN HILL	1,884,834	
MOUNTAIN VIEW	3,512,864	
PALO ALTO	3,059,006	
SAN JOSE	46,807,816	
SANTA CLARA	5,546,436	
SARATOGA	1,463,918	
SUNNYVALE	6,728,021	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SANTA CRUZ COUNTY		12,171,777
CAPITOLA	466,576	
SANTA CRUZ	2,902,490	
SCOTTS VALLEY	546,916	
WATSONVILLE	2,403,933	
SHASTA COUNTY		14,250,456
ANDERSON	495,308	
REDDING	4,189,074	
SHASTA LAKE	472,387	
SIERRA COUNTY		2,440,873
LOYALTON	40,628	
SISKIYOU COUNTY		10,087,478
DORRIS	43,052	
DUNSMUIR	87,981	
ETNA	35,732	
FORT JONES	38,477	
MONTAGUE	69,680	
MOUNT SHASTA	169,556	
TULELAKE	46,850	
WEED	138,628	
YREKA	358,694	
SOLANO COUNTY		16,794,142
BENICIA	1,284,983	
DIXON	869,512	
FAIRFIELD	5,033,514	
RIO VISTA	380,837	
SUISUN CITY	1,325,062	
VACAVILLE	4,451,872	
VALLEJO	5,555,861	
SONOMA COUNTY		25,520,295
CLOVERDALE	396,439	
COTATI	344,739	
HEALDSBURG	545,864	
PETALUMA	2,699,352	
ROHNERT PARK	1,985,534	
SANTA ROSA	7,788,591	
SEBASTOPOL	363,406	
SONOMA	494,164	
WINDSOR	1,240,055	
STANISLAUS COUNTY		24,739,679
CERES	2,125,763	
HUGHSON	325,661	
MODESTO	9,678,138	
NEWMAN	495,217	
OAKDALE	981,009	
PATTERSON	972,270	
RIVERBANK	1,063,407	
TURLOCK	3,256,654	
WATERFORD	405,360	
SUTTER COUNTY		7,705,424
LIVE OAK	402,203	
YUBA CITY	3,004,836	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

TEHAMA COUNTY		8,821,380
CORNING	352,288	
RED BLUFF	649,171	
TEHAMA	20,039	
TRINITY COUNTY		4,695,231
TULARE COUNTY		30,190,548
DINUBA	1,082,760	
EXETER	491,923	
FARMERSVILLE	501,942	
LINDSAY	578,759	
PORTERVILLE	2,548,234	
TULARE	2,830,065	
VISALIA	5,928,601	
WOODLAKE	362,674	
TUOLUMNE COUNTY		6,133,415
SONORA	224,778	
VENTURA COUNTY		29,775,079
CAMARILLO	3,054,019	
FILLMORE	722,283	
MOORPARK	1,719,167	
OJAI	376,354	
OXNARD	9,317,111	
PORT HUENEME	1,026,898	
SAN BUENAVENTURA	5,030,220	
SANTA PAULA	1,393,049	
SIMI VALLEY	5,805,986	
THOUSAND OAKS	5,957,287	
YOLO COUNTY		10,790,669
DAVIS	3,049,627	
WEST SACRAMENTO	2,325,835	
WINTERS	324,746	
WOODLAND	2,621,025	
YUBA COUNTY		6,133,370
MARYSVILLE	588,687	
WHEATLAND	162,785	
Total \$		\$ 1,500,000,000
		\$ 1,500,000,000

I Support the Fix Our Roads Coalition Principles for New Transportation Funding in the Legislative Special Session



☐ Yes, I/my organization support(s) efforts to secure new sources of stable, accountable funding to fix California's highways and road infrastructure. I/we sign-on to join the "Fix our Roads" coalition and in support of the following principles that should guide the legislative special session on transportation.

1. **Make a significant investment in transportation infrastructure.**
2. **Focus on maintaining and rehabilitating the current system.**
3. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.**
4. **Raise revenues across a broad range of options.**
5. **Equal split between state and local projects.**
6. **Strong accountability requirements to protect the taxpayers' investment.**
7. **Provide consistent annual funding levels.**

Please select a category: ☐ Organization ☐ Company ☐ Elected official

Company or Organization Name

Name

Title/Occupation

Street address

City

State

Zip

County

Phone number

Fax number

E-mail Address

Signature (Required)

Date

Email or fax this form to: acelesius@bcfpublicaffairs.com or 916-442-3510 (fax)

RESOLUTION NO. 15-30

A RESOLUTION URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, the results show that the City of Firebaugh's local streets have a statewide average pavement index of 25, placing them in the "Poor" category; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF FIREBAUGH strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the CITY OF FIREBAUGH strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and

registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.

5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.
7. **Provide Consistent Annual Funding Levels.** Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels – a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Firebaugh held on the 3rd day of August, 2015 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

APPROVED:

ATTEST:

Craig Knight, Mayor
City of Firebaugh

Rita Lozano, Deputy City Clerk
City of Firebaugh

CITY OF FIREBAUGH



FRESNO COUNTY, CALIFORNIA

1133 "P" STREET
FIREBAUGH, CALIFORNIA 93622-2547
(559) 659-2043
FAX (559) 659-3412

August 3, 2015

The Honorable Senator Anthony Cannella
California State Senator
State Capitol Building, Room # 5082
Sacramento, CA 95814

Re: Increase Funding for Transportation in Special Session

Dear Senator Anthony Cannella:

On behalf of the City of Firebaugh, I am writing to urge you to support a transportation-funding package in the special session that makes a meaningful dent in California's transportation funding shortfall. This is a critical issue for our community that needs to be addressed this legislative session.

Cities and counties own and operate more than 81 percent of California's roads. If funding remains at current inadequate levels, in 10 years a quarter of local streets and roads in California will be in "failed" condition and the funding shortfall grows by \$21 billion. According to a recent national report, poor roads cost the average California motorist \$762 per year in extra vehicle maintenance costs.

Please see the attached document following this letter, it lists the City of Firebaugh projects from our Capital Improvement Plan would benefit from the additional funding, they are of high priority.

The City of Firebaugh supports a transportation-funding package that amounts to \$6 billion annually for at least 10 years. Any funding package should split funds equally between state and local governments. Cities and counties alone need an additional \$3 billion annual investment in the local streets and roads system to improve pavement conditions to an average "good" condition.

Any funding package should also be spread across a broad range of funding sources to ensure no one source is increased too much. We support moderate increases in gas and diesel taxes, vehicle registration and license fees, dedicating a portion of cap-and-trade revenue paid at the

pump, and user charges for non-fossil fuel powered vehicles. Any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it.

Additionally, the package should provide strong accountability provisions that protect taxpayers' investment. This includes constitutionally protecting transportation revenues, repaying existing transportation loans, ending ongoing diversions, establishing performance and accountability criteria, Caltrans reform and oversight, and expediting project delivery.

We know these issues aren't easy to address, but they will have direct and lasting benefits for our community and for the motorists in your district.

We hope you will support moving a transportation-funding package forward.

Sincerely,

Kenneth McDonald
City Manager, City of Firebaugh

CC: Hilary Baird, League of CA Cities, 661-664-8291

PROPOSED STREET AND SIDEWALK PROJECTS

Project No.	Project Name	Priority	Estimated Cost
1	Street Rehabilitation – “M” St, 15 th St to 8 th St	High	\$ 665,500
2	Street Rehabilitation – Nees (12 th St), Hwy 33 to Washoe Avenue	High	585,000
3	Street Rehabilitation – 13 th St, “P” St to City Limits	High	330,000
4	Street Rehabilitation – Rabe St, Clyde Fannon Rd to Zozaya St	High	422,400
5	Street Rehabilitation – Dodderer St, Clyde Fannon Rd to Zozaya St	High	198,000
6	Street Rehabilitation – “Q” St, 9 th St to 11 th St	High	539,000
7	Street Rehabilitation – 14 th St, Hwy 33 to “P” St	High	396,000
8	Street Rehabilitation – “J” St, Nees Ave to 10 th St	High	541,200
9	Street Rehabilitation – 10 th St, “J” St to Dead End	High	435,600
10	Street Rehabilitation – Helm Canal Rd, Birch Dr to South End	High	165,000
11	Street Rehabilitation – Landucci Dr, Saipan Ave to Morris Kyle Dr	High	330,000
12	Street Rehabilitation – Enrico Ave, Cardella St to Cardella St	High	132,000
13	Street Rehabilitation – Cline St, Thomas Conboy St to Zozaya St	High	495,000
14	Sidewalk Replacement – “O” St, 11 th St to 12 th St	High	264,000
15	Sidewalk Replacement – Saipan Ave, “O” St to “Q” St	High	132,000
16	Traffic Signal at Clyde Fannon Rd to Hwy 33	High	473,000
17	13 th Street Bridge Repair	High	427,900
18	Street Rehabilitation– 8 th St, Hwy 33 to City Corp. Yard	High	396,000
19	Street Rehabilitation – Zozaya St, “R” St to Rev Kantor St	High	795,000
20	Street Rehabilitation – 7 th St, “P” St to Alley; Alley, 7 th St to 8 th St	High	88,500
Total			\$ 8,454,000

Note: Several of the projects above should be combined into larger projects to optimize available funding.

CITY OF FIREBAUGH

CC NO. Information

COUNCIL COMMUNICATION

DATE March 5, 1985

TO: Honorable Mayor and Council
FROM: Perry Powers, City Manager
SUBJECT: American Legion -Deed

SUMMARY:

The attached letter is intended to keep you informed as to the progress on obtaining the Deed to the American Legion hall.

DALE E. BACIGALUPI

AND WHEN RECORDED MAIL THIS DEED AND, UNLESS OTHERWISE SHOWN BELOW, MAIL TAX STATEMENTS TO:

NAME RICHARD H. HARGROVE
ADDRESS 2220 Tulare Street
CITY & STATE Suite 411
ZIP Fresno, CA 93721

Title Order No.

Escrow No.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Corporation Grant Deed

The undersigned declares that the documentary transfer tax is \$ -0- and is
☐ computed on the full value of the interest or property conveyed, or is
☐ computed on the full value less the value of liens or encumbrances remaining thereon at the time of sale. The land, tenements or realty is located in
☐ unincorporated area ☒ city of Firebaugh and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, AMERICAN LEGION POST NO. 346, also known as FIREBAUGH AMERICAN LEGION POST NO. 346,

a corporation organized under the laws of the State of California
hereby GRANT(S) to the CITY OF FIREBAUGH

the following described real property in the City of Firebaugh
County of Fresno, state of California:

Lots 13, 14, 15, and 16, in Block 57, of the Town (now City) of Firebaugh, according to the map thereof, recorded February 7, 1984, in Book 1 of Miscellaneous Maps, at p. 13, Fresno County Records.

Dated _____

Commander

STATE OF CALIFORNIA
COUNTY OF FRESNO

} SS.

On _____ before me,
the undersigned, a Notary Public in and for said County and State,
personally appeared

known to me to be the Commander ~~xxxxxx~~ and

Adjutant

Adjutant ~~xxxxxx~~ of the corporation that executed the within instrument, known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

FOR NOTARY SEAL OR STAMP

Signature of Notary

MAIL TAX STATEMENTS TO PARTY SHOWN ON FOLLOWING LINE; IF NO PARTY SO SHOWN, MAIL AS DIRECTED ABOVE

Name

Street Address

City & State

RICHARD H. HARGROVE

ATTORNEY AT LAW

SUITE 411

DEL WEBB BUILDING

2220 TULARE STREET

FRESNO, CALIFORNIA 93721

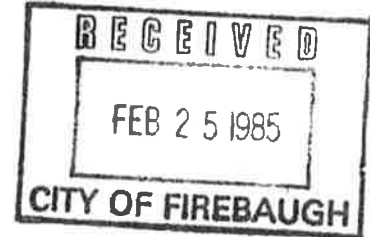
RICHARD H. HARGROVE

L. ALAN TURNER

AREA CODE 209
TELEPHONE 442-0150

Dale E. Bacigalupi

February 20, 1985



Mr. Richard Paganucci
1824 Vasquez Street
Firebaugh, CA 93622

Re: The Conveyance of the American Legion Hall to the
City of Firebaugh

Dear Mr. Paganucci:

I enclose herewith for your execution on behalf of the
American Legion Post several documents.

First, I enclose a Grant Deed which needs to be executed
and notarized. You will note that the Deed must be executed by both
the Commander and the Adjutant as well as notarized.

Secondly, I enclose a Contract of Sale. The Contract sets
forth the conditions of the sale (you will note that I have set up
the transaction as a sale with nominal consideration of \$1.00). Please
execute the Contract of Sale and return the original to me. The
Contract of Sale also contains escrow instructions. Please read the
Contract of Sale with its escrow instructions carefully to make sure
that they represent and contain correct closing instructions to the
escrow company. I believe the instructions contained in the agreement
correspond to the telephone conversation you and I had yesterday.

Finally, as soon as you have prepared an inventory of equipment
and other movable and personal property contained in the hall, and
deliver the inventory to me, I will prepare a Bill of Sale for your
execution and later delivery to escrow.

Thank you for your cooperation. Please call if you have any
questions.

Very truly yours,


DALE E. BACIGALUPI

DEB/hm

cc. Firebaugh City Manager, Perry Powers ✓

Encl.

CONTRACT OF SALE OF REAL PROPERTY

American Legion Post 346, a corporation, hereinafter called "Seller" agrees to sell to the City of Firebaugh, a municipal corporation, hereinafter called "Buyer", and Buyer agrees to purchase from Seller the real property herein called "said property", in the City of Firebaugh, Fresno County, California, described on Exhibit "A" attached hereto and incorporated herein by reference, commonly known as the American Legion Hall.

SECTION 1. CONDITIONS OF SALE

A. The purchase price for said property shall be the sum of \$1.00 payable by Buyer to Seller at the time of closing.

B. The Buyer shall be free to use said property without restriction and for any lawful purpose, subject to the following conditions:

- 1) The Firebaugh American Legion, Post 346 shall be entitled to use said property for its monthly meetings, at no charge, fee or cost. The monthly meetings contemplated by this agreement are two per month. The right of the Firebaugh American Legion Post 346 to use and occupy said property pursuant to this subparagraph shall exist so long as Post 346 exists and functions within the City of Firebaugh.

- 2) The Firebaugh American Legion Auxiliary, Unit 346, shall have the right to use said property for social affairs, at no charge, fee or cost. The usage contemplated by this subparagraph is two social gatherings annually. The right of Auxiliary Unit 346 to use said property pursuant to this

subparagraph shall exist so long as the Firebaugh American Legion Auxiliary, Unit 346, shall exist in the City of Firebaugh.

C. In the event the Buyer, for a period of twenty (20) years after the date hereof, sells or otherwise disposes of said property, the parties hereto agree that the Seller shall have a preemptive right or a right of first refusal to purchase or acquire the property from the Buyer. Not less than thirty (30) days prior to the closing date of any anticipated sale or disposition of said property, Buyer herein shall give written notification to Seller herein of such intended sale or disposition. Within fifteen (15) days of the date of said notice, Seller herein shall notify Buyer of its intention to exercise its option to purchase pursuant to the right of first refusal herein described and shall tender the purchase price. The purchase price for said property pursuant to this paragraph shall be the sum of One (\$1.00) Dollar plus the depreciated cost of any additions, improvements, or enhancements to the property which shall have occurred after the effective date of this agreement.

D. The property conveyed by the Seller to the Buyer shall consist of the real property described in Exhibit "A" attached hereto, as well as such personal property, fixtures, and inventory located on said property as to which the parties may agree. Any conveyance, transfer or sale of personal property shall occur by and through a Bill of Sale to be deposited in escrow and executed by the Seller.

SECTION 2. ESCROW

A. On or before ten (10) days after the execution of this agreement by the parties hereto, an escrow shall be opened by the parties with Safeco Title Insurance Company, Fresno, California.

B. The Buyer herein shall deposit in escrow the purchase price as well as the Buyer's share of the closing costs, as hereinafter described.

C. The Seller herein shall deposit in escrow an executed deed, in the form attached hereto as Exhibit "B", a Bill of Sale, if necessary, all of which shall be duly executed. The Seller shall also deposit in escrow its share of the closing costs, as hereinafter described.

D. The escrow provided for herein shall close on or before December 31, 1985. Said date may be extended by agreement of the parties.

E. The escrow provided for herein shall close by escrow holder delivering a Grant Deed to said property, in the form attached hereto as Exhibit "B", to the Buyer only if all of the following conditions are satisfied:

- 1) If escrow holder can obtain the usual form of CLTA standard coverage policy of title insurance issued by Safeco Title Insurance Company with total liability of One Hundred Thousand (\$100,000.00) Dollars, showing title to said property vested in the Buyer and subject only to those liens and exceptions set forth in Schedule B of that certain preliminary title report dated as of October 4, 1984 and issued by Safeco Title Insurance Company.

- 2) The performance by each party herein of all the matters required to be performed by said party pursuant to this agreement.

F. The Buyer herein shall pay for the costs of a policy of title insurance herein described and for all other costs of closing

including but not limited to escrow fees, recording fees, documentary transfer fees and other fees and costs customarily borne by Sellers in Fresno County.

G. General and special real property taxes and assessments shall be prorated on said property to the close of escrow. Any delinquencies or unpaid general and special real property taxes and assessments shall be paid by the Buyer out of escrow.

SECTION 3. ASSIGNMENT

Neither this agreement nor any interest herein, shall be assignable by either party without the prior written consent of the other. This non-assignability provision applies to the right of first refusal granted herein to the Seller.

SECTION 4. INUREMENT

Subject to the restrictions against assignment as herein contained, this agreement shall inure to the benefit of and shall be binding upon the successors in interest of each of the parties hereto. The terms and conditions of Section 1 of this agreement are intended by the parties to and shall survive the closing of escrow.

SECTION 5. ENTIRE AGREEMENT

This agreemnt contains the entire agreement of the parties hereto, and supersedes any prior written or oral agreements between them concerning the subject matter contained herein. There are no representations, agreements, arrangements, or understandings, either written or oral, between the parties hereto relating to the subject matter contained in this agreement which are not fully expressed herein.

DATED: _____

CITY OF FIREBAUGH

By _____

DATED: _____

FIREBAUGH AMERICAN LEGION POST 346,
a corporation

By _____

LEGAL DESCRIPTION

Lots 13, 14, 15, 16, in Block 57, of the Town (now City) of Firebaugh, according to the map thereof, recorded February 7, 1984, in Book 1 of Miscellaneous Maps, at p. 13, Fresno County Records.

* City of Firebaugh *

1575 Eleventh Street Firebaugh, CA. 93622

January 16, 2004 Receipt #.: 43532
Friday 1:23 pm Register #.: 000
By: CASH Terminal ID: T6

MISC1

Misc Revenue 20.00 20.00
Cmt: LEASE PAYMENT FOR 20 YRS 2024-VFW
7380

004 3546

Total 20.00

Check #
Check Amt...: .00
Cash.....: 20.00
Amt Tendered: 20.00
Total Paid...: 20.00
Change.....: .00
Paid By.: