



**CITY COUNCIL/SUCCESSOR AGENCY/
FINANCING/POWER/
CALIFORNIA CHOICE ENERGY AUTHORITY
REGULAR MEETING
AGENDA**

Tuesday

June 11, 2019

Regular Meeting – **5:00 p.m.**

Council Chambers – Lancaster City Hall

The City Clerk/Agency/Authority Secretary hereby declares the agenda was posted
by 5:00 p.m. on Friday, June 7, 2019

at the entrance to the Lancaster City Hall Council Chambers.

44933 Fern Avenue, Lancaster, CA 93534

LEGISLATIVE BODY

City Council/Successor Agency/Financing/Power/ California Choice Energy Authority

Mayor/Chair R. Rex Parris

Vice Mayor/Vice Chair Marvin Crist

Council Member/Agency Director/Authority Member Raj Malhi

Council Member/Agency Director/Authority Member Ken Mann

Council Member/Agency Director/Authority Member Angela Underwood-Jacobs

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AGENDA ITEMS TO BE REMOVED

Sometimes it is necessary to remove items from the agenda. We apologize for any inconvenience this may cause you.

PUBLIC BUSINESS FROM THE FLOOR - AGENDIZED ITEMS

Any person who would like to address the Legislative Bodies on any agendized item is requested to complete a speaker card for the City Clerk/Agency/Authority Secretary and identify the agenda item you would like to discuss. Each person will be given an opportunity to address the Legislative Body at the time such item is discussed. Speaker cards are available at the rear of the Council Chambers and your speaker card must be filled out *prior* to the agenda item being called. We respectfully request that you fill the cards out completely and print as clearly as possible. Following this procedure will allow for a smooth and timely process for the meeting and we appreciate your cooperation. *Individual speakers are limited to three (3) minutes each.*

Consent Calendar items under the Legislative Body may be acted upon with one motion, a second and the vote. If you desire to speak on an item or items on the Consent Calendar, you may fill out one speaker card for the Consent Calendar. You will be given three minutes to address your concerns before the Legislative Body takes action on the Consent Calendar.

CALL TO ORDER

City Council/Successor Agency/Financing/Power/ California Choice Energy Authority

ROLL CALL

City Council Members /Agency Directors /Authority Members: Malhi, Mann, Underwood-Jacobs; Vice Mayor/Vice Chair Crist, Mayor/Chair Parris

INVOCATION

PLEDGE OF ALLEGIANCE

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COUNCIL ACTIONS

MINUTES

M 1. Approve the City Council/Successor Agency/Financing/ Power/ California Choice Energy Authority Regular Meeting Minutes of May 28, 2019.

CONSENT CALENDAR

CC 1. Waive further reading of any proposed ordinances. (This permits reading the title only in lieu of reciting the entire text.)

CC 2. Approve the Check and Wire Registers for May 5, 2019, through May 18, 2019 in the amount of \$3,149,637.56. Approve the Check Registers as presented.

At each regular City Council Meeting, the City Council is presented with check and ACH/wire registers listing the financial claims (invoices) against the City for purchase of materials, supplies, services, and capital projects issued the prior three to four weeks. This process provides the City Council the opportunity to review the expenditures of the City. Claims are paid via checks, Automated Clearing House (ACH) payments, or federal wires. The justifying backup information for each expenditure is available in the Finance Department.

CC 3. Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West

a. Approve Change Order No.'s 1-5 and increase the total amount of the contract with R.C. Becker and Son, Inc., of Santa Clarita, California, for Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West, by \$132,430.11, for a total revised contract amount of \$2,173,560.41, plus a 10% contingency.

b. Accept the work constructed by R.C. Becker and Son, Inc., for Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West, and direct the City Clerk to file the Notice of Completion for the project. Retention on this project will be disbursed in accordance with California Public Contract Code.

On February 27, 2018, City Council awarded Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West. This project included reconstruction of the street section, lowering the crown of the road and installation of landscaped medians, restriping, and curb ramp modifications. Construction of the project has been completed to the satisfaction of the Development Services Director. The project was completed on February 22, 2019. The construction quantities and the amount of payment have been approved by the Contractor and the Development Services Director.

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CC 4. Approve Task Order No. 2 with Kimley-Horn & Associates of Los Angeles, CA, in accordance with the Multi-Year Professional Services Agreement in the amount of \$440,090.20 with a 10% contingency; and authorize the City Manager, or his designee, to sign all documents.

The Pedestrian Gap Closure Improvements project is part of a comprehensive effort by the City of Lancaster to promote active transportation. The City was awarded a total grant amount of \$6,259,000.00, with a local matching fund requirement of \$1,565,000.00. This project will close the gap in the non-motorized user transportation network with the construction of curb, gutter and sidewalk improvements at 36 separate locations between 25th Street West to 20th Street East, and between Avenue H to Avenue L.

CC 5. Approve the map and accept the dedications as offered on Parcel Map No. 69578, located at the northwest corner of 37th Street West and Avenue L-6; make findings that this project will not violate any of the provisions of Sections 66473.5, 66474.1 and 66474.6 of the Subdivision Map Act; and instruct the City Clerk to endorse on the face of the map the certificate which embodies the approval of said map and the dedications shown thereon.

On March 15, 2010, the Planning Commission approved Tentative Parcel Map No. 69578 (revised on May 14, 2018). The Final Map is in substantial conformance with the approved tentative map. Parcel Map No. 69578 has been examined by the City Surveyor, is in substantial conformance with the approved tentative map and is ready for Council approval.

CC 6. Approve the purchase and sale agreement with Ben Sayani for the sale of APN 3203-018-901, a 2.5-acre parcel near Avenue K and 70th Street West; and authorize the City Manager, or his designee, to execute all related documents.

The proposed purchase and sale agreement will allow for the sale of APN 3203-018-901, a 2.5-acre, landlocked parcel located off of 70th Street West near Avenue K. The City currently has no plans for development of the parcel. Located in the center of several privately-held parcels, the sale of this property will allow for the assembly of a contiguous site, thus fostering future development.

CC 7. Adopt **Ordinance No. 1065**, amending the City Zoning Plan for three properties (APN: 3130-007-001; 3130-007-003; and 3130-007-006) approximately 5.43 acres located along 10th Street West between Avenue J-10 and Avenue J-12 from Hospital (H) to Office Professional (OP), known as Zone Change No. 17-05.

Permitted uses in the OP zone include, but are not limited to, business, government and professional offices, banks, barber or beauty shops, and limited retail sales establishments. The OP zone allows more of a variety of uses than the H zone, but is less intense than the Commercial zone. The OP zone would provide a mixture of allowable uses creating a balance between the surrounding areas. It would allow for health care facilities and lighter intensity commercial uses, which are intended to be compatible with and complementary to the existing neighborhood.

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CC 8. Authorize the City Manager, or his designee, to finalize and execute a Disposition and Development Agreement with BCP Commercial Properties, LLC for the sale and subsequent development of a 2.8-acre industrial parcel located in the Lancaster Business Park.; and authorize the City Manager, or his designee, to execute all related documents.

In 2012, the City of Lancaster entered into a Project Development Agreement with Fraber Properties and Morton Manufacturing. Designed to attract Morton Manufacturing’s corporate headquarters from their former location in the Santa Clarita Valley, this public-private partnership facilitated the construction of a new 88,000-square-foot, state-of-the-art facility for the manufacturer. In order to accomplish this, Fraber Properties purchased a 20-acre site in the Lancaster Business Park. Fraber Properties served as the developer for the new facility, while the City of Lancaster provided the necessary public infrastructure. Today, the City has the opportunity to stimulate still further job creation in this area. Developer BCP Commercial Properties, LLC has made an offer to purchase a 2.8-acre remainder parcel for the construction of a speculative industrial building, in keeping with the high quality and design that are the hallmark of the Lancaster Business Park.

JOINT PUBLIC HEARING

JPH 1. Proposed Fiscal Year 2019-2020 Budgets and Five-Year Capital Improvement Program

City Council and City Council acting as Lancaster Housing Authority, Lancaster Choice Energy, Lancaster Financing Authority and Lancaster Power Authority Recommendation:

City Council and City Council acting as Lancaster Housing Authority, Lancaster Choice Energy, Lancaster Financing Authority and Lancaster Power Authority conduct the public hearing and direct staff to schedule the Proposed Fiscal Year 2019-2020 Budget and Five-Year Capital Improvement Plan (CIP) adoption for June 25, 2019.

California Choice Energy Authority (CCEA) Recommendation:

Conduct the public hearing and direct City of Lancaster staff to schedule the CCEA Proposed Fiscal Year 2019-2020 Budget adoption for June 25, 2019.

By July 1 of each year, the City is required to adopt a budget, which establishes appropriations and estimates revenue for the coming fiscal year. The proposed budget is a culmination of many months of work by the City Council and staff in reviewing priorities and evaluating programs, with a focus on maintaining responsive and relevant services for residents. The Proposed FY 2019-2020 Budget addresses community needs, while maintaining healthy General Fund Reserves that will enable the City to continue providing the community with a full scope of high quality municipal services, programs and special events that enhance the quality of life of all Lancaster residents. It will also provide the required resources to construct significant capital improvement projects that will improve infrastructure and facilities and beautify the community.

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PUBLIC HEARINGS

PH 1. Lancaster Drainage Benefit Assessment District Levy of Annual Assessment for Fiscal Year 2019-2020

Recommendation:

Adopt **Resolution No. 19-31**, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Drainage Benefit Assessment District for Fiscal Year 2019-2020.

The City Council previously formed the Lancaster Drainage Benefit Assessment District, including establishment of separate zones, and submitted the proposition to the eligible voters in each respective zone. The majority of voters approved the formation of the District, the separate zones, and the levying of the assessment. The first year's assessment was paid by the developers of the property. Each year thereafter, the City Council, after public notice and hearing, may determine and impose an annual assessment.

PH 2. Lancaster Landscape Maintenance District No. 1 Levy of Annual Assessment for Fiscal Year 2019-2020

Recommendation:

Adopt **Resolution No. 19-32**, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Landscape Maintenance District No. 1 for Fiscal Year 2019-2020.

Lancaster Landscape Maintenance District No. 1 and Fox Field Industrial Corridor Landscape Maintenance District were formed, including subsequent annexations thereto, for the purpose of providing maintenance services to landscaping and appurtenant improvements for various developments within the City, and assessing those properties which benefit from this service. Each year the City Council must, by law, order the preparation of an Engineer's Report describing the existing and proposed maintenance services, and conduct a public hearing to establish and order the amount of assessment for the next fiscal year.

PH 3. Lancaster Lighting Maintenance District Levy of Annual Assessment for Fiscal Year 2019-2020

Recommendation:

Adopt **Resolution No. 19-33**, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Lighting Maintenance District for Fiscal Year 2019-2020.

Lancaster Lighting Maintenance District was formed, including subsequent annexations thereto, for the purpose of financing maintenance operations and installation of public lighting facilities, including, but not limited to, street lights, traffic signals, public parking lot lights, and highway safety lights (public lighting facilities) (as defined in § 22525 of the California Code) within the City of Lancaster, and assessing those properties, which benefit from this service their proportionate share of the cost. Each year, the City Council must, by law, order the preparation of an Engineer's Report describing the existing and proposed maintenance services, and conduct a public hearing to establish and order the amount of assessment for the next fiscal year.

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COUNCIL REPORTS

CR 1. Report on the Activities of the Board of Directors for the Antelope Valley Transit Authority
Presenter: Vice Mayor Crist

CR 2. Council Reports

LANCASTER HOUSING AUTHORITY

No action required at this time.

LANCASTER FINANCING AUTHORITY

No action required at this time.

LANCASTER POWER AUTHORITY

No action required at this time.

LANCASTER SUCCESSOR AGENCY

No action required at this time.

CITY MANAGER / EXECUTIVE DIRECTOR ANNOUNCEMENTS

CITY CLERK / AGENCY / AUTHORITY SECRETARY ANNOUNCEMENT

PUBLIC BUSINESS FROM THE FLOOR - NON-AGENDIZED ITEMS

This portion of the agenda allows an individual the opportunity to address the Legislative Bodies on any item ***NOT ON THE AGENDA*** regarding City/Agency/Authority business and speaker cards must be submitted ***prior*** to the beginning of this portion of the Agenda. Please complete a speaker card for the City Clerk/Agency/Authority Secretary and identify the subject you would like to address. We respectfully request that you fill the cards out completely and print as clearly as possible. Following this procedure will allow for a smooth and timely process for the meeting and we appreciate your cooperation. State law prohibits the Legislative Body from taking action on items not on the agenda and your matter may be referred to the City Manager/Executive Director. ***Individual speakers are limited to three (3) minutes each.***

COUNCIL / AGENCY / AUTHORITY COMMENTS

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CLOSED SESSION

1. Conference with Legal Counsel - Anticipated Litigation: significant exposure to litigation pursuant to Government Code Section 54956.9(d) (2) - two potential cases.
2. Conference with Legal Counsel - Anticipated Litigation: consideration of initiation of litigation pursuant to Government Code Section 54956.9(d) (4) - two potential cases.
3. Conference with Legal Counsel - Existing Litigation - Government Code Section 54956.9(d) (1)
4. Bootleggers 2 v. City of Lancaster, LASC Case No. BS169660
5. Parker v. Lancaster, LASC MC 027827
6. Kappler v. Lancaster, LASC 18STCVO4990
7. Better Neighborhoods v. Lancaster, LASC BS175020
8. Antelope Valley Groundwater Cases
Included Actions:
Los Angeles County Waterworks District No. 40 v. Diamond Farming Co.
Superior Court of California, County of Los Angeles, Case No. BC325201;
Los Angeles County Waterworks District No. 40 v. Diamond Farming Co.
Superior Court of California, County of Kern, Case No. S-1500-CV-254-348
Wm. Bolthouse Farms, Inc. v. City of Lancaster, Diamond Farming Co. v. City of Lancaster,
Diamond Farming Co. v. Palmdale Water District
Superior Court of California County of Riverside, consolidated actions;
Case Nos. RIC 353 840, RIC 344 436, RIC 344 668

ADJOURNMENT

Next Regular Meeting:

Tuesday, June 25, 2019 - 5:00 p.m.

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MEETING ASSISTANCE INFORMATION

In compliance with the Americans with Disabilities Act, this meeting will be held at a location accessible to persons with disabilities; if you need special assistance to participate in this meeting, please contact the City Clerk at (661)723-6020. Services such as American Sign Language interpreters, a reader during the meeting, and/or large print copies of the agenda are available. To ensure availability, you are advised to make your request at least 72 hours prior to the meeting/event you wish to attend. Due to difficulties in securing sign language interpreters, five or more business days notice is strongly recommended. For additional information, please contact the City Clerk at (661)723-6020.

AGENDA ADDENDUM INFORMATION

On occasion items may be added after the agenda has been mailed to subscribers. Copies of the agenda addendum item will be available at the City Clerk Department and are posted with the agenda on the windows of the City Council Chambers. For more information, please call the City Clerk Department at (661) 723-6020.

All documents available for public review are on file with the City Clerk Department.

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06/11/19
JC

**LANCASTER
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MINUTES
May 28, 2019**

CALL TO ORDER

Mayor/Chair Parris called the meeting of the Lancaster City Council/Successor Agency/Financing/Power/California Choice Energy Authority to order at 5:00 p.m.

ROLL CALL

PRESENT: City Council Members /Agency Directors /Authority Members: Malhi, Mann, Underwood-Jacobs; Vice Mayor/Vice Chair Crist; Mayor/Chair Parris

STAFF MEMBERS:

City Manager/Executive Director; City Attorney/Agency/Authority Counsel; City Clerk/Agency/Authority Secretary; Assistant to the City Manager; Administrative & Community Services Director; Parks, Recreation and Arts Director; Development Services Director; Public Safety Director/Police Chief; Finance Director

INVOCATION

Luke Duncan

PLEDGE OF ALLEGIANCE

Vice Mayor Crist

PRESENTATION

1. LTV/AVHUSD Student Video Contest Winners
Presenter: Mayor Parris

M 1. MINUTES

On a motion by Vice Mayor Crist and seconded by Council Member Malhi, the City Council/Successor Agency/Financing/Power/California Choice Energy Authority approved the City Council/Successor Agency/Financing/Power/California Choice Energy Authority Regular Meeting Minutes of May 11, 2019 by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist; Parris; NOES: None; ABSTAIN: None; ABSENT: None

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CONSENT CALENDAR

Item No.'s CC 4 and CC 6 were removed for separate discussion.

On a motion by Vice Mayor Crist and seconded by Council Member Underwood-Jacobs, the City Council approved the Consent Calendar with the exception of Item No.'s CC 4 and CC 6, by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist; Parris; NOES: None; ABSTAIN: None; ABSENT: None

Addressing the City Council on Item No. CC 4:
Fran Sereseres – requested clarification regarding where the funds are being used.

Michael Rives – discussed the use of the funds and the Emergency Room entrance from Avenue J.

Addressing the City Council on Item No. CC 6:
Fran Sereseres – suggested using funds towards the Metrolink Station and an indoor skating rink.

On a motion by Vice Mayor Crist and seconded by Council Member Malhi, the City Council approved Item No.'s CC 4 and CC 6 by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist; Parris; NOES: None; ABSTAIN: None; ABSENT: None

CC 1. ORDINANCE WAIVER

Waived further reading of any proposed ordinances. (This permits reading the title only in lieu of reciting the entire text.)

CC 2. CHECK REGISTERS

Approved the Check and Wire Registers for April 28, 2019 through May 4, 2019 in the amount of \$2,628,688.66. Approved the Check Registers as presented.

CC 3. INVESTMENT REPORT

Accepted and approved the April 2019 Monthly Report of Investments as submitted.

CC 4. RESOLUTION NO. 19-19

Adopted **Resolution No. 19-19**, authorizing the City Manager, or his designee, to apply for all funds available to the city of Lancaster, from the Los Angeles County Metropolitan Transportation Authority, allocated for street and road improvements for the fiscal year 2018-19 in the amount of \$6,310,964, and draw reserves for: fiscal year 2015-16 in the amount of \$1,684,780; fiscal year 2016-17 in the amount of \$2,877,586.

CC 5. RESOLUTION NO. 19-20

Adopted **Resolution No. 19-20**, authorizing submittal of application(s) for all CalRecycle grants for which the City of Lancaster is eligible.

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CC 6. RESOLUTION NO. 19-21

Adopted **Resolution No. 19-21**, approving the blanket authority to file applications for grant funds from the Los Angeles County Regional Park and Open Space District for Measure A funding for projects and programs.

CC 7. TRACT MAP NO. 61989-01

Approved the map and accepted the dedications as offered on Tract Map No. 61989-01, located at the southwest corner of 67th Street West and Avenue L; made findings that this project will not violate any of the provisions of Sections 66473.5, 66474.1 and 66474.6 of the Subdivision Map Act; and instructed the City Clerk to endorse on the face of the map the certificate which embodies the approval of said map and the dedications shown thereon.

CC 8. HIGHWAY SAFETY LED LIGHTS

Approved the purchase of Highway Safety LED Lights from BYD Energy, LLC for the purpose of replacing and upgrading the City's highway safety lights.

CC 9. PUBLIC WORKS CONSTRUCTION PROJECT NO. 17-005

Awarded **Public Works Construction Project No. 17-005**, 2020 Safe Route to School (SRTS) Pedestrian Improvements, ATPSB1L-5419(055), to R.C. Becker & Son, Inc., of Santa Clarita, California, in the amount of \$5,774,744.42, plus a 20% contingency, to install gap closures and pedestrian improvements, such as sidewalks, bulb-outs, curb ramps, cross-walks and bike lanes; and authorized the City Manager, or his designee, to sign all documents. This contract is awarded to the lowest responsible bidder per California Public Code Section 22038 (b).

CC 10. LANCASTER DRAINAGE BENEFIT ASSESSMENT DISTRICT ANNUAL ASSESSMENT FOR FISCAL YEAR 2019-2020

- a. Adopted **Resolution No. 19-22**, generally describing any proposed improvements or substantial changes in existing improvements, and ordering the assessment engineer to prepare and file a report for Lancaster Drainage Benefit Assessment District.
- b. Adopted **Resolution No. 19-23**, preliminarily approving the Engineer's Report, fixing time and place for public hearing on the levy of the proposed assessment, and declaring its intention to levy and collect assessments within Lancaster Drainage Benefit Assessment District.

CC 11. LANCASTER LANDSCAPE MAINTENANCE DISTRICT NO. 1 ANNUAL ASSESSMENT FOR FISCAL YEAR 2019-2020

- a. Adopted **Resolution No. 19-24**, generally describing any proposed improvements or substantial changes in existing improvements, and ordering the assessment engineer, Harris & Associates, to prepare and file a report for Lancaster Landscape Maintenance District No. 1 and Fox Field Industrial Corridor Landscape Maintenance District, pursuant to provisions of the Landscaping and Lighting Act of 1972 of the Streets and Highways Code of the State of California.
- b. Adopted **Resolution No. 19-25**, preliminarily approving the Engineer's Report, fixing time and place for public hearing on the levy of the proposed assessment, and declaring its intention to levy and collect assessments within Lancaster Landscape Maintenance District No. 1 and Fox Field Industrial Corridor Landscape Maintenance District, pursuant to Part 2 of Division 15 of the Streets and Highways Code of the State of California.

CC 12. LANCASTER LIGHTING MAINTENANCE DISTRICT ANNUAL ASSESSMENT FOR FISCAL YEAR 2019-2020

- a. Adopted **Resolution No. 19-26**, generally describing any proposed improvements or substantial changes in existing improvements, and ordering the assessment engineer, Harris & Associates, to prepare and file a report for Lancaster Lighting Maintenance District, pursuant to provisions of the Landscaping and Lighting Act of 1972 of the Streets and Highways Code of the State of California.
- b. Adopted **Resolution No. 19-27**, preliminarily approving the Engineer's Report, fixing time and place for public hearing on the levy of the proposed assessment, and declaring its intention to levy and collect assessments within Lancaster Lighting Maintenance District, pursuant to Part 2 of Division 15 of the Streets and Highways Code of the State of California.

CC 13. RESOLUTION NO. 19-28

Adopted **Resolution No. 19-28**, declaring a Trusted System for the management of records and the automation of retention requirements.

CC 14. DEPARTMENT OF HEALTH AND HUMAN SERVICES (HHS) GRANT FUNDS

Authorized staff to submit an application to the Department of Health and Human Services (HHS) for Youth Engagement in Sports Collaboration to Improve Adolescent Physical Activity and Nutrition (YES Initiative) grant funds.

CC 15. PURCHASE AND SALE AGREEMENT WITH LIVIER A. MAQUEDA

Approved the purchase and sale agreement with Livier A. Maqueda for the sale of a 3,000-square-foot building located at 416 W. Lumber Street; and authorize the City Manager, or his designee, to execute all related documents.

PH 1. LEVYING LANCASTER SEWER SYSTEM SERVICE CHARGES FOR FISCAL YEAR 2019 2020

Mayor Parris opened the Public Hearing.

It was the consensus of the City Council to waive the Staff Report for this item.

Mayor Parris closed the Public Hearing.

On a motion by Vice Mayor Crist and seconded by Council Member Mann, the City Council adopted **Resolution No. 19-29**, a resolution of the City Council of the City of Lancaster, California, levying Lancaster Sewer System Service Charges for maintenance and servicing of the Lancaster Sewer System, for Fiscal Year 2019-2020, by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist, Parris; NOES: None; ABSTAIN: None; ABSENT: None

PH 2. GENERAL PLAN AMENDMENT NO. 17-05 AND ZONE CHANGE NO. 17-05 LOCATED ALONG 10TH STREET WEST BETWEEN AVENUE J-10 AND AVENUE J-12 (ASSESSOR'S PARCEL NUMBER (APN): 3130-007-001; 3130-007-003; AND 3130-007-006)

Mayor Parris opened the Public Hearing.

The Community Development Manager presented the Staff Report for this item.

Addressing the City Council on this item:

Michael Rives – discussed his request to turn the former Community Hospital into an inpatient VA Hospital; stated Redevelopment Agencies should be put back in place; suggests reserving this area as ‘H’ just in case.

Discussion took place among the City Council and staff regarding changing the zoning designation if needed in the future.

Mayor Parris closed the Public Hearing.

On a motion by Vice Mayor Crist and seconded by Council Member Malhi, the City Council adopted **Resolution No. 19-30**, approving General Plan Amendment No. 17-05, to redesignate three properties (APN: 3130-007-001; 3130-007-003; and 3130-007-006) along 10th Street West between Avenue J-10 and Avenue J-12 from Healthcare (H) to Office Professional (OP), by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist, Parris; NOES: None; ABSTAIN: None; ABSENT: None

On a motion by Vice Mayor Crist and seconded by Council Member Malhi, the City Council introduced **Ordinance No. 1065**, amending the City Zoning Plan for three properties (APN: 3130-007-001; 3130-007-003; and 3130-007-006) approximately 5.43 acres located along 10th Street West between Avenue J-10 and Avenue J-12 from Hospital (H) to Office Professional (OP), known as Zone Change No. 17-05, by the following vote: 5-0-0-0; AYES: Malhi, Mann, Underwood-Jacobs, Crist, Parris; NOES: None; ABSTAIN: None; ABSENT: None

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CR 1. REPORT ON THE ACTIVITIES OF THE BOARD OF DIRECTORS FOR THE ANTELOPE VALLEY TRANSIT AUTHORITY

Vice Mayor Crist stated maintenance costs for buses is decreasing and is projected to decrease nearly 65% with electric buses.

Discussion took place regarding an Assembly Bill that may eliminate the sales tax for electric buses; further information will be provided to the City Council by AVTA Executive Director, Macy Neshati.

CR 2. COUNCIL REPORTS

Vice Mayor Crist discussed the budget for Antelope Valley Air Quality Management District and discussed incentives to stimulate new applications.

Discussion took place regarding the impact of incentives for local business owners as opposed to incentives to the parent company. Mayor Parris requested statistics regarding how many business owners live in the local area and stated he is concerned with incentivizing out of town business owners as opposed to local business owners.

Council Member Mann stated Destination Lancaster recently hired Sandy Smith as the new Executive Director. Discussion took place regarding measuring success for Destination Lancaster.

COUNCIL COMMENTS

Mayor Parris stated results are already being seen from the recent Unite AV Summit.

Discussion took place regarding filming, or potentially hosting, meetings of the School Board or other agencies and placing the videos on LTV.

Discussion took place regarding four more potential hotels in the City; the status of City partnership with an operator for assisted living projects and the status of the work being done on the Community Center.

Council Member Mann discussed new Veteran's Home sign and suggested the art being placed at the new roundabout on the west side of Lancaster be placed in honor of the Vice Mayor for all he's done. Mayor Parris requested this item be placed on the next agenda.

CALIFORNIA CHOICE ENERGY AUTHORITY

No action required at this time.

LANCASTER HOUSING AUTHORITY

No action required at this time.

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LANCASTER FINANCING AUTHORITY

No action required at this time.

LANCASTER POWER AUTHORITY

No action required at this time.

LANCASTER SUCCESSOR AGENCY

No action required at this time.

CITY MANAGER / EXECUTIVE DIRECTOR ANNOUNCEMENTS

The Parks Recreation and Arts Director discussed upcoming Celebrate America event being held on The BLVD.

The City Manager showed a video highlighting recent Public Works Week.

CITY CLERK /AGENCY/AUTHORITY SECRETARY ANNOUNCEMENT

The City Clerk provided the public with the procedure to address the City Council/Successor Agency/Authority regarding non-agendized item.

PUBLIC BUSINESS FROM THE FLOOR - NON-AGENDIZED ITEMS

Addressing the City Council at this time:

Fran Sereseres – stated Access Paratransit will be getting three new buses, transfer buses on the weekends and the cost for some rides is being cut in half.

David Paul – stated the Public Works Day is a great event and discussed the observance of Memorial Day in the community.

Vee Friss – discussed absence of filtered water for food preparation at the Senior Center; requested a bench for the Access bus stop at the Senior Center.

ADJOURNMENT

Mayor Parris adjourned the meeting at 6:04 p.m. and stated the next City Council/Successor Agency/Financing/Power/California Choice Energy Authority meeting will be held on Tuesday, June 11, 2019 at 5:00 p.m.

LANCASTER CITY COUNCIL/ SUCCESSOR AGENCY/
FINANCING/HOUSING/POWER/CALIFORNIA CHOICE ENERGY AUTHORITY
MINUTES
May 28, 2019

PASSED, APPROVED and ADOPTED this 11th day of June, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

BRITT AVRIT, MMC
CITY CLERK
AGENCY/AUTHORITY SECRETARY

R. REX PARRIS
MAYOR/CHAIRMAN

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES }ss
CITY OF LANCASTER }

CERTIFICATION OF MINUTES
CITY COUNCIL/SUCCESSOR AGENCY/FINANCING/HOUSING/POWER/CALIFORNIA
CHOICE ENERGY AUTHORITY

I, _____, _____ of the City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original City Council/Successor Agency/Financing/Housing/Power/California Choice Energy Authority Minutes, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, CA on this _____ day of _____, _____.

(seal)

STAFF REPORT
City of Lancaster

Date: June 11, 2019
To: Mayor Parris and City Council Members
From: Pam Statsmann, Finance Director
Subject: **Check Registers – May 5, 2019 through May 18, 2019**

CC 2
06/11/19
JC

Recommendation:

Approve the Check Registers as presented.

Fiscal Impact:

\$3,149,637.56 as detailed in the Check Registers.

Background:

At each regular City Council Meeting, the City Council is presented with check and ACH/wire registers listing the financial claims (invoices) against the City for purchase of materials, supplies, services, and capital projects issued the prior three to four weeks. This process provides the City Council the opportunity to review the expenditures of the City. Claims are paid via checks, Automated Clearing House (ACH) payments, or federal wires. The justifying backup information for each expenditure is available in the Finance Department.

Check Nos.:	7403939-7404242	\$ 2,729,831.96
ACH/Wire Check Nos.:	101010334-101010343	<u>\$ 419,805.60</u>
		\$ 3,149,637.56
Voided Check No.:	N/A	
Voided ACH/Wire No.:	N/A	

PS:sp

Attachments:

Check Register
ACH/Wire Register

City of Lancaster Check Register



From Check No.: 7403939 - To Check No.: 7404242

From Check Date: 05/05/19 - To Check Date: 05/18/19

Printed: 5/28/2019 9:08

Check No	Supplier	Supplier Name	Invoice Description	Invoice Amt	Charge Code	GL Amount
7403939	00107	A V PRESS	02/19-ON THE NET ADS	82.00	101 4305205	82.00
7403940	00107	A V PRESS	02/19-ON THE NET ADS	102.50	101 4305205	102.50
7403941	00107	A V PRESS	04/19-ON THE NET ADS	102.50	101 4305205	102.50
7403942	09452	ASGA INC	RFND-BUSINESS LIC PENALTY FEES	92.00	101 3102300	92.00
7403943	09461	BUEHN, ANNA LEE	ALB-PR DM-SACRAMENTO-05/6-7/19	99.00	101 4240201	99.00
7403944	D1872	CA WATER ENVIRONMENTAL ASSN	BK-CWEA CERTIFICATION RENEWAL	97.00	101 4220311	97.00
7403945	C6516	CAL SOUTH	NSC-PARKING REVENUE	7,673.00	101 4645223	7,673.00
7403946	C6516	CAL SOUTH	NSC-PARKING REVENUE	20,229.00	101 4645223	20,229.00
7403947	D0775	CAUDLE, JASON	JC-PR DM-INDN WELLS-5/15-18/19	231.00	101 4200201	231.00
7403948	09454	COMPLETE SOLAR INC-CSL#961988	RFND-SOLAR PRMT ROOFING FEE	1,580.00	101 3201104	1,580.00
7403949		VOID				
7403950	09453	DEBLAUW BUILDERS, INC	PRTL RFND-DR-B FEE-CUP 17-06	1,720.00	101 3203100	1,720.00
7403951	C8990	GARIBAY, PATRICIA	PG-PR DM-ORLANDO-04/24-25/19	99.00	101 4200201	99.00
7403952	09460	GLOVER, CHRISTOPHER	RFND-RENTAL HOUSING LIC FEES	23.00	101 3102400	23.00
7403953	06094	HERNANDEZ PRODUCTIONS, INC	RFND-WH-MARIACHI SOL-05/04/19	630.00	101 2177003	630.00
7403954	D1701	HITE, TIMIKA	TH-MLGE-SAN DIEGO-04/15-17/19	208.80	101 4315256	208.80
7403955	A9046	JOHNSON, AARON	PF-REFRESHMENT REIMB	97.99	101 4649567	97.99
7403956	07084	L A CO PUBLIC HEALTH	MTNC YD-REGULATORY FEES	174.67	480 4755311	174.67
7403957	1215	L A CO WATERWORKS	02/25/19-04/25/19 WATER SVC	1,234.05	482 4636654	1,234.05
7403958	D4517	MALTA, CHRISTINE M	CM-PR DM-SACRAMENTO-04/9-11/19	165.00	101 4410201	165.00
7403959	09347	NGUYEN, KAREN	KN-LDGE-SAN DIEGO-04/16-17/19	28.13	101 4220256	28.13
7403960	09462	PANDA EXPRESS INC	RFND-BUSINESS LIC FOG FEE	352.00	480 3601100	352.00
7403961	09458	ROEDER-FERRIER, HOPE	RFND-PARKING CIT-#34020302	39.00	101 3310200	39.00
7403962	D2698	SACRED HEART CHURCH	PRTL RFND-CUP EXTNSN FEE-17-07	3,504.00	101 3203100	3,504.00

City of Lancaster Check Register



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7403963	03154	SO CA EDISON	03/15/19-04/23/19 ELECTRIC SVC	92.47	363 4542770	(20.56)
					482 4636652	99.65
					484 4755652	13.38
				<u>92.47</u>		<u>92.47</u>
7403964	03154	SO CA EDISON	02/05/19-05/03/19 ELECTRIC SVC	501.87	203 4636652	45.28
					209 12ST032924	53.80
					232 15BW005924	26.63
					482 4636652	168.24
					483 4785660	207.92
				<u>501.87</u>		<u>501.87</u>
7403965	A2089	SO CA EDISON-ACCTS REC	MAY 2019-2020 OPERATING RENT	4,576.82	101 4633603	4,576.82
7403966	1907	SO CA GAS COMPANY	03/27/19-04/25/19 GAS SVC	3,370.58	101 4631655	39.21
					101 4633655	2,056.22
					101 4650655	944.85
					101 4651655	295.70
					101 4800403	34.60
				<u>3,370.58</u>		<u>3,370.58</u>
7403967	09459	STRATHAM MONTECITO WEST INC	MONUMNETTN SCRTY RLS-061489-01	8,450.00	101 3202100	8,450.00
7403968	C2555	TIME WARNER CABLE	04/28-05/28/19-BUSINESS TV-ACS	82.50	101 4315651	82.50
7403969	C2555	TIME WARNER CABLE	05/19-BUSINESS-MAYORS OFFICE	194.64	101 4315651	194.64
7403970	C2555	TIME WARNER CABLE	05/19-ROADRUNNER SERVICE	259.23	101 4315651	259.23
7403971	C2555	TIME WARNER CABLE	PS/CDR-INTRNT SVC-4/28-5/27/19	1,098.97	101 4315651	1,098.97
7403972	C8506	U S P S - ACCT #38903247	MAIL METER POSTAGE-#38903247	10,000.00	101 4600211	10,000.00
7403973	06384	VOYAGER FLEET SYSTEMS INC	VOYAGER FLEET SYSTEMS 04/24/19	479.14	101 2602000	479.14
7403974	08760	YESETA, SYDNEY	SY-PR DM-PUEBLO-05/09-11/19	165.00	101 4200201	165.00
7403975	02071	A G SOD FARMS INC	NSC-SOD(3040 SQ FT)	1,341.18	101 4635404	1,341.18
			NSC-SOD(2320 SQ FT)	1,023.53	101 4635404	1,023.53
				<u>2,364.71</u>		<u>2,364.71</u>
7403976	00116	A V ENGINEERING	HNR8-AVE H13/3RD E-SITE SURVY	7,500.00	361 4541901H	7,500.00
7403977	03854	A V JANITORIAL SUPPLY	CPC-JANITORIAL SUPPLIES	1,696.92	101 4631406	1,696.92
			EPL-RESTROOM SUPPLIES	246.38	101 4631403	246.38
				<u>1,943.30</u>		<u>1,943.30</u>
7403978	08979	A V PEST CONTROL	JRP-01/19 PEST CONTROL	110.00	101 4631301	110.00
			EDP-01/19 PEST CONTROL	65.00	101 4631301	65.00
			PBP-01/19 PEST CONTROL	95.00	101 4631301	95.00
			AHP-01/19 PEST CONTROL	85.00	101 4631301	85.00

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			JRP-02/19 PEST CONTROL	110.00	101 4631301	110.00
			EDP-02/19 PEST CONTROL	65.00	101 4631301	65.00
			AHP-02/19 PEST CONTROL	85.00	101 4631301	85.00
			JRP-03/19 PEST CONTROL	110.00	101 4631301	110.00
			EDP-03/19 PEST CONTROL	65.00	101 4631301	65.00
			PBP-03/19 PEST CONTROL	95.00	101 4631301	95.00
			AHP-03/19 PEST CONTROL	85.00	101 4631301	85.00
				<u>970.00</u>		<u>970.00</u>
7403979	06294	A V WEB DESIGNS	NSC-05/19-MONTHLY HOSTING CHGS	99.95	101 4645301	99.95
			PAC-05/19-MONTHLY HOSTING CHGS	99.95	101 4650301	99.95
				<u>199.90</u>		<u>199.90</u>
7403980	05445	ADELMAN BROADCASTING, INC	PAC-02/19 ADS-ORLEANS	240.00	101 4650205	240.00
			PAC-02/19 ADS-THE CLAIRVOYANTS	312.00	101 4650205	312.00
			PAC-04/19 ADS-ONE NGHT MMPHS	232.00	101 4650205	232.00
				<u>784.00</u>		<u>784.00</u>
7403981	D0990	ADMIT ONE PRODUCTS	PF-SPONSOR TICKETS(13220)	1,036.62	101 4649567	1,036.62
			PF-SPONSOR TICKETS(5000)	575.71	101 4649567	575.71
				<u>1,612.33</u>		<u>1,612.33</u>
7403982	C8745	ADVANCE ELECTRIC	OMP-MAIN GEAR REPAIRS	950.00	101 4634402	950.00
7403983	05694	ADVANTEC CONSULTING ENGINEERS	CP16007-TRAFFIC SIGNAL UPGRADE	4,400.63	217 16TS029924	4,400.63
7403984	L0731	ALLEN, ALICIA	LCE-NEM 2018 ANNUAL PAYOUT	140.60	490 4250658	140.60
7403985	D3147	AMERICAN PLUMBING SERVICES, INC	LMS-COUPLER REPAIR	427.42	101 4632402	427.42
			LMS-PLUMBING REPAIRS	500.00	101 4632402	500.00
			LMS-HYDROJET CNCSSN GREASE TRP	275.00	101 4632402	275.00
			LMS-UNCLOG DRAIN	558.00	101 4632402	558.00
				<u>1,760.42</u>		<u>1,760.42</u>
7403986	05251	AMTECH ELEVATOR SERVICES	05/19-ELEVATOR SERVICE	1,018.50	101 4633301	254.62
					101 4634301	254.62
					101 4650301	509.26
				<u>1,018.50</u>		<u>1,018.50</u>
7403987	07639	ARCTIC AIR AND REFRIGERATION	NSC-ICE MACHINE REPAIRS	673.45	101 4635402	673.45
7403988	C9805	ARROW TRANSIT MIX INC	READY MIX CONCRETE	764.47	203 4752410	764.47
7403989	04151	AXES FIRE INC	FIRE CERTS(14)	187.00	101 4200207	10.50
					101 4545207	10.50
					101 4545207	20.00
					101 4600207	10.50
					101 4631207	10.50
					101 4631207	20.00
					101 4634207	10.50
					101 4635207	10.50
					101 4635207	10.50

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					101 4647207	10.50
					101 4753207	10.50
					101 4783207	10.50
					101 4800207	10.50
					101 4800207	10.50
					480 4755207	10.50
					484 4752207	10.50
				187.00		187.00
7403990	D0879	B'S EMBROIDERY ETC	LMS-UNIFORM HOODIES	491.66	101 4632209	491.66
7403991	08380	BARRERA, RICARDO	PF-CATERING SVCS-04/27-28/19	1,570.23	101 4649567	1,570.23
7403992	01863	BAVCO	PDW-BACKFLOW REPAIRS	42.68	482 4636404	42.68
			HP-BACKFLOW REPAIRS	218.79	482 4636404	218.79
			STP-BACKFLOW REPAIR KIT	243.71	482 4636404	243.71
			STP-BACKFLOW REPAIR KIT	227.29	482 4636404	227.29
			NSC-BACKFLOW REPAIR KIT	55.05	482 4636404	55.05
				787.52		787.52
7403993	C9428	BEACON ATHLETICS LLC	LMS-L SCREEN REPLACEMENT	104.00	101 2175000	(8.46)
					101 4632404	112.46
				104.00		104.00
7403994	08094	BURRELLESLUCE	04/19-MONTHLY MEDIA CHARGES	380.60	101 4305301	380.60
7403995	A9249	CA DEPT OF CORRCTNS/REHAB	02/19-CUSTODY SUPRVSN AGREEMNT	6,931.00	203 4752308	5,771.00
					224 4752308	1,160.00
			03/19-CUSTODY SUPRVSN AGREEMNT	6,583.00	203 4752308	5,075.00
					224 4752308	1,508.00
				13,514.00		13,514.00
7403996	D1545	CLETEHOUSE CAFE, INC	HR-CATERING SVCS-04/24/19	393.38	101 4220251	393.38
			PRSPCT MTG-CTRNG SVCS-04/19/19	565.62	101 4240340	565.62
				959.00		959.00
7403997	09078	CYBERCODERS, INC	CONSULTING SERVICES	1,032.00	101 4315301	1,032.00
			CONSULTING SERVICES	1,290.00	101 4315301	1,290.00
				2,322.00		2,322.00
7403998	05696	D D L TRAFFIC INC	BATTERIES(40)	7,924.00	483 4785461	7,924.00
			BATTERIES(40)	7,924.00	483 4785461	7,924.00
				15,848.00		15,848.00
7403999	00500	D R C PUMP SYSTEMS INC	NSC-BOOSTER PUMP RPR ASSESSMNT	8,949.03	701 4635763	8,949.03
7404000	06248	DARYL'S PLUMBING	1038 W J5-WELLNESS HOME REPAIR	242.50	306 4542682	242.50
7404001	09256	DAVE BANG ASSOC, INC OF CALIF	ADA IMPRBMNT-WOOD FIBER	29,269.35	227 11ZZ004924	29,269.35
7404002	05844	DAVID EVANS AND ASSOCIATES INC	CP17009-5TH ST E IMPROVEMENTS	35,000.00	210 15ST055924	35,000.00

City of Lancaster Check Register



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Check No	Supplier	Supplier Name	Invoice Description	Invoice Amt	Charge Code	GL Amount
7404003	A0925	DESERT HAVEN ENTERPRISES	JANITORIAL SVC-STMNT CLEAN-UP	13,923.00	101 4633301	13,923.00
			44822 SPEARMN-BOARD UP	285.00	101 4545940	285.00
			LUC-04/19-JANITORIAL SERVICE	1,001.00	101 4633402	1,001.00
				<u>15,209.00</u>		<u>15,209.00</u>
7404004	01047	DESERT INDUSTRIAL SUPPLY	CH-SWRL ADJ TORC/SOLDER	137.93	101 4633403	137.93
7404005	00414	DESERT LOCK COMPANY	LMS-DOOR REPAIR	365.39	101 4632402	365.39
7404006	09191	DESIGNERS TOUCH LANDSCAPE INC	LMS-GATE/MASTER VALVE REPAIRS	1,850.00	101 4632402	1,850.00
			AHP-IRRIGATION REPAIR	285.00	101 4631402	285.00
				<u>2,135.00</u>		<u>2,135.00</u>
7404007	03072	DONNELL PRINTING	BUSINESS CARDS(2000)	744.60	101 4200253	93.07
					101 4761253	279.23
					101 4770259	93.07
					203 4752253	93.08
					480 4755253	186.15
			<u>744.60</u>		<u>744.60</u>	
7404008	08839	DUKE ENGINEERING AND ASSOCS	STRUCTURAL ENGINEERING SERVICE	1,012.50	104 11BS019924	1,012.50
			STRUCTURAL ENGINEERING SERVICE	1,725.00	104 11BS019924	1,725.00
				<u>2,737.50</u>		<u>2,737.50</u>
7404009	02683	DUNN-EDWARDS	LMS-OUTFIELD FENCE/PAD PAINT	300.91	101 4632404	300.91
			LMS-RESTROOM PAINT	415.89	101 4632403	415.89
				<u>716.80</u>		<u>716.80</u>
7404010	08329	E C S IMAGING INC	PRJCT MANAGEMENT/CONSLTNG SVCS	578.25	109 4210302	578.25
7404011	09463	ELLIS MAKUS LLP	03/19-04/19-LEGAL SERVICES	16,083.06	101 4100303	16,083.06
7404012	06857	ENTERTAINMENTMAX, INC	CMMSSNS-JIMMY ALLEN-04/29/19	1,500.00	101 4649567	1,500.00
7404013	D2427	ENVIRONMENTAL SOUND SOLUTIONS	04/19-MUSIC SERVICE	65.00	101 4633301	65.00
7404014	06380	EWING IRRIGATION PRODUCTS, INC	LMS-CLEAT CLEANER/HOSE NOZZLE	249.01	101 4632404	249.01
			LMS-CONDITIONER	670.63	101 4632404	670.63
				<u>919.64</u>		<u>919.64</u>
7404015	09416	FAZIO, MATTHEW S.	04/19-LTV VIDEO PRODUCTION	520.00	101 4305296	520.00
7404016	00617	FEDERAL EXPRESS CORPORATION	EXPRESS MAILINGS	117.74	101 4100212	21.67
					101 4600212	54.18
					203 4752308	41.89
					<u>117.74</u>	<u>117.74</u>
7404017	09424	FIDIA FALASCHETTI, INC	ART RESTORATION	2,600.63	101 4649225	2,600.63
7404018	A9988	FIRE ACE INC	ABC FIRE EXTINGUISHERS(5)	403.73	101 4633403	403.73

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7404019	07124	FIRST AMERICAN DATA TREE, LLC	04/19-PROFESSIONAL SERVICES	500.00	101 4230301	500.00
7404020	D1793	FISH WINDOW CLEANING	WINDOW CLEANING	195.00	101 4650301	195.00
7404021	08308	GET HOOKED CRANE SERVICE INC	MTNC YD-HOIST EQPMNT RNTL	342.50	101 4755355	342.50
7404022	04721	GET TIRES, INC	TIRES(2)/DSMNT/MNT-EQ3367	927.28	203 4752207	927.28
7404023	07212	GINO'S ITALIAN RESTAURANT	CARES-PIZZA/BEVERAGES-04/30/19	680.00	101 4648270	680.00
7404024	C9980	GRANICUS, INC	05/19-GOVRMNT TRANSPRNCY SUITE	2,481.00	101 4305296	720.00
					101 4305402	1,761.00
				<u>2,481.00</u>		<u>2,481.00</u>
7404025	08753	GRIFFCO PAINTING	EPL-PAINTING POOL CEILING	4,500.00	101 4631670	4,500.00
7404026	00822	H W HUNTER, INC	PANEL-EQ5709	70.08	101 4635207	70.08
7404027	09329	HALL ENERGY LAW PC	04/19-LEGAL/PROFESSIONAL SVCS	119.00	490 4250303	119.00
7404028	06058	HAYNES SALES	MTNC YD-COIL/COIL WRAP/BATTERY	2,028.51	203 4752208	2,028.51
7404029	09341	HILLARD HEINTZE, LLC	HYBRID LAW ENF-CONSULTING SVCS	30,822.16	101 4820301	30,822.16
7404030	C9535	HILLYARD/LOS ANGELES	PAC-JANITORIAL SUPPLIES	578.49	101 4650406	578.49
7404031	09014	HLS HARD-LINE SOLUTIONS INC	REMOTE SKID STEER VEHICLE	1,462.73	101 2175000	(104.50)
					484 4755753	1,567.23
				<u>1,462.73</u>		<u>1,462.73</u>
7404032	09192	INKLINE DESIGN	AVWORKLOCAL WEB DEVELOPMENT	206.25	101 4305301	206.25
7404033	D3626	INLAND EMPIRE REG CMPSTNG AUTH	EDP-COMPOST	375.00	101 4631404	375.00
7404034	09070	INSIGHT NORTH AMERICA LLC	03/19-INVESTMENT ADVISORY SRVC	2,799.68	101 3501110	2,799.68
7404035	A2594	INTERSTATE BATTERY SYS OF A V	BATTERY-EQ3310	118.81	203 4752207	118.81
7404036	D4004	J P POOLS	NSC-CLOTEC UNIT	11,495.00	101 4635763	1,538.51
			EPL-CHEMICAL CONTROL MNTNC	1,200.00	104 4631763	9,956.49
			WPL-CONSULTING/SERVICE	1,000.00	101 4631670	1,200.00
				<u>1,000.00</u>	101 4631301	<u>1,000.00</u>
				<u>13,695.00</u>		<u>13,695.00</u>
7404037	D1903	KERN MACHINERY INC-LANCASTER	GAUGE-EQ5832	39.55	101 4634207	39.55
			BLADES/BRACE-EQ5616	597.53	101 4635207	597.53
			CRDT-CYLNDR-EQ5616	(49.28)	101 4635207	(49.28)
			HUBS/BRK PADS-EQ5835	708.43	101 4635207	708.43
			LMS-BACK PACK BLOWER	547.45	101 4632230	547.45
				<u>1,843.68</u>		<u>1,843.68</u>

City of Lancaster Check Register



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From Check Date: 05/05/19 - To Check Date: 05/18/19

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Check No	Supplier	Supplier Name	Invoice Description	Invoice Amt	Charge Code	GL Amount
7404038	09226	KONA ICE OF LANCASTER	BRING CHILD TO WORK-KONA ICE	150.00	101 4220251	150.00
7404039	1221	L A TIMES	SUBSCRIPTN RNWL #10011508930	51.20	101 4200206	51.20
7404040	D1725	LA GACETA	PAC-DISPLAY AD-MARIACHI SOL	236.85	101 4650205	236.85
7404041	03575	LANCASTER AUTO INTERIORS	SEAT RPR LBR-EQ5709	277.38	101 4635207	277.38
7404042	1203	LANCASTER PLUMBING SUPPLY	MLS-PVC CEMENT/PRIMER CH-WATER FILTER PARTS	15.79 98.31 <u>114.10</u>	101 4633403 101 4633403	15.79 98.31 <u>114.10</u>
7404043	A4930	LANDALE MUTUAL WATER COMPANY	L/CHALLENGER-04/19 WATER SVC	57.52	203 4636654	57.52
7404044	D1736	LEVEL 3 COMMUNICATIONS LLC	04/19-INTERNET/DATA-#50041351	4,209.02	101 4315651	4,209.02
7404045	08387	LOOMIS	03/19-ARMORED CAR SERVICE	1,698.45	101 3501100	1,698.45
7404046	07086	LUCKY LUKE BREWING COMPANY	PF-KEGS(3)	789.00	101 4649567	789.00
7404047	09314	M & L ENTERPRISES	PAC-MARKETING SERVICES-04/19	1,950.00	101 4650301	1,950.00
7404048	02270	MELDON GLASS	LMS-PRESS BOX REPAIR MLS-SLIDE RAIL INSTLLTN	110.00 110.00 <u>220.00</u>	101 4632209 101 4633402	110.00 110.00 <u>220.00</u>
7404049	09236	MILAM CUSTOM TILE & MARBLE	TRNCHNG/UTLTS INSTLLTN-FNL 30%	11,622.30	213 11BS023924	11,622.30
7404050	05773	MORRISON WELL MAINTENANCE	NSC-03/19-BACTERIOLOGICAL TEST	200.00	101 4635301	200.00
7404051	D1167	MUNICIPAL CODE CORPORATION	ELECTRONIC UPDATE PAGES	799.24	101 4210360	799.24
7404052	08562	NAPA AUTO PARTS	MOTOR-EQ5835 D-RINGS-EQ3767 SEAT BELT-EQ3415 OIL PRSSURE SWTCH-EQ5825 SWTCH HNG RLLR LVR-EQ3767 AIR FLTR-EQ7767 FUEL VPR CANSTR-EQ4300 BRK CNTRL ADAPTOR-EQ5709 ACTUATOR-EQ5709 OIL DRAIN PLUG-EQ3757	233.66 40.06 80.61 60.66 18.71 7.95 152.54 9.35 86.66 4.87 <u>695.07</u>	101 4635207 203 4752207 480 4755207 101 4634207 203 4752207 101 4783207 203 4752207 101 4635207 101 4635207 203 4752207	233.66 40.06 80.61 60.66 18.71 7.95 152.54 9.35 86.66 4.87 <u>695.07</u>
7404053	09464	NEXTRAQ LLC	ADVANTAGE TRACKING SVC-06/19	1,825.95	101 4200350	1,825.95
7404054	06148	NIK-O-LOK, INC	05/19-MONTHLY COIN LOCK LEASE	39.00	101 4633602	39.00
7404055	D2634	O'REAR, JEFFREY R	04/19-PRODUCTION SERVICES	400.00	101 4649225	400.00
7404056	06513	ODYSSEY POWER	MTNC YD-GENERATOR MAINTENANCE	760.00	480 4755402	760.00

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7404057	07540	OFFICETEAM	NT-HR STAFF-04/15-19/19 NT-HR STAFF-04/22-26/19	345.21 1,454.54 <u>1,799.75</u>	101 4220308 101 4220308	345.21 1,454.54 <u>1,799.75</u>
7404058	05741	P P G ARCHITECTURAL FINISHES	CH-PAINT SUPPLIES EPL-PAINT SUPPLIES GRAC REPAIR KIT EPL-PAINT SUPPLIES PAINT PAINT PF-PAINT SUPPLIES PAINT PAINT PAINT	169.25 202.71 126.46 260.01 71.71 4,057.31 49.44 5.50 450.81 90.16 <u>5,483.36</u>	101 4633404 101 4631403 203 4752502 101 4631403 203 4752502 203 4752502 101 4649567 203 4752502 203 4752502 203 4752502	169.25 202.71 126.46 260.01 71.71 4,057.31 49.44 5.50 450.81 90.16 <u>5,483.36</u>
7404059	09275	PACIFIC COAST LOCATORS	DIG ALERT SERVICE	9,500.00 <u>9,500.00</u>	480 4755301 483 4785301 484 4755301	3,166.67 3,166.67 <u>3,166.66</u> 9,500.00
7404060	07249	PATRIOT PLUMBING	OMP-PLUMBING/WATER LINE INSTLL	22,860.00	213 11BS023924	22,860.00
7404061	05998	PAVING THE WAY FOUNDATION	CMMNTY SPPRT/GOOD CTZNSHP PRGM CMMNTY SPPRT/GOOD CTZNSHP PRGM	500.00 1,968.00 <u>2,468.00</u>	101 4820301 101 4820301	500.00 1,968.00 <u>2,468.00</u>
7404062	05602	PETROLEUM EQUIPMENT CONST SRV MONITORING CERT/REPORT/TEST		1,897.04	101 4753402	1,897.04
7404063	09320	PHARMACY BOARDSHOP	YNG SKTPRK WKSHP-SKATEBOARD	219.71	106 4430200	219.71
7404064	08967	PIONEER ATHLETICS	LMS-LOGO PAINT SUPPLIES	406.41	101 4632404	406.41
7404065	09419	PREREQUISITE LLC	RFND-BUSINESS LICENSE FEES	55.20	101 3102300	55.20
7404066	06874	PRINTS4LIFE	LMS-UNIFORM POLOS(19)	332.88	101 4632209	332.88
7404067	C5395	PRO ACTIVE WORK HEALTH SERVICES	RW-ESCREEN TEST-04/11/19	40.00	101 4220301	40.00
7404068	09276	PURE OASIS WATER INC	CASE WATER(1)	7.70	101 4770259	7.70
7404069	05864	QUINN COMPANY	CPLNGS/HOSES-EQ3351	235.12	484 4755207	235.12
7404070	C4435	ROACH'S TERMITE PEST CONTROL	OMP-03/19 PEST CONTROL OMP-04/19 PEST CONTROL	190.00 190.00 <u>380.00</u>	101 4634301 101 4634301	190.00 190.00 <u>380.00</u>
7404071	D3947	S G A CLEANING SERVICES	LMS-IRRIGATION REPAIR LMS-FAUCET/IRRIGATION REPAIRS STP-GRAFFITI REMOVAL EPL-SHOWER/PLUMBING REPAIR	280.00 480.00 490.00 413.00	101 4632404 101 4632402 101 4631402 101 4631402	280.00 480.00 490.00 413.00

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				1,663.00		1,663.00
7404072	06664	SEA SUPPLY	NSC-JANITORIAL SUPPLIES	285.38	101 4635406	285.38
7404073	1894	SIGNS & DESIGNS	DW-NAMEPLATE	17.88	101 4410259	17.88
			FLEET VEHICLE LETTERING/SEALS	503.70	101 4753214	503.70
				<u>521.58</u>		<u>521.58</u>
7404074	01816	SMITH PIPE & SUPPLY INC	LMS-IRRIGATION SUPPLIES	415.73	101 4632404	415.73
			LMS-IRRIGATION SUPPLIES	475.81	101 4632404	475.81
			MLS-IRRIGATION SUPPLIES	220.03	101 4633404	220.03
			NSC-FC POP UP/SWEEP NOZZLE	355.77	101 4635404	355.77
			PBP-IRRIGATION SUPPLIES	488.15	101 4631404	488.15
			EPL-RESTROOM REPAIR PARTS	35.51	101 4631403	35.51
			AHP-IRRIGATION SUPPLIES	2.19	101 4631404	2.19
			JRP-IRRIGATION SUPPLIES	1.41	101 4631404	1.41
			STP-IRRIGATION SUPPLIES	530.02	101 4631404	530.02
			TBP-TRENCH SHOVEL	30.77	101 4631404	30.77
				<u>2,555.39</u>		<u>2,555.39</u>
7404075	08988	SMITH, CHRISTINA	03/19-04/19 CONSULTING SRVCS	6,012.00	101 4300301	1,506.14
					101 4300308	<u>4,505.86</u>
				<u>6,012.00</u>		<u>6,012.00</u>
7404076	04688	SPARKLETTS	WATER(9-24PKS)	88.25	101 4100205	88.25
7404077	06429	STANTEC CONSULTING SRVCS INC	CP17014-AVE I IMPRVMNTS-24	18,034.25	210 15ST053924	18,034.25
7404078	D3733	STOTZ EQUIPMENT	NSC-THATCHING BLADE/KNIFE/BELT	947.90	101 4635207	947.90
7404079	05590	STUDIO EQUIPMENT RENTALS INC	GATOR RENTALS-03/30-04/08/19	2,160.00	101 4645602	2,160.00
			PF-GENERATOR RNTLS-04/25-29/19	17,005.95	101 4649567	17,005.95
				<u>19,165.95</u>		<u>19,165.95</u>
7404080	08177	TEKWERKS	IT-BLVD WI-FI	25,995.81	101 4315301	20,500.00
					101 4315302	<u>5,495.81</u>
				<u>25,995.81</u>		<u>25,995.81</u>
7404081	04239	TIM WELLS MOBILE TIRE SERVICE	FLAT REPAIR-EQ4337	25.00	203 4785207	25.00
7404082	2003	TIP TOP ARBORISTS, INC	04/19-TREE TRIMMINGS/REMOVALS	985.50	483 4636267	985.50
			04/19-TREE TRIMMINGS/REMOVALS	10,775.50	482 4636267	10,775.50
			TREE REMOVALS(29)/TREE INSTLL	14,631.00	203 4636267	14,631.00
				<u>26,392.00</u>		<u>26,392.00</u>
7404083	D1594	TOUCHPOINT ENERGIZED COMM	05/19-E NEWSLETTER SVC	180.00	101 4305302	180.00
7404084	09451	TRUGAMERZ MOBILE GAMING TRAILR	PF-MOBILE VIDEO GAME TRUCK SVC	1,799.00	101 4649567	1,799.00
7404085	A2124	UNDERGROUND SERVICE ALERT/SC	CA STATE FEE FOR REGLTRY COSTS	162.55	484 4752311	162.55
			04/19-TICKETS(227)	384.55	484 4752301	384.55
				<u>547.10</u>		<u>547.10</u>

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7404086	08783	UNIFIRST CORPORATION	UNIFORM CLEANINGS	110.49	480 4755209	110.49
7404087	C4011	UNITED RENTALS	THATCHER RNNTL-04/29-30/19	120.45	101 4633602	120.45
7404088	31009	UNIVERSAL ELECTRONIC ALARMS	NSC-05/19-SECURITY ALARM	37.00	101 4635301	37.00
			NSC-05/19-FIRE ALARM	56.00	101 4635301	56.00
			TBP-05/19-SECURITY ALARM	27.00	101 4631402	27.00
			STP-05/19-SECURITY ALARM	27.00	101 4631402	27.00
			NSC-05/19-SECURITY ALARM	27.00	101 4635301	27.00
			OMP-05/19-SECURITY ALARM	27.00	101 4634301	27.00
				<u>201.00</u>		<u>201.00</u>
7404089	06062	VALLEY MANUFACTURNG/ENGINEERN	OIL RECYCLING BUCKETS(1000)	15,692.00	101 4755355	3,692.00
					331 4755787	12,000.00
				<u>15,692.00</u>		<u>15,692.00</u>
7404090	09457	VILLAREAL, ELIZABETH RUIZ	BRNG CHLD TO WRK-FACE PAINTING	230.00	101 4220251	230.00
7404091	C5428	VOLTZ COMMERCIAL REALTY ADVSRS	APPRAISAL RPRT-3203-018-901	2,500.00	101 4240301	2,500.00
7404092	04496	VULCAN MATERIAL WESTERN DIV	ASPHALT	855.30	203 4752410	855.30
			ASPHALT	717.94	203 4752410	717.94
			COLD MIX	264.03	203 4752410	264.03
			AGG BASE	2,098.27	203 4752410	2,098.27
			COLD MIX	103.24	203 4752410	103.24
				<u>4,038.78</u>		<u>4,038.78</u>
7404093	05087	WALSMA OIL COMPANY	UNLEADED(4946)/DIESEL(2490)	25,952.53	101 1620000	25,952.53
7404094	31026	WAXIE SANITARY SUPPLY	MTNC YD-JANITORIAL SUPPLIES	106.76	203 4752406	106.76
7404095	08687	ZINGG, INC.	PF-DECOR/DESIGN/INSTLLTN-2019	11,297.55	101 4649567	11,297.55
7404096	06344	AERO VIEW LLC	04/19-LEAPS SERVICES	89,991.00	101 4820301	89,991.00
7404097	06672	SO CAL DESIGN	BULLFROGS CONTAINER STRUCTURE	62,307.50	227 11BS023924	62,307.50
7404098	09472	AZAR, JUDITH	JA-PR DM-LS ANGELES-5/19-22/19	231.00	101 4220256	231.00
7404099	09206	BACA, RAFAEL	RFND-DIRECTOR'S REVIEW 19-28	616.00	101 3203100	616.00
7404100	09470	CWP CALIFORNIA CORP	RFND-BUSINESS LICENSE FEES	138.00	101 3102200	92.00
					101 3102300	46.00
				<u>138.00</u>		<u>138.00</u>
7404101	VOID					
7404102	08890	DE LA CRUZ, LARISSA	LD-PR DM-LAS VEGAS-05/19-23/19	213.50	101 4220256	213.50
7404103	06150	DIRECTV	MOAH-04/19-05/19-BUSINESS INFO	212.48	101 4315302	212.48

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7404104	D1698	DOW, CHENIN	CD-PR DM-LAS VEGAS-05/19-23/19	274.50	101 4220256	274.50
7404105	07635	HOGAN, JEFF	JH-PR DM-LAS VEGAS-05/19-23/19	274.50	101 4220256	274.50
7404106	07283	ILEAD FOUNDATION	EDUCATION BENEFIT DINNER	1,500.00	101 4100202	1,500.00
7404107	1215	L A CO WATERWORKS	02/14/19-05/07/19 WATER SVC	18,772.41	101 4631654 101 4633654 203 4636654 203 4752654 306 4542684 306 4542924 480 4755654 482 4636654 484 4755654	5,947.06 3,633.36 2,053.32 2,447.73 349.10 171.17 679.11 3,152.54 339.02
				18,772.41		18,772.41
7404108	D2287	LANCASTER CODE ENFRMNT ASSN	UNION DUES-PP 10-2019	360.00	101 2171000	360.00
7404109	08821	MUROW CM	AVE I & SIERRA HWY IMPROVEMNTS	900.00	361 4541901S	900.00
7404110	08821	MUROW CM	KENSINGTON CAMPUS DESIGN SVCS	1,000.00	306 4542901K	1,000.00
7404111	09471	NATIONAL CLUB BASEBALL (NCBA)	RFND-RNTL DEP-RDP-05/03-05/19	100.00	101 2182001	100.00
7404112	A7221	P E R S LONG TERM CARE PROGRAM	LONG TERM CARE PREM-PP 10-2019	1,069.72	101 2170200	1,069.72
7404113	A7221	P E R S LONG TERM CARE PROGRAM	05/19-RETIREE LONG TERM CARE	5,021.57	109 1101000	5,021.57
7404114		VOID				
7404115	C8786	PEREZ, RONDA	RP-PR DM-LAS VEGAS-05/19-23/19	274.50	101 4220256	274.50
7404116	1705	QUARTZ HILL WATER DISTRICT	12/31/18-05/01/19 WATER SVC	7,473.58	101 4634654 203 4636654 482 4636654 482 4636654	3,930.03 739.87 140.92 2,662.76
				7,473.58		7,473.58
7404117	08740	SFG RETIREMENT PLAN CONSULTING	Q3-ICMA CONSULTING FEES	8,711.17	101 4220301	8,711.17
7404118	03154	SO CA EDISON	04/01/19-05/01/19 ELECTRIC SVC	102.22	483 4785660	102.22
7404119	03154	SO CA EDISON	10/31/18-05/03/19 ELECTRIC SVC	1,038.91	203 4636652 482 4636652	301.12 737.79
				1,038.91		1,038.91
7404120	03154	SO CA EDISON	03/07/19-05/08/19 ELECTRIC SVC	2,381.65	483 4785652 483 4785660	2,104.53 277.12
				2,381.65		2,381.65

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7404121	03154	SO CA EDISON	02/28/19-05/08/19 ELECTRIC SVC	13,104.69	101 4240902 101 4632652 101 4633652 101 4634652 482 4636652 483 4785660	459.04 6,302.72 2,442.14 3,408.29 242.40 250.10
				<u>13,104.69</u>		<u>13,104.69</u>
7404122	03154	SO CA EDISON	03/05/19-05/13/19 ELECTRIC SVC	35,072.39	101 4631652 101 4633652 101 4634652 101 4635652 101 4636402 101 4651652 101 4800403 482 4636652 483 4785660	12,440.24 8,448.21 4,252.42 7,958.83 215.73 774.76 412.44 20.32 549.44
				<u>35,072.39</u>		<u>35,072.39</u>
7404123	1907	SO CA GAS COMPANY	04/03/19-05/02/19 GAS SVC	230.12	101 4631655 363 4542770	14.30 215.82
				<u>230.12</u>		<u>230.12</u>
7404124	C2554	SUPERIOR COURT OF CA-CO OF L A	04/19-ALLCTN OF PRKG PENALTIES	23,648.00	101 3310200 101 3310200 101 3310200 101 3310200 101 3310200 101 3310200 101 3310200 101 3310200	291.00 2,331.00 2,331.00 2,331.00 3,108.00 3,932.00 4,662.00 4,662.00
				<u>23,648.00</u>		<u>23,648.00</u>
7404125	A1393	TEAMSTERS LOCAL 911	05/19 UNION DUES	3,214.50	101 2157000	3,214.50
7404126	C2555	TIME WARNER CABLE	05/19-TV SERVICE-VICE MAYOR	34.23	101 4315651	34.23
7404127	08760	YESETA, SYDNEY	SY-PR DM-LAS VEGAS-05/19-23/19	274.50	101 4220256	274.50
7404128	02071	A G SOD FARMS INC	OMP-SOD	970.59	101 4634404	970.59
7404129	C3660	A V AIR QUALITY MGMT DISTRICT	EPL-PERMIT FEE-POOL HEATER	413.50	101 4631311	413.50
7404130	C0077	A V E K	BACTERIOLOGICAL TEST	20.00	101 4635301	20.00
7404131	C5625	A V HIGH SCHOOL NAVY JR ROTC	PF-PARKING SERVICES	5,000.00	101 4649567	5,000.00
7404132	03854	A V JANITORIAL SUPPLY	LMS-JANITORIAL SUPPLIES LMS-TRASH CAN LINERS	940.33 405.15 <u>1,345.48</u>	101 4632406 101 4632406	940.33 405.15 <u>1,345.48</u>

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7404133	C4465	A V PLUMBING INC	MTNC YD-CAR WASH STATION REPRS	725.00	101 4753402	725.00
7404134	02357	A V TRANSIT AUTHORITY	SENIOR ANNUAL PASS-01/19-03/19	18,500.00	204 4430770 207 4430301	9,250.00 9,250.00
				<u>18,500.00</u>		<u>18,500.00</u>
7404135	06352	AGILITY RECOVERY SOLUTIONS	05/19-READYSUITE	665.00	101 4315302	665.00
7404136	07741	AGRI-TURF DISTRIBUTING LLC	LMS-FUNGICIDE TREATMENT	1,010.47	101 4632404	1,010.47
7404137	C6143	AMERICAN BUSINESS MACHINES	IMAGE RUNNER ADV COPIER	17.03	101 4410254	17.03
7404138	D3147	AMERICAN PLUMBING SERVICES,INC	LMS-FIELD COUPLER REPAIR	339.50	101 4632402	339.50
			OMP-DRAIN REPAIRS	145.50	101 4634402	145.50
			OMP-HYDROJET SEWER REPAIR	600.00	101 4634402	600.00
			OMP-SINK REPAIRS	97.00	101 4634402	97.00
				<u>1,182.00</u>		<u>1,182.00</u>
7404139	D3517	AMERICASPRINTER.COM	MOAH-CATALOGS(2500)	618.35	101 4653205	618.35
7404140	04760	AMERINAT	04/19-MONTHLY SERVICE FEE	536.55	306 4542301	536.55
7404141	04190	AMERIPRIDE SERVICES	UNIFORM CLEANINGS	72.35	101 4753209	72.35
7404142	01933	AMERON	STREET LIGHT POLE REPLACEMENT	19,420.21	483 4785460	19,420.21
7404143	02693	ANDY GUMP, INC	OMP-FENCE RNTL-04/15-05/12/19	44.68	101 4634602	44.68
			RDP-FENCE RNTL-04/19-05/16/19	33.51	101 4634602	33.51
			OMP-FENCE RNTL-04/30-05/27/19	33.51	101 4634602	33.51
			PF-FENCE RNTL-04/24-29/19	8,886.66	101 4649567	8,886.66
				<u>8,998.36</u>		<u>8,998.36</u>
7404144	C9805	ARROW TRANSIT MIX INC	READY MIX CONCRETE	670.85	203 4752410	670.85
7404145	C8559	AUNE, CHRIS	REISSUE PAYROLL CHECK #338416	104.92	101 2140000	104.92
7404146	04151	AXES FIRE INC	FIRE CERTS(15)	177.50	101 4545207 101 4634207 101 4634207 101 4635207 101 4761207 101 4761207 203 4752207 203 4752207 203 4752207 203 4752207 203 4752207 203 4752207 203 4785207 480 4755207 480 4755207 480 4755207	20.00 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 10.50 21.00 10.50 10.50 10.50

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7404147	03485	BAKERSFIELD TRUCK CENTER	PRESS SNSR-EQ3775	114.10	203 4752207	114.10
			SNSR/CNNCTR-EQ3775	52.18	203 4752207	52.18
			CRDT/PRESS SNSR-EQ3775	(162.86)	203 4752207	(162.86)
			DOSER-Q3775	438.11	203 4752207	438.11
			AIR SPNG CAB/SNSR-EQ3770	127.03	203 4752207	127.03
				<u>568.56</u>		<u>568.56</u>
7404148	D3230	BOW WOW WASTE	OMP/HP-DOG WASTE BAGS	1,445.33	101 4634406	1,445.33
7404149	04597	CA TOOL & WELDING	MTNC YD-MIG GLOVE	20.26	101 4753209	20.26
7404150	D2438	CALIFORNIA CONSULTING, INC	05/19-GRANT WRITING SERVICES	2,450.00	104 4631402	2,450.00
7404151	08062	CINTAS CORPORATION NO. 2	ADULT DEFIB PADS	79.88	101 4100301	79.88
7404152	05128	CLEANSTREET	04/19 MONTHLY STREET SWEEP	44,820.62	203 4752450	43,820.62
					484 4752450	1,000.00
				<u>44,820.62</u>		<u>44,820.62</u>
7404153	08484	CONSOLIDATED ELECTRCL DIST INC	CH-POLE SLIPFITTER	82.78	101 4633404	82.78
7404154	07545	COSTAR REALTY INFORMATION INC	05/19-PROFESSIONAL SERVICES	1,001.38	101 4240301	1,001.38
7404155	09078	CYBERCODERS, INC	CONSULTING SERVICES	1,290.00	101 4315301	1,290.00
7404156	04677	D C F SOILS	OMP-TOPPER MULCH	481.80	101 4634404	481.80
7404157	04231	D M R TEAM, INC	CP14010-SR-138-AVE J INTRCHNG	8,907.00	210 15BR007924	8,907.00
7404158	06248	DARYL'S PLUMBING	43028 GUYMN-WX RNG/BLT RPLCMNT	93.00	306 4542682	93.00
7404159	07131	DE LAGE LANDEN FINANCIAL SVCS	05/15/19-06/14/19 NETWRK PRNTR	168.95	101 4800254	168.95
7404160	A0925	DESERT HAVEN ENTERPRISES	LMS-04/19-JANITORIAL SERVICE	1,590.00	101 4632402	1,590.00
7404161	01047	DESERT INDUSTRIAL SUPPLY	MTNC YD-IMPELLR STACK ASSEMBLY	4,011.39	485 4755405	4,011.39
7404162	00414	DESERT LOCK COMPANY	AMSEC SAFE	2,597.98	101 4410291	2,597.98
			MLS-KEYS(3)	6.57	101 4633403	6.57
				<u>2,604.55</u>		<u>2,604.55</u>
7404163	02683	DUNN-EDWARDS	LMS-RESTROOM PAINT	198.74	101 4632403	198.74
			LMS-RESTROOM PAINT	140.97	101 4632403	140.97
			LMS-RESTROOM PAINT RETURN	(198.74)	101 4632403	(198.74)
				<u>140.97</u>		<u>140.97</u>
7404164	09368	ENODO GLOBAL, INC.	SOCIAL MEDIA PLATFRM SETUP FEE	2,500.00	101 4200205	2,500.00
7404165	09416	FAZIO, MATTHEW S.	05/19-LTV VIDEO PRODUCTION	520.00	101 4305296	520.00

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Check No	Supplier	Supplier Name	Invoice Description	Invoice Amt	Charge Code	GL Amount
7404166	00617	FEDERAL EXPRESS CORPORATION	EXPRESS MAILINGS	118.81	101 4600212 101 4783212 210 15ST053924	26.72 23.18 68.91
				<u>118.81</u>		<u>118.81</u>
7404167	D1793	FISH WINDOW CLEANING	CH-WINDOW CLEANINGS-04/25/19	328.00	101 4633301	328.00
7404168	08441	FRANKLIN TRUCK PARTS INC	TBE SHFT/U-JOINT KT-EQ3772	297.91	484 4752207	297.91
7404169	07369	FRONTIER COMMUNICATIONS CORP	04/25-05/24/19 TELEPHONE SVC	738.09	101 4633651	738.09
7404170	04721	GET TIRES, INC	TIRES(4)-EQ5654 TIRES(6)/DSMNT/MNT-EQ3776 TIRES(6)-EQ3307 TIRES(2)/DSMNT/MNT-EQ3772 TIRE/SRVC CALL-EQ3985	677.14 2,891.58 1,193.10 5,078.41 526.86	101 4635207 203 4752207 484 4752207 484 4752207 480 4755207	677.14 2,891.58 1,193.10 5,078.41 526.86
				<u>10,367.09</u>		<u>10,367.09</u>
7404171	08245	GOLDEN STATE LABOR COMPLIANCE	CP17003-2017 PVMNT MNGMNT PROG CP17007-LANC BLVD/15TH E RNDBT CP17006-LANC BLVD/15TH W RNDBT	2,897.00 6,334.00 7,250.00	252 12ST036924 232 16ST006924 203 16ST005924	2,897.00 6,334.00 7,250.00
				<u>16,481.00</u>		<u>16,481.00</u>
7404172	09217	GRAY QUARTER INC	04/19-TECHINICAL CONSULTING	832.50	101 4315302	832.50
7404173	09210	GUIHAMA, ALYSSA	FIGURE MODEL	100.00	101 4651251	100.00
7404174	00822	H W HUNTER, INC	CASE/CORE-EQ3307 CNVRTR-EQ3307	2,755.02 1,261.44	484 4752207 484 4752207	2,755.02 1,261.44
				<u>4,016.46</u>		<u>4,016.46</u>
7404175	03631	HARRIS & ASSOCIATES, INC.	03/3-4/27/19-AUDIT/PRFSSNL SVC	10,587.50	480 4700301 482 4700301 483 4700301 484 4700301	1,997.60 4,257.00 2,171.40 2,161.50
				<u>10,587.50</u>		<u>10,587.50</u>
7404176	06058	HAYNES SALES	MTNC YD-CHECK VALVE KIT MTNC YD-TRIGGER GUN PARTS MTNC YD-SERVICE CALL	236.75 144.28 180.00	101 4753402 101 4753402 101 4753402	236.75 144.28 180.00
				<u>561.03</u>		<u>561.03</u>
7404177	819	HERC RENTALS INC	LMS-ROLLER RENTAL-04/25-26/19 LMS-CLAY GRINDER-05/19/19	464.17 79.43	101 4632602 101 4632602	464.17 79.43
				<u>543.60</u>		<u>543.60</u>
7404178	06094	HERNANDEZ PRODUCTIONS, INC	GBOR-MARIACHI SOL-05/04/19	8,300.88	101 4650318	8,300.88
7404179	D0501	HIESL CONSTRUCTION INC	1227 PASTEUR DR-ESCROW REPAIRS TREN TRCK GRDN-GRAFFITI RMVL 1227 PASTUER DR-ESCROW REPAIRS	450.00 560.00 1,310.00	306 4542682 306 4542682 363 4542770	450.00 560.00 1,310.00

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				2,320.00		2,320.00
7404180	C9535	HILLYARD/LOS ANGELES	PAC-JANITORIAL SUPPLIES	963.23	101 4650406	963.23
7404181	09192	INKLINE DESIGN	LTV-WEB DEVELOPMENT	56.25	101 4305296	56.25
7404182	09083	INT'L BUSINESS MACHINES CORP	WATSON DATA PLATFORM SUPPORT	1,592.00	101 4200302	1,592.00
7404183	A2594	INTERSTATE BATTERY SYS OF A V	BATTERY-EQ5849	53.51	101 4635207	53.51
7404184	09369	INTERWEST CONSULTING GROUP INC	03/19-TRAFFIC ENGINEERING SVCS	2,080.00	101 4785301	2,080.00
7404185	03366	JAS PACIFIC	PLAN REVIEW/INSPECTION SVCS	9,130.00	101 4783301	9,130.00
			PLAN REVIEW/INSPECTION SVCS	24,841.75	101 4783301	24,841.75
				<u>33,971.75</u>		<u>33,971.75</u>
7404186	08895	JPW COMMUNICATIONS LLC	03/19-COMMUNICATION SERVICES	850.00	101 4200205	850.00
			04/19-COMMUNICATION SERVICES	3,650.00	106 4100770	3,650.00
			04/19-COMMUNICATION SERVICES	919.00	324 4785770	919.00
				<u>5,419.00</u>		<u>5,419.00</u>
7404187	D1903	KERN MACHINERY INC-LANCASTER	OMP-IGNITION NUT	4.30	101 4634207	4.30
7404188	1214	L A CO SHERIFF'S DEPT	03/19-SPCL EVNTS-PARTY CAR	604.49	101 4820355	547.05
					101 4820357	57.44
			03/19-SPECIAL INVESTIGATIONS	1,669.48	101 4820355	1,510.84
					101 4820357	158.64
				<u>2,273.97</u>		<u>2,273.97</u>
7404189	5191	LU'S LIGHTHOUSE, INC	SGNL BAR-EQ3757	373.34	203 4752207	373.34
7404190	02270	MELDON GLASS	MLS-WINDOW BOARD UP	110.00	101 4633403	110.00
			PAC-DOOR WEATHER STRIPPING	85.00	101 4650403	85.00
				<u>195.00</u>		<u>195.00</u>
7404191	D3578	MINUTEMAN PRESS	LCE-CALPINE PUSH NOTICE(1)	0.96	490 4250212	0.96
			LCE-CALPINE PUSH NOTICES(201)	201.72	490 4250212	201.72
			LCE-CALPINE PUSH NOTICES(251)	221.44	490 4250212	221.44
			LCE-CALPINE PUSH NOTICES(587)	263.34	490 4250212	263.34
			LCE-LETTERHEAD(5000)	382.63	490 4250212	382.63
				<u>1,070.09</u>		<u>1,070.09</u>
7404192	C9177	MUNISERVICES, LLC	PRPRTY LNK SVC FEE-04/19-06/19	1,250.00	101 4410301	1,250.00
7404193	D2822	NATIONAL CINEMEDIA, LLC	PS-THEATER ADS-04/19-05/16/19	95.83	101 4800205	95.83
7404194	01901	NEW PIG CORPORATION	CH/PAC/MOAH-SPILL MAT PADS	376.83	101 4633406	376.83
7404195	09432	NOW REWIND LLC	PROMOTIONAL VIDEO	18,300.00	101 4100301	16,800.00
					101 4200301	1,500.00
				<u>18,300.00</u>		<u>18,300.00</u>

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7404196	06513	ODYSSEY POWER	CH-GENERATOR REPAIR CH-GENERATOR RPR-RTN VISIT	1,195.50 810.00 <u>2,005.50</u>	101 4633402 101 4633402	1,195.50 810.00 <u>2,005.50</u>
7404197	C7808	OPSEC SPECIALIZED PROTECTION	PF-SECURITY SVCS-04/19	17,573.40	101 4649567	17,573.40
7404198	05741	P P G ARCHITECTURAL FINISHES	OMP-FOUL POLE PAINT NSC-FIELD PAINT	137.13 1,060.62 <u>1,197.75</u>	101 4634404 101 4635404	137.13 1,060.62 <u>1,197.75</u>
7404199	06984	PACIFIC DESIGN & INTEGRATION	04/19-BROADCAST MTNG SERVICES	4,581.00	101 4305296	4,581.00
7404200	A2220	PESTMASTER SERVICES, INC	WEED REMOVAL SERVICES	18,651.94	484 4752266	18,651.94
7404201	08967	PIONEER ATHLETICS	LMS-LOGO SUPPLIES LMS-FOUL LINE PAINT OMP-PAINT	83.51 121.59 313.92 <u>519.02</u>	101 4632404 101 4632404 101 4649567	83.51 121.59 313.92 <u>519.02</u>
7404202	04361	PROTECTION ONE	LMS-05/19-ALARM MONITORING LMS-05/19 ELEVATOR MAINTENANCE	52.02 37.58 <u>89.60</u>	101 4632301 101 4632301	52.02 37.58 <u>89.60</u>
7404203	06607	PUMPMAN INC	45540 DIVISION ST-PUMP REPAIR	1,450.00	485 4755301	1,450.00
7404204	05864	QUINN COMPANY	LAMP-EQ3394 OMP-FORKLIFT KEYS-EQ5505 INJECTOR/COR DEP-EQ3769 LBR/RPRS-EQ3394	255.38 19.08 996.42 944.58 <u>2,215.46</u>	203 4752207 101 4633207 203 4752207 203 4752207	255.38 19.08 996.42 944.58 <u>2,215.46</u>
7404205	05747	RICK SHIPP TRUCK & EQUIP REPR	LBR-EQ3775	840.50	203 4752207	840.50
7404206	D3947	S G A CLEANING SERVICES	LMS-CONCESSION REPRS/SUPPLIES LMS-KITCHEN REPAIRS LMS-CONCESSION REPAIRS LMS-CONCESSION REPAIRS PF-PAINTING PARKING LOT LINES LMS-FENCE REPAIRS	941.70 980.00 990.00 898.00 650.00 265.00 <u>4,724.70</u>	101 4632403 101 4632402 101 4632402 101 4632402 101 4649567 101 4632402	941.70 980.00 990.00 898.00 650.00 265.00 <u>4,724.70</u>
7404207	A8260	SAGE STAFFING	AT-LCE STAFF-04/22-04/8/19	1,039.58	490 4250308	1,039.58
7404208	06664	SEA SUPPLY	NSC-JANITORIAL SUPPLIES	638.63	101 4635406	638.63
7404209	08790	SECURE TASK	MTNC YD-04/19-SECURITY PATROL	4,500.00	207 4752301	4,500.00
7404210	D2568	SEQUOIA PACIFIC SOLAR I, LLC	CH-04/19(97406.24KWH) MTNC YD-04/19(55233.12 KWH) OMP-04/19(25862.84 KWH) PAC-04/19(38565.68 KWH)	9,740.62 5,523.31 2,586.28 3,856.57	101 4633652 101 4633652 101 4634652 101 4650652	9,740.62 5,523.31 2,586.28 3,856.57

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			LMS-04/19(60644.64 KWH)	6,064.46	101 4632652	6,064.46
				27,771.24		27,771.24
7404211	06174	SHAWNS PAINTING	EPL-PAINT TOPS OF WAVES	900.00	261 12ZZ003924	900.00
7404212	C9946	SIERRA PRINTERS INC	BLANK CERTIFICATES(1000)	506.30	101 4100301	506.30
7404213	1894	SIGNS & DESIGNS	GC-NAMEPLATE	17.88	101 4761253	17.88
			TOW PERMIT DECALS	268.28	101 4545259	268.28
				286.16		286.16
7404214	07139	SITEONE LANDSCAPE SUPPLY LLC	NSC-POINT REDEMPTION CREDIT	(42.00)	101 4635404	(42.00)
			OMP-FIELD FERTILIZER	706.34	101 4634404	706.34
				664.34		664.34
7404215	01816	SMITH PIPE & SUPPLY INC	LMS-IRRIGATION SUPPLIES	170.69	101 4632404	170.69
			LMS-IRRIGATION SUPPLIES	880.88	101 4632404	880.88
			LMS-IRRIGATION SUPPLIES	72.93	101 4632404	72.93
			JRP-IRRIGATION SUPPLIES	124.53	101 4631404	124.53
			PLASTIC VALVES(4)	333.16	101 4635404	333.16
			CH-FERTILIZER	144.51	101 4633404	144.51
			AHP-IRRIGATION SUPPLIES	143.80	101 4631404	143.80
			TBP-IRRIGATION SUPPLIES	848.48	101 4631404	848.48
			AHP-IRRIGATION SUPPLIES	39.68	101 4631404	39.68
			AHP-IRRIGATION SUPPLIES	91.85	101 4631404	91.85
			LMS-GATE VALVE	877.36	101 4632404	877.36
			PF-QUICK COUPLER	188.15	101 4649567	188.15
			AHP-IRRIGATION SUPPLIES	96.63	101 4631404	96.63
				4,012.65		4,012.65
7404216	09163	SOCAL OFFICE TECHNOLOGIES	INK CARTRIDGE	180.33	101 4410254	180.33
			04/27-05/26/19-EQUIPMENT	262.80	101 4410254	262.80
				443.13		443.13
7404217	D3733	STOTZ EQUIPMENT	LMS-AERCORE GUARD	197.69	101 4632207	197.69
7404218	D2143	STREAMLINE AUDIO VISUAL, INC	PF-BACKLINE SERVICES	15,265.00	101 4649567	15,265.00
7404219	D2316	STUART, CAROL	02/19-04/19-CONSULTING SVCS	13,446.34	306 4542301	13,446.34
7404220	06963	SURFACE	OMP-EXTERIOR TABLES/BENCHES	29,520.00	213 11BS023924	29,520.00
7404221	09029	SUSTAINABLE TURF SCIENCE INC	LMS-FIELD FERTILIZER	1,505.63	101 4632404	1,505.63
7404222	07372	THE MODERN TEA ROOM, LLC	BUSNSS PROSPECT CTRNG-05/02/19	113.90	101 4240340	113.90
7404223	2009	THE TIRE STORE	TIRES(4)-EQ7502	354.36	480 4755207	354.36
7404224	C7736	THIRD WAVE	IT STRATEGIC PLAN/ROADMAP	1,667.00	101 4315301	1,667.00
7404225	C5522	THOMSON REUTERS-WEST PMT CENT	04/19-INFORMATION CHARGES	517.46	101 4230301	517.46
			LIBRARY PLAN-04/05/19-05/04/19	26.28	101 4230301	26.28

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				543.74		543.74
7404226	04239	TIM WELLS MOBILE TIRE SERVICE	TIRE REPAIR-EQ5785	15.00	101 4633207	15.00
			SERVICE CALL-EQ3782	190.64	203 4752207	190.64
			SERVICE CALL-EQ3774	182.68	203 4752207	182.68
			TIRES(2)-EQ3752	165.30	203 4752207	165.30
			TIRES(2)-EQ1511	119.31	101 4800207	119.31
			TIRES(2)-EQ3747	193.76	484 4752207	193.76
				866.69		866.69
7404227	06959	TONY A BURKHOLDER MASONRY	OMP-RESTROOM CONCRETE WORK	8,000.00	213 11BS023924	8,000.00
7404228	D1594	TOUCHPOINT ENERGIZED COMM	04/19-MAYORS EMAIL BROADCAST	2,500.00	101 4100205	2,500.00
7404229	C6713	TRISTAR SAFETY SERVICES	USB KYBRD-EQ1512	97.01	101 4800207	97.01
7404230	02977	TURBO DATA SYSTEMS INC	04/19-PARKNG CITATN PROCESSING	6,311.75	101 4800301	6,311.75
			04/19 ADMIN CITATIONS	41.77	101 4800301	41.77
				6,353.52		6,353.52
7404231	C4011	UNITED RENTALS	PF-GRINDER RNTL-04/22-23/19	513.29	101 4649567	513.29
7404232	05551	UNITED SITE SRVCS OF CA,SO DIV	LUC-FENCE RNTL-04/19-05/16/19	61.32	101 4631602	61.32
7404233	31009	UNIVERSAL ELECTRONIC ALARMS	OMP-ALARM SYSTM INSTLLTN	1,295.00	101 4641251	1,295.00
			MTNC YD-TROUBLESHT ALRM SYSTM	255.00	203 4752301	255.00
				1,550.00		1,550.00
7404234	C2434	VINSA INSURANCE ASSOCIATES	07/01/18-07/01/19-POLICY CHANG	50.00	491 4250260	50.00
7404235	04496	VULCAN MATERIAL WESTERN DIV	COLD MIX	106.39	203 4752410	106.39
			COLD MIX	78.01	203 4752410	78.01
			COLD MIX	227.76	203 4752410	227.76
				412.16		412.16
7404236	31026	WAXIE SANITARY SUPPLY	PF-JANITORIAL SUPPLIES	998.27	101 4649567	998.27
			PF-JANITORIAL SUPPLIES	1,991.99	101 4649567	1,991.99
			PAC-JANITORIAL SUPPLIES	1,889.82	101 4650406	1,889.82
			CH-JANITORIAL SUPPLIES	981.77	101 4633406	981.77
				5,861.85		5,861.85
7404237	A7061	C A RASMUSSEN, INC	CP17009-5TH ST E IMPROVEMENTS	991,057.81	150 2100003	(52,160.94)
					399 15ST055924	1,043,218.75
				991,057.81		991,057.81
7404238	C4190	DOLPHIN RENTS INC	PF-EQUIPMENT RENTALS	51,711.87	101 2182040	10,080.00
					101 4649567	41,631.87
				51,711.87		51,711.87
7404239	06313	R C BECKER & SON, INC	CP17007-LANC BLVD/15TH E RNDBT	285,528.68	150 2100003	(10,913.94)
					150 2100003	(4,113.89)
					210 16ST006924	82,277.81

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				285,528.68	399 16ST006924	218,278.70 285,528.68
7404240	09160	ST FRANCIS ELECTRIC, LLC	03/19-STREET LIGHTING MTNC	5,124.00	483 4785461	5,124.00
			03/19-STREET LIGHTING MTNC	39,600.00	483 4785660	39,600.00
			03/19-STREET LIGHT DAMAGE	938.00	483 4785460	938.00
			03/19-STREET LIGHTING MTNC	4,087.00	483 4785660	4,087.00
			03/19-STREET LIGHT DAMAGE	1,396.00	483 4785460	1,396.00
			03/19-STREET LIGHTING MTNC	6,716.00	483 4785660	6,716.00
			03/19-RETROFIT STREET LIGHTING	134.00	483 4785660	134.00
				57,995.00		57,995.00
7404241	05834	VENCO WESTERN, INC	04/19-MAINTENANCE SERVICES	24,549.59	203 4636264	24,549.59
			04/19-MAINTENANCE SERVICES	43,576.02	482 4636402	43,576.02
			04/19-LBP-LANDSCAPE MTNC	3,626.23	482 4636401	3,626.23
			CH-IRRIGATION REMEDIAL	665.00	203 4636265	665.00
			04/19-LMD IRRIGATION REPAIRS	1,813.24	482 4636404	1,813.24
			04/19-LMD IRRIGATION REPAIRS	1,968.21	482 4636404	1,968.21
			04/19-LMD IRRIGATION REPAIRS	939.75	482 4636404	939.75
				77,138.04		77,138.04
7404242	D4473	ARMSTRONG, ALYSSA M	AA-PR DM-SN FRNCSCO-5/21-22/19	111.00	101 4220256	111.00
Chk Count	<u>304</u>			Check Report Total	<u>2,729,831.96</u>	

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101010334	04763	CITY OF LANCASTER-PAC P/C	PAC-REPLENISH ATM	5,000.00	101 1020006	5,000.00
101010335	A7515	U S BANK	DEBT SERVICES DUE-06/19	119,562.46	101 4430603 991 1000001 991 1000001 991 3604100 991 4240978	119,562.46 (119,562.46) 119,562.46 (119,562.46) 119,562.46
				<u>119,562.46</u>		<u>119,562.46</u>
101010336	D2446	THE BLVD ASSOCIATION	DLPBID FEES-02/01-04/19/19	67,720.93	401 2501100	67,720.93
101010337	04867	CITY OF LANCASTER-PARKS	PETTY CASH-DATY CAMP	300.00	101 1020004	300.00
101010338	05987	THE VISITORS BUREAU-LANCASTER	03/19 TBID FEES	49,626.36	101 2501000	49,626.36
101010339	00370	CITY OF LANCASTER/PETTY CASH	PETTY CASH DRAW	1,380.00	101 1020000	1,380.00
101010340	07280	MARIN CLEAN ENERGY	07/19-CCEA-RA	18,375.00	491 4250001E	18,375.00
101010341	08026	INLAND EMPIRE ENERGY CENTER	05/19-ENERGY PROCUREMENT	64,500.00	490 4250653	64,500.00
101010342	C9589	U S BANK CORP PAYMENT SYSTEMS	05/10/19-CALCARD STATEMENT	86,340.85	101 2601000	86,340.85
101010343	04867	CITY OF LANCASTER-PARKS	PETTY CASH-NSC ADMISSIONS	7,000.00	101 1020004	7,000.00

Chk Count 10

Check Report Total 419,805.60

STAFF REPORT
City of Lancaster

CC 3
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Public Works Construction Project No. 17-020**
Avenue I Corridor Improvements, 15th Street West to 10th Street West

Recommendations:

- a. Approve Change Order No.'s 1-5 and increase the total amount of the contract with R.C. Becker and Son, Inc., of Santa Clarita, California, for Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West, by \$132,430.11, for a total revised contract amount of \$2,173,560.41, plus a 10% contingency.
- b. Accept the work constructed by R.C. Becker and Son, Inc., for Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West, and direct the City Clerk to file the Notice of Completion for the project. Retention on this project will be disbursed in accordance with California Public Contract Code.

Fiscal Impact:

This project was awarded in the amount of \$2,245,243.33. Change Orders totaling \$336,543.14 brought the total cost to \$2,377,673.44; sufficient funds are available in Capital Improvements Budget Account No.'s 206-15ST042-924, 207-15ST042-924, 209-15ST042-924 and 321-15ST042-924.

Background:

On February 27, 2018, City Council awarded Public Works Construction Project No. 17-020, Avenue I Corridor Improvements, 15th Street West to 10th Street West. This project included reconstruction of the street section, lowering the crown of the road and installation of landscaped medians, restriping, and curb ramp modifications. Work was performed in compliance with the City's 2014 ADA Transition Plan, which included reconstruction of four (4) curb ramps, 6,456 square feet of commercial driveways, 1,457 square feet of residential driveways, repair of 10,914 square feet of sidewalk, and the addition of 6,418 square feet of residential sidewalk.

Construction of the project has been completed to the satisfaction of the Development Services Director. The project was completed on February 22, 2019. The construction quantities and the amount of payment have been approved by the Contractor and the Development Services Director.

MCL:jr

Attachments:

Notice of Completion

Vicinity Map

RECORDING REQUESTED BY:

CITY OF LANCASTER

WHEN RECORDED MAIL TO:

CITY OF LANCASTER
CITY CLERK DEPARTMENT
44933 N. FERN AVENUE
LANCASTER, CA 93534

SPACE ABOVE THIS LINE FOR RECORDER'S USE

This document is exempt from payment of a recording fee pursuant to government Code Section 6103 and 27383.

**NOTICE OF COMPLETION OF
PUBLIC IMPROVEMENT AND WORK**

NOTICE IS HEREBY GIVEN:

1. The City of Lancaster, Los Angeles County, State of California, is the owner on file of a certain public improvement known as:

**PUBLIC WORKS CONSTRUCTION PROJECT NO. 17-020
AVENUE I CORRIDOR IMPROVEMENTS, 15TH STREET WEST TO 10TH STREET WEST**

2. The address of said owner is 44933 North Fern Avenue, Lancaster, California 93534.
3. The location of said public improvement is as follows: Avenue I, 15th Street West to 10th Street West. See Exhibit 'A' attached hereto and made a part hereof.
4. On April 9, 2018, a contract was entered into with R.C. Becker and Son, Inc., for the construction, installation, and completion of the above described public improvement and work, and filed for record in the office of the City Clerk of the City of Lancaster.
5. The work was completed on February 22, 2019, by said company according to the plans and specifications and to the satisfaction of the Development Services Director, and was accepted by the City on June 11, 2019. That upon said contract Fidelity and Deposit Company of Maryland was surety for the bond given by the said company as required by law.

ATTEST:

DATED this ____ day of _____, 20__

CITY OF LANCASTER

BRITT AVRIT, MMC
City Clerk
City of Lancaster

BY: _____
JEFF HOGAN
Development Services Director

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

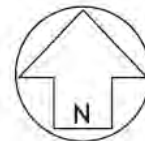
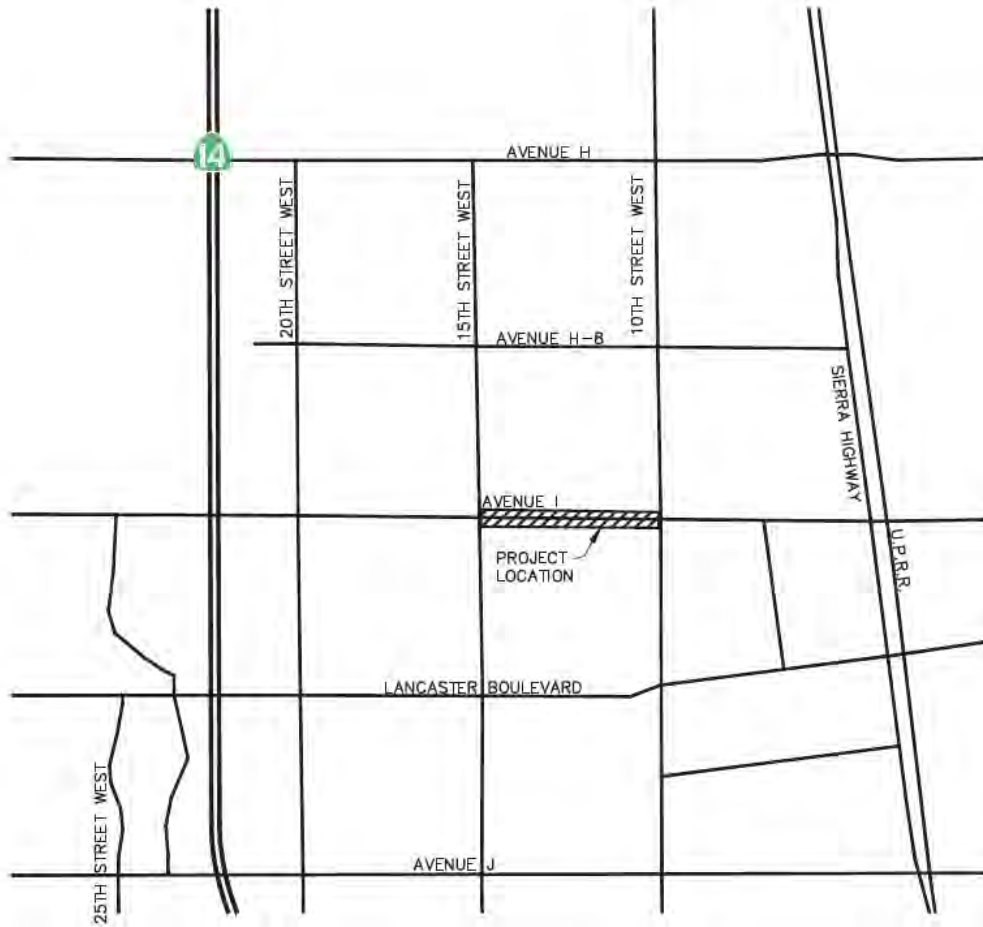
DATE

SIGNATURE

PLACE OF EXECUTION

PUBLIC WORKS CONSTRUCTION PROJECT NO. 17-020

AVENUE I CORRIDOR IMPROVEMENTS, 15TH STREET WEST TO 10TH STREET WEST



VICINITY MAP

N.T.S.

STAFF REPORT
City of Lancaster

CC 4
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Task Order for Multi-Year Professional Services (Service Group Category 1 - Roadway and Structures Engineering) Design Services for PWCP 16-008 - Pedestrian Gap Closure Improvements, ATPL-5419(050), at Various Locations Between 25th Street West to 20th Street East, and Between Avenue H to Avenue L**

Recommendation:

Approve Task Order No. 2 with Kimley-Horn & Associates of Los Angeles, CA, in accordance with the Multi-Year Professional Services Agreement in the amount of \$440,090.20 with a 10% contingency; and authorize the City Manager, or his designee, to sign all documents.

Fiscal Impact:

\$440,090.20 (including 10% contingency); sufficient funds are available in Capital Improvements Budget Account No.'s 204-15SW016-924, 206-15SW016-924, 211-15SW016-924, and 232-15SW016-924.

Background:

The Pedestrian Gap Closure Improvements project is part of a comprehensive effort by the City of Lancaster to promote active transportation. On May 27, 2015, the City applied for Cycle 2 of the Active Transportation Program for 36 separate locations within the City that represents the Urban Core. The City was awarded a total grant amount of \$6,259,000.00, with a local matching fund requirement of \$1,565,000.00.

This project will close the gap in the non-motorized user transportation network with the construction of curb, gutter and sidewalk improvements at 36 separate locations between 25th Street West to 20th Street East, and between Avenue H to Avenue L. The proposed project will improve local and inter-jurisdictional pedestrian trips by closing the gap between existing improvements to move non-motorized users away from the vehicular lanes of travel. This project will encourage walking and bicycling among all users by increasing safety and mobility with connecting to transit access points and local destinations.

The Pedestrian Gap Closure Improvements will vary depending upon location site and may include other improvements, such as earthwork and grading, street widening, pavement repair, street tree removal and replacement, ADA curb ramp, and street lighting system, as well as striping, signing and marking to include buffered and dedicated bike lanes. Where the improvements take place at unimproved intersections near schools, new pedestrian ADA curb ramps and bulb-outs will be installed to shorten crossing distances and allow for safer street crossings.

The 36 separate locations for this project are presented in the table below:

No.	Street	Segment	Location
1	Division Street	Avenue I to Kettering Street	Both Sides
2	Avenue H-8	17th Street West to 15th Street West	Both Sides
3	Avenue J-8 (AVE J-9)	Division Street to 2nd Street East	South Side
4	Avenue H-8	13th Street West to 10th Street West	Both Sides
5	Avenue K	7th Street East to 8th Street East	North Side
6	5th Street East	Avenue K-4 to Avenue K-12	East Side
7	Gadsden Avenue	Avenue J-12 to Avenue K	Both Sides
8	Avenue J-8	15th Street West to 13th Street West	North Side
9	Avenue J-8	12th Street West to 10th Street West	South Side
10	Avenue H	20th Street West to 18th Street West	South Side
11	Avenue I	7th Street East to Challenger Way	South Side
12	Lancaster Blvd	Andale Avenue to Challenger Way	South Side
13	Avenue J (FR)	Leatherwood Street to Lone Oak Street	North Side
14	Avenue J	20th Street West to 17th Street West	South Side
15	Avenue J-7	Cedar Avenue to Beech Avenue	Both Sides
16	Avenue J-8	Beech Avenue to Sierra Hwy	Both Sides
17	Avenue K	Gadsden Avenue to Park Avenue	North Side
18	Avenue K-8	West of 20th Street West to 18th Street West	North Side
19	Avenue K-8	Division Street to Gingham Street	North Side
20	Avenue L	3rd Street East to Division Street	Both Sides
21	Avenue L	8th Street West to Sierra Hwy	Both Sides
22	20th Street West	Avenue H to Avenue H-4	Both Sides
23	20th Street West	Arbuckle Way to Avenue I	West Side
24	20th Street West	Avenue I to Louise Avenue	Both Sides
25	20th Street West	Avenue K to Avenue K-10	West Side
26	15th Street West	Park Somerset Drive to Avenue L	East Side
27	15th Street West	Avenue K-8 to Avenue K-11	West Side
28*	15th Street West	Avenue J-5 to Avenue J-8	East Side

No.	Street	Segment	Location
29	10th Street West (FR)	Avenue J-4 to Avenue J-5	West Side
30	Division Street	Avenue K to Avenue K-4	West Side
31	Division Street	Kettering Street to Avenue J	West Side
32	Challenger Way	Avenue I to Kettering Street	East Side
33	20th Street East	Avenue K to Ogden Ln	East Side
34	20th Street East	Avenue J to Avenue J-8	East Side
35	20th Street East	Lancaster to Avenue J	East Side
36	20th Street East	Jackman Street to Lancaster Blvd	Both Sides
37**	Sierra Hwy	Avenue J-2 to Columbia Way (Ave L-12)	West Side

***Location 28** was identified as an environmentally sensitive area, therefore, Location 28 has been eliminated and is no longer part of the project.

****Location 37** excludes parcels 3128-006-042, 3128-006-053 and 3128-006-054 that are already improved.

Proposed bulb-outs for this project are at the intersections of:

- 1.) Avenue J-8 and 2nd Street East, near Joshua Elementary School;
- 2.) Avenue J-8 and 13th Street West, near Sunnydale Elementary School; and
- 3.) Avenue J-8 and 12th Street West, near Sunnydale Elementary School

City staff requested proposals from three Consultants on the Multi-Year Professional Services Agreement Pre-Qualified List under Service Group Category (SGC) 1 – Roadway and Structures Engineering.

The selected Consultant shall execute the project in accordance with Caltrans Local Assistance Procedures Manual (LAPM), Local Assistance Program Guidelines (LAPG), and the City's federal funding agreements to ensure compliance with all Federal requirements.

Design responsibilities, under this Task Order include mapping and surveying services, civil and electrical design, and preparation of PS&E package for construction. The firm shall also assist the City in obtaining approvals through Caltrans, including, but not limited to, providing, data documents and/or exhibits in support of NEPA environmental revalidation, right-of-way (ROW) certification, and Construction Request for Authorization.

EW:gb

Attachment:
Task Order No. 2

TASK ORDER NO. 2
UNDER

AGREEMENT FOR PROFESSIONAL CONSULTANT SERVICES – RFQ 694-18
SERVICE GROUP CATEGORY 1 – ROADWAY AND STRUCTURES ENGINEERING

DATED JANUARY 23, 2019

BETWEEN

THE CITY OF LANCASTER, "OWNER"
AND
KIMLEY-HORN AND ASSOCIATES, INC. "CONSULTANT"

PROJECT TITLE: PWCP 16-008

PROJECT DESCRIPTION: Pedestrian Gap Closure Improvements

SCOPE OF WORK: Per Attached Exhibit "1", Scope of Services

PERIOD OF SERVICES: Per Attached Exhibit "2", Schedule

COMPENSATION
FOR SERVICES: Per Fee Schedule - Not to Exceed \$400,082.00

"OWNER"

"CONSULTANT"

CITY OF LANCASTER

KIMLEY-HORN AND ASSOCIATES, INC

By: _____
Jason Caudle
City Manager

By: _____
Robert Blume
Vice President

Date: _____

Date: _____

Approved by Dept. Head: _____

APPROVED AS TO FORM:

Allison E. Burns, Esq.
City Attorney

EXHIBIT 1: SCOPE OF SERVICES

PROJECT BACKGROUND AND OBJECTIVE

The Pedestrian Gap Closure Improvements project is part of a comprehensive effort by the City of Lancaster to promote active transportation. On May 27, 2015, the City applied for Cycle 2 of the Active Transportation Program for various locations within the City that represents the Urban Core. The City was awarded a total grant amount of \$6,259,000.00, with a local matching fund requirement of \$1,565,000.00.

This project will close the gap in the non-motorized user transportation network with the construction of curb, gutter and sidewalk improvements at various locations between 25th Street West to 20th Street East, and between Avenue H to Avenue L. The proposed project will improve local and inter-jurisdictional pedestrian trips by closing the gap between existing improvements to move non-motorized users away from the vehicular lanes of travel. This project will encourage walking and bicycling among all users by increasing safety and mobility with connecting to transit access points and local destinations.

PROJECT DESCRIPTION AND LOCATION

The Pedestrian Gap Closure Improvements project will include typical improvements to construct curb, gutter and sidewalk to close the gap between existing improvements which will promote safety and mobility among users. Improvements will vary depending upon location site and may include other improvements such as earthwork and grading, street widening, pavement repair, street tree removal and replacement, installation of curb, gutter, sidewalk, ADA curb ramp, street lighting system, striping, signing and marking to include buffered and dedicated bike lane. Where the improvements take place at unimproved intersections near schools, new pedestrian ADA curb ramps and bulb-outs will be installed to shorten crossing distances and allow for safer street crossings.

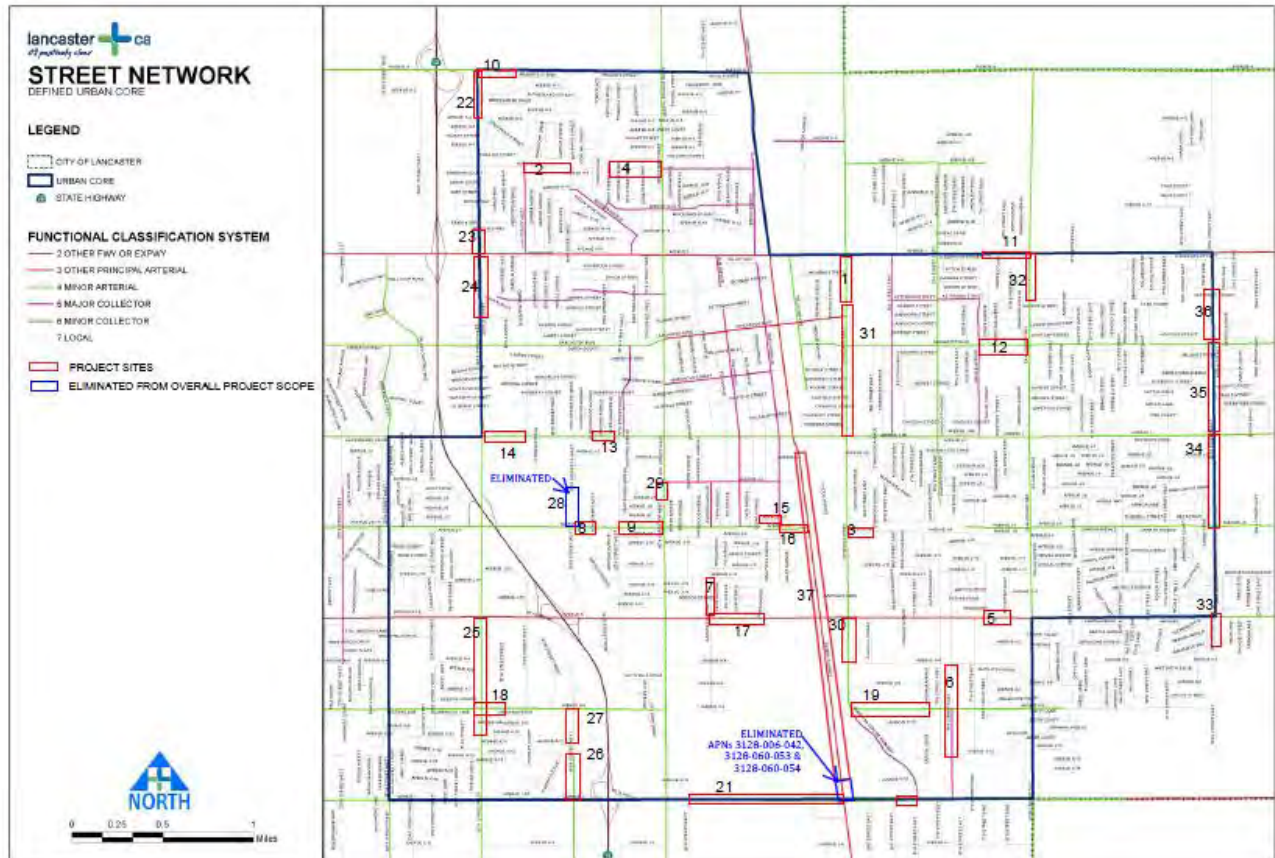
There are 36 separate locations for this project that are presented in the table below:

No.	Street	Segment	Location
1	Division Street	Avenue I to Kettering Street	Both Sides
2	Avenue H-8	17th Street West to 15th Street West	Both Sides
3	Avenue J-8 (AVE J-9)	Division Street to 2nd Street East	South side
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6	5th Street East	Avenue K-4 to Avenue K-12	East Side
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22	20th Street West	Avenue H to Avenue H-4	Both Sides
23	20th Street West	Arbuckle Way to Avenue I	West side
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29	10th Street West (FR)	Avenue J-4 to Avenue J-5	West side
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*Location 28 was identified as an environmentally sensitive area, therefore, Location 28 has been eliminated and is no longer part of the project.

**Location 37 excludes parcels 3128-006-042, 3128-006-053 and 3128-006-054 that are already improved.

PROJECT MAP



The proposed project area is a 13.6 square mile area within the City that includes a mixture of schools, single family residences, high density residences, commercial, industrial, and health care related properties. It encompasses eight public schools, Antelope Valley Hospital, the Lancaster Metrolink Station, and Downtown Lancaster. At the improvement locations within the project area, the gap between existing sidewalk improvements can vary between 10' to 1,100'. Non-motorized users traveling along these gaps are forced to walk in the unimproved shoulder, or on the edge of pavement, sometimes within feet of vehicular traffic.

Specific improvements to transportation-related destinations are described below:

Elementary Schools: The Urban Core encompasses eight public schools. Where improvements occur at or along a route to school, improvements will be based on Lancaster's Safe Routes to Schools Master Plan. Where improvements occur at intersections, high visibility crosswalks will be installed. The two main schools impacted by the proposed improvements are Joshua Elementary School and Sunnysdale Elementary

School. These improvements occur at less than ¼ mile from the school. Proposed bulb-outs for this project are at the intersections of:

- 1.) Avenue J-8 and 2nd Street East, near Joshua Elementary School;
- 2.) Avenue J-8 and 13th Street West, near Sunnydale Elementary School; and
- 3.) Avenue J-8 and 12th Street West, near Sunnydale Elementary School

Existing Facilities: Project will close the sidewalk gaps leading to the Lancaster Metrolink Station. Improvements will also close the sidewalk gaps to the Kaiser Permanente medical facility on Avenue L, and Antelope Valley Hospital on 15th Street West.

Antelope Valley Transit Authority: The AVTA serves the City of Lancaster and provides service within the Urban Core. There are 7 AVTA routes that run within the Urban Core and improvements will close the sidewalk gap leading to AVTA bus stops.

Street lighting improvements shall also be installed at several of the locations, as budget allows.

GENERAL SCOPE OF WORK

As the preliminary engineering and construction phases of this project are funded in part with a federal grant administered by Caltrans, the project shall be executed in accordance with Caltrans Local Assistance Procedures Manual (LAPM), Local Assistance Program Guidelines (LAPG) Chapter 22, and the City's federal funding agreement to ensure compliance with all Federal requirements.

The scope of work for this project is to provide mapping and surveying services, civil and electrical design, and preparation of PS&E package for construction. The firm shall also assist the City in obtaining approvals through Caltrans including but not limited to providing, data documents and/or exhibits in support of NEPA environmental revalidation, right-of-way (ROW) certification, and construction authorization.

A detailed outline of the scope of work by Task is included below.

Milestone tasks and schedule are included in Exhibit 2.

All persons furnished by a firm/team shall be its employees, sub-consultants or agents subject to its supervision and control, and not City or Caltrans employees/agents.

CITY PROVIDED INFORMATION

The following items shall be provided by the City:

- Copies (hardcopy or PDF as available) of all record drawings within the City archives, to include: Street plans, storm drain plans for facilities and pipelines, street lighting plans, traffic signal plans, signing and striping plans, LMD, sewer, water and recycled water plans.
- Copies (hardcopy or PDF as available) of all Survey notes, Monumentation notes and Engineer tie sheets

DESIGN STANDARDS AND CONSULTANT EXPECTATIONS

The proposed improvements shall, at a minimum, follow the City of Lancaster Engineering Design Guidelines Policies and Procedures Manual. Wherever the City guidelines are absent of the latest industry updates, standards or details, Consultant shall utilize the latest Standard Specifications and Plans for Public Works Construction (“Green Book”), the Los Angeles County Department of Public Works Design Standards and Caltrans Standards. Wherever there is a conflict in design standards, Consultant shall submit a clarification in writing to the City Project Manager for direction and approval. In most cases, the more stringent design standards shall apply.

Consultant shall refer to Detailed Scope of Work herein.

The Consultant shall refer to the City’s Safe Routes to Schools Master Plan for engineering design concept of proposed bulb-outs.

Consultant shall refer to the City’s Master Plan of Trails and Bikeways and Complete Streets for the development of the striping, signing and marking plans.

In addition, the Consultant shall coordinate and work with the following City Divisions during design: Capital Engineering Division (primary), City Engineering Division (Traffic Engineering Group), Public Works Division and Utilities Services Division. Any correspondence between Consultant and City employees, other than the Project Manager, shall be copied same day to the Project Manager as well as in the final deliverables.

As part of the design, the Consultant shall identify and pothole utilities as required to confirm all vertical and horizontal locations of proposed improvements, including new utilities, foundations or other structural elements that shall be affected. Potholing results shall be documented and presented in a report to include, at a minimum: potholing location map, lateral

and horizontal location of pothole relative to adjacent fixed facilities, as well as northing and easting elevation of ground surface at pothole, depth from ground surface to top and bottom of utility, conduit dimensions and material type, type of utility (i.e. gas, fiber, water, etc.), lateral and vertical separation if adjacent utility is less than 3 feet outside conduit to outside conduit and photos of excavation/exposed conduit. See Southern California Gas Company Potholing Policy included at the end of Exhibit 1. Costs associated with potholing shall be included in the Consultant's proposal. For proposal purposes, the Consultant shall assume 5 potholes and shall provide unit rate in Exhibit 3. Prior to potholing, the Consultant and City shall agree on final number and locations of potholes and amend contract to adjust total lump sum not to exceed at the unit rate established in Exhibit 3.

It is the Consultant's responsibility to identify the need for geotechnical investigation and testing in support of their design. The City will provide relevant available geotechnical information from adjacent projects. It is assumed that the project will not require geotechnical investigations and the available geotechnical information will provide sufficient information to base the engineering design. If additional investigations are required and recommended, a supplemental scope and fee will be required. Geotechnical recommendations shall be documented and presented in a technical memorandum in general accordance with the City of Lancaster Engineering Design Guidelines, Policies and Procedures Manual. The geotechnical technical memorandum shall include recommendations for new pavement structural sections to match existing sections as applicable. Where explorations are recommended, and this scope is modified, boring logs shall note thickness of existing asphalt concrete pavement and thickness of existing pavement section aggregate base as applicable. Costs associated with geotechnical investigation from existing available data shall be included in the Consultant's proposal.

The Consultant shall provide to the City deliverables in hardcopy and electronic format as detailed in the City's Standards for CAD Deliverables.

PROJECT PERSONNEL

The consultant shall adequately staff the project to deliver a high-quality project on time and within budget.

The Consultant shall establish a single individual as PM/PE, who shall stay with this project from beginning to completion. The consultant shall obtain prior written approval of the City prior to replacement of PM/PE for any reason.

The PM/PE shall be a registered Professional Civil Engineer licensed by the State of California with minimum of ten years of experience in similar projects after obtaining registration.

The Consultant shall establish a single individual as Utility Coordinator, who shall stay with this project from beginning to completion. The consultant shall obtain prior written approval of the City prior to replacement of Utility Coordinator for any reason.

The Utility Coordinator shall have a minimum of five years of proven Caltrans compliant utility coordination experience in similar projects and be thoroughly versed in compliance with Caltrans LAPM Chapters 13 and 14.

ADDITIONAL INFORMATION

This project includes Federal funding and shall comply with Caltrans requirements and all applicable State and Federal regulations. Excerpts from the ATP grant application are included at the end of Exhibit 1. Caltrans Federal Master Agreement and Program Supplement Agreement are also included at the end of Exhibit 1.

The City shall make progress payments per the completed units detailed in Exhibit 3 submitted by the Consultant. The Consultant shall generate an invoice that details the specific units completed, shall provide sufficient back up to verify expenditures claimed and Consistency with fee grids submitted in the cost proposal, and a brief progress report describing work completed during the invoicing period, delay details if schedule is slipping, how the Consultant will recover the schedule to meet the contract completion date, and work to be completed in the next invoicing period.

The invoice must include a summary table that details the total contract price, previously paid, current invoice amount and remaining balance.

Consultant shall not start work prior to receiving Notice to Proceed. The Notice to Proceed shall be issued in writing once the agreement and insurance documents are submitted and approved and a purchase order has been executed.

Consultant shall not perform additional work without written authorization from the City of Lancaster Project Manager. Written Authorization shall come in the form of an Additional Authorization to the Agreement.

DETAILED SCOPE OF WORK

TASK 1 PROJECT ADMINISTRATION AND MANAGEMENT

The Consultant shall schedule meetings (in person, web, or conference call) with the City and design team to provide feedback during the project; maintain schedule; provide a single Project Manager (PM/PE) to coordinate with City Capital Engineering PM, other City Departments/Divisions, each task lead/designer, utilities, etc. to deliver a complete consolidated plan set and specification sections that are consistent and do not conflict between improvements; and implement QA/QC measures.

1.1 Work Plan

The Consultant shall prepare a Work Plan that includes a list of deliverables, milestone submittal schedule, summary of organization responsibilities and contacts, specific scope of work, task budgets, reporting and invoicing procedures, quality assurance plan, and project filing system. The Work Plan shall be submitted to the City prior to the first invoice.

1.2 Meetings

- **KICK-OFF MEETING**
Kick-off meeting shall be held shortly after the issuance of the Notice to Proceed, at the City of Lancaster Maintenance Facility, 615 West Avenue H, Lancaster, California 93534. The City Project Manager and stakeholders shall provide information, guidance and answer questions. This meeting shall serve to establish project requirements and to document input in developing the final design and construction documents. The meeting shall also be used to clarify the lines of communication and other administrative details.
- **PROGRESS MEETINGS**
For the basis of Proposal, the Consultant shall assume monthly progress meetings (or a conference call, if appropriate) with City PM to review progress and obtain direction. The Consultant shall maintain a list of action items with projected completion dates and shall include progress in weekly updates, at monthly meetings and with invoice. The Consultant shall send current action item list via email to the City PM no later than three (3) working days following each progress meeting.
- **ADDITIONAL MEETINGS**
The Consultant shall organize additional meetings, as required, to complete the project. Additional meetings include, but are not necessarily limited to, meeting with other agencies such as resource agencies and utility companies. Cost for additional meetings shall be included in the lump sum not to exceed contract amount. No separate payment shall be made.

1.3 Project Management

Consultant shall maintain the project schedule and provide *weekly* written project status reports throughout the duration of the project. The weekly reports are critical to forecast resource needs and ensure the appropriate staff and support services are available, when needed, to deliver the project on schedule and within budget. Consultant shall notify the Project Manager of any scope, schedule or budget issues that may arise. The Consultant shall prepare and maintain a critical path schedule for the project and submit with weekly status reports.

The Consultant shall establish and apply internal accounting methods and procedures acceptable to the City and Caltrans for documenting and monitoring contract costs. The Consultant shall submit a consolidated monthly invoice in a format acceptable to the City and broken down in a manner consistent with the Work Plan (see Section 1.1). The Consultant shall include with the monthly invoice a progress report that reflects the work completed within the invoice period. Payments to the Consultant are to be in arrears. The Consultant must have actually incurred and paid the costs prior to invoicing the City.

The Consultant shall provide all applicable documentation, mapping, plans, forms and specifications to the City that facilitate successful submittal and approval of the Caltrans Request for Authorization for construction.

1.4 Quality Assurance & Quality Control

Consultant must provide quality assurance and control of survey, design plans, specifications, and estimates prior to each submittal. This task is required to verify that no unsafe design changes have been made or proposed, geometric layout has not been critically altered, improvement goals are being met, economy of project is maintained, plans are consistent across improvements, there are no conflicts between trades, and construction integrity of the design is ensured.

1.5 Permits

The Consultant shall be responsible for determining which permits are required to construct the project. Consultant shall prepare for the City's signature any required permits from State or Federal agencies and other entities. The Consultant shall coordinate; obtain resource agency permits, agreements, and/or approvals. The Consultant shall also prepare for the City's signature permits to enter and any other necessary permits/right of entry from landowners for all research, such as surveying, geotechnical, and any other design-related work.

TASK 2 RESEARCH

Research shall include all avenues required that may be used in support of the civil design improvements between the project limits, to produce a complete Plans, Specifications and Estimates (PS&E) package; as a minimum, cost shall include the following:

2.1 Utilities

The Consultant shall positively locate utilities in accordance with underground utilities standards to determine the depth for clearance and connection points or conflicts for any underground improvements, such as gas lines, sewer lines, storm drains, or water lines. Research all existing utilities (including dry utilities) – request and obtain atlas maps and record drawings from utility companies by submitting Utility Notification Letter A with vicinity map exhibits that provide each location for this project (Utility Notification Letter A template is included at the end of Exhibit 1). Letter A shall be distributed immediately after the Notice to Proceed is issued. Consultant shall field verify the utility locations represented on these maps and obtain all updated maps from all utility companies including any other utilities not provided by City or mentioned.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost to complete.

The Consultant shall contact utility companies, including, but not limited to, the following:

- Southern California Edison
- Southern California Gas
- AT&T
- Frontier Telecommunications
- Spectrum/Charter Communications
- Sprint
- LACO Waterworks District
- LACO Sanitation District

2.2 Survey Records

Research all survey records and obtain tie sheets, field books, monument recovery notes and/or street improvements plans depicting centerline of ROW survey monumentation

from the County. The City will obtain and provide survey notes, monumentation notes and tie sheets within City archive.

2.3 Mapping and Right-of-Way (ROW)

Research pertinent record maps and assessor parcel information to compile the boundary lines from a "best fit" combination of these record sources.

2.4 Incidental Research

TASK 3 DESIGN ENGINEERING AND SURVEYS

3.1 Design Surveys

The consultant will determine the best approach to complete base mapping for the project. This will include the use of available georeferenced aerial photography and assessor parcel information for each location. Where it is determined that field surveys are required to control the design and construction, field surveys will be completed. The supplemental survey information will be integrated into the aerial base mapping. This information may be used in support of civil design of improvements at the locations deemed necessary. The aerial base mapping used for this project shall include extended and transition limits for the purpose of striping, signing and markings per the Master Plan for Trails and Bikeways. As a minimum, cost shall include the following:

Where field surveys are determined to be necessary, the Consultant shall perform design surveys to conform to the Caltrans Surveys Manual. Establish appropriate field controls for both vertical and horizontal (monuments and benchmarks)

Consultant shall coordinate and conduct the design surveying necessary for the final engineering work. Topographic base mapping by ground survey methods will not be required. The aerial base maps shall identify all appropriate existing street improvements, drainage structures, fire hydrants, utility facilities, landscaping, striping, markings, signs, street lights, and other appurtenant improvements in each project area. Where additional control surveys are required to control the design and construction of the improvements, the Consultant will discuss the proposed additional survey work with the City, and if agreed to by the City, Consultant will provide a supplemental scope and fee request for these services.

Where elevations are provided to control the construction, elevations will be tied to a local benchmark with assumed datum. Where practicable the survey shall be referenced to the closest found City and County benchmark if near the project area. Where applicable flow line elevations along the gutter will be included to determine the limits of removal for curb and gutter. Design and typical cross sections shall be plotted using a 1:4 vertical and a 1:40 horizontal scale at 50' intervals to depict proposed and existing elevations and cross slope.

The aerial base and supplemented topography will be prepared in an AutoCAD drawing file. The mapping will be compiled at a scale of 1"=40'. Each surveyed feature will be clearly labeled or noted by symbol as identified in the field.

For the purposes of this proposal an allocation is included for a minimal amount of field survey work that will need to be better determined once the project is better defined. If additional field survey work is needed beyond this initial allocation, a supplemental scope and fee will be required for any remaining survey work deemed necessary beyond the allocation.

3.2 Geotechnical

No geotechnical field investigation and/or exploration work is proposed for this project. If after the review of the available geotechnical information provided by the City, it is determined that field work is necessary, the team will coordinate the appropriate scope of work with the City and request a scope and budget change. If soil samples are needed and pavement coring may be completed to inform the design. In preparation for the field exploration, Consultant will notify Underground Service Alert (USA) at least 48-hours prior to commencing the field work to locate known underground utilities or services where drilling geotechnical borings. The following is an outline of the work if borings are determined to be needed:

- Coordination with the supervising civil engineer and City of Lancaster staff regarding the scope and schedule of Consultant's work and select location for pavement core and soil borings
- Coordination with the coring/boring contractor and traffic control personnel prior to the start of work
- A no fee permit shall be obtained from the City of Lancaster prior to the start of geotechnical work.
- Coordination and Clearance with underground service alert
- Completion of cores through the existing asphalt concrete (AC) and/or Portland cement concrete (PCC) pavements, where necessary.
- Observations and documentation of subsurface materials exposed along the

alignment at each core location. Subgrade soil samples will be collected at each bore location for lab testing. Collection of soils may require the use of a hand auger in order to obtain a sufficient amount of soil to perform the testing.

- Base material and pavement cores shall be immediately replaced/repared following observation and/or sample collection, to minimize mobilization costs. Hot mix asphalt or Caltrans Set 45 shall be used for pavement repair.
- Temporary traffic control shall be provided in accordance with the latest California MUTCD.
- Perform R-value and soil classification testing on soil samples at each boring location.
- Prepare a technical memorandum and provide pavement design recommendations based on R-Value test results as applicable.

TASK 4 SCOPING OF IMPROVEMENTS

Prior to project kick-off meeting, the Consultant shall examine and evaluate each location to identify ultimate improvements to be constructed for this project in accordance with the City's Engineering Design Guidelines and confirm scoping prior to commencing design. Improvements will vary depending upon location site and will include construction of pavement, curb, gutter and/or sidewalk to close the gap between existing developments, and may also include improvements such as earthwork and grading, street widening, pavement repair, street tree removal and replacement, installation of ADA curb ramp, bulb-outs, street lighting system, striping, signing and/or marking with buffered and dedicated bike lanes. The available aerial base mapping will be used along with the initial Assessor Parcel information from the County GIS system to provide the initial layout plans for review to confirm the scope of the improvements at each location.

TASK 5 ENGINEERING PLANS, SPECIFICATIONS AND ESTIMATES

5.1 Engineering Plans

The final design shall include all the tasks necessary for a construction-ready project, including design surveys as determined necessary and where applicable; preparation of plans, specifications and estimates; utility coordination and permitting. The Engineering plans shall include title sheets, sections and details sheet, demolition sheet, erosion control plan sheets, street improvement plan sheets – (plan and some profile sheets (where appropriate)), Street Lighting Plans, and Signing and Striping Plans.

Typical and design cross sections are considered necessary to design the improvements, illustrate transitions and join to existing improvements, evaluate drainage, and to accurately establish the earthwork volumes and extent of construction or reconstruction beyond the ROW lines onto private property where, and if, necessary. Cross sections where applicable shall be prepared at a scale and frequency approved by the City and detailed herein as necessary to control the design.

The following plan sheets are anticipated to be included in the design:

- a. Title Sheet - Includes project information, vicinity map, location map, benchmark, sheet index and City and utility contact information. (1 Sheet)
- b. Notes - Contains standard City and Engineers notes, legend, and abbreviations. (1 Sheet)
- c. Survey Control – Contains Surveyor’s notes and benchmark information, control data, curve and line tables, and plan showing control points and start/end construction labeled in cyan and right-of-way lines labeled in proper colors per City of Lancaster standards as applicable. (1 Sheet)
- d. Sections and Details - Contains typical roadway sections, sheet layouts, and details for work described on the plans. (6 Sheets)
- e. Demolition Sheet - Shows items to be removed, relocated, or protected. (5 Sheets)
- f. Plan and Profile Sheets – For the street improvements, standard roadway plan and profile sheets shall be used. Profiles will only be provided where determined necessary to control the design of the improvements. The plan view will be prepared at a scale of 1”=40’ for horizontal and 1”=10’ for vertical (where applicable). The plans will identify the required work to construct the improvements of this project and where applicable include stations, offsets, and elevations. Utility modifications to relocate clear of the proposed improvements shall also be shown on the plan view of the sheets. Where necessary, show utility relocations in details and profiles for better clarification. Bulb-out and curb profiles shall be included. The sheets will provide the appropriate construction callouts, including limits of the project, pavement areas, curb, gutter and sidewalk, bulb-outs, ramps, driveway conforms, and other details necessary to construct the project. The plans will include sufficient detail to locate the improvements based on roadway station callouts and horizontal line and curve data or other referencing to existing facilities as appropriate. The plan will include the existing right-of-way clearly marked and adjacent properties identified by parcel number and property owner. (35 sheets)

- g. Construction Details – Project details will be included as necessary. Details may include pavement section details, drainage details, utility relocation details, new utility construction details, etc. for the project design. However, details may also include curb return conforms or grading details. In addition, specific design criteria will be provided to accommodate and create safe and ADA compliant pedestrian facilities. Pavement structural section shall be designed to match existing intersection pavement or based on a resulting Geotechnical report R-values and Testing and Traffic Index as provided by the City. (10 sheets)
- h. Storm Drainage Improvement Plans - Consultant shall determine if storm drain facilities or upgrades will be required within the project limits. While Master Plan of Drainage Facility design is not expected and not included in the scope of work, local drainage facility design is expected, and proposal shall include these costs based on current available storm data, existing improvements and existing conditions. Storm drainage details shall be included as necessary. Some storm drain data may only require details within the street profiles and/or cross-slopes and this will be evaluated during the project design. Details may also include storm drain tie-ins, modified drainage inlets, drainage grading, etc. Consultant shall review and determine adequate and appropriate methods for the drainage of runoff with respect to the vertical design of the street improvements. This also includes recommendations for street improvement profiles, cross-sections, crown line placement, and flow patterns as appropriate. (2 sheets).
- i. Water System Improvement Plans – to be submitted to water purveyor for their review and approval are not expected and outside of the scope of work. Minor adjustments and relocations to existing water mainline and services facilities shall be included with the street improvement plans.
- j. LS-3 Rate Schedule Electrical and Street Lighting Plans - A street lighting plan shall be produced for segment of street to receive street lighting. Plans shall consist of street light type and location, conduits, pull boxes, meter boxes & meter, electrical design and ties to existing circuits or service points and shall be prepared per City of Lancaster requirements for LS-3 Rate Schedule Street Lights. SCE preliminary work order maps shall be obtained and included. Street light layout shall be prepared and stamped by a licensed Civil Engineer while electrical plans shall be prepared and stamped by a licensed Electrical Engineer. Meter pedestal addresses shall be obtained from the City and included on the plans. (assume 5 sheets)

Note: Consultant shall determine if existing overhead utilities will conflict with any proposed improvements and include an SCE approved high voltage contractor in the provisions of the improvement plans, specifications and estimate.

- k. Striping, Signing and Marking Plans - The plans will use California MUTCD references and detail numbers, where applicable and available, and specific information to specify signing, striping or pavement markings not included in the current manual. A schedule of proposed striping and a schedule of pavement markings will be shown on the plans. Project limits to include all required approach striping. For Signs, the size, shape, lettering type and size, colors, and symbols, to specify signs not included in the current manual. A schedule of proposed signs will be shown on the plan. Project limits to include all required approach signing. (12 sheets)
- l. Miscellaneous Utility Plans – Placeholders for utility relocation and utility work order plans prepared and provided by appropriate utility company. Consultant shall coordinate and obtain any utility work order maps required and shall be included on these sheets.

5.1.1 Conceptual Plans (30%)

The Consultant will produce 30% plans to confirm conceptual layout, scope of improvements and framework of consolidated plan set.

The City will be allowed two weeks to review and provide comments.

5.1.2 Preliminary Plans (60%)

The Consultant will produce 60% design documents. The 60% design documents will include preliminary plans and estimates (i.e., opinions of probable construction costs). The 60% design documents will include horizontal control and call-outs to sufficiently layout the design elements (proposed pavement, curb, gutter, sidewalk, **street lighting**, etc.) and centerline profile to identify any major drainage issues for locations that require street widening (i.e., low points). **It is critical that the 60% plans include preliminary locations of all street lighting facilities to meet grant milestone requirements and maintain grant funding.** Design documents shall also include traffic plans for review of the Signing and Striping plans.

When the Consultant submits 60% design to the City for review, the Consultant shall also send utility companies formal notification (Utility Letter B) with copies of the plans, showing locations with potential utility conflicts. Formal letter shall be per template Utility Notification Letter B included at the end of Exhibit 1. The Consultant shall coordinate and communicate directly with each utility company and document utility coordination in accordance with Caltrans LAPM. Copies of utility coordination logs, diary, and all documents shall be provided to the City in support of Caltrans right-of-way certification.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost, complete.

Design of, non-City owned, utility relocations are not included in this scope of services.

Potholing information shall be submitted to the City after completion of this task. If an area of possible conflict was not potholed, the Consultant shall pothole the area to verify the conflicts. The consultant shall determine the unit price per pothole and provide that cost in Exhibit 3. The potholes will be limited to 5 potholes at no additional cost to the City. The Consultant shall depict existing utilities on plans for any necessary utility relocation.

The City will be allowed two weeks to review 60% design package and provide comments.

Following the submittal and the 60% review, Consultant will arrange to meet with the City to discuss the design comments. The City will provide Consultant with one non-conflicting set of redline mark-up plans.

5.1.3 Final Plans (90%)

Based on the 60% comments, the Consultant will bring the 60% preliminary design documents to a 90% level of design. The 90% design documents will include 90% plans, 90% estimates and draft specifications. The plans will include necessary and appropriate horizontal control in addition to vertical grades as necessary to layout the design elements, including detailed grades at curb returns and profiles of existing or proposed utilities and sufficient details to construct the design elements.

Prior to the 90% submittal, the Consultant shall verify quality assurance of the horizontal and vertical control of the proposed layout is adequate to verify that the design is accurate with respect to City design standards and that no unsafe design changes are proposed, and construction integrity of the design is maintained.

The City will be allowed two weeks to review 90% design package and provide comments.

Following the 90% submittal and City review, the Consultant will arrange to meet with the City to discuss the design comments. The City will provide the Consultant with one non-conflicting set of redline mark-up plans.

5.1.4 Final Plans (100%) Signed for Bid

Based on the 90% comments and any Caltrans RFA comments (see Task 6.3), the Consultant will bring the design documents to a 100% level of design with all agency comments addressed and signed for inclusion in the City's Bid Package. The 100% design documents will include 100% plans, 100% estimates and final specifications.

The Consultant shall send the utility companies formal notification with copies of the 100% signed plans. Formal letter shall be per template Utility Notification Letter C included at the end of Exhibit 1.

The City will not print Utility Notification Letters on City letterhead for the Consultant nor will the City intercede on the Consultant's behalf to reduce/eliminate costs associated with utility research/coordination. The Consultant shall include all costs for Utility research/coordination in the lump sum not to exceed cost, complete.

5.2 Specifications

The City shall prepare the main body of the specifications (boiler plate); specifications expected from the Consultant shall be limited to details, cut sheets and written specifications beyond those provided in the Green Book. Draft specifications shall be provided with plan submittals as noted in Task 5.1 at the 90% and 100% submittals.

5.3 Cost Estimate

The Consultant shall compile and prepare the Cost Estimate based on all biddable construction items identified in the design package and consistent with the latest City bid forms. The estimated quantities shall be arranged and grouped as agreed with the City Project Manager.

Computations showing estimated quantities and costs for each location of work, as well as the sum totals, shall be submitted to the City. Cost Estimates shall be provided with plan submittals as noted in Task 5.1 at the 60%, 90% and 100% submittals. Quantities and costs shall be updated and in agreement with each plan submittal.

5.4 Submittal Requirements

The Consultant shall make submittals for City review as noted in Task 5.1, 5.2 and 5.3. Submittals shall be electronic PDF format and shall include previous check prints.

The design drawings should be as complete, accurate, and error-free as possible prior to submittal. Likewise, for Reports, Special Provisions, Cost Estimates, etc.

The Consultant shall correct errors, omissions, and unworkable and/or improper design/drafting on the original drawings subsequent to the completion of the plan checking process.

Reports, Plans, Specifications, and Estimate shall be in English units and must conform to Caltrans, Federal, City, and County standards, regulations, policies, procedures, manuals, and practices. The Consultant shall provide clear, concise, and complete plans, specifications and cost estimates. The Consultant shall include other details that are of benefit to and/or requested by the City, such as details of private improvements to be constructed, reconstructed, or relocated, consisting of driveways, landscaping, irrigation, fences, etc.

All drawings shall be prepared in AutoCAD per City Standards and deliverables shall be in accordance with the City's CAD Deliverables Standard.

TASK 6 CALTRANS SUPPORT

6.1 NEPA Revalidation

Although the project has obtained NEPA CE through Caltrans, street lights were not included and the City will take the lead in revalidation. Consultant shall provide exhibits and data as needed in support of re-validation including but not limited to preliminary (60%) plans, limits of work, excavation details, etc. The CE did not identify street widening, lane additions, capacity improvements or drainage improvements and these will need to be evaluated during the design phase to confirm the requirements for revalidation.

If during revalidation review additional notes are required on the plans, the Consultant shall comply and provide plan revisions and associated documentation to reflect revisions, as needed at no additional cost to the City.

6.2 ROW Certification

The City will take the lead in ROW acquisitions and preparing ROW certification package for Caltrans acceptance; however, the Consultant shall identify APNs for areas where ROW acquisition is needed and provide:

- lists of APNs with 30%, 60%, 90% and 100% submittals

- coordination with ROW Consultant
- information/CAD drawings as needed to support ROW Consultant's efforts in preparing acquisition documents (Road Deeds, ROW Agreement Exhibits, etc.)
- Utility Cover Adjustment Summary (Caltrans Exhibit 13-B, as needed)
- Utility notification data and copies of all utility notification documentation for Status of Required Utility Relocations (Caltrans Exhibit 14-D and Utility Notification Letters A, B and C)
- Copies of Utility coordination notes/diary, communications, logs etc. to be kept and maintained per Caltrans LAPM Chapter 13 and 14.
- Stamped and signed exhibit maps and plans as needed to accompany Caltrans submittal for ROW Certification. Stamped and signed plans shall be labeled "FOR ROW CERTIFICATION"

If during ROW Certification review additional utility notifications are required and/or additional notes are required on the plans, the Consultant shall comply and provide additional documentation and plan revisions, as needed at no additional cost to the City. As a minimum, plans and maps for ROW Certification shall include and address the following:

- Begin and end limits (start and end) for construction for all components of work shall be clearly labeled in cyan with stationing listed.
- Existing ROW shall appear in red and shall be clearly labeled, "Existing City Right-of-Way".
- Proposed ROW shall appear in green and shall be clearly labeled, "Proposed City Right-of-Way" (if same as existing, shall appear red).
- Utilities and appurtenant facilities to be relocated, removed and/or to remain and protected in place shall be clearly labelled.
- Service facilities shall be clearly identified as such to differentiate them from mainline utility facilities (i.e. meter boxes, fire hydrants, etc.)
- All sheets shall include the following, "All work to be in City of Lancaster Right-Of-Way".

6.3 Request for Authorization (Construction)

After 90% comments have been incorporated and prior to final 100% bid documents, the City will be required to submit RFA package to Caltrans for authorization to advertise. Consultant shall prepare and produce a consolidated RFA plan set and provide RFA specifications, signed and stamped by the PE. Stamped and signed plans shall be labeled "RFA SUBMITTAL"

**Southern California Gas Company
Potholing Policy**



A  Sempra Energy utility®

October 30th, 2012

Potholing Policy

This letter is to give notice that within the boundaries of the Antelope Valley District of the Southern California Gas Company, no Vacuum or Air Knife potholing process will be allowed to be made directly over, or next to any of our "Steel Wrapped Pipelines".

We have taken this position because we have found that generally once the compacted earth that surrounds our tar wrapped pipelines has been removed by using this high pressure air movement method, this highly invasive process has a tendency to cause the wrap on our older era pipelines to crack and flake off in varying degrees.

- (1) The vacuuming process of excavating from a very narrow diameter hole down three to four feet in depth to our pipeline does not allow for a thorough full circumference examination of the condition of the wrap on our pipeline.
- (2) If we determine that a wrap repair is needed, the narrow diameter of the inspection hole makes this process virtually impossible.
- (3) If the wrap on a pipeline has been shattered or cracked in any way, and a wrap repair is not made to it, quite usually within two to three years because of our desert soil conditions, a leak will appear where this compromised un-wrapped pipeline was damaged.

In order to perform a proper inspection of our wrapped steel lines, we now require that an excavation that a person can enter must be made over all of these type pipelines. In that way, if wrap repairs need to be made, the entire pipelines circumference can be accessed. That excavation will minimally need to be 4ft long X 2ft wide.

Plastic pipelines can be potholed by using the vacuum process as long as a pointed air knife implement is not used in the process. Thank you for your cooperation.

Daniel D. Shea

A handwritten signature in blue ink, appearing to read "Daniel D. Shea".

District Operations Manager
Southern California Gas Co.
44416 Division Street, Lancaster Ca 93535
(661) 200-0812

**ATP Grant
Application**



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

07-Lancaster-2

Auto populated

Total ATP Funds Requested:

\$ 6,259

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Lancaster

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

44933 N. Fern Avenue

Lancaster

CA

93534

IMPLEMENTING AGENCY'S CONTACT PERSON:

Stephen Carrillo

CONTACT PERSON'S TITLE:

Assistant Engineer

CONTACT PERSON'S PHONE NUMBER:

(661) 945-6861

CONTACT PERSON'S EMAIL ADDRESS :

scarrillo@cityoflancasterca.org



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for Zip Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

[Empty text box for Contact Person Name]

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person Title]

CONTACT PERSON'S PHONE NUMBER:

[Empty text box for Contact Person Phone Number]

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

07-5419R

Implementing Agency's State Caltrans MA number

00265S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Pedestrian Gap Closure Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Construction of curb, gutter, and sidewalk improvements to close the gap between existing improvements in order to increase pedestrian safety and mobility.

PROJECT LOCATION: (Max of 250 Characters)

Various Locations between 25th Street West to 20th Street East, and between Avenue H to Avenue L (Approx. 13.6 sq. mi.)



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 34.698600 /long. -118.145600

Congressional District(s): 23 25

State Senate District(s): 21 State Assembly District(s): 36

Caltrans District(s): 07

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>15,931</u>	Bicyclists	<u> </u>
One Year Projection:	Pedestrians	<u>19,117</u>	Bicyclists	<u> </u>
Five Year Projection:	Pedestrians	<u>20,710</u>	Bicyclists	<u> </u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other

Pedestrian: Sidewalk Crossing Other

Multiuse Trails/Paths: Meets "Class I" Design Standards Other

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project _____ % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 100.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 3

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools
 School address: Multiple Schools
 District name: Lancaster School District
 District address: 44711 N. Cedar Ave, Lancaster, CA 93534
 Co.-Dist.-School Code: 19-64667-6014765

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.2 mile

Total student enrollment: _____ 2,096
 % of students that currently walk or bike to school% _____ 44.6 %
 Approx. # of students living along route proposed for improvement: _____ 12
 Percentage of students eligible for free or reduced meal programs ** _____ 84.5 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____
 If yes, estimate the % of the total project costs that serve “transportation” uses? _____ %

Applicants intending to pursue “Recreational Trails Program funding” **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “ * ” and can provide “N/A” for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/29/16
* CEQA Environmental Clearance:	_____		3/24/17
* NEPA Environmental Clearance:	_____		3/24/17
CTC - PS&E Allocation:	_____		6/23/17
CTC - Right of Way Allocation:	_____		7/28/17
* Right of Way Clearance & Permits:	_____		3/23/18
Final/Stamped PS&E package:	_____		7/27/18
* CTC - Construction Allocation:			10/26/18
* Construction Complete:			6/28/19
* Submittal of “Final Report”			7/26/19



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$80	
ATP funds for PS&E:	\$240	
ATP funds for Right of Way:	\$873	
ATP funds for Construction:	\$5,066	
ATP funds for Non-Infrastructure:		<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:		\$6,259

Local funds leveraging or matching the ATP funds: \$1,565

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: _____

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$7,824

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 07-Lancaster-2

Implementing Agency's Name: City of Lancaster

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Active Transportation Program is currently the one state competitive program providing funding for pedestrian and bicycle projects. Regional and local funding sources for active projects have decreased dramatically as the Transportation Activities Enhancement Program was discontinued and replaced by the Transportation Alternative Program distributed through ATP and the State Transportation Improvement Program. Also, local subvention dollars are projected to decline 65% from FY 2013-14 to 2015-16. Federal surface transportation dollars have not been growing at a rate sufficient to keep pace with increased in needs and costs.

The City of Lancaster receives Transportation Development Act and Local Return funds; however, much of this has already been committed to implementing the City's Capital Improvement Program. In order for Lancaster to make meaningful progress toward implementing the Master Plan for Trails and Bikeways, our limited local funds must be used to leverage state and federal resources. The City has committed \$1,564,650, or 20%, in local match. The remaining \$6,258,600 is needed from the ATP.

2. Consistency with Regional Plan.

This project supports and is consistent with regional transportation goals of the Southern California Association of Governments (SCAG) and Metro. The 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) has the following goals: 1) Decrease Bicyclist and Pedestrian Fatalities and Injuries, 2) Develop an Active Transportation-Friendly Environment throughout the SCAG Region, and 3) Increase Active Transportation Usage in the SCAG Region, among others related to developing complete streets and healthy,



active communities. This project will help meet all these goals through improved safety measures and increased opportunities for using active transportation modes.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The City of Lancaster proposes to close the gap in the non-motorized user transportation network with the construction of curb, gutter, and sidewalk improvements at 37 locations within the City's Urban Core. One year after completion (2020), projections estimate a 20% increase in active transportation users.

The proposed project area is a 13.6 square mile area of the City that represents the Urban Core. It is a mixture of schools, single family residences, high density residences, commercial, industrial, and health care related properties. This project will encourage walking and bicycling among all users by increasing safety and perceptions of safety, as well as connecting to transit access points and local destinations. According to 2013 American Community Survey, the total population in the project area is 86,342. This is 55% of the total population of the City. Adults 65 years and older make up 17.2% of the population and 51.1% of the population are families with children under the age of 18. Additional groups of note are the 12,704 children (9 – 17ys) and the 9,801 persons with disabilities. Also, within the project area, there are 821 working individuals who households do not own a vehicle. This project will enable the resident workforce to reach additional destinations, enjoy safer travel, and will encourage additional users to choose non-motorized transportation.

Within the project area there are an estimated 15,931 pedestrian trips. One year after completion (2020), the pedestrian trip count is anticipated to increase by 20% to 19,117. Five-year projections under a "Build" scenario estimate a 30% increase from current levels to 20,710. Daily pedestrian trips were estimated based on trip counts taken at the public schools within the project area and on demand modeling to estimate current and project use in the project area.



Following NCHRP Report 770 guidance, the demand model incorporates key demographic and economic data from the American Community Survey 2009-2013 5-Year Summary File and the 2009 California add-on to the National Household Travel Survey (CA-NHTS) to estimate the total number of walk trips in a given project area based on household trip generation rates, median income, commute to work mode shares, and land use characteristics.

Figure 1- Typical Conditions in the Urban Core. Sidewalk Gaps Cause Pedestrians to Walk Close to Vehicular Travel Lanes



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes**
 - b. removal of barrier to mobility**
 - c. closure of gaps**
 - d. other improvements to routes**
 - e. educates or encourages use of existing routes**

The proposed project will improve local and inter-jurisdictional pedestrian trips by closing the gap between existing improvements to move non-motorized users away from the vehicular lanes of travel to increase safety and to encourage increased use.



The proposed project is in the Urban Core of the City of Lancaster and encompasses eight public schools, Antelope Valley Hospital, the Lancaster Metrolink Station, and Downtown Lancaster. At the improvement locations within the project area, the gap between existing sidewalk improvements can vary between 10' to 1,100'. Non-motorized users traveling along these gaps are forced to walk in the unimproved shoulder, or on the edge of pavement, sometimes within feet of vehicular traffic.

Where the improvements take place at unimproved intersections, new pedestrian curb ramps and bulb-outs will be installed. The curb bulb-outs will shorten crossing distances to allow for safer street crossings.

Specific improvements to transportation-related destinations are described below:

Elementary Schools: The Urban Core encompasses eight public schools. Where improvements occur at along a route to school, improvements will be based on Lancaster's Safe Routes to Schools Master Plan. Where improvements occur at intersections, pedestrian curb bulb-outs will be installed as well as high visibility crosswalks. The three main schools impacted by the proposed improvements are Desert View Elementary School, Sierra Elementary School, and Sunnydale Elementary School. These improvements occur at less than ¼ mile from the school.

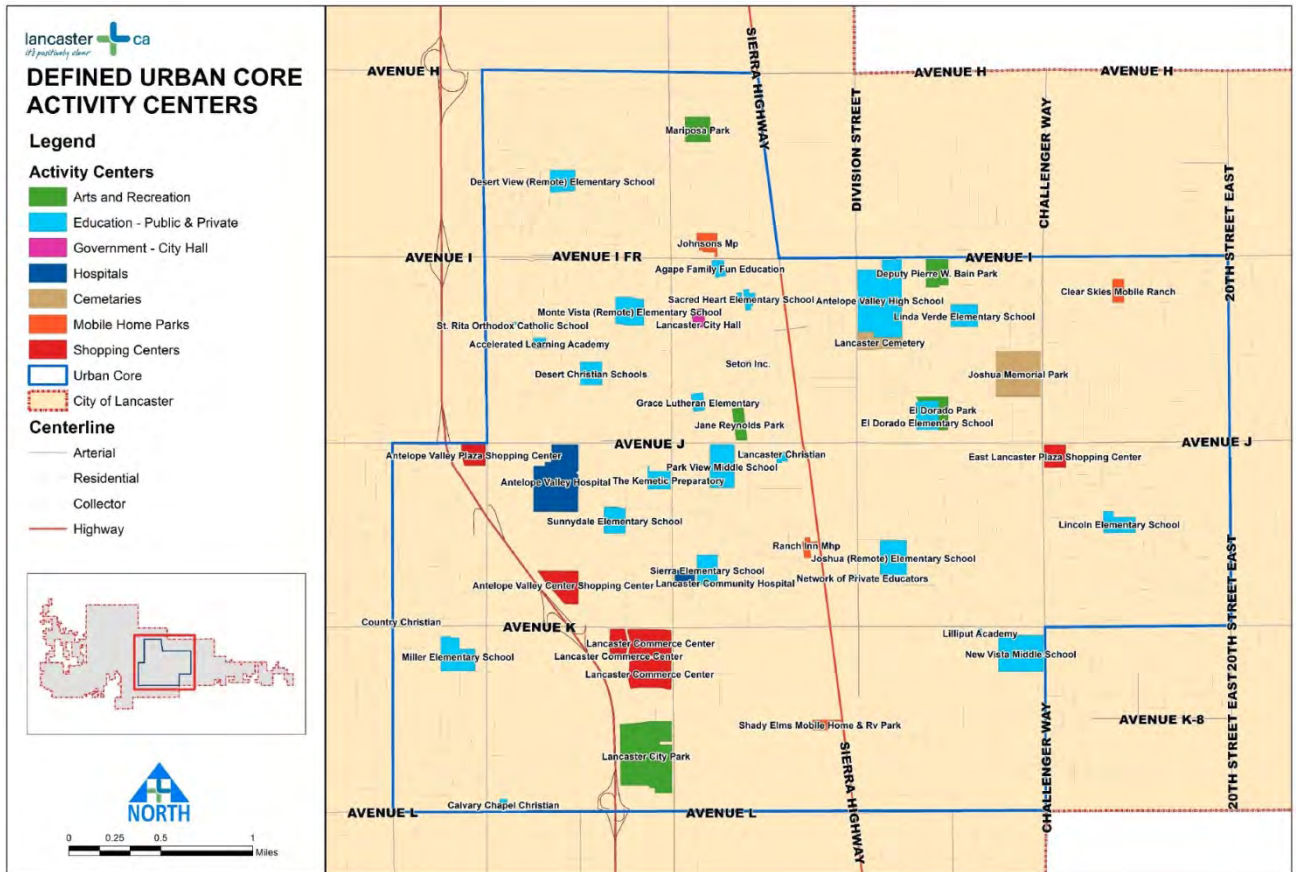
Existing Facilities: Project will close the sidewalk gaps leading to the Lancaster Metrolink Station. The station provides access to the Antelope Valley line, which terminates at Union Station in Los Angeles and serves 10 additional stations along the way. This station has approximately 360 boardings per Quarter, according to Metrolink. At the Lancaster Metrolink Station, riders can connect with Santa Clarita Transit, Antelope Valley Transit Authority, Amtrak ThruWay Bus, Eastern Sierra Transit authority, and Kern Regional Transit. Improvements will also close the sidewalk gaps to the Kaiser Permanente medical facility on Avenue L, and Antelope Valley Hospital on 15th Street West. Antelope Valley Hospital is the major regional hospital in the Antelope Valley and is one of 14 trauma centers in Los Angeles County.



Antelope Valley Transit Authority: The AVTA serves the City of Lancaster and provides service within the Urban Core. There are 7 AVTA routes that run within the Urban Core and improvements will close the sidewalk gap leading to AVTA bus stops. These 7 routes have a daily ridership of over 8,000 users.

This project will encourage more users of active transportation as it expands the existing network, increases safety for commuters and recreational users. Figure 2 presents the Urban Core along with major activity centers.

Figure 2 - Urban Core with Activity Centers





- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The proposed project is part of a comprehensive effort of the City of Lancaster to promote active transportation. Lancaster began its effort in 2009 by revitalizing the western edge of its downtown area. Since then it has developed all of Downtown Lancaster utilizing complete streets planning through its Master Plan of Trails and Bikeways.

Lancaster City Council adopted an updated General Plan in 2009. Two components of the General Plan, the Plan for Active Living and the Plan for Physical Mobility, specify how the City will enable more trips to be made by foot or bicycle. Recommendations for these plans are consistent with elements of the proposed project. Objective 14.4 states that the City aims to “Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.”

The City completed the Lancaster Master Plan of Trails and Bikeways in 2012. The goals developed during the planning process are consistent with the goals and objectives of ATP Cycle 2: 1) Provide a safe, connected, and convenient street environment where all people can travel throughout Lancaster without a vehicle; 2) Create a network of off-street shared-use paths and trails within the City that is well located, safe, and secure; 3) Provide amenities and facilities to increase the number of bicyclists and pedestrians by enticing more people to use their bicycles or walk instead of driving; 4) Promote the health of Lancaster residents by providing more opportunities to bicycle or walk for commuting, recreating, shopping and visiting; 5) Support safe access to and from schools; 6) Develop routes and facilities to enhance the economic viability of Lancaster. This project will help the City meet all of these goals. The specific elements of this project, connections to transit, and safety improvements, are consistent with recommendations of the Master Plan of Trails and Bikeways (Attachment I-1).

With 65 pedestrian collisions and 8 fatalities, safety improvements within the Urban Core are a top priority for the City of Lancaster.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

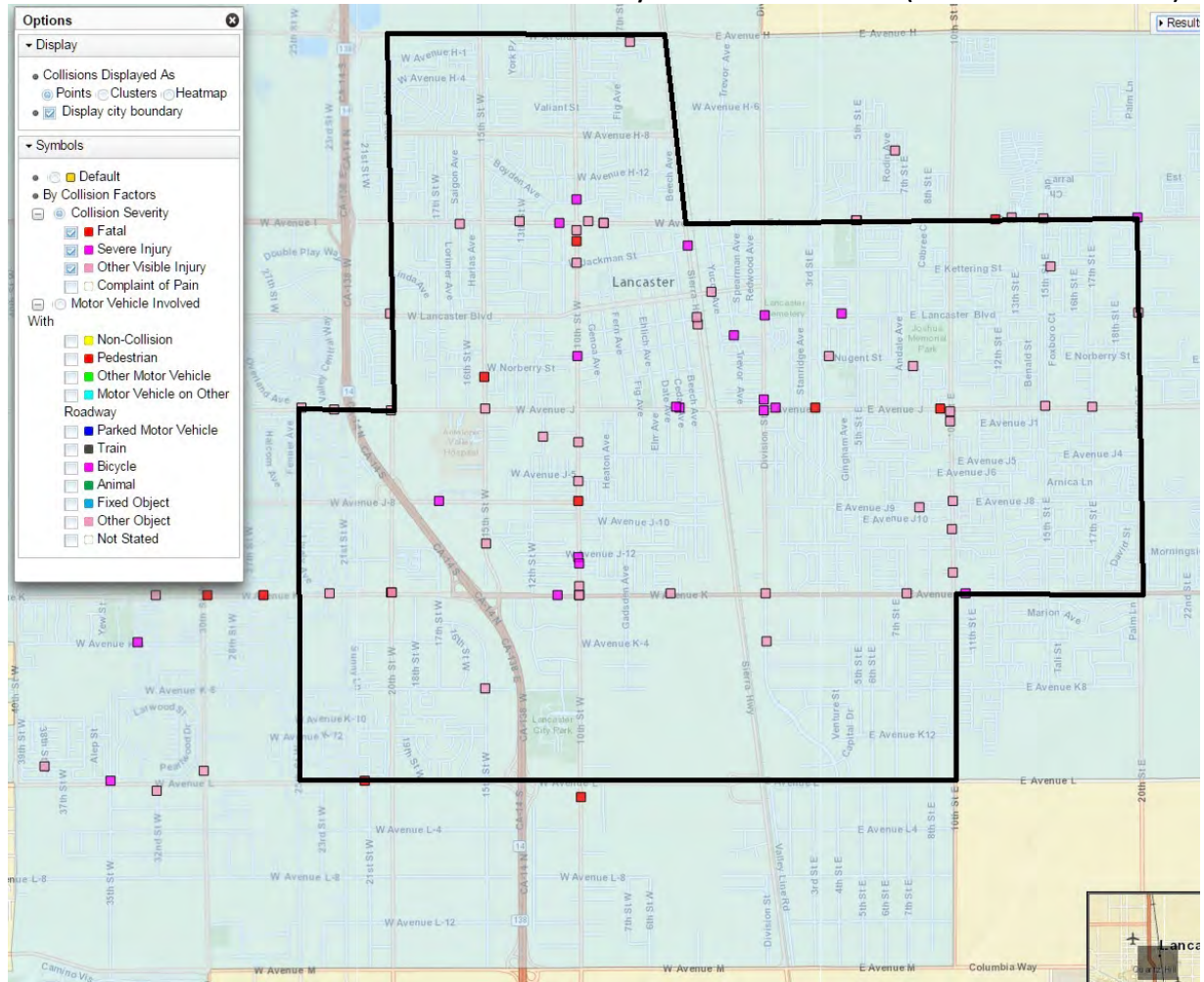
The collision history for the Urban Core was compiled using data beginning January 1, 2009 and ending December 31, 2013 from the UC Berkeley Transportation Injury Mapping System (TIMS) database. Between 2009 and 2013 there were a total of 73 collisions/incidents involving pedestrians within the Urban Core. Table 1 below demonstrates the injuries and fatalities that resulted from these collisions. Figure 3 below illustrates the collisions/incidents within the Urban Core.

Table 1 - Summary of Injuries and Fatalities

2009-2013 Motor Vehicle Collision With	Fatality	Injury (Severe)	Injury (Complaint of Pain)	Injury (Other Visible)	Total
Pedestrian	8	18	2	45	73



Figure 3 - Pedestrian Collisions within the Urban Core between January 2009 and December 2013 (SWITRS via TIMS Database)



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Where no sidewalk, curb and gutter exist, there is a high safety risk for pedestrians using the streets within the Urban Core. The proposed project elements were developed to increase safety



and provide separation between motorists and pedestrians. This project perfectly complements the City's Pavement Management Program, which is the mechanism to implement the Master Plan of Trails and Bikeways restriping of streets to incorporate bike lane improvements and road diets. As the roads are resurfaced, the new striping is in conformance with the Master Plan of Trails and Bikeways.

As shown in Figure 3 above, 73 incidents – 8 involving fatalities – occurred in the Urban Core between 2009 and 2013. Of the pedestrian collisions, 11% occurred with pedestrians in the road, including the unpaved shoulder. By constructing curb, gutter, and sidewalk between existing improvements, pedestrians will be moved away from the vehicular travel lanes and will be able to use the road network more safely. Locations such as Avenue H-8, 17th Street West to 15th Street West, Avenue J-8, 15th Street West to 13th Street West, and Division Street, from Kettering Street to Avenue J are only some of the locations that would benefit from these improvements.

Additionally, a location such as Sierra Hwy, from Avenue J-2 to Avenue L-12 is heavily traveled street with developed commercial properties on the west side of the street. With no existing sidewalk, pedestrians walk within the commercial parking lots and the shoulder of Sierra Hwy. The construction of sidewalk through this area will clearly define a safe zone for pedestrians to travel.

Approximately 33% of the collisions occurred while pedestrians were crossing in a crosswalk. By installing pedestrian curb bulb-outs, crossing distances will be shortened to allow for increased safety at intersections. Bulb-outs also increase the visibility of pedestrians waiting to cross by extending the sidewalk into the parking lane. Higher visibility and safety will also be aided by the inclusion of high visibility crosswalk to accompany the new bulb-outs.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)**

The project location was identified from the 2012 development of the Lancaster Master Plan of Trails and Bikeways and the Safe Routes to Schools Master Plan. For the Master Plan of Trails and Bikeways, A Technical Advisory Committee was assembled and included representatives from the City Planning Department, Manager's Office, Parks Department, Public Works Department, residents, Antelope Valley Transit Authority, local business owners, Los Angeles County DPH, Antelope Valley Union High School District, Eastside Union School District, School District, County Sheriff's Department, Equestrian and Trails advocates, High Desert Cyclists, and the consultant team. Additional public involvement included:

- Around 210 community members responded to a survey distributed in English and Spanish.
- Over 237 people attended seven public workshops. Participants included community members, residents with disabilities, seniors, and City representatives.

The Safe Routes to Schools (SRTS) Plan public involvement process included school principals, duty aides, crossing guards, parents, students, and representatives from the Parent Teacher Organization, the School District, City Planning Department, City Manager's Office, City Parks, Recreation, and Arts Department, and Antelope Valley Partners for Health (AVPH), Kaiser Permanente, and County DPH.

- B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)**

The Master Plan of Trails and Bikeways public involvement included:



- Outreach conducted by AVPH
- The Master Plan of Trails and Bikeways Technical Advisory Committee (TAC): The TAC advised the project team of current concerns and provided guidance and input on the Master Plan. TAC involvement included holding four meetings, identifying issues for cyclists, pedestrians, equestrians, and the disabled; helping develop the Goals, Policies and Actions of this Plan; reviewing preliminary plan results; commenting on the Draft Plan.
- A community survey available in English and Spanish on the Plan website from September 2010 through December 2010. The City and other advocacy groups passed out hard copies of the survey at community meetings events.
- The City held three different types of public workshops, for a total of seven meetings with the public.
- Walk audits
- Public comments accepted via e---mail, mail, and fax

Development of the SRTS Plan included walk audit workshops at each of the three schools in the Project area.

Documentation for these activities is provided in Attachment I-3.

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

Master Plan of Bike and Trails workshops helped form the idea of a complete streets project, that would not only make the roadways safer and easier to use, but also a more inviting, beautiful environment to encourage use. During the survey phase of the workshops, 73% of respondents said they rode bicycles for health and 81% reported their bicycle riding was for enjoyment. The result of these workshops was a Plan to aid in the scoping and prioritization of future infrastructure projects.



During SRTS workshops at the public schools, stakeholders expressed concerns about high speeds and the difficult pedestrian crossings. These comments all helped to shape the specific improvements and safety countermeasures that became this Project.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

Public involvement will continue to be very important to this Project. Community forums or workshops will be held at appropriate intervals such as before breaking ground or after construction is complete. During on-going outreach, Lancaster will re-engage representatives from the various advisory committees and other stakeholders who have indicated their interest in the project.

The public will also be involved through the City's SRTS Program and the School District's partnership with AVPH. Additionally, the schools in this project area also part of a HEAL (Healthy Eating Active Living) Zone in partnership with AVPH and Kaiser Permanente. Both of these programs include significant public involvement and promotion of healthy and active living.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

The California Health Interview Survey (CHIS) provides important data on the current health status of the adults in this community. According to the CHIS, the overall health of adults ages 18 to 64 in this project area is similar to that of adults throughout LA County (21.4% of adults have fair or poor health) and to adults throughout California (17.9% of adults have fair or poor health). For the ZIP code in this project area, 93534, CHIS reported that:

- 18.5% adults have fair or poor health.
- 32.5% of individuals 18 years and over are categorized as obese. This rate of adult obesity is higher than that of LA County (24.7%) and of California (24.8%).
- 13.6% of adults in this community have been diagnosed with asthma. This rate is very similar to that of LA County (12.2%) and of California (13.6%). The prevalence of adults diagnosed with diabetes (9.6%) is slightly higher than that of Los Angeles County (8.8%) and of California (8.4%).
- Only 28.7% of adults walked for transportation or leisure for at least 150 minutes a week—a rate that is lower than that of Los Angeles County (35%) and of California (33.3%).

Data for these health outcomes for children ages 0 to 17 is only available at the regional level, the Antelope Valley. According to LA County Department of Public Health's 2013 Key Indicators of Health by Service Planning Area:

- 20.3% of students in grade 5, 7 and 9 in the Antelope Valley are obese.
- 12.2% of children ages 0 to 17 have been diagnosed with asthma.



- 8.7% of children 6 to 17 years old were found to be inactive.

Kidsdata.org offers some relevant data about child health for students enrolled in Lancaster School District's Elementary Schools: In 2014,

- Only 31.1% of 7th graders met all grade level fitness standards.
- Only 18.9 % of 5th graders met the fitness standards for their grade.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

This Project is part of the implementation of a larger network and citywide changes that are aimed at increasing opportunities for walking, which will have a greater health impact beyond the project. This project within the Urban Core will enhance Public health community-wide by providing access to a safe active transportation. This project will also improve infrastructure for pedestrians to access homes, schools, commercial and health centers, transit stops and hubs. The 3,186 projected new users (Question #1) will have the opportunity to walk to popular destinations. As the “lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions in the United States,” according to the CDC, this Project’s focus on promoting active transportation will begin addressing Lancaster’s concerning health indicators, such as obesity, asthma, and diabetes rates.

These measures included in the project are intended to increase active transportation safety. Between 2009 and 2013, there were 73 collisions involving pedestrians. Active Living Research reports in their “The Role of Transportation in Promoting Physical Activity” Infographic that traffic-calming efforts can reduce the number of automobile crashes with pedestrian injuries by up to 15%. A 15% reduction means 20 fewer collisions each year.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Table 2 - Disadvantaged Community

Census Tract	Median Income	< 80% State Median	Population	CES	
				Score	Percentile
9005.01	\$45,461	Y	6,704	25.09	51-55%
9005.04	\$63,109	N	5,820	23.39	46-50%
9005.05	\$42,315	Y	3,859	19.18	36-40%
9005.06	\$48,646	Y	4,670	15.61	26-30%
9006.06	\$92,823	N	4,010	24.48	51-55%
9006.07	\$35,114	Y	4,077	23.69	46-50%
9006.08	\$58,953	N	3,535	19.20	36-40%
9006.09	\$37,083	Y	5,459	19.00	36-40%
9007.01	\$30,292	Y	4,785	28.63	61-65%
9007.03	\$31,657	Y	3,758	27.26	56-60%
9007.04	\$36,990	Y	3,007	22.53	46-50%
9007.05	\$39,237	Y	4,785	28.75	61-65%
9008.03	\$55,051	N	9,411	21.77	41-45%
9008.04	\$36,928	Y	3,525	28.46	61-65%
9008.05	\$54,250	N	4,776	21.75	41-45%
9008.06	\$15,474	Y	3,488	30.27	61-65%
9010.09	\$61,833	N	5,525	18.67	36-40%
9010.11	\$60,784	N	5,148	16.35	26-30%



The project is in a disadvantaged community due to the median income by census tract being less than 80% of the State median income (\$48,875). The project provides a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

B. For proposals located within disadvantage community: (5 points max)

**What percent of the funds requested will be expended in the disadvantaged community? 61 %
Explain how this percent was calculated.**

Eleven of 18 census tracts within the Urban Core meet the criteria for a disadvantaged community by having a median income less than 80% of the State median. The State median household income (\$61,094) was identified through ACS 2013 5-year estimates. Eighty percent of the State's median is \$48,875.

This project will benefit all communities within the project area; however, only 11 census tracts (out of 18 total) fell below the State median threshold. Therefore, a conservative estimate of 61% was used to describe the funds expended in the disadvantaged communities.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

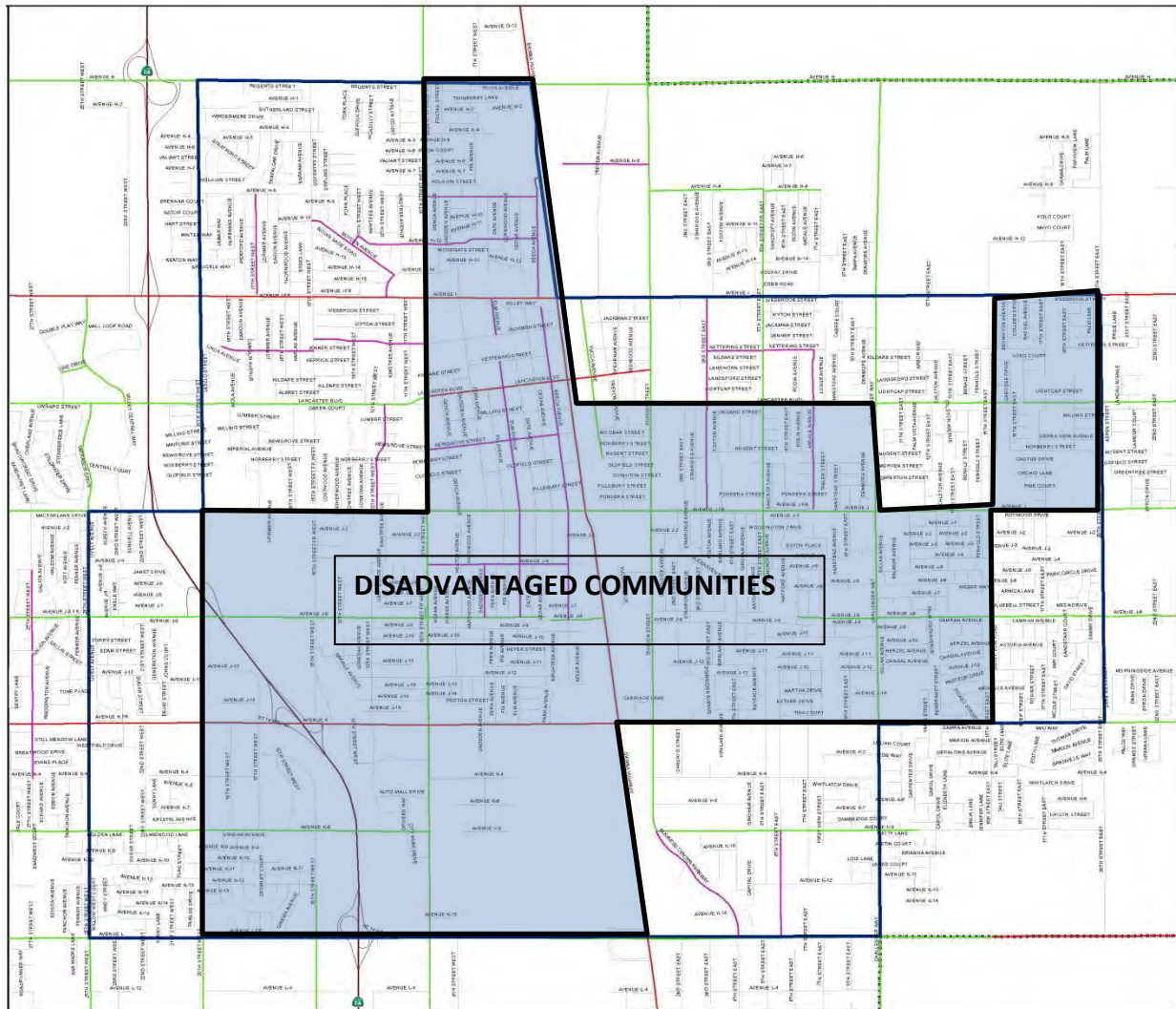
As shown above, 11 of the 18 census tracts making up the project area are disadvantaged communities. This project is expected to provide a direct, meaningful, and assured benefit to users in these communities through increased safety near schools, commercial centers and residences; increased mobility including opportunities to enjoy active transportation; increased access to public transit, to local commercial and health center destination; and increased recreational opportunities.

A total of 48,117 disadvantaged individuals live within the project area. The project elements described throughout this application will enable these individuals living below the poverty line to walk, to multiple bus stops, to a health center, to Downtown Lancaster, and to numerous other destinations.



Increased opportunities to use active transportation will radically improve the health of this community. The majority of 5th and 7th graders aren't at recommended fitness levels and the majority of adults aren't active enough. This complete project will provide safer access for those who may have to walk, or ride transit out of necessity and improve their health in the process.

Figure 4 - Disadvantaged Communities





Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

The City considered two alternatives. Alternative 1 is the proposed project described in this application. Through increased safety and improved access for cyclists and pedestrians, this project will achieve all of the published ATP program goals. The project cost (\$7,823,249) is reasonable when compared to the number of active transportation trips that will be generated and the health improvements residents will receive – all detailed in earlier portions of the application.

Alternative 2 would have been a scaled back version of the proposed project only targeting improvements close to public schools. Although a less expensive project, costing about \$800,000, there were less pedestrian improvements connecting to transit and activity centers. Additionally, this alternative would have only served 10% of the community that is served in Alternative 1. With fewer improvements, it would be difficult to achieve the resultant benefits, including the multiple health improvements the community of the Urban Core may realize. Additionally, in this smaller sized project, the project benefit to cost (B/C) ratio was calculated to be 3.85 as opposed to the B/C of 16.58 for Alternative 1. The smaller B/C ratio in Alternative 2 is attributed to fewer observed collisions in the smaller project area.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\text{Benefit}}{\text{Total Project Cost}} \text{ and } \frac{\text{Benefit}}{\text{Funds Requested}} \right).$$

The project benefit to cost (B/C) ratio is 16.58 and the benefits to funds requested ratio is 20.73. This means that for every dollar invested, the project will generate \$16.58 in benefits. With



such a large, positive B/C ratio, the project is clearly a good investment with benefits that will outweigh the costs.

Regarding feedback for the ATP Benefit/Cost Tool, one comment is on the population growth rate. The Tool assumes population grows at 2.0 percent, based on historic growth rates in California from 1955 to 2011. However, the Southern California Association of Governments (SCAG) estimates that many areas in the SCAG region will grow at a much lower rate between now and 2040 (approximately 0.5 percent). Therefore, a future iteration of the ATP Benefit/Cost Tool may wish to provide more localized assumptions for population growth. This will help take into account the difference between benefits in higher versus lower---growth areas of the State.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)**

The total project cost, include preliminary engineering, right of way, and construction is \$7,823,249. The City of Lancaster propose to provide a 20% (\$1,564,650) local match of the total project costs, this would require a need for \$6,258,599 in ATP funds. It is planned that the matching fund sources will be a combination of TDA Article 8 and Proposition C funds.

\$100,000 in ATP funds (\$80,000 local) will be expended for PA&ED in Fiscal Year 16/17

\$1,490,704 in ATP funds (\$298,141 local) will be expended for PS&E and R/W in Fiscal Year 17/18.

\$6,332,545 in ATP funds (\$1,266,509 local) will be expended for Construction in Fiscal Year 18/19.

This is detailed in Attachment B, ATP-PPR.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

California Conservation Corps - Traffic Control and Traffic Signing/Striping

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: **Question #9**

QUESTION #9**APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS***(0 to-10 points OR disqualification)*

- A. Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Lancaster has not experienced any grant failures to date. The City has a history of successful grant management and the development, implementation, and maintenance of both large and small capital improvement projects. The City currently has three Safe Route to School projects totaling \$1,350,000 in SR2S funds. All total, the City currently has over \$10 million in State and Federal grant funds programmed in its Capital projects. Below is a table showing the list of State and Federal projects over the last five years.

Table 3 - Past Grant History

Grant Name	Grant Type	Grant ID Number	Amount
5th Street East Corridor Improvements	ATP	ATPL-5419 (046) Cycle 1	\$ 85,000
Safe Route to School Master Plan	ATP	ATPLNI-5419 (045) Cycle 1	\$ 322,000
Bike Lanes 20th Street West / Avenue J-8 to Avenue L	BTA	BTA 1112-07-LA-04 FY11/12	\$ 202,810
Lancaster Blvd/ Valley Central to 10th Street West	BTA	BTA 1112-07-LA-03 FY11/12	\$ 243,000
Avenue K-8 Bike Facilities Improvements	BTA	BTA 1213-07-LA-06 FY12/13	\$ 858,237
Avenue J Median Improvements	HSIP	HSIPL-5419 (032) Cycle 3	\$ 373,030
Rural Intersection Enhancements	HSIP	HSIPL-5419 (035) Cycle 2	\$ 510,030
Avenue I/40th Street West Turn Pocket	HSIP	HSIPL-5419 (025) Cycle 2	\$ 239,760
Neighborhood Traffic Calming	HSIP	HSIPL-5419 (029) Cycle 3	\$ 410,000
Avenue L/Challenger Way Roundabout	HSIP	HSIPL-5419 (033) Cycle 4	\$ 690,300
15th Street West /Lancaster Blvd Roundabout	HSIP	HSIPL-5419 (043) Cycle 5	\$ 897,800
15th Street East /Lancaster Blvd Roundabout	HSIP	HSIPL-5419 (046) Cycle 5	\$ 882,900
10th Street West / 30th Street West at Avenue I	HSIP	HSIPL-5419 (041) Cycle 4	\$ 210,000
Install Solar-Powered LED Stop Signs	HSIP	HSIPL-5419 (040) Cycle 4	\$ 393,200
East Avenue I between Challenger Way/Price Lane	HSIP	HSIPL 5419 (xxx) Cycle 6	\$ 1,231,400
Avenue I between Price Lane / 35th Street East	HSIP	HSIPL 5419 (xxx) Cycle 6	\$ 1,482,600
Avenue I Resurfacing	STPL	STPL-5419 (019) -	\$ 1,252,719
Traffic Signal Equipment	STPL	STPL-5419 (031) -	\$ 1,055,000
Avenue H Rehab 20th Street West to Sierra Hwy	STPL	STPL-5419 (044) -	\$ 1,500,000
Miller Elementary School, Street/Sidewalk Improvements	SR2S	SR2SL-5419 (038) Cycle 10	\$ 450,000
Cole Middle School/Bonita Elementary	SR2S	SR2SL-5419 (037) Cycle 10	\$ 450,000
Valley View Elementary Pedestrian Improvements	SR2S	SR2SL-5419 (030) Cycle 9	\$ 450,000
Total Awards			\$ 14,189,786

- B. Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K

Application Signature

Attachment A



Part C: Attachments **Attachment A: Signature Page**

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:	<u><i>Carlyle S. Workman</i></u>	Date:	<u>5/27/2015</u>
Name:	<u>Carlyle S. Workman</u>	Phone:	<u>(661) 723-6079</u>
Title:	<u>Public Works Manager</u>	e-mail:	<u>cworkman@cityoflancafterca.org</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:	<u><i>Dr. Michele Bowers</i></u>	Date:	<u>May 27, 2015</u>
Name:	<u>Dr. Michele Bowers</u>	Phone:	<u>(661) 948-4661</u>
Title:	<u>Superintendent of Lancaster School District</u>	e-mail:	<u>bowersm@lancafterca.org</u>

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature:	_____	Date:	_____
Name:	_____	Phone:	_____
Title:	_____	e-mail:	_____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project Programming Request

Attachment B

ATP PROJECT PROGRAMMING REQUEST

Date: 29-May

Project Information:					
Project Title: Pedestrian Gap Closure Improvements					
District	County	Route	EA	Project ID	PPNO
07	LA				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				100				100	
PS&E				300				300	
R/W					1,091			1,091	
CON						6,333		6,333	
TOTAL				400	1,091	6,333		7,824	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				80				80	Caltrans
PS&E				240				240	Notes:
R/W					873			873	
CON						5,066		5,066	
TOTAL				320	873	5,066		6,259	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 29-May

Project Information:					
Project Title: Pedestrian Gap Closure Improvements					
District	County	Route	EA	Project ID	PPNO
07	LA				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				20				20	City of Lancaster
PS&E				60				60	Notes:
R/W					218			218	
CON						1,267		1,267	
TOTAL				80	218	1,267		1,565	

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Engineer's Checklist

Attachment C

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer’s Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application’s technical information and engineering data upon which local agency’s recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer’s Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the projects Scope, Cost and Schedule per the expectations of the CTC’s PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

- 1. **Vicinity map /Location map** Engineer’s Initials: RMF
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

- 2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer’s Initials: RMF
 - a. Be to a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

- 3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer’s Initials: RMF
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

- 4. **Detailed Engineer’s Estimate** Engineer’s Initials: RMF
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: RMH

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: RMH

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: RMH

N/A

- a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: RMH

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number

Signature: _____

Date:

Email:

Phone:

Engineer's Stamp:



Project Location Map

Attachment D




ATTACHMENT D – PROJECT LOCATION MAP









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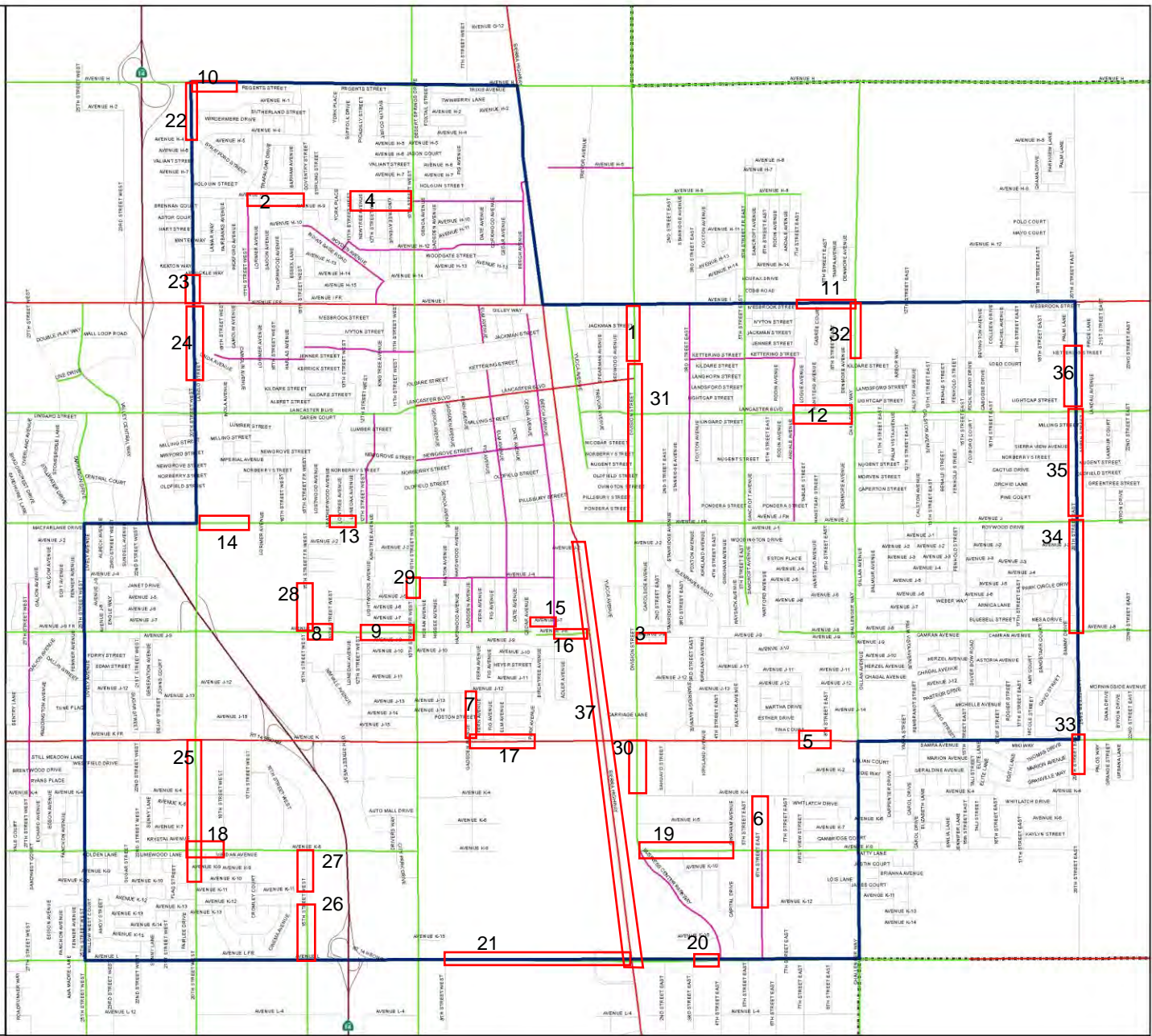
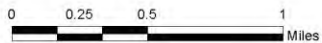
 DEFINED URBAN CORE

LEGEND

-  CITY OF LANCASTER
-  URBAN CORE
-  STATE HIGHWAY

FUNCTIONAL CLASSIFICATION SYSTEM

-  2 OTHER FWY OR EXPWY
-  3 OTHER PRINCIPAL ARTERIAL
-  4 MINOR ARTERIAL
-  5 MAJOR COLLECTOR
-  6 MINOR COLLECTOR
-  7 LOCAL



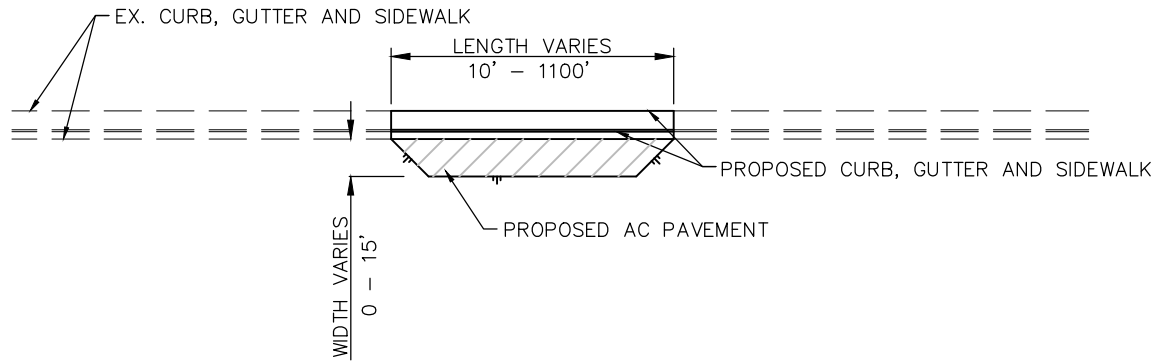
ATTACHMENT D - PROJECT LOCATIONS

No.	Street	Segment	Location
1	Division Street	Avenue I to Kettering Street	Both Sides
2	Avenue H-8	17th Street West to 15th Street West	Both Sides
3	Avenue J-8 (AVE J-9)	Division Street to 2nd Street East	South side
4	Avenue H-8	13th Street West to 10th Street West	Both Sides
5	Avenue K	7th Street East to 8th Street East	North side
6	5th Street East	Avenue K-4 to Avenue K-12	East Side
7	Gadsden Avenue	Avenue J-12 to Avenue K	Both Sides
8	Avenue J-8	15th Street West to 13th Street West	North side
9	Avenue J-8	12th Street West to 10th Street West	South side
10	Avenue H	20th Street West to 18th Street West	South side
11	Avenue I	7th Street East to Challenger Way	South side
12	Lancaster Blvd	Andale Avenue to Challenger Way	South side
13	Avenue J (FR)	Leatherwood Street to Loneoak Street	North side
14	Avenue J	20th Street West to 17th Street West	South side
15	Avenue J-7	Cedar Avenue to Beech Avenue	Both Sides
16	Avenue J-8	Beech Avenue to Sierra Hwy	Both Sides
17	Avenue K	Gadsden Avenue to Park Avenue	North side
18	Avenue K-8	West of 20th Street West to 18th Street West	North side
19	Avenue K-8	Division Street to Gingham Street	North side
20	Avenue L	3rd Street East to Division Street	Both Sides
21	Avenue L	8th Street West to Sierra Hwy	Both Sides
22	20th Street West	Avenue H to Avenue H-4	Both Sides
23	20th Street West	Arbuckle Way to Avenue I	West side
24	20th Street West	Avenue I to Louise Avenue	Both Sides
25	20th Street West	Avenue K to Avenue K-10	West side
26	15th Street West	Park Somerset Drive to Avenue L	East Side
27	15th Street West	Avenue K-8 to Avenue K-11	West side
28	15th Street West	Avenue J-5 to Avenue J-8	East Side
29	10th Street West (FR)	Avenue J-4 to Avenue J-5	West side
30	Division Street	Avenue K to Avenue K-4	West side
31	Division Street	Kettering Street to Avenue J	West side
32	Challenger Way	Avenue I to Kettering Street	East Side
33	20th Street East	Avenue K to Ogden Ln	East Side
34	20th Street East	Avenue J to Avenue J-8	East Side
35	20th Street East	Lancaster to Avenue J	East Side
36	20th Street East	Jackman Street to Lancaster Blvd	Both Sides
37	Sierra Hwy	Avenue J-2 to Columbia Way (Ave L-12)	West side

Project Map/Plans

**Existing and Proposed
Conditions**

Attachment E



PLANS PREPARED UNDER THE SUPERVISION OF
RAYMOND M. HUNT FOR THE CITY OF LANCASTER

CAPITAL PROGRAM MANAGER R.C.E. NO. C28540

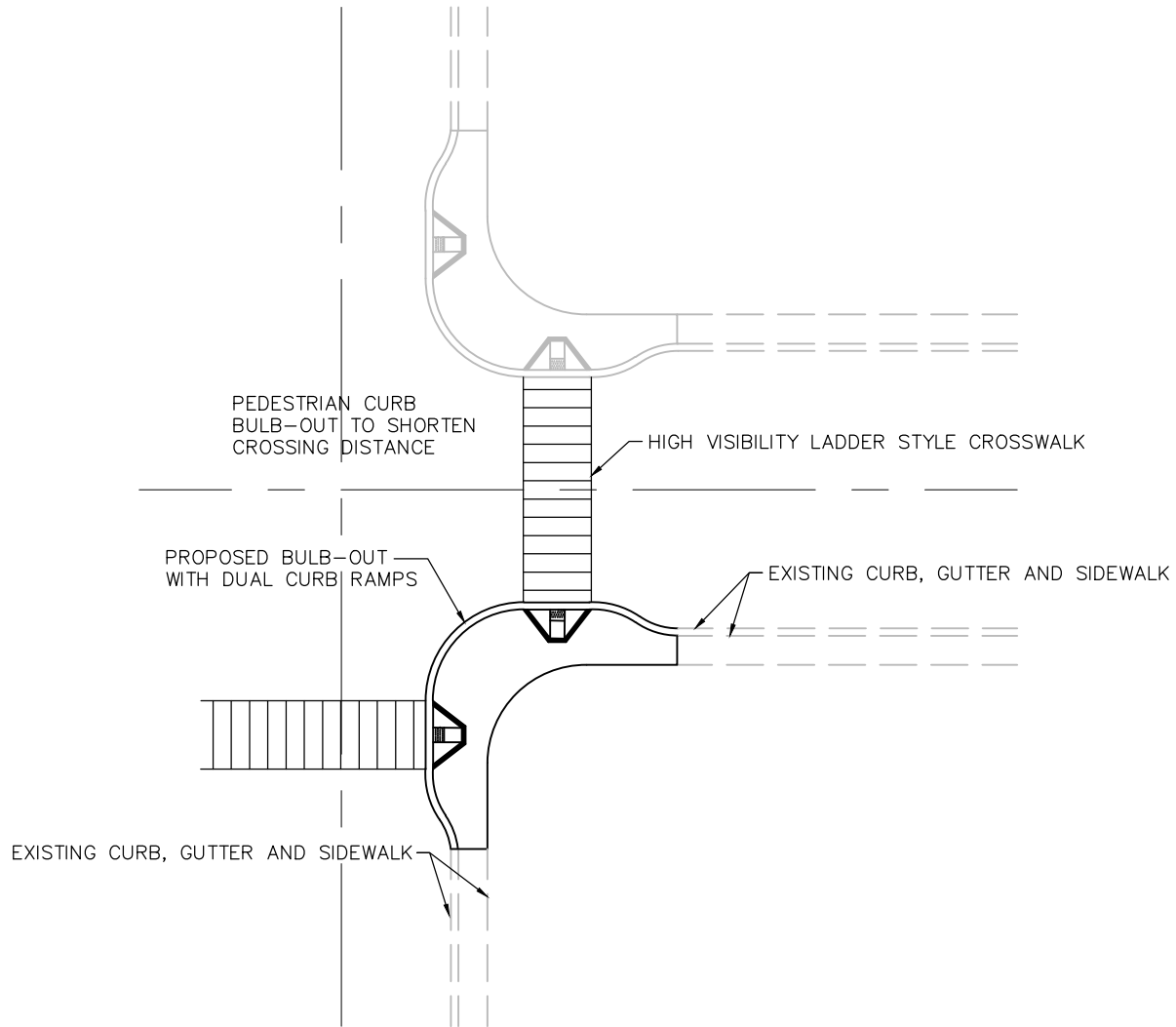
REVISIONS

REVISED BY _____	DATE _____	REVISED BY _____	DATE _____	REVISED BY _____	DATE _____
APPROVED _____	DATE _____	APPROVED _____	DATE _____	APPROVED _____	DATE _____

CITY OF LANCASTER

PEDESTRIAN GAP CLOSURES

ATP CYCLE 2 GRANT
TYPICAL SIDEWALK GAP CLOSURE



PLANS PREPARED UNDER THE SUPERVISION OF
RAYMOND M. HUNT FOR THE CITY OF LANCASTER

CAPITAL PROGRAM MANAGER R.C.E. NO. C02540

REVISIONS

REVISED BY _____	DATE _____	REVISED BY _____	DATE _____	REVISED BY _____	DATE _____
APPROVED _____	DATE _____	APPROVED _____	DATE _____	APPROVED _____	DATE _____

CITY OF LANCASTER

PEDESTRIAN GAP CLOSURES

ATP CYCLE 2 GRANT
TYPICAL INTERSECTION GAP CLOSURE

Photos of Existing Conditions

Attachment F

ATTACHMENT F



Picture 1 – Division Street, Avenue I to Kettering Street. No Sidewalk, Pedestrians Walk In The Street



Picture 2 - Avenue H-8, 15th Street West to 17th Street West. No Sidewalk or Curb Ramps

ATTACHMENT F



Picture 3 - Avenue J-8, Division Street to 2nd Street East. No Sidewalk



Picture 4 - Avenue H-8, 10th Street West to 13th Street West. No Sidewalk

ATTACHMENT F



Picture 5 - Avenue K, 7th Street East to 8th Street East. No Sidewalk, Curb and Gutter



Picture 6 - 5th Street East, Avenue K-4 to Avenue K-12. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 7 - Gadsden Street, Avenue J-12 to Avenue K. No Sidewalk, Children Walking in the Street



Picture 8 - Avenue J-8, 13th Street West to 15th Street West. No Sidewalk, Curb and Gutter.

ATTACHMENT F



Picture 9 - Avenue J-8, 12th Street West to 10th Street West. No Sidewalk



Picture 10 - Avenue H, 18th Street West to 20th Street West. No Sidewalk

ATTACHMENT F



Picture 11 - Avenue I, 7th Street East to Challenger Way. No Sidewalk, Curb and Gutter



Picture 12 - Lancaster Blvd, Andale Avenue to Challenger Way. No Sidewalk

ATTACHMENT F



Picture 13 - Avenue J FR, Leatherwood Avenue to Loneoak Avenue. No Sidewalk on the Frontage Road, Pedestrains Either Have to Walk in the Street or on the Frontage Median.



Picture 14 - Avenue J, 17th Street West to 20th Street West. No Sidewalk, Commercial Centers at the 20th Street West Intersection

ATTACHMENT F



Picture 15 - Avenue J-7, Cedar Avenue to Beech Avenue. No Sidewalk



Picture 16 - Avenue J-8, Beech Avenue to Sierra Hwy. No Sidewalk

ATTACHMENT F



Picture 17 - Avenue K, Gadsden Avenue to Park Avenue. No Sidewalk on the North Side, Pedestrians Have to Walk on the Frontage Divider



Picture 18- Avenue K-8, 20th Street West to 18th Street West. North Side Has No Sidewalk and Not Enough Room for Pedestrians.

ATTACHMENT F



Picture 19 - Avenue K-8, Division Street to Gingham Street. Sidewalk Gaps in the Business Park



Picture 20 - Avenue L, 3rd Street East to Business Center Pkwy. No Sidewalk

ATTACHMENT F



Picture 21 - Avenue L, 8th Street West to Sierra Hwy. Sidewalk Gaps Leading to Kaiser Permanente Hospital



Picture 22 - 20th Street West, Avenue H to Avenue H-4. No Sidewalk on Both Sides

ATTACHMENT F



Picture 23 - 20th Street West, Arbuckle Way to Avenue I. No Sidewalk



Picture 24 - 20th Street West, Avenue I to Louise Avenue. No Sidewalk, Curb and Gutter on Both Sides Leading to Commercial Area

ATTACHMENT F



Picture 25 - 20th Street West, Avenue K to Avenue K-10. Sidewalk Gaps Leading to Shopping Center



Picture 26 - 15th Street West, Park Somerset Drive to Avenue L. No Curb, Gutter and Sidewalk

ATTACHMENT F



Picture 27 - 15th Street West, Avenue K-8 to Avenue K-11. No Sidewalk



Picture 28 - 15th Street West, Avenue J-5 to Avenue J-8. Sidewalk Gap Leading to Bus Stop

ATTACHMENT F



Picture 29 - 10th Street West (Fr.), Avenue J-4 to Avenue J-4. No Sidewalk on the Frontage Road Connecting to 10th Street West



Picture 30 - Division Street, Avenue K to Avenue K-4. No Sidewalk

ATTACHMENT F



Picture 31 - Division Street, Kettering Street to Avenue J. No Sidewalk, Curb and Gutter. Pedestrians Have to Walk Close to Traffic Lanes



Picture 32 - Challenger Way, Avenue I to Kettering Street. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 33 - 20th Street East, Avenue K to Ogden Ln. Sidewalk Gap



Picture 34 - 20th Street East, Avenue J to Avenue J-8. No Sidewalk, Curb and Gutter

ATTACHMENT F



Picture 35 - 20th Street East, Lancaster Blvd to Avenue J. No Sidewalk, Curb and Gutter. Bus Stop is in the Unpaved Shoulder



Picture 36 - 20th Street East, Jackman Street to Lancaster Blvd. Gaps in the Sidewalk

ATTACHMENT F



Picture 37 - Sierra Hwy, Avenue J-2 to Avenue L-12. A Heavily Commercial Area with No Sidewalk

Project Estimate

Attachment G

Detailed Engineer's Estimate and Total Project Cost

Pedestrian Gap Closure Improvements

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	City of Lancaster		
Application ID:	07-Lancaster-2	Prepared by:	Stephen Carrillo
		Date:	5/21/2015
Project Description:	Construction of curb, gutter, and sidewalk improvements to close the gap between existing improvements in order to increase pedestrian safety and mobility.		
Project Location:	Various Locations between 20th Street West to 20th Street East, and between Avenue H to Avenue L		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	General												
2	Mobilization/Demobilization	1	LS	\$100,000.00	\$100,000	100%	\$1,000						
3	Pedestrian and Worker Safety	1	LS	\$20,000.00	\$20,000	100%	\$200						
4	Traffic Control	1	LS	\$70,000.00	\$70,000	100%	\$700						
5	Improvements												
6	Roadway Excavation	272,940	SF	\$1.00	\$272,940	100%	\$2,729						
7	AC Pavement	272,940	SF	\$3.00	\$818,820	100%	\$8,188						
8	Aggregate Base	272,940	SF	\$1.00	\$272,940	100%	\$2,729						
9	PCC Curb and Gutter	31,142	LF	\$40.00	\$1,245,680	100%	\$12,457						
10	PCC Sidewalk	355,314	SF	\$5.00	\$1,776,570	100%	\$17,766						
11	PCC Curb Ramp	58	EA	\$2,500.00	\$145,000	100%	\$1,450						
12	PCC Bulb-Out	16	EA	\$8,000.00	\$128,000	100%	\$1,280						
13	Streetlight System	1	LS	\$716,000.00	\$716,000	100%	\$7,160						
14	Traffic Striping and Signing	1	LS	\$100,000.00	\$100,000	100%	\$1,000						
15													
16													
Subtotal of Construction Items:					\$5,665,950		\$56,660						
Construction Item Contingencies (% of Construction Items):				10.00%	\$566,595								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$6,232,545								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 100,000		
Plans, Specifications and Estimates (PS&E):	\$ 300,000		
Total PE:	\$ 400,000	6.42%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 100,000		
Acquisitions and Utilities:	\$ 990,704		
Total RW:	\$ 1,090,704		
Construction (CON)			
Construction Engineering (CE):	\$ 100,000	1.58%	15% Max
Total Construction Items & Contingencies:	\$6,232,545		
Total CON:	\$ 6,332,545		
Total Project Cost Estimate:		\$ 7,823,249	

**Non-Infrastructure Work Plan
(Form 22-R)**

Attachment H

Not Applicable

**Narrative Questions
Back-up Information**

Attachment I

Attachment I – Screening Criteria 2

- 1. SCAG 2012-2035 RTP/SCS (Excerpt)**
- 2. Metro Long Range Plan (Excerpt)**
- 3. Metro Countywide Sustainability Planning Policy & Implementation Plan (Excerpt)**

COASTAL TRAILS

In addition to bikeways, local trails have played an important role in increasing accessibility and providing opportunities for active transportation. Trails along the coast of California have been utilized as long as people have inhabited the region. In an effort to develop a “continuous public right-of-way along the California coastline, a trail designed to foster appreciation and stewardship of the scenic and natural resources of coastal trekking through hiking and other complementary modes of non-motorized transportation,” the California Coastal Trail (CCT) was established. SCAG proposes the completion of the CCT to increase active transportation access to the coast. Completion of the CCT would provide 183 miles of multipurpose trails.

SAFE ROUTES TO SCHOOL

SAFETEA-LU established the Safe Routes to School (SRTS) program to “enable and encourage primary and secondary school children to walk and bicycle to school” and to support infrastructure-related and behavioral projects that are “geared toward providing a safe, appealing environment for walking and bicycling that will improve the quality of our children’s lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Route to School programs can play a critical role in eliminating some of the vehicle trips that occur during peak periods to drop off or pick up students by ensuring safe routes to bike or walk to school.

COMPLETE STREETS

The Complete Streets Act of 2008 (AB 1358) requires cities and counties to incorporate the concept of Complete Streets in their General Plan updates to ensure that transportation plans meet the needs of all users of our roadway system. SCAG supports and encourages implementation of Complete Streets policies in the 2012–2035 RTP/SCS. SCAG will work with the local jurisdictions as they implement Complete Streets strategies within their jurisdictions by providing information and resources to support local planning activities. SCAG also supports the following policies and actions related to active transportation:

- Encourage and support local jurisdictions to develop “Active Transportation Plans” for their jurisdictions if they do not already have one,

- Encourage and support local jurisdictions to develop comprehensive educational programs for all road users,
- Encourage local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multimodal conflicts,
- Support local advocacy groups and bicycle-related businesses to provide bicycle-safety curricula to the general public,
- Encourage children, including those with disabilities, to walk and bicycle to school,
- Encourage local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network,
- Support local jurisdictions to connect all of the cities within the SCAG region via bicycle facilities,
- Encourage local jurisdictions to complete the California Coastal Trail,
- Encourage the use of intelligent traffic signals and other technologies that detect slower pedestrians in signalized crosswalks and extend signal time as appropriate,
- Support the facilitation, planning, development, and implementation of projects and activities that will improve safety and reduce traffic and air pollution in the vicinity of primary and middle schools, and
- Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements.

Policy Recommendations

While SCAG is not an implementing agency SCAG may work with local jurisdictions to assist them with developing policies and projects that may improve active transportation.

Agencies, Groups and Individuals in Bicycle and Walking Planning

Federal and state regulations require SCAG to plan and accommodate for bicycle and walking transportation. As the region's MPO, SCAG develops regional planning strategies and encourages local jurisdictions to think about transportation at the regional level, since individual travel decisions are not bound by political boundaries and often transverse multiple jurisdictions. A regional approach towards transportation planning will provide increased connectivity and accessibility. The 2012 RTP has been developed in cooperation and collaboration with federal, state and local stakeholders. Each stakeholder plays a different role in the development and final adoption of the RTP.

FEDERAL GOVERNMENT

Federal statutes have mandated Metropolitan Planning Organizations (MPOs) to include pedestrian and bicycle facility strategies as part of their overall systematic approach in addressing current and future transportation demands.

STATE OF CALIFORNIA

The State of California and Caltrans has long supported active transportation planning, design policies and practices.

COUNTIES

Each county within the SCAG region has developed and maintained a bicycle and walking master plan to guide their active transportation development.

CITIES

Many of the cities within the SCAG region have developed and maintained a bicycle and/or walking plan as part of their circulation element or as a separate document. These

plans are used to guide their transportation development and assist them with the implementation of their active transportation policies.

Performance Measures

In addition to the established goals and objectives the following performance measures have been identified in an effort to maximize the benefits of active transportation modes:

1. Change in Active Transportation mode share: Increase bicycling and walking in the SCAG region by creating and maintaining an active transportation system that includes well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security.
2. Change in the amount of Active Transportation facilities: Increase accommodation and planning for bicyclists and pedestrians (including persons with disabilities) for all transportation planning projects.
3. Change in the number of accidents involving Active Transportation users: Decrease bicyclist and pedestrian fatalities and injuries by increasing transportation safety.
4. Change in land use patterns and Active Transportation: Support local jurisdictions comply with the Complete Streets Act and the development of local active transportation plans. SCAG will also work with local jurisdictions in developing a regional active transportation plan.

Proposed Policies

The goals, objectives and policies in this report were derived from information gathered over the course of the planning process, including public input, review of bicycle and pedestrian master plans from local jurisdictions throughout the region.

GOAL 1: DECREASE BICYCLIST AND PEDESTRIAN FATALITIES AND INJURIES

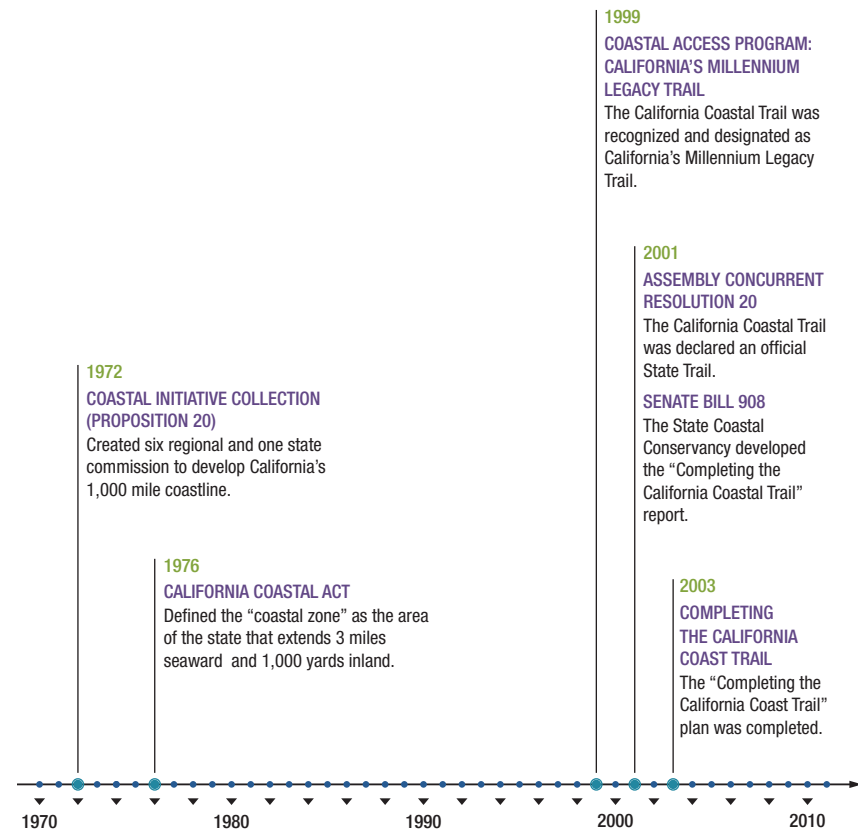
- **Objective 1.1:** SCAG will work with local jurisdictions to support a safe transportation environment in the SCAG Region.
 - Policy 1.1.1: SCAG will work with local jurisdictions to provide comprehensive education for all road users.

- Policy 1.1.2: SCAG will work with local jurisdictions to direct enforcement agencies to focus on bicycling and walking safety to reduce multi-modal conflicts.
- Policy 1.1.3: SCAG will partner with local advocacy groups and bicycle related businesses to provide bicycle-safety curricula to the general public.

The 2006 Strategic Highway Safety Plan (SHSP) established goals to make walking and street crossing safer; and improve bicycle safety. The SHSP intended on achieving these goals by 2010, reducing the number of pedestrian fatalities attributed to vehicle collisions and the number of bicycle roadway fatalities by 25 percent from their 2000 level. These goals were established by the Legislature in the 2002 California Blueprint for Bicycling and Walking, and assumed that the Legislature's mobility goal of a 50 percent increase in bicycling and pedestrian trips by 2010 would also be achieved.

Improved data collection regarding pedestrian and bicycle trip characteristics, facility conditions and injuries and fatalities would provide local jurisdictions with a clearer understanding of the active transportation conditions within their jurisdictions. Analysis generated from this data would also provide decision makers with a better understanding of the deficiencies and needs within the existing active transportation system.

FIGURE 14 California Coastal Trail Timeline



GOAL 2: DEVELOP AN ACTIVE TRANSPORTATION FRIENDLY ENVIRONMENT THROUGHOUT THE SCAG REGION

- **Objective 2.1:** Produce a comprehensive regional active transportation plan
 - Policy 2.1.1: SCAG will work with local jurisdictions to adopt and implement the proposed SCAG Regional Bikeway Network
 - Policy 2.1.2: SCAG will work with local jurisdictions to connect all cities in the SCAG region via bicycle facilities
 - Policy 2.1.3: SCAG will work with local jurisdictions to complete the California Coastal Trail

The need for active transportation needs to be fully considered for all transportation planning projects. Increased accommodation for bicyclists and pedestrians requires increased funding, multi-modal planning, programming, and design. As planners increase accommodation for active transportation users, an increase in bicyclist and pedestrian safety should also occur.

Research by Dr. Jennifer Dill, Portland State University Associate Professor, and anecdotal evidence from New York City (NYC) indicate that increases in dedicated bicycle facilities (bicycle lanes and bicycle paths) in those cities have resulted in greater bicycle usage. In addition, in NYC, while bicycling use has doubled along with the number of bicycle facilities, bicycle fatalities have not grown, and injuries have actually declined in total. Collaborative efforts that are capable of integrating the needs of all commuters are essential to developing a safe and accessible transportation system for all users.

Adoption of the SCAG Regional Bikeway Network would increase bicycle facilities by 827.5 miles beyond existing local plans, and may further promote ridership in the SCAG region. In addition, SCAG may partner with local jurisdictions on grant opportunities such as the Caltrans Bicycle Transportation Account (BTA) or Safe Routes to School (SRTS) projects. SCAG may also provide local jurisdictions with assistance in the development of their local active transportation plans and by providing them with Pedestrian Safety Action Plan (PSAP) workshops. The SCAG Compass Blueprint program may further assist local jurisdictions with the development of innovative transportation and land-use planning projects.

Adoption of a Complete Streets Policy that would ensure that all streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability—motorists, pedestrians, bicyclists, and public transportation riders.

GOAL 3: INCREASE ACTIVE TRANSPORTATION USAGE IN THE SCAG REGION

- **Objective 3.1:** Adoption of a Safe Routes to School Policy
 - Policy 3.1.1: Enable and encourage children, including those with disabilities to walk and bicycle to school
 - Policy 3.1.2: Make bicycling and walking to school a safer and more appealing transportation method, thereby encouraging a healthy and active lifestyle from an early age
 - Policy 3.1.3: Facilitate the planning, development, and implementation of project and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grade K-8)
- **Objective 3.2:** Adoption of a Complete Streets Policy
 - Policy 3.2.1: Encourage local jurisdictions to prioritize and implement projects/policies to comply with ADA requirements
 - Policy 3.2.2: Encourage local jurisdictions to develop and implement Complete Streets Policies.

Increasing bicycling and walking requires well maintained bicycle and pedestrian facilities, easy access to transit facilities, and increased safety and security. While pedestrian sidewalks are fairly well established in most areas, it is estimated that there are only 4,315 miles of dedicated bicycle facilities in the region, with an additional 7,154 miles planned.

Reliable data for planning is also needed to increase active transportation and investments. Active transportation data needs include, but are not limited to, comprehensive user statistics, user demographics, bicycle travel patterns/corridors, accident mapping, bikeway system characteristics, and sub-regional improvement projects and funding needs.

GOAL 4: ENCOURAGE THE DEVELOPMENT OF LOCAL ACTIVE TRANSPORTATION PLANS

- **Objective 4.1:** SCAG will assist local jurisdictions with the development and maintenance of their local active transportation plans
 - Policy 4.1.1: SCAG will work with local jurisdictions in the development of bicycle/pedestrian plans for all cities in the region
- **Objective 4.2:** Develop Pedestrian Safety Action Plans
 - Policy 4.2.1: SCAG will work with local jurisdictions in the development of PSAPs by conducting workshops
- **Objective 4.3:** Encourage the use of Intelligent Traffic Strategies
 - Policy 4.3.1: Encourage the use of Intelligent Traffic Signals that are able to detect slower pedestrians in signalized crosswalks and extend the signal time appropriately

SCAG will work with all member counties and cities to develop bicycle and walking plans and policies. Active transportation plans have been created or updated within the previous four years are eligible for BTA funds.

Air Quality Improvements

In addition to increased mobility for all users throughout the SCAG region, implementation of the 2012–2035 RTP/SCS will further improve the environment and congestion of the region through the reduction of vehicle miles traveled (VMT).

Potential VMT Reduction

As described previously, active transportation has grown dramatically in recent years. This trend is expected to continue into the foreseeable future aided by several factors. First, dramatic increase in the bicycle network, as demonstrated earlier, will result in improved access to bicycle network for the Region’s residents by more than 50 percent. Second, more compact mixed use urban forms in the future will be much more conducive to biking and walking. Third, better coordination with other modes, primarily transit, will become an incentive for some to switch to biking or walking. Most importantly, a significant change in the culture that values a healthy lifestyle, bikeability and walkability

will become a greater impetus in promoting active transportation as a viable means of accessing opportunities. Given this context and survey data that supports dramatic increase in bicycling and walking mode shares in recent years, it is reasonable to assume this trend will continue into the future. For example, according to the NHTS data, bicycle mode share increased for all trips from 0.8 percent in 2000 to over 1.7 percent in 2009. This is an increase of almost 9 percent on an annualized basis. The share of walk trips for all trip purposes increased by approximately 6 percent on an annualized basis during the same period.

So, if we assumed annualized increase of 9 percent in mode share of bicycle trips for all trips, the potential bicycle mode share could be as high as 4.4 percent in 2020 and as high as 16 percent in 2035. However, it is somewhat unrealistic to assume that 9 percent growth rate could be sustained over such a long period of time. On the other hand, given the significant investments proposed for active transportation and the current trends, it is reasonable to assume that at least 2/3 of all trips shorter than 3 miles or half of all trips that are 5 miles or less could be converted to active transportation by 2035.

As indicated earlier, based on NHTS-CA Survey for all trips, bicycling and walking mode share for all trips are approximately 1.7 percent and 19.24 percent respectively for 2009. This represents a little over 50 percent of all trips less than 3 miles. Assuming 2/3 of all trips under 3 miles or half of all trips under 5 miles as the upper limit of Active Transportation mode share in 2035, relative increase (from the base year of 2008) in bicycling and walking mode shares can be estimated as 1.7 percent and 3.1 percent in 2020, and 3.9 percent and 6.3 percent in 2035. Relative reduction in VMT resulting from these mode shifts are estimated at approximately 7.8 million miles and 20.4 million miles for 2020 and 2035 respectively.

This 2009 Long Range Plan promotes the development of bicycle facilities and pedestrian improvements throughout Los Angeles County.

Bicycle and pedestrian programs are critical components of a successful transit system, as transit riders should be able to access buses and trains without having to drive a vehicle to and from transit stations. The sustainability of our transportation system depends upon the interface between modes.

According to SCAG's Year 2000 Post-Census Travel Survey, nearly 12 percent of all trips in the SCAG region are bicycling and walking trips. According to the 2001 National Household Travel Survey, many trips in metropolitan areas are three miles or shorter. These trips are targets for bicycling and walking, if facilities are available and safe.

Bicycling and walking produce zero emissions as no fossil fuels are used. These trips can eliminate the "cold start" of a vehicle engine and reduce GHGe, VMT, and energy consumption.

Bicycle Programs

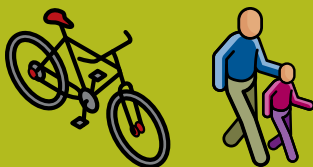
This 2009 Plan will help implement the 2006 Metro Board-adopted Bicycle Transportation Strategic Plan (BTSP). It describes a vision for Los Angeles County to improve bicycling as a viable transportation mode. The BTSP outlines a bicycle infrastructure that improves overall mobility, air quality and access to opportunities. It also shifts the focus in countywide bicycle planning from long arterial bikeways to improvements for bicycle access to 167 bike-transit hubs throughout the County. Focusing improvements at bike-transit hubs is a relatively simple way to link bikes with transit and extend the reach of transit without the use of a car. It increases the viability of public transportation and facilitates ridership without a huge investment in infrastructure and right-of-way.

In 2006, the inventory of existing bicycle facilities in the County totaled 1,252 miles, including facilities such as the Metro Orange Line Bike Path, San Gabriel and Los Angeles River Bike Paths, Whittier Greenway Bike Path, Ballona Creek Bike Path, Santa Monica and Venice Boulevard bicycle lanes and hundreds more miles of bicycle lanes and routes. Another 1,145 miles of bikeway projects have been proposed in local agency bicycle plans that would nearly double the current bikeway system. Further, Metro identified 53 gaps in the inter-jurisdictional bikeway system that can be filled by on-street or off-street bicycle facilities.

Bicycle parking at transit stations is essential to encourage the use of bicycles with transit. Bicycle parking at employment centers and local destinations also help reduce the expanding need for costly automobile parking,



Bicycles and Pedestrians



- > There are more than 1,250 miles of bikeways in Los Angeles County.
- > The Metro Call for Projects will fund an expansion of the bicycle network.
- > Metro will focus on improving bicycle safety and bicycle access on buses and trains, and at transit hubs.
- > Coordinating pedestrian links between transit and the user's final destination is critical to an effective transportation system.
- > Metro will improve pedestrian linkages to bus centers and rail stations.

Attachment I- Screening Criteria 2

particularly in dense urban areas where space is limited. As many as 36 bicycles can be parked in the space of one automobile.

Local governments will continue to build bicycle facilities using their Transportation Development Act (TDA) Article 3 and Proposition C local return funding, while Metro will provide regional funds through the Call for Projects. Eligible projects include on- and off-street bicycle improvements, bicycle parking, safety education, bicycle racks on buses, bicycle stations and other bicycle access improvements. Other sources of funds are Safe Routes to School and State BTA (Bicycle Transportation Account) Grant funds. While acknowledging its role in coordinating bicycle facility planning in the region, Metro recognizes the importance of local bicycle planning and strongly encourages cities to develop their own plans. Metro provides technical assistance to develop those plans and qualify them for BTA funding.

Pedestrian Priority Improvement Program

Nearly all trips within Los Angeles County, regardless of purpose, include a non-motorized component. Although almost nine percent of all the trips within Los Angeles County are exclusively pedestrian trips and about half of these are walking trips to and from home to work, the pedestrian system can be improved further. All non-motorized transport modes should connect to an efficient, aesthetically pleasing and safe pedestrian system that enables a person to successfully complete a trip. Motorized transport modes should seamlessly link to the pedestrian system in a way that efficiently allows people to access primary and secondary destinations as well as to make connections to the public transit system.

Several factors combine to create a pedestrian-friendly environment. Examples include: a wayfinding signage system, ease of access to destinations from the sidewalk network, appropriate street-crossing safety features, and easy connection to public transport modes. Physically attractive features and amenities facilitate the flow of pedestrian movement and encourage people to walk.

The primary challenge to improving the quality of the pedestrian environment is retrofitting the existing built form to make walking a more viable option for more people, more often. Since much of the built form is orientated to access by automobiles and the set of development standards and regulations governing land development are primarily focused on maintaining auto accessibility, significantly increasing the share of non-motorized trips will require time, coordinated policy and program development, and a sustained funding approach. Many cities in Los Angeles County have begun to initiate activities to improve the livability of their neighborhoods, including reducing traffic congestion and improving

Call for Projects

FIGURE BB

Bicycle Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	\$12.5 m/yr in 2009 dollars	\$ 302

FIGURE CC

Pedestrian Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$11.7 m/yr in 2009 dollars	\$ 287
Strategic Plan	\$10.0 m/yr in 2009 dollars	\$ 242

FIGURE DD

Transportation Enhancements Program

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

Constrained Plan	\$2.3 m/yr in 2009 dollars	\$ 72
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THE SUSTAINABILITY OF OUR TRANSPORTATION SYSTEM DEPENDS UPON THE INTERFACE BETWEEN MODES.

overall mobility. The linkages between development and transportation modes are a critical factor in improving overall mobility while maintaining the economic and social viability and attractiveness of these communities.

Metro's Pedestrian Priority Improvement Program is designed to achieve a qualitative improvement in the pedestrian environment in Los Angeles County. The approach focuses on the development of public policy and adoption of appropriate regulatory standards and targeted funding to develop more safe, connected and walkable pedestrian environments that promote non-motorized transport as a viable alternative for an increasing share of trips made by residents and visitors of Los Angeles County.

Metro Countywide Sustainability Planning Policy & Implementation Plan

Adopted December, 2012



Section 1: Overview, Purpose and Background

1.1 Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) is dedicated to the sustainability of Los Angeles County's people, environment, and economy. Many people and organizations share these goals and are pursuing visions of sustainability in their own households, neighborhoods, businesses, cities, and region-wide. Metro's unique role in achieving a sustainable future is to plan, fund, construct, and operate a transportation system that improves residents' health and well-being, strengthens the economy, and enhances the natural environment.

The Metro Countywide Sustainability Planning Policy is a complement to Metro's efforts to improve air quality and increase transportation choices that have been underway for more than two decades. It is a tool for better defining the agency's long-term, desired sustainability outcomes in order to facilitate greater coordination and collaboration across transportation modes, planning disciplines (land-use, housing, environment, economic development, health, utilities), and government agencies.

The Policy's focus on coordination and collaboration with respect to sustainability comes at a time of great opportunity as Metro is significantly expanding its transit system, implementing highway improvements, and supporting the development of active transportation networks. To successfully implement these projects and gain support for future projects, Metro will be increasingly called upon to quantify its contributions to society, not just in terms of mobility, but with respect to a broad range of social, economic, and environmental indicators. This is evident from the Livability Principles that influence funding decisions made by federal agencies, the addition of climate change metrics in Regional Transportation Plans (per California Senate Bill 375), and the increased interest from local stakeholders in assessing the health impacts of transportation projects. The Policy was developed in consideration of these factors to establish a planning framework for advancing the mission and goals of the agency, in concert with a broader set of sustainability priorities.

1.2 Purpose

The Countywide Sustainability Planning Policy is a guide to:

- > More fully integrate sustainability into the agency's planning functions,
- > Complement and provide a framework for building upon federal, state, regional and local sustainability policies and plans, and
- > Foster collaboration and inspire partnerships that will lead to more sustainable communities.

The policy demonstrates the agency's continued commitment to sustainability as a core business value and as a strategy for enhancing the quality, efficiency, and value of the transportation system for constituents.

The policy is organized into five sections:

1. Overview, Purpose & Background
2. Planning a Sustainable Transportation System
3. Planning Guidance
4. Policy Implementation & Impact
5. Conclusion

1.3 Background

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County. To advance this mission, Metro has adopted a set of values to guide agency actions. These values include a commitment to sustainability. The agency's business goals reiterate the importance of promoting sustainability by reducing greenhouse gas emissions and increasing energy efficiency. "Sustainability" became an official part of the agency's work program in 2007 when the Board of Directors, with guidance from the Ad Hoc Sustainability Committee, adopted the Sustainability Implementation Plan. The Plan included the following Sustainability Mission and Vision, accompanied by a list of short-term and long-term projects through Fiscal Year 2012.

Mission:

We will provide leadership in sustainability within the Los Angeles region without compromising our core mission of moving people efficiently and effectively.

Vision:

We will be the leader in maximizing the sustainability efforts and its benefits to Los Angeles County's people, finances, and environment.

Building on the overarching guidance of the Sustainability Implementation Plan, the Ad Hoc Sustainability Committee and supporting staff have generally focused on advancing strategies in three primary areas:

1. Leadership, Coordination, and Outreach: Lead the region's sustainability efforts by supporting internal coordination and by collaborating with regional stakeholders.
2. Sustainable Agency and Practices: Minimize environmental impacts from the design, construction, operation, and maintenance of Metro's facilities and operations.
3. Sustainable Regional Transportation System: Plan and implement a regional transportation system that increases mobility, fosters walkable and livable communities, and minimizes GHG emissions and environmental impacts.

The Countywide Sustainability Planning Policy is intended to define outcomes and establish measurements related to the third focus area: developing a Sustainable Regional Transportation System and as a result will further the first focus area related to Leadership, Coordination and Outreach. The Policy broadens Metro's approach to sustainability from focusing on a particular project or transportation mode to developing a more holistic and system-based framework for sustainability analysis and planning. In addition to supporting the environmental aspects of sustainability, the framework also more fully embraces the social and economic dimensions of sustainability.

Understanding a place's "accessibility" –residential density and job centrality—can help define appropriate sustainability strategies. For example, while walking to work may be a great option for more sustainable living in a location where many residents and jobs are close together (Clusters C and D); this option will likely not be widely available in locations where residents and jobs are far apart (Clusters A and B).

Applying the Framework to Real Places

The Accessibility Clusters are general. The policies presented in relation to each cluster will be relevant in many cases, but variation to a policy and a greater level of differentiation may be justified in particular circumstances. Any given corridor may traverse multiple Accessibility Clusters and therefore judgment, data, and creativity will be needed to craft solutions and to customize strategies appropriate to the local community. Empirical data at a finer geographic scale (i.e. census block group, census block) should be used to confirm the relevance of the Accessibility Clusters and strategies.

Section 3: Planning Guidance

3.1 Introduction

This section presents guidance to support Metro in implementing the principles and achieving the priorities established by the policy. The guidance recognizes that many of the priorities can be achieved simply by providing the opportunity for more people to drive less, and in more efficient vehicles. A reduction in per capita vehicle miles traveled (VMT), which can be achieved through mode shift, is associated with the following benefits:

1. Reduced vehicular, bicycle, and pedestrian collisions
2. Reduced fuel use
3. Reduced traffic congestion, particularly during rush hour
4. Reduced emissions of criteria pollutants, resulting in reduced respiratory ailments especially for young children and older adults
5. Reduced greenhouse gas emissions (GHGs)
6. Increased use of active transportation and transit
7. Increased physical activity contributing to a reduction in diseases related to a sedentary lifestyle, such as obesity
8. Economic benefits through the reduction of household transportation costs
9. Reduced infrastructure costs and associated environmental benefits accrued from energy, waste, water reduction and land preservation

When measures to reduce VMT are complemented by actions to increase the efficiency of vehicles through enhancements in technology and congestion reduction, the full range of sustainability priorities presented in the policy can be achieved. Advancements in vehicle technology are particularly important for increasing the efficiency and reducing the impacts of trips that are critical to the health of our economy. In goods movement, for example, an increase in vehicle miles travelled is a sign of strong economic growth. To support this growth, while achieving a broader range of sustainability

Attachment I-1

- 1. City of Lancaster General Plan (Excerpt)**
- 2. City of Lancaster Master Plan of Trails and Bikeways
(Excerpt)**

Lancaster provides a bigger mall and

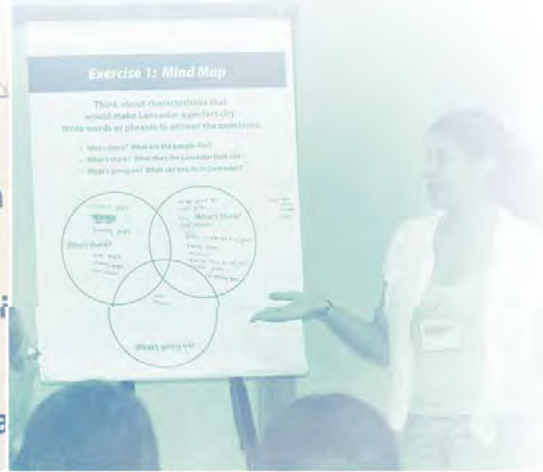
Lancaster is a place where youth

Lancaster is a place where families

Lancaster is a place where we can

Lancaster is a place where we

Lancaster is a place where people



Lancaster General Plan 2030

Soaring Into the Future

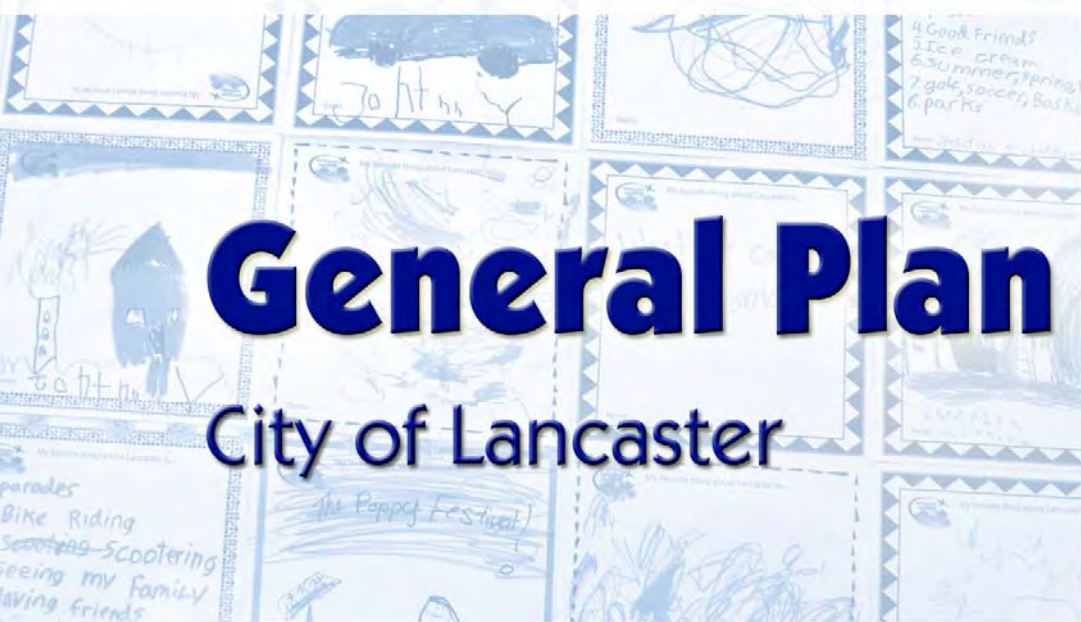


July 14, 2009

Challenge

General Plan 2030

City of Lancaster



Visions



PLAN FOR PHYSICAL MOBILITY

14.4.1(b)

Work with the California High-Speed Rail Authority and other agencies to support the development of a high speed rail system through the Antelope Valley.

Status: Existing program
Responsibility: Administration, Planning and Public Works
Departments
Time Frame: Ongoing
Funding Source: State and private resources

14.4.1(c)

Support and encourage the development of an efficient transportation system for the entire community, emphasizing the particular needs of the transit dependent individuals in the City, such as senior citizens, the handicapped, and students through such actions as:

- Assisting the local transit providers in the coordination, location and scheduling of public transit services and facilities.
- Working with Palmdale, Los Angeles County, and other agencies to maintain and enhance local transit service routes and schedules into a linked, valley-wide system.
- Urging the timely extension of public transit between urban residential areas and industrial employment centers.
- Examining alternatives to fixed route transit services within rural areas, such as demand response services, volunteer driver programs and taxi voucher programs.

Status: Existing program
Responsibility: Lancaster Public Works Department, Los Angeles Metro City of Palmdale, AVTA and other agencies
Time Frame: Ongoing
Funding Source: Department budgets



Alternative Transportation Modes

Despite the funds committed to roadway and highway construction, Southern California still suffers from significant traffic congestion. Although the City of Lancaster does not experience the degree of traffic congestion of other communities, it is not immune from these problems. If Lancaster continues to rely primarily on the private automobile, congestion problems will mount, and desired levels of service may not be maintained. After conducting significant research on roadway needs, the Southern California Association of Governments (SCAG) and Caltrans have concluded that Southern California cannot build its way out of severe traffic congestion. While the construction of new roadways is critical, roadway construction must be balanced with the expansion of alternatives to the use of the private automobile, including carpooling, public transit, bicycles, and walking. The following presents Lancaster's program to facilitate such alternatives.

“Community members expressed the need to provide for a city-wide interconnecting system of paths and trails that will allow residents to commute by walking or bicycling to residential, commercial, employment and open space areas.”
– Community Vision Report

OBJECTIVE 14.4

Reduce reliance of the use of automobiles and increase the average vehicle occupancy by promoting alternatives to single-occupancy auto use, including ridesharing, non-motorized transportation (bicycle, pedestrian), and the use of public transit.

Policy 14.4.1:

Under the guidance of the Transportation Master Plan, support and encourage the various public transit companies, ridesharing programs and other incentive programs, that allow residents to utilize modes of transportation other than the private automobile, and accommodate those households within the Urbanizing Area of the City that rely on public transit.

Specific Actions:

14.4.1(a)

Promote programs to increase Metrolink ridership, to lessen traffic congestion on SR14 and to improve local air quality.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget



14.4.1(d)

Utilize various media resources as addressed in the City's Communications Master Plan to highlight transportation alternatives.

Status: Existing program
Responsibility: Administration (Communications Manager),
Public Works Department
Time Frame: Ongoing
Funding Source: General fund

14.4.1(e)

Implement the recommendations of the Transportation Master Plan to the Transit System.

Status: New program
Responsibility: Public Works
Time Frame: Priority 3
Funding Source: Department budget

Policy 14.4.2:

Promote the use of alternative modes of transportation through the development of convenient and attractive facilities that support and accommodate the services.

Specific Actions:

14.4.2(a)

Through the development review process, ensure that new developments make adequate provision for bus stop and turnout areas as necessary for both public transit and school bus service, as well as park-and-ride facilities identified as necessary.

Status: Existing program
Responsibility: Planning and Public Works Departments
Time Frame: Ongoing
Funding Source: Development review fees

PLAN FOR PHYSICAL MOBILITY

14.4.2(b)

Investigate the potential for development of a transportation hub within the City, providing for connectivity between local and regional transportation services and destinations.

Status: New Program
Responsibility: Public Works and other agencies
Time Frame: Ongoing
Funding Source: Department budgets

14.4.2(c)

Through the Capital Improvement program, implement maintenance and improvement programs to improve bus stop facilities.

Status: New Program
Responsibility: Public Works Department and AVTA
Time Frame: Priority 3
Funding Source: Department budget and Capital Improvement Fund

Policy 14.4.3:

Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled (VMT), fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders (see also Policy 10.2.4 and subordinate specific actions of the Plan for Active Living).

Specific Actions:

14.4.3(a)

Revise the zoning ordinance to require commercial and industrial developments to provide reasonable and secure bicycle storage space for both patrons and employees.

Status: New program
Responsibility: Planning Department
Time Frame: Priority 2
Funding Source: Department budget



14.4.3(b)

Provide bicycle racks at public facilities and at convenient locations along major public streets as resources allow.

Status:	Existing program
Responsibility:	Public Works and Parks, Recreation and Arts Departments
Time Frame:	Ongoing
Funding Source:	Department budgets

14.4.3(c)

Through the adoption and implementation of a Master Plan for Trails, require bikeways to link residential neighborhood areas with parks, scenic areas, and other points of interest. These bikeways also should be designed to encourage intra-city travel to employment areas, civic and commercial areas, and schools.

Status:	New program
Responsibility:	Planning and Public Works Departments
Time Frame:	Priority 2
Funding Source:	Development review fees

Policy 14.4.4:

Encourage commuters and employers to reduce vehicular trips by implementing Transportation Demand Management strategies.

Specific Actions:

14.4.4(a)

As part of the development and environmental review process, require implementation of transportation demand management programs for new commercial and industrial development based on local government responsibilities in the Los Angeles County Congestion Management Plan as applicable.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees

PLAN FOR PHYSICAL MOBILITY

14.4.4(b)

Work with local and regional transportation agencies to identify and promote a variety of trip reduction programs.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget, Capital Improvements Fund

Policy 14.4.5:

Design transportation facilities to encourage walking, provide connectivity, ADA accessibility, and safety by reducing potential auto/pedestrian conflicts.

Specific Actions:

14.4.5(a)

Require ramps and other design features which comply with Federal and State regulations regarding transportation accessibility for the disabled in new developments, and, where practical, construct these facilities in existing urban areas.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Development review fees

14.4.5(b)

Through the development review process, require developers to include pedestrian access ways to buildings to encourage pedestrian activity.

Status:	Existing
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees



14.4.5(c)

Encourage transit supportive uses in close proximity to the Metrolink station (see also related policies and Specific Actions under Objective 16.4).

Status:	New program
Responsibility:	Redevelopment Agency and Planning Department
Time Frame:	Priority 2
Funding Source:	General Fund, Planning and Redevelopment Agency budgets

Commodity Movement

In addition to the movement of people within a community, a major function of a city's transportation system is to facilitate the movement of commodities. If the City of Lancaster is to successfully expand its industrial base, the establishment and maintenance of truck routes and rail access to industrial areas will be critical. In addition, it is essential that utility companies have the necessary infrastructure and capacity to transport sufficient energy to serve the needs of the community. It is also important for Lancaster to promote the construction of new alternative energy systems and infrastructure that can produce energy for local demand as well as transport energy for regional use. The following outlines the General Plan's program to facilitate the movement of commodities within the City.

OBJECTIVE 14.5

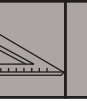
Ensure the ability to safely move commodities within and through the City of Lancaster, including availability of truck routes, pipelines, and other utility corridors, in such a manner as to minimize impacts on adjacent land uses and enhance Lancaster residents' quality of life.

Policy 14.5.1:

Provide adequate roadways and a support system to accommodate both automobile and truck traffic.



CITY OF LANCASTER MASTER PLAN OF TRAILS AND BIKEWAYS



A

B

Attachment I-1



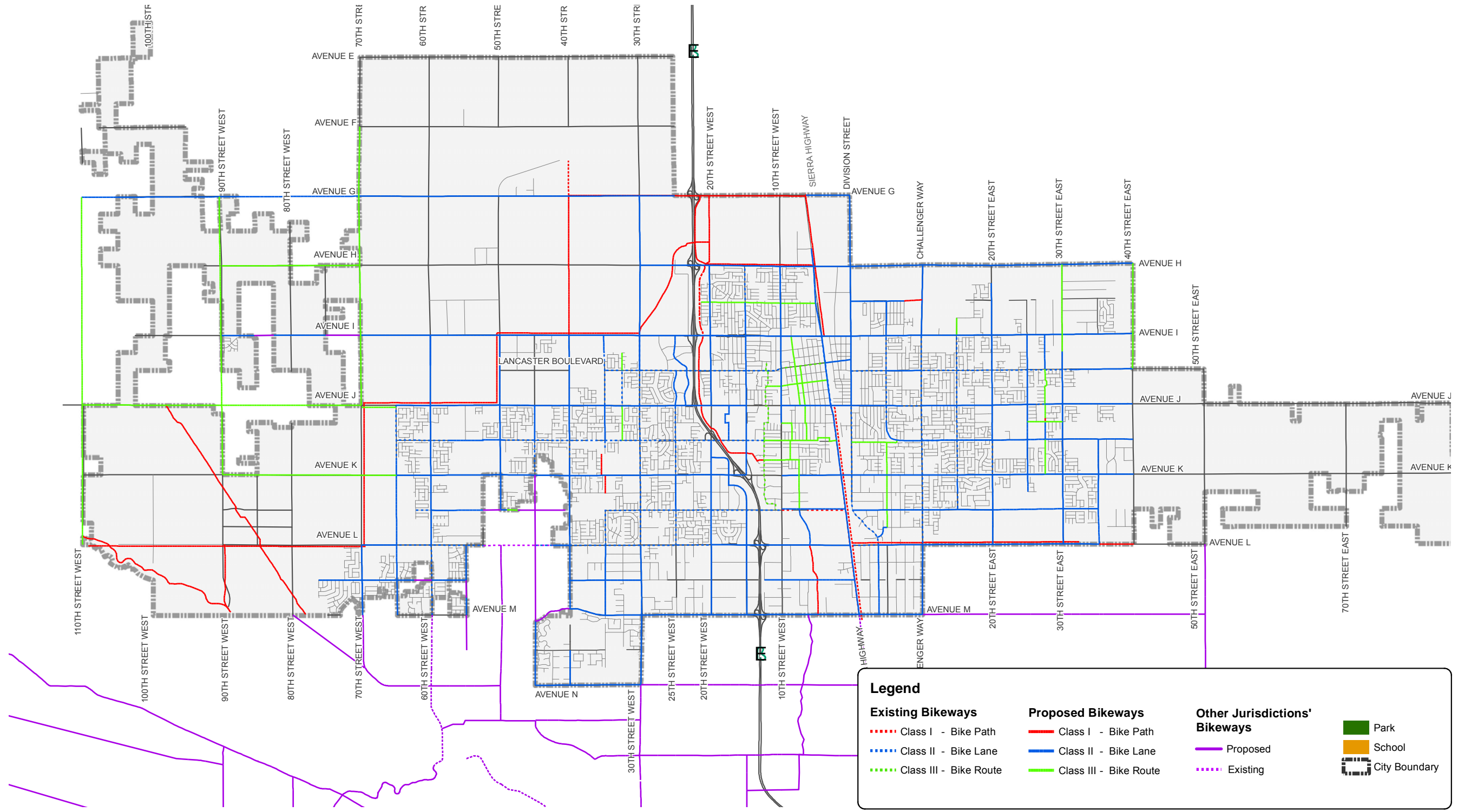
The City will use this Master Plan to create complete streets to provide safer travel for all users. The City also aims to develop a network of trails that serve a variety of recreational needs. The following goals provide broad statements describing a desired vision; the policies and actions provide the method to achieving the goal.

Goals

1. Provide a safe, connected, and convenient street environment where people of all ages and physical abilities can travel throughout Lancaster without a vehicle.
2. Create a network of off-street shared-use paths and trails within the City that is well located, safe, and secure.
3. Provide amenities and facilities to increase the number of bicyclists and pedestrians by enticing more people to use their bicycles or walk instead of driving.
4. Promote the health of Lancaster residents by providing opportunities to bicycle or walk for commuting, recreating, shopping and visiting.
5. Support safe access to and from schools.
6. Develop routes and facilities to enhance the economic viability of Lancaster, including promotional events and activities supportive of "Destination Lancaster."

Attachment I-1

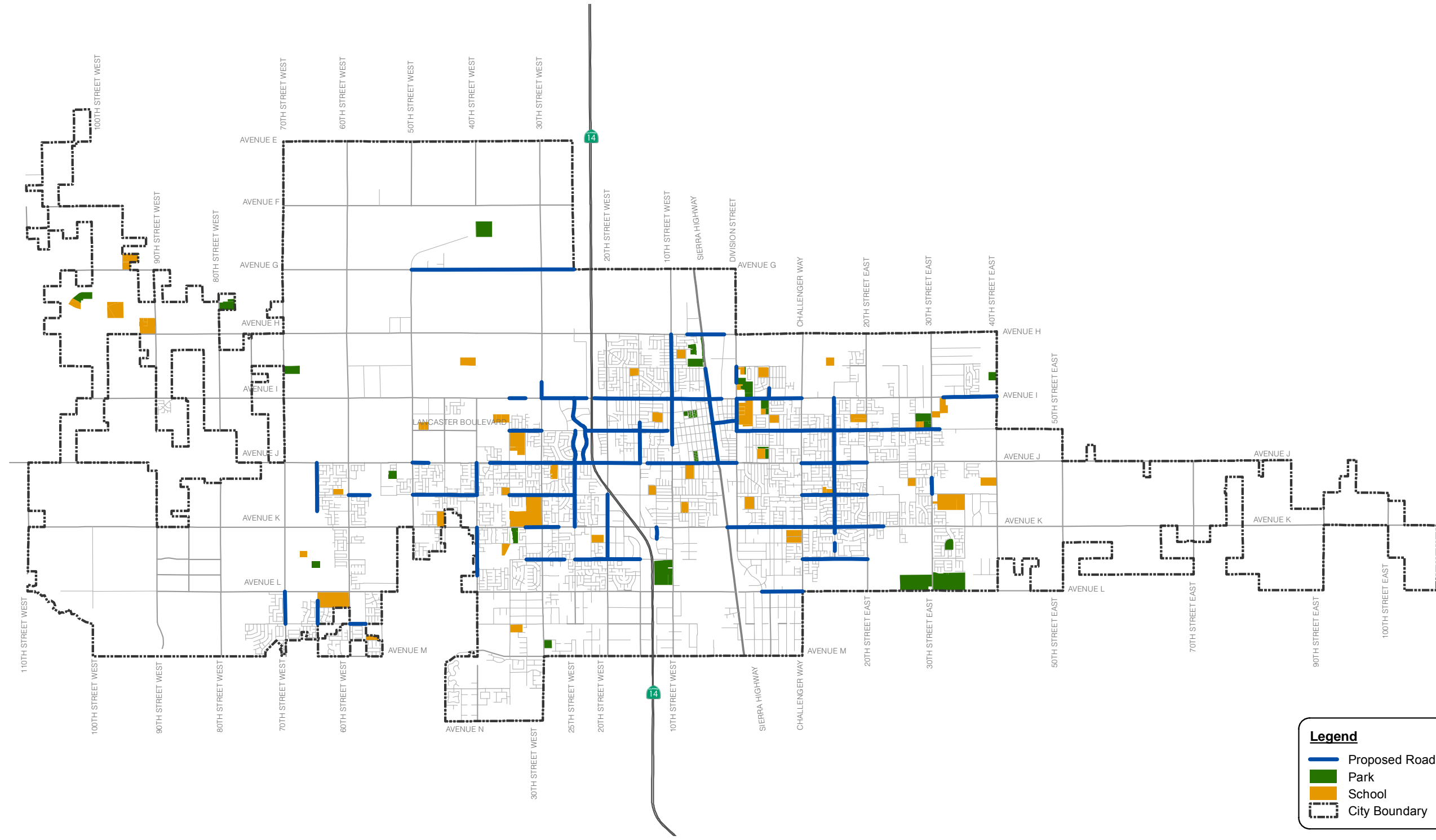
MAP 6-1: EXISTING AND PROPOSED BIKEWAYS





Attachment I-1

MAP 6-2: PROPOSED ROAD DIETS



Legend

- Proposed Road Diet
- Park
- School
- City Boundary

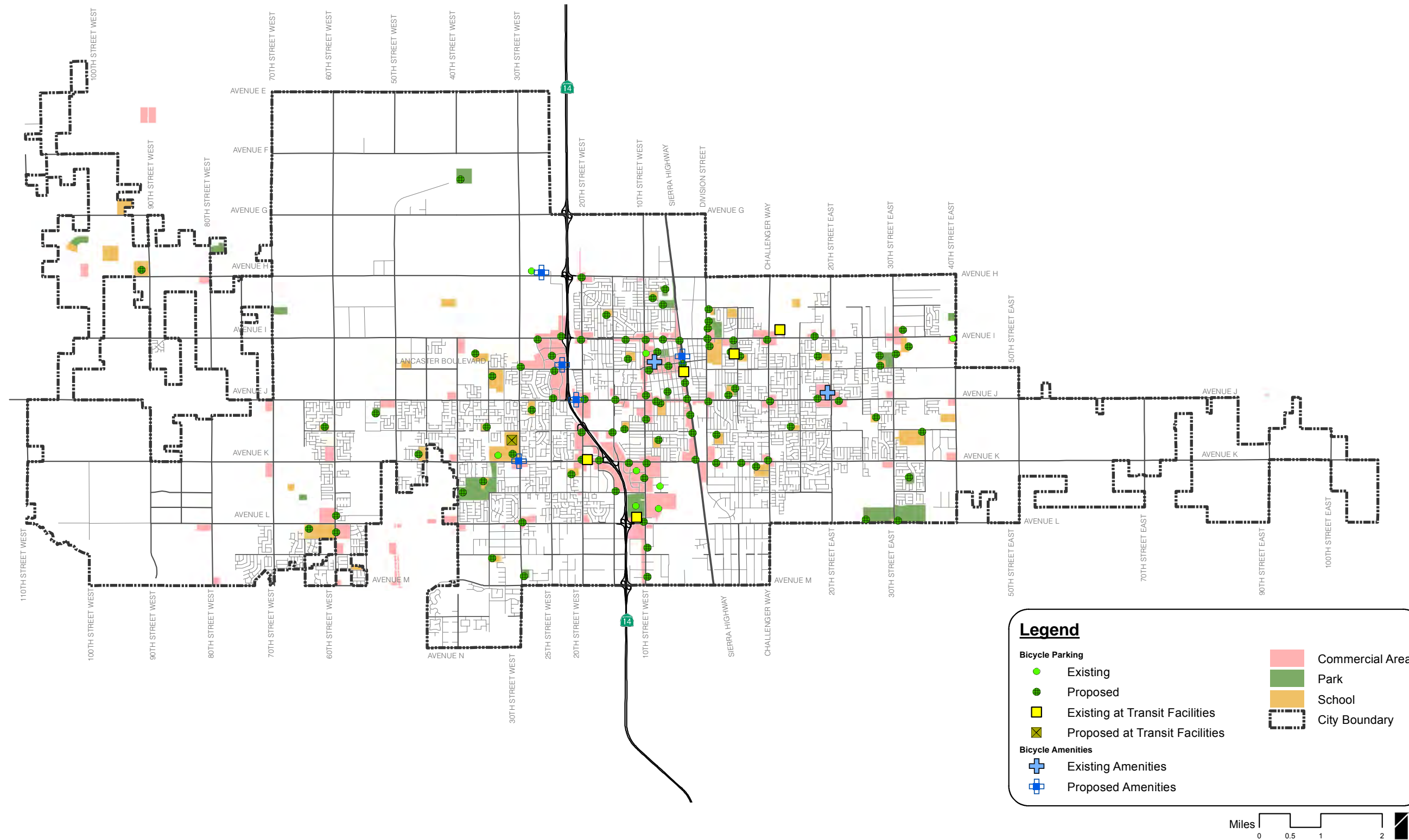


Proposed Road Diets

Lancaster Master Plan of Trails and Bikeways

Attachment I-1

MAP 6-4: EXISTING AND PROPOSED BICYCLE PARKING, AMENITIES AND INTERMODAL LINKS



Existing and Proposed Bicycle Parking, Intermodal Links and Amenities

Lancaster Master Plan of Trails and Bikeways

Attachment I-2

- 1. Transportation Injury Mapping System (TIMS)
Collisions from 1/1/2009 to 12/31/2013 for the Project
Location and Influence Area**
- 2. TIMS Map of Collisions/Incidents in Project Location and
Influence Area**

Attachment I-2

Source: TIMS, SWITRS GIS MAP

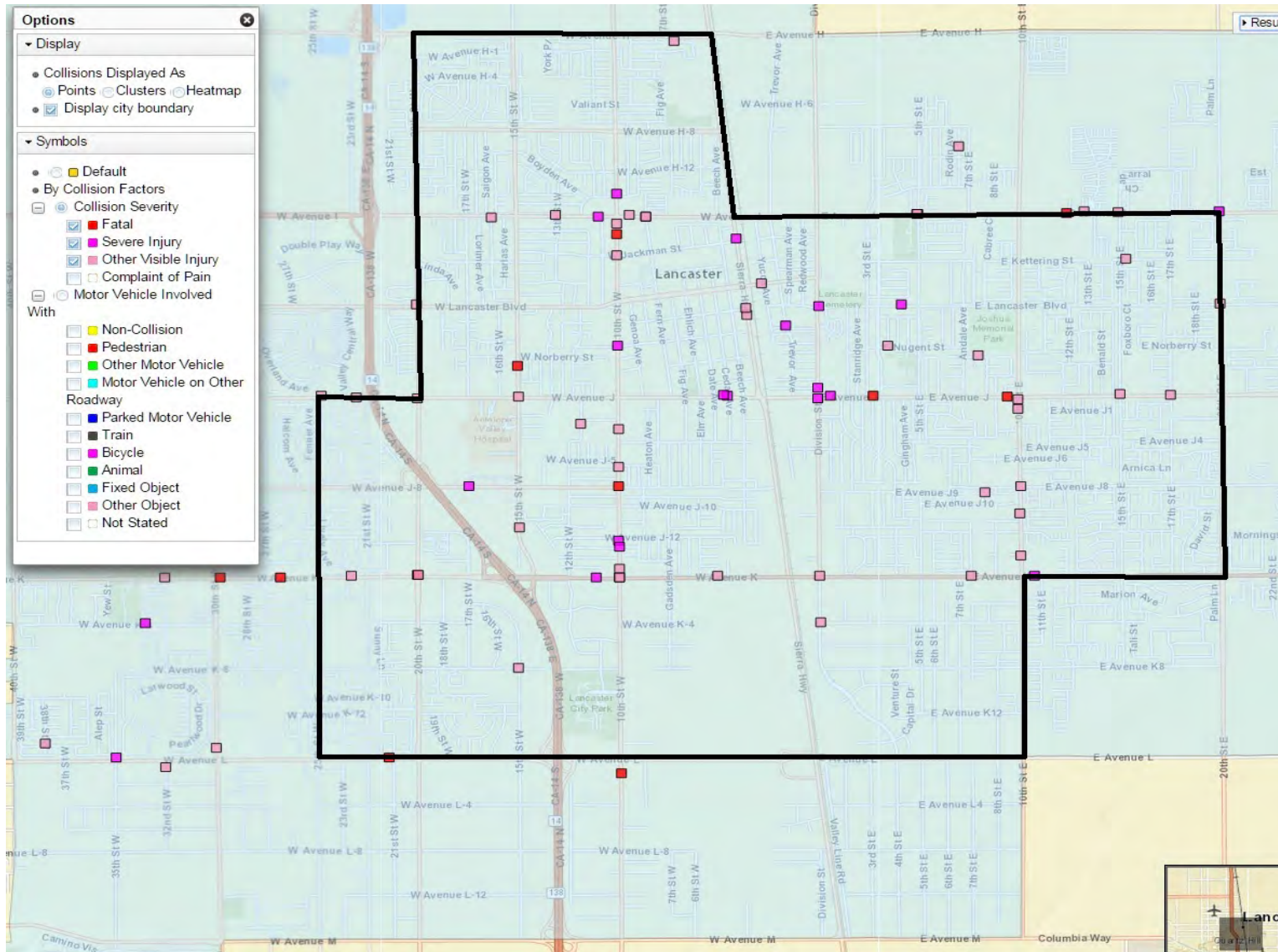
#	Date of Collision	Location		Severity of Injuries
1	1/19/2009	AVENUE K	10TH ST WEST	Injury (Severe)
2	1/5/2009	AVENUE I	16TH ST	Injury (Complaint of Pain)
3	1/2/2009	AVENUE J 8	15TH ST WEST	Injury (Severe)
4	2/10/2009	7TH ST	AVENUE K	Injury (Other Visible)
5	3/21/2009	AVENUE 1	20TH ST EAST	Injury (Severe)
6	4/12/2009	AVENUE I	15TH ST EAST	Injury (Other Visible)
7	3/6/2009	AVENUE J	DENMORE AV	Fatal
8	7/12/2009	15TH ST WEST	NORBERRY ST	Fatal
9	7/10/2009	10TH ST WEST	NEWGROVE AV	Injury (Severe)
10	8/20/2009	AVENUE I	FERN AV	Injury (Other Visible)
11	2/22/2010	AVENUE K	20TH ST WEST	Fatal
12	9/13/2009	LANCASTER BL	20TH ST EAST	Injury (Other Visible)
13	10/16/2009	15TH ST EAST	AVENUE J	Injury (Other Visible)
14	10/22/2009	AVENUE I	20TH ST WEST	Injury (Severe)
15	12/2/2009	10TH ST WEST	JACKMAN ST	Injury (Other Visible)
16	12/2/2009	15TH ST WEST	YOUNGBLOOD PL	Injury (Other Visible)
17	12/12/2009	OLDFIELD ST	TABLER AV	Injury (Other Visible)
18	1/13/2010	10TH ST WEST	JACKMAN ST	Fatal
19	2/2/2010	SIERRA HWY	JACKMAN AV	Injury (Severe)
20	1/12/2010	20TH ST WEST	AVENUE K	Injury (Other Visible)
21	2/1/2010	LANCASTER BL	DIVISION ST	Injury (Severe)
22	2/15/2010	10TH ST WEST	AVENUE H-14	Injury (Severe)
23	3/3/2010	DIVISION ST	AVENUE J	Injury (Severe)
24	3/12/2010	LANCASTER BL	5TH ST EAST	Injury (Severe)
25	3/12/2010	CHALLENGER WY	AVENUE J-10	Injury (Other Visible)
26	3/13/2010	10TH ST EAST	AVENUE J	Injury (Other Visible)
27	3/13/2010	20TH ST WEST	AVENUE J	Injury (Other Visible)
28	4/13/2010	LANCASTER BL	YUCCA AV	Injury (Other Visible)
29	5/6/2010	AVENUE J-9	HANSTEAD AV	Injury (Other Visible)
30	6/12/2010	AVENUE I	13TH ST WEST	Injury (Other Visible)
31	8/10/2010	5TH ST EAST	AVENUE I	Injury (Other Visible)
32	8/6/2010	AVENUE J	15TH ST WEST	Injury (Other Visible)
33	9/2/2010	AVENUE I	5TH ST EAST	Injury (Other Visible)
34	9/4/2010	AVENUE J	CEDAR AV	Injury (Severe)
35	9/13/2010	10TH ST WEST	AVENUE I	Injury (Other Visible)
36	11/4/2010	10TH ST WEST	AVENUE J-4	Injury (Other Visible)
37	11/12/2010	20TH ST WEST	LANCASTER BL	Injury (Other Visible)
38	11/14/2010	NUGENT ST	4TH ST EAST	Injury (Other Visible)
39	4/29/2011	10TH ST WEST	AVENUE J 8	Fatal
40	1/10/2011	AVENUE I	FERN AV	Injury (Other Visible)
41	12/6/2010	15TH ST WEST	AVENUE K-8	Injury (Other Visible)
42	2/10/2011	CHALLENGER WY	AVENUE J	Injury (Other Visible)
43	2/18/2011	DIVISION ST	AVENUE J	Injury (Severe)
44	2/22/2011	AVENUE K	10TH ST WEST	Injury (Other Visible)

Attachment I-2

45	3/5/2011	KETTERING ST	PALO VISTA DR	Injury (Other Visible)
46	5/2/2011	DIVISION ST	AVENUE K 4	Injury (Other Visible)
47	6/6/2011	AVENUE K	PARK AV	Injury (Other Visible)
48	6/9/2011	10TH ST WEST	AVENUE J-6	Injury (Other Visible)
49	6/14/2011	AVENUE J	DIVISION ST	Injury (Severe)
50	6/16/2011	10TH ST WEST	AVENUE K	Injury (Complaint of Pain)
51	7/20/2011	AVENUE 1	10TH ST WEST	Injury (Other Visible)
52	8/5/2011	TRIXIS AV	PRIMROSE DR	Injury (Other Visible)
53	8/17/2011	SIERRA HWY	MILLING ST	Injury (Other Visible)
54	9/27/2011	KINGTREE AV	AVENUE J-2	Injury (Other Visible)
55	9/8/2011	AVENUE I	5TH ST EAST	Injury (Other Visible)
56	11/10/2011	AVENUE J	25TH ST W	Injury (Other Visible)
57	6/20/2011	AVENUE J	FOXTON AV	Fatal
58	2/16/2012	AVENUE L	21ST WEST	Fatal
59	11/17/2011	AVENUE I	12TH ST EAST	Injury (Other Visible)
60	12/8/2011	AVENUE J-8	CHALLENGER WY	Injury (Other Visible)
61	2/4/2012	AVENUE J	CEDAR AV	Injury (Severe)
62	6/2/2012	AVENUE I	12TH ST EAST	Fatal
63	4/21/2012	CHALLENGER WY	AVENUE J 14	Injury (Other Visible)
64	4/14/2012	AVENUE J	SUNDELL AV	Injury (Other Visible)
65	4/22/2012	AVENUE K	DIVISION ST	Injury (Other Visible)
66	5/2/2012	AVENUE K	11TH ST EAST	Injury (Severe)
67	5/8/2012	AVENUE J	17TH ST EAST	Injury (Other Visible)
68	7/22/2012	AVENUE K	22ND ST W	Injury (Other Visible)
69	9/26/2012	10TH ST WEST	AVENUE J12	Injury (Severe)
70	8/29/2012	MILLING ST	SIERRA HWY	Injury (Other Visible)
71	9/14/2012	10TH ST WEST	AVENUE J-13	Injury (Severe)
72	11/29/2012	TREVOR AV	NEWGROVE ST	Injury (Severe)
73	11/7/2012	10TH ST WEST	AVENUE K	Injury (Other Visible)

Attachment I-2

Pedestrian-Involved Collisions/Incidents within Project Area



Source: TIMS, SWITRS GIS Map

Attachment I-3

1. City of Lancaster General Plan: Public Involvement (Excerpt)

Attachment I-3

A complete copy of the Lancaster Master Plan of Trails and Bikeways is available at: <http://www.cityoflancasterca.org/index.aspx?page=920>



Public input was an essential part of preparing this Master Plan. A comprehensive public outreach program was implemented in order to learn about the local cycling, walking, and trails environment, to understand needs and ensure they are met, and to set priorities. The outreach program included the following elements:

- Antelope Valley Partners for Health (AVPH) Outreach
- Master Plan of Trails and Bikeways Technical Advisory Committee
- Lancaster Master Plan of Trails and Bikeways Survey
- Public Workshops
- Walk Audits
- Public Comments via e-mail, mail, and fax

AVPH played a pivotal role in conducting outreach. They incorporated the Master Plan of Trails and Bikeways into their existing activities, outreached to existing clients, and expanded their promotion of the Plan to ensure as much public input as possible.

Master Plan Technical Advisory Committee

The Master Plan of Trails and Bikeways Technical Advisory Committee (TAC) was comprised of representatives from the following stakeholders:

- City Planning Department
- City Manager's Office
- City Parks Department
- City Public Works Department
- Residents
- Antelope Valley Transit Authority
- Local business owners
- Los Angeles County Department of Public Health
- Antelope Valley Union High School District
- Eastside Union School District
- Lancaster School District
- Los Angeles County Sheriff's Department
- Equestrian and Trails advocates
- High Desert Cyclists, and
- Consultant team.

The Technical Advisory Committee was assembled to advise the project team of current concerns, and to provide guidance and input on the development of the Master Plan. The Committee held a total of four meetings.

The first meeting took place early in the planning process to illuminate issues for cyclists, pedestrians, equestrians, and the disabled. During the second meeting, the TAC helped develop the Goals, Policies and Actions of this Plan. During the third meeting, the TAC reviewed preliminary plan results including draft bicycle routes, pedestrian improvements, ADA barriers, and trails. The TAC reviewed and commented on the Draft Plan during the fourth and final meeting.





Attachment I-3

Lancaster Master Plan Survey

In order to assess the needs and users' priorities of the bicycle, pedestrian, and trails system, the City conducted a survey. The City made the Lancaster Master Plan of Trails and Bikeways Survey available in both English and Spanish on the Master Plan of Trails and Bikeways website from September 2010 through December 3, 2010. In conjunction with other advocacy groups, the City passed out hard copies of the survey during community meetings and at community events. A total of 210 community members responded. Each question was analyzed to understand the community's needs and how bicycling, the pedestrian environment, and trails in Lancaster can be improved.

The survey asked questions such as:

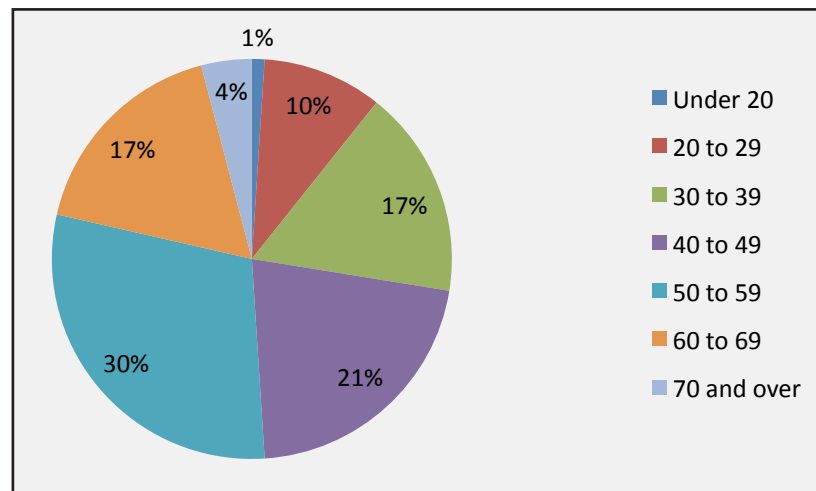
- why the respondent rides a bicycle / walks / uses trails;
- how often he / she rides / walks/ uses trails;
- areas in need of improvement;
- barriers to travel, and
- areas in need of bicycle parking, among others.

The following discussion summarizes and analyzes the results of the survey.

QUESTION 1: WHAT IS YOUR AGE?

As shown in Chart 2-1, survey respondents have a wide range of ages. The majority (30 percent) of respondents are age 50 to 59, with another 21 percent age 40 to 49. Seventeen percent of respondents are 60 to 69, and another 17 percent are 30 to 39.

CHART 2-1: AGE OF SURVEY RESPONDENTS



Attachment I-3

Public Workshops

The City held three different types of public workshops, for a total of seven meetings with the public. The public was notified about the meetings through multiple channels:

- Antelope Valley Press' Community Section advertisements
- Television Channel 3's "Local Edition" program
- Flyer and literature distribution at Health and Resource Fairs
- Announcements at chamber group meetings including Antelope Valley Chamber (Lancaster), Palmdale Chamber, Hispanic Chamber, African American Chamber and the Quartz Hill Chamber
- Targeted agencies and businesses for interested parties for flyer and literature distribution including bicycle shops, animal feed stores, Easter Seals, Desert Haven, and Senior Centers
- E-mail blast to non-profit groups in the community, City's e-mail listserv, and interested parties that filled out the information section of the survey

The purpose and timing of each workshop is explained further below.

GENERAL PUBLIC WORKSHOPS

The City invited the general public to a series of three workshops to present the purpose of the Master Plan of Trails and Bikeways, understand concerns, take comments and questions, and prioritize capital improvement projects. Outcomes of each workshop are briefly described below.

Workshop 1: September 27, 2010

The first workshop took place on September 27, 2010 from 6:00 pm to 8:30 pm. The consultant team presented the overall scope for the Master Plan of Trails and Bikeways, the tentative schedule, and example recommendations for bikeways, trails, and pedestrian features. The workshop attendees commented and asked questions after the presentation. Attendee concerns and questions included:

- Narrow / substandard existing bike lanes
- Safety / Security; use of cameras
- High speed limits
- Freeway ramp treatments; bridge overpass opportunities
- Equestrian trail opportunities
- Bike path loops
- Bike and Trails Access points
- Rubberized Sidewalk Loop
- Trees / Shade along trails
- Signage at trails
- Directional signage / pavement markings



*Exercise loops,
shade-giving
trees, and
directional
signage may
encourage
active
transportation*

Attachment I-3

- Ave. H
- Crossings at Sierra Highway at Ave. K-8, Ave. K, and Ave. J
- Jackson from 15th St. W to Sierra Highway
- 15th St. W
- 10th St. W Retail area
- Between Ave. L & Ave. K at 10th St. to Sierra Highway – New development
- Amargosa Creek
- 20th St. W
- 30th St. W
- Ave. L
- Ave. G fairgrounds access
- Facilities
 - Plant 42 access and facilities in area
 - Shade / shelter areas

Workshop 2: June 29, 2011

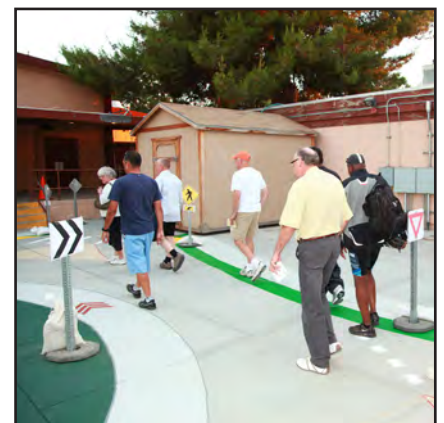
Over 160 people attended the second workshop, including community members and City staff. The City Manager kicked off the workshop with a brief introduction to the planning effort, and the importance of ushering in a new era for Lancaster. The Chair of the Architectural and Design Commission and a representative from Antelope Valley Partners for Health both gave brief statements.

The Consultant team gave a brief presentation about the planning effort to date and major findings. The team showed before and after pictures of communities that have embraced active living, and the transformational effect the plan could have on Lancaster when implemented. The team presented existing and proposed draft maps including: equestrian trails, pedestrian trails, missing sidewalks, jogging loops, intersection improvements, and bikeways.

After questions and comments were heard, workshop attendees participated in several interactive exercises.

City staff set up a mock roundabout for workshop participants to travel through and navigate. Roundabouts and mini-circles have many advantages compared to signalized and stop-controlled intersections, but are often misunderstood, as they are uncommon in the United States compared to Europe and other countries. City staff took advantage of this workshop to provide an educational introduction to roundabouts.

Staff created another outdoor exercise to show the importance of street connectivity. They created two different types of street networks in each box: one well-connected network, and the other, with many culs-de-sac and endpoints. Participants were to travel from point A to point B (which were equidistant in both boxes), and take note of their travel times. Participants found it took much longer to get to their destination when traveling in a disconnected street network.



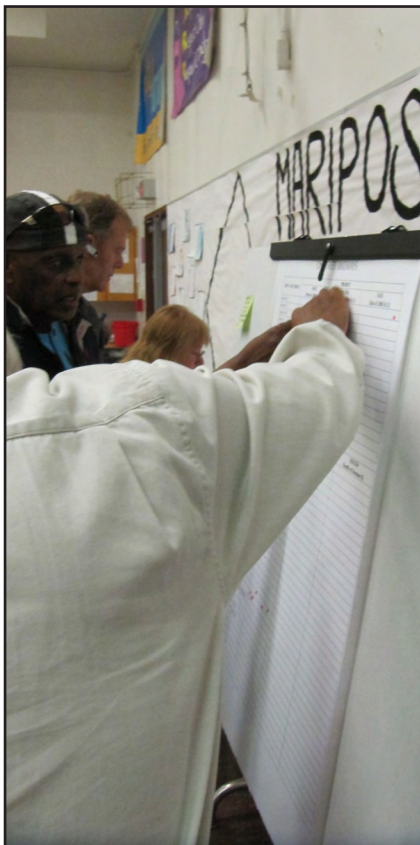
Attachment I-3

After completing the outdoor exercises, attendees returned inside to participate in a prioritization exercise. Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 red dots, and 20 blue dots. Participants placed red dots next to their highest project priorities, blue dots for second priority projects, and no dots for third priority projects. In scoring the exercise, two points are given for each red dot, and one for each blue dot. Participants prioritized among five different types of improvements: equestrian trails, bikeways, missing sidewalks, pedestrian intersection improvements, and off-street multi-purpose pedestrian / bicycle trails. The results of the exercise are displayed in the following tables.



TABLE 2-1: PUBLIC MEETING ON-STREET BIKEWAY PRIORITIES

Street	Section	Score
30th St. W	South	147
Avenue J	Central	128
Avenue K	Central	72
Avenue J	East	56
Avenue J-4	East	52
30th St. W	North	44
Avenue J	West	42
Avenue M	West	42
Avenue N	West	42
Avenue M	Central	42
Sierra Highway	North	36
50th St. W	Central	30
60th St. W	South	30
Avenue K	West	26
Sierra Highway	Central	26
50th St. W	South	26
Avenue G	Central	25
30th St. W	Central	23
Lancaster Boulevard	West	22
Avenue L	Central	22
60th St. W	North	18
15th St. W	Central	18
10th St. W	Central	18
10th St. W	South	16
Avenue I	Central	12
Avenue G	West	10



Attachment I-3

TABLE 2-5: PUBLIC WORKSHOP OFF-STREET TRAILS PRIORITIES

Off-street Trail	Score
California Aqueduct Bike Path	69
Sierra Highway Bike Path	66
Amargosa Creek Bike Path	56
Jogging Loop 1: 35th St. W, Avenue K-8, Sierra Highway, Avenue J	44
California Aqueduct Trail	38
Avenue L Bike Path	31
Avenue K-8 Bike Path	30
Avenue I, Lancaster Blvd., 35th St. W, 50th St. W loop Multipurpose Path	29
35th St. W from Lancaster Boulevard to Avenue K-8 Multipurpose Path	25
Jogging Loop 2: Lancaster Boulevard, 30th St. E, Soccer Center, Avenue J-8, 5th St. E	22
40th St. West Bike Path	19
Avenue G Bike Path	17
Amargosa Creek Trail	16
Water Channel Bike Path	16
Utility Corridor Bike Path	16
Avenue H Bike Path	14
Avenue K-8 from 30th St. W to 15th St. W Trail	10
Avenue K-8 from 35th St. E to Littlerock Wash	6
Utility Corridor Trail	5
Water Channel Trail	4
Avenue H Trail	3
Littlerock Wash Trail	2
Avenue G / Division Street Trail	2

Workshop 3: October 18, 2011

A third public workshop was held to present the Draft Master Plan of Trails and Bikeways. At the workshop, the consultant team presented final recommendations and created boards that summarized primary chapters of the Plan.

Attachment I-3

EQUESTRIAN WORKSHOPS



The City invited members of the equestrian community to attend focused workshops to ensure that the needs and concerns of the equestrian community were incorporated into the Plan. Outcomes of both workshops are briefly described below.

Workshop 1: October 25, 2010

Twenty community members attended the first equestrian workshop. The consultant team did a brief presentation about the overall scope of the Master Plan of Trails and Bikeways, and then presented in detail the scope for the trails section. This included a discussion of a backbone trail network, trail integration in new development, trailhead facilities, trail amenities, and surfacing and fencing of trails. Comments from the workshop included:

- Survey was difficult to understand and answer for equestrians because Lancaster does not currently have existing trails
- Equestrians and runners need a backbone north/south and east/west trail network that have destinations in mind or connect up to other trails
- Cars and drivers have a lack of respect and awareness for equestrians
- Parallel bike paths and equestrian paths need a fence or separator
- The Amargosa Creek Pathway needs to include equestrian facilities as stated in the plan
 - The Horse Access parking on Avenue H needs pull through for horses
 - 1 mile of the network should be open to equestrians
 - There should be a connection to the County Trail



Workshop 2: August 11, 2011

Thirty-two equestrian stakeholders attended the second equestrian workshop. The consultant team presented draft proposed equestrian trails, existing trails, and types of trail amenities. Comments on the trails plan included:

- Need for bicyclist education when sharing trails
- An additional trail may be available on the east side of Lancaster not currently on the map
- Water and other amenities are needed on the trails
- Trailhead locations must be identified in the Plan
- Trails should connect to outside jurisdictions, Los Angeles County and Palmdale
- Concern for shared use with ATVs, motorcycles, and other motorized vehicles - should be prevented from using the trails
- Design guidelines should follow those of Los Angeles County



Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 green dots, and 20 yellow dots. Participants placed green dots next to their highest project

Attachment I-3

DISABLED STAKEHOLDERS WORKSHOPS



The Master Plan of Trails and Bikeways contains an Americans with Disabilities Act (ADA) Transition Plan. As part of the requirements of the ADA Transition Plan, and to ensure the rest of the components of the Master Plan are barrier free, the City hosted two workshops with the disabled community. Outcomes of both workshops are briefly described below.

Workshop 1: November 1, 2010

Nineteen community members attended the first disabled stakeholders workshop. The City provided sign-language translation for hearing-impaired attendees. The consultant team did a brief presentation about the overall scope of the Master Plan of Trails and Bikeways, and then presented in detail the scope for the ADA Transition Plan. This included a discussion of the purpose of the transition plan, barriers to disabled travel including lack of sidewalks, poor push button placement, inaccessible ramps, lack of truncated domes, etc. Attendees then engaged in discussion about barriers in the City.

Workshop 2: August 11, 2011

The Antelope Valley Senior Center hosted the second workshop to address barriers to disabled travel. Twenty-five community members, including seniors, disabled residents, staff, assistants, and others. The consultant team presented the purpose of the ADA Transition Plan, the sections of a compliant transition plan, types of barriers (missing ramps, sidewalks, audio signals, etc.), how to create compliant facilities, and the purpose of the workshop, including asking for feedback and prioritization. Comments included:

- Desired bus route through Avenue K and 30th St. E
- Avenue J and Sierra Highway have missing meter covers that make sidewalk discontinuous
- Avenue I and 17th St. W has poorly placed push buttons
- 20th St. W has a grocery store that is difficult to access
- Need for better crosswalks at Fern Avenue and Jackman Street



Attendees were asked to respond to the planned projects, and to prioritize them with sticker dots. Each participant was given 20 green dots, and 20 yellow dots. Participants placed green dots next to their highest project priorities, yellow dots for second priority projects, and no dots for third priority projects. In scoring these, two points are given for each green dot, and one for each yellow dot. Participants prioritized among missing sidewalks, and pedestrian intersection improvements with barriers to disabled travel. The results of the exercise are displayed in the following tables. The dot exercise has limitations given the type and level of attendance. The rankings displayed are of workshop attendees only, and serve as one tool to prioritize projects.



Attachment I-4

- 1. CHIS Public Health Statistic for Urban Core**
- 2. County of Los Angeles Department of Public Health
Strategic Plan 2013-2017**
- 3. County of Los Angeles Department of Public Health LA
Health Data Snapshot**
- 4. County of Los Angeles Department of Public Health
Mortality in Los Angeles County 2011**
- 5. Centers for Disease Control and Prevention CDC
Recommendations for Improving Health through
Transportation Policy**
- 6. Pedestrian & Bicycle Information Center Health Benefits
Fact Sheet**
- 7. Active Living Research “The Role of Transportation in
Promoting Physical Activity” Infographic**

Attachment I-4

AskCHIS Neighborhood Edition: Lancaster

	California			Los Angeles County			93534			93535			93536		
Indicators	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population	%	95% CI	Population
Ever diagnosed with asthma (18+)	0.137	0.131 - 0.143	27796500	0.122	0.113 - 0.132	7402100	0.136	0.102 - 0.171	26200	0.129	0.095 - 0.163	46800	0.145	0.111 - 0.179	44700
Ever diagnosed with asthma (1-17)	0.154	0.14 - 0.167	8629700	0.15	0.133 - 0.167	2204000	NA		9800	0.194	0.147 - 0.241	21400	0.196	0.149 - 0.244	15700
Ever diagnosed with diabetes (18+)	0.084	0.079 - 0.088	27796500	0.088	0.08 - 0.095	7402100	0.096	0.075 - 0.117	26200	0.099	0.079 - 0.12	46800	0.087	0.068 - 0.106	44700
Fair or poor health (18-64)	0.179	0.172 - 0.186	23392900	0.214	0.202 - 0.227	6305200	0.185	0.148 - 0.223	22300	0.197	0.159 - 0.234	41300	0.14	0.108 - 0.172	38400
Fair or poor health (65+)	0.274	0.261 - 0.287	4403600	0.33	0.312 - 0.348	1096900	NA		3800	NA		5400	NA		6300
Fair or poor health (0-17)	0.06	0.051 - 0.068	9134500	0.06	0.049 - 0.07	2334000	NA		10400	NA		22600	NA		16500
Obese (BMI >= 30) (18+)	0.248	0.241 - 0.255	27796500	0.247	0.235 - 0.26	7402100	0.325	0.275 - 0.375	26200	0.351	0.3 - 0.402	46800	0.28	0.231 - 0.329	44700
Overweight for age (weight >= 95th percentile) (2-11)	0.136	0.118 - 0.153	4997900	0.144	0.12 - 0.168	1262600	NA		5800	NA		12200	NA		8500
Overweight or obese (BMI >= 85th percentile) (12-17)	0.324	0.295 - 0.353	3127100	0.366	0.333 - 0.399	811500	NA		3300	NA		7900	NA		6500
Regular physical activity (5-17)	0.208	0.191 - 0.225	6610500	0.199	0.177 - 0.22	1684100	NA		7200	0.207	0.157 - 0.256	16400	NA		12500
Walked at least 150 minutes (18+)	0.333	0.325 - 0.341	27796500	0.35	0.335 - 0.364	7402100	0.287	0.251 - 0.323	26200	0.286	0.251 - 0.322	46800	0.318	0.275 - 0.362	44700

Neighborhood Edition are not direct estimates. For more

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County of Los Angeles Department of Public Health

Strategic Plan

2013-2017



Strategic Priority 1

Healthy and Safe Community Environments

Support and develop neighborhoods and institutions that support healthy lifestyles.

Goal 1.1: Increase the capacity of community environments to support active living and healthy eating.

- Obj.1.1.a Increase the number of local jurisdictions that implement transit-oriented districts and other land use planning policies that promote walkable, bikeable, and safe communities and use of mass transit while avoiding displacement of affordable housing.
- Obj.1.1.b Increase hospital and other institutional support for and promotion of breastfeeding.
- Obj.1.1.c Implement policies and practices to improve nutrition and physical activity in schools and child care settings.
- Obj.1.1.d Increase engagement with cities, public institutions, businesses, and community-based organizations to increase access to and demand for healthy food and beverage options, and reduce access to and demand for less healthy options.
- Obj.1.1.e Implement media and other public education efforts to promote increased fruit and vegetable consumption, increased tap water consumption, reduced consumption of beverages with added sugar, reduced salt intake, and reduced food and beverage portion sizes.
- Obj.1.1.f Promote smaller portion options through restaurant industry engagement and consumer education.
- Obj.1.1.g Develop strategies to increase participation in the Supplemental Nutrition Assistance Program (SNAP) and increase healthy food and beverage purchases among SNAP participants, including incentives for purchasing fresh produce.
- Obj.1.1.h Increase the capacity of community-based agencies to improve preconception health through the use of web-based platforms.

Goal 1.2: Increase the capacity of community environments to support tobacco-free living.

- Obj.1.2.a Assist cities with adopting evidence-based strategies to reduce exposure to secondhand smoke in multi-unit housing and outdoor areas.
- Obj.1.2.b Engage with cities and unincorporated areas to reduce youth access to tobacco products.
- Obj.1.2.c Work with businesses to reduce employee exposure to secondhand smoke and increase access to and utilization of effective tobacco cessation services.
- Obj.1.2.d Implement communication campaigns to increase utilization of effective tobacco cessation services.

Attachment I-4

- Obj.1.2.e Work with health care organizations to adopt and implement a standard protocol for tobacco use screening and referral to cessation services.
- Obj.1.2.f Engage with school districts, schools and teachers to provide tobacco-use prevention education and cessation resources at schools with high rates of tobacco use.

Goal 1.3: Increase community safety and decrease potential for injuries.

- Obj.1.3.a Support efforts to reduce gang violence among youth, including the County's Parks After Dark Program and other support services and policy interventions for high-risk youth.
- Obj.1.3.b Expand partnerships and pursue funding to increase injury and violence prevention efforts, including prevention of traffic collisions, fall injuries among seniors, drug-related poisonings, suicide, homicide, intimate partner violence, and trauma and abuse across the lifespan.
- Obj.1.3.c Implement evidence-based strategies to prevent motor vehicle, pedestrian and bicyclist injuries.

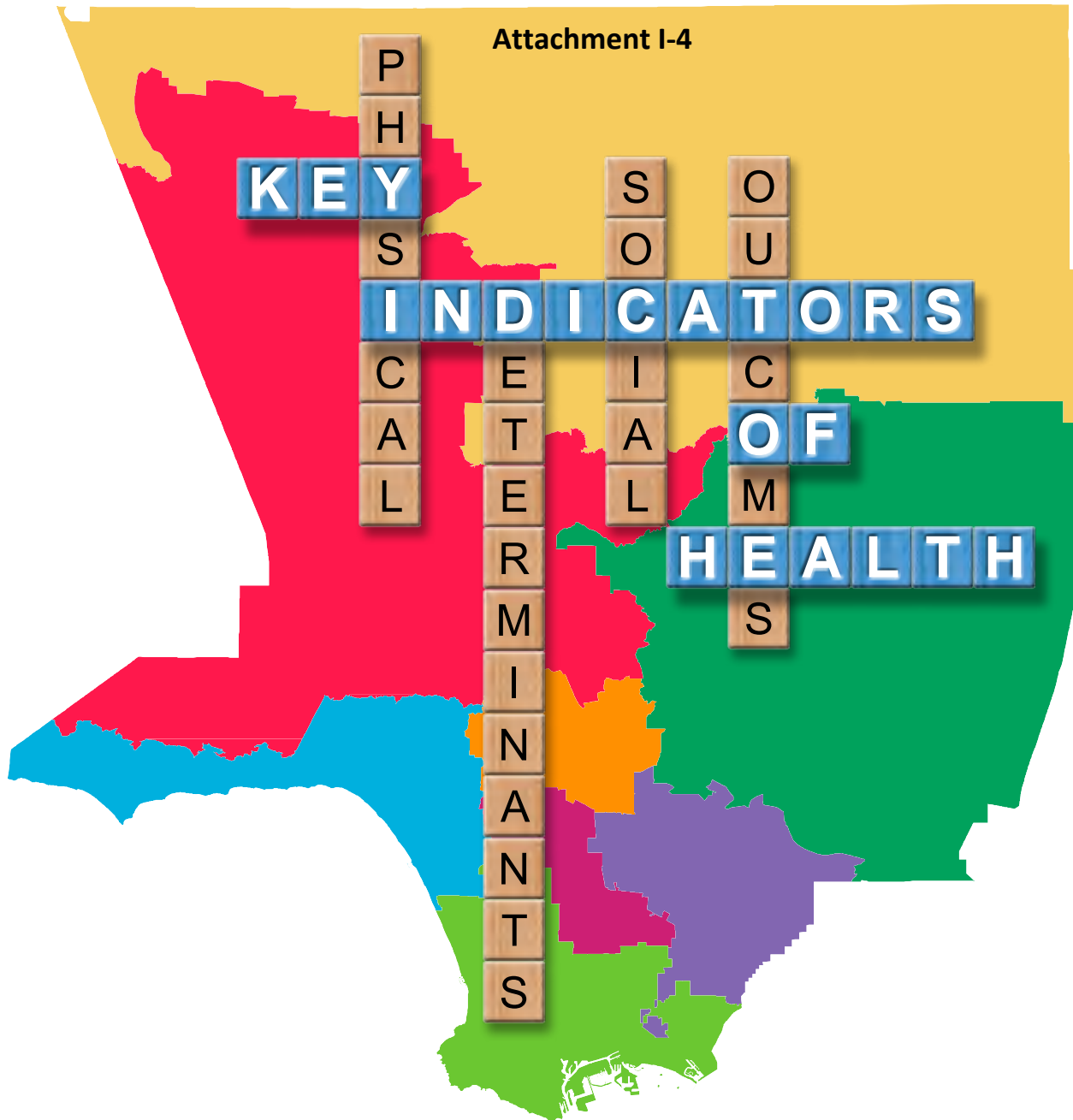
Goal 1.4: Reduce community environmental hazards.

- Obj.1.4.a Work with community organizations to educate residents on strategies to improve healthy conditions in multi-unit housing.
- Obj.1.4.b Quantify the potential short and long-term impacts of environmental hazards by modeling linkages between exposures and diseases and injuries.
- Obj.1.4.c Identify potential interventions to reduce the exposure to and impact of environmental hazards, and quantify the impacts and value of those interventions.
- Obj.1.4.d Address illegal food operations that pose a public health risk through public education and enforcement.
- Obj.1.4.e Improve data reporting, analysis, interpretation, and notification of environmental hazards to the public and affected industry.
- Obj.1.4.f Inform the general public on the nature of climate change, its potential effects, and actions they can take to reduce greenhouse emissions and minimize impacts on health.

Goal 1.5: Reduce the impact of substance abuse and addiction.

- Obj.1.5.a Implement and evaluate evidence-based prevention services that respond to locally identified alcohol and drug problems.
- Obj.1.5.b Improve treatment outcomes by expanding use of evidence based practices, including use of MAT (medication-assisted treatment).
- Obj.1.5.c Develop and begin implementation of a strategic action plan to address the growing public health problem of prescription drug use and abuse.
- Obj.1.5.d Assist cities and communities with adopting evidence-based strategies to reduce youth access and availability to alcohol and other drugs (AOD), and minimize the related health and social consequences.

Attachment I-4



by **SERVICE PLANNING AREA**

HEALTH STATUS

Health-Related Quality of Life

- Percent of adults reporting their health to be fair or poor²
- Average number of days in past month adults reported regular daily activities were limited due to poor physical/mental health²
- Average number of unhealthy days (due to poor mental or physical health) in the past month reported by adults^{2e}
- Average number of poor mental health days in the past month reported by adults²
- Percent of adults who receive the social and emotional support they need²

Special Health Care Needs

- Percent of children ages 0-17 years who have special health care needs^{2f}
- Percent of children ages 2-17 years ever diagnosed with ADD/ADHD²
- Percent of adults who provided care or assistance during the past month to another adult living with a long-term illness or disability²

*The estimate is statistically unstable (relative standard error ≥ 23%)

	HP 2020	National	LA County	Antelope Valley	San Fernando	San Gabriel	Metro	West	South	East	South Bay
				SPA1	SPA2	SPA3	SPA4	SPA5	SPA6	SPA7	SPA8
Percent of adults reporting their health to be fair or poor ²	N/A	16.1 ^{B2}	20.7	26.7	18.5	20.1	24.5	7.4	30.5	24.1	17.6
Average number of days in past month adults reported regular daily activities were limited due to poor physical/mental health ²	N/A	2.3 ^{B2}	2.1	2.6	2.5	1.8	2.1	1.7	2.5	2.0	1.7
Average number of unhealthy days (due to poor mental or physical health) in the past month reported by adults ^{2e}	N/A	6.2 ^{B2}	5.4	6.2	5.8	5.2	5.7	4.2	6.1	5.3	5.0
Average number of poor mental health days in the past month reported by adults ²	N/A	3.5 ^{B2}	3.3	3.8	3.6	3.0	3.4	2.0	4.0	3.5	2.9
Percent of adults who receive the social and emotional support they need ²	N/A	N/A	64.0	59.6	63.5	60.8	74.8	83.8	53.9	51.2	68.8
Percent of children ages 0-17 years who have special health care needs ^{2f}	N/A	N/A	15.8	20.8	15.5	14.7	16.6	17.5	12.5	15.2	18.2
Percent of children ages 2-17 years ever diagnosed with ADD/ADHD ²	N/A	8.4 ^{NC}	6.0	7.3	7.4	5.3*	7.2*	4.6	4.2	4.6	7.2
Percent of adults who provided care or assistance during the past month to another adult living with a long-term illness or disability ²	N/A	N/A	20.0	20.4*	17.4	24.1	11.3*	16.6*	16.9*	25.5*	24.0



	HP 2020	National	LA County	Antelope Valley	San Fernando	San Gabriel	Metro	West	South	East	South Bay
				SPA1	SPA2	SPA3	SPA4	SPA5	SPA6	SPA7	SPA8
Insurance											
• Percent of children ages 0-17 years who are uninsured ²	0.0	7.0 ^{NC}	5.0	2.7*	4.2	4.3*	6.6*	3.0*	8.6*	6.5	2.9*
• Percent of adults ages 18-64 years who are uninsured ²	0.0	21.3 ^{NU}	28.5	19.5	27.0	26.9	35.5	12.7	38.2	32.4	26.7
• Percent of children ages 0-17 years who do not have dental insurance ²	N/A	N/A	21.8	18.0	22.0	22.0	24.3	28.4	24.2	20.8	18.5
• Percent of adults ages 18+ years who do not have dental insurance ²	N/A	N/A	51.8	44.7	49.0	51.0	61.1	39.4	62.9	53.0	49.3
Regular Source of Care											
• Percent of children 0-17 years with no regular source of health care ²	0.0	3.3 ^{NC}	4.8	3.7*	3.8	4.5*	5.2*	4.0*	7.3*	5.1	4.5*
• Percent of adults 18-64 years with no regular source of health care ²	10.6	N/A	23.4	17.6	25.1	22.6	25.4	22.5	29.4	20.0	21.0
Access to Health Care											
• Percent of children ages 0-17 years who have difficulty accessing medical care ²	N/A	N/A	12.3	12.7*	9.6	11.8	12.1	4.5*	17.7	16.4	10.1
• Percent of adults who reported difficulty accessing medical care ²	N/A	N/A	31.7	26.7	28.9	31.9	38.0	17.0	44.6	34.6	28.5
• Percent of children who did not see a doctor when needed in the past year because they could not afford it ²	N/A	1.7 ^{NC}	6.1	5.6*	3.5	6.0*	3.0*	4.9*	9.9*	8.2	6.4
• Percent of adults who did not see a doctor when needed in the past year because they could not afford it ²	N/A	6.5 ^{NA2}	16.0	13.3	16.8	15.1	17.7	12.2	18.7	17.8	14.0
Access to Dental Care											
• Percent of children ages 3-17 years who did not obtain dental care (including check-ups) in the past year because they could not afford it ²	N/A	6.1 ^{NC}	12.6	9.0	9.6	13.9	11.3	8.5	14.9	16.6	12.2
• Percent of adults who did not obtain dental care (including check-ups) in the past year because they could not afford it ²	N/A	N/A	30.3	31.3	29.8	27.7	37.6	19.4	35.0	33.9	27.4
Access to Mental Health Care											
• Percent of children ages 3-17 years who tried to get mental or behavioral health care in the past year ²	N/A	N/A	7.8	11.4	7.7	7.7	8.1	7.0*	5.8*	8.0*	8.3
• Percent of adults who tried to get mental health care in the past year ²	N/A	N/A	7.5	8.3	8.8	6.2	8.4	10.6	6.6	5.8	6.5

Attachment I-4



	HP 2020	National	LA County	Antelope Valley SPA1	San Fernando SPA2	San Gabriel SPA3	Metro SPA4	West SPA5	South SPA6	East SPA7	South Bay SPA8	
Overweight & Obesity												
• Percent of children in grades 5, 7, & 9 who are obese (BMI above the 95th percentile) ⁹	N/A	N/A	22.4	20.3	19.8	20.8	26.7	15.3	29.0	25.7	20.7	
• Percent of adults who are obese (BMI ≥ 30.0) ²	30.5 ^{HP}	28.3 ^{NA}	23.6	34.8	21.1	23.9	20.1	9.8	32.7	30.1	22.7	
• Percent of adults who are overweight (25.0 ≤ BMI < 30.0) ²	N/A	34.5 ^{NA}	37.1	36.1	36.4	35.0	33.2	33.5	37.3	40.1	42.8	
Diabetes												
• Percent of adults ever diagnosed with diabetes ²	N/A	9.0 ^{NA}	9.5	10.7	9.3	7.7	7.3	5.5	10.1	15.1	9.8	
• Diabetes death rate (age-adjusted per 100,000 population) ¹⁰	N/A	20.8 ^{MH}	20.2	40.6	15.7	19.8	18.1	9.3	34.1	27.5	18.3	
Cardiovascular Disease												
• Percent of adults ever diagnosed with hypertension ²	26.9	25.5 ^{NA}	24.0	29.0	23.9	25.4	20.4	17.1	28.4	24.4	24.5	
• Percent of adults ever diagnosed with high cholesterol ²	N/A	N/A	25.6	26.4	28.4	23.9	24.1	24.8	22.9	25.4	26.5	
• Coronary heart disease death rate (age-adjusted per 100,000 population) ¹⁰	100.8	123.7 ^{MC}	128.6	182.7	129.9	118.1	118.5	101.2	178.2	122.3	130.8	
• Stroke death rate (age-adjusted per 100,000 population) ¹⁰	33.8	39.1 ^{MH}	33.7	37.3	32.2	36.0	28.9	28.2	45.5	33.7	33.4	
• Stroke death rate for African-Americans (age-adjusted per 100,000 population) ¹⁰	33.8	53.0 ^{MC}	49.6	**	91.5	60.6	47.2	**	55.1	**	41.7	
Reproductive Health												
• Rate of births (per 1,000 live births) to teens ages 15-19 years ⁶	N/A	34.2 ^{BH}	28.1	33.9	18.9	22.4	35.5	6.0	51.1	30.9	25.7	
• Percent of low weight (<2,500 grams) births (per 100 live births) ⁶	7.8	8.2 ^{BH}	7.1	8.3	7.1	6.4	7.1	6.8	8.1	6.6	7.1	
• Percent of low weight (<2,500 grams) African American births (per 100 live births) ⁶	7.8	13.5 ^{BH}	11.8	11.7	10.5	10.5	11.7	9.4	13.4	12.0	10.6	
• Infant death rate (per 1,000 live births) ⁶	6.0	6.2 ^{MH}	4.6	5.8	4.4	4.1	5.0	3.2	6.1	3.7	4.7	
• African American infant death rate (per 1,000 live births) ⁶	6.0	11.6 ^{MH}	9.8	9.0	6.8	***	14.4	***	9.5	***	11.2	
Musculoskeletal												
• Percent of adults diagnosed with arthritis ²	N/A	23.3 ^{NA}	17.4	24.0	16.4	20.1	16.0	17.7	15.7	18.2	15.7	
• Percent of women 65 years or older diagnosed with osteoporosis ²	N/A	N/A	26.7	24.7*	27.3	27.3	32.3	24.9	21.6*	30.0	22.1	

Attachment I-4



Mental Health

	HP 2020	National	LA County	Antelope Valley SPA1	San Fernando SPA2	San Gabriel SPA3	Metro SPA4	West SPA5	South SPA6	East SPA7	South Bay SPA8
• Percent of adults ever diagnosed with depression ²	N/A	17.5 ^B	12.2	14.6	13.9	10.6	13.4	13.4	10.8	11.7	10.7
• Percent of adults with current depression ²	N/A	N/A	8.3	12.6	8.9	6.4	9.3	10.3	8.0	7.6	7.7
• Percent of adults at risk for major depression ²	N/A	N/A	10.4	11.9	12.0	8.5	11.6	5.8*	13.3	10.5	9.3
• Percent of adults ever diagnosed with anxiety ²	N/A	N/A	11.3	15.9	12.5	9.1	12.0	13.7	10.1	11.4	10.2
• Percent adults with current anxiety ²	N/A	N/A	6.4	6.6	7.2	5.3	7.4	7.6	6.9	5.6	5.5
• Alzheimer's disease death rate (age-adjusted per 100,000 population) ¹⁰	N/A	25.1 ^{MH}	21.0	30.6	25.7	19.8	13.3	24.0	18.3	21.0	20.1

Communicable Diseases

• Incidence of HIV/AIDS (annual new cases per 100,000 population) among adolescents and adults (ages 13+ years) ^{11a}	13.0	19.7 ^A	24.9	15.4	13.2	9.4	79.0	18.1	32.3	15.5	26.3
• HIV infection-related mortality rate (age-adjusted per 100,000 population) ¹⁰	3.3	2.6 ^{MH}	3.0	**	1.4	1.7	6.4	**	7.1	1.8	3.5
• Incidence of primary and secondary Syphilis (annual new cases per 100,000 population) ^{11b}	N/A	4.5 ^S	8.1	2.1	6.1	2.2	27.1	7.2	10.5	4.9	4.7
• Incidence of Chlamydia (annual new cases per 100,000 population) ^{11b}	N/A	457.6 ^S	512.9	538.6	320.5	353.2	587.7	277.5	999.5	488.0	504.9
• Incidence of Gonorrhea (annual new cases per 100,000 population) ^{11b}	N/A	104.2 ^S	103.4	73.0	57.9	40.2	204.7	72.8	231.9	58.4	109.2
• Incidence of Tuberculosis annual new cases per 100,000 population) ¹²	1.0	3.4 ^T	7.3	5.2	5.5	8.1	12.8	3.6	8.1	7.6	5.8

Respiratory Disease

• Percent of children ages 0-17 years with current asthma (ever diagnosed with asthma and reported still have asthma and/or had an asthma attack in the past year) ²	N/A	N/A	9.0	12.2*	9.1	7.8	4.3*	4.8	9.4	9.9	11.5
• Pneumonia/Influenza mortality rate (age-adjusted per 100,000 population) ¹⁰	N/A	15.1 ^{MH}	21.3	23.0	19.3	20.9	21.0	19.0	24.6	21.5	23.6
• COPD/Emphysema mortality rate (age-adjusted per 100,000 population) ¹⁰	N/A	40.6 ^{MC}	30.3	78.8	27.3	33.3	21.3	22.3	31.3	30.7	32.4



BUILT ENVIRONMENT FOR PHYSICAL ACTIVITY

The built environment includes the settings and structures around us, the spaces where we live, play, learn, and work. Growing evidence demonstrates the relationship between features of the built environment and health; the built environment can contribute to disease and injury or promote good health and habits.^{1,2}

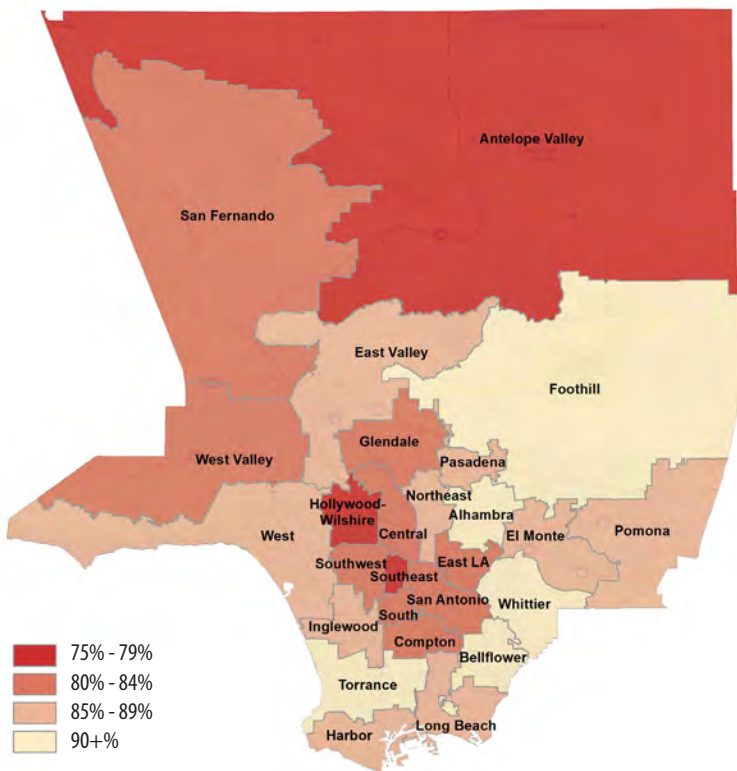
Characteristics of the community or neighborhood that discourage physical activity, such as unsafe walking paths or lack of parks, can increase the risk for obesity, diabetes, and other chronic health conditions.^{3,4,5} Conversely, built environments that allow people to engage in physical activity, including walkable sidewalks, safe bike paths, parks, and open space, improve health and well-being.⁶

To assess perceptions of the built environment among our local population, the 2011 Los Angeles County Health Survey asked adults (18+ years old) about the environments in which they live, walk, and exercise.

Neighborhood Resources for Physical Activity

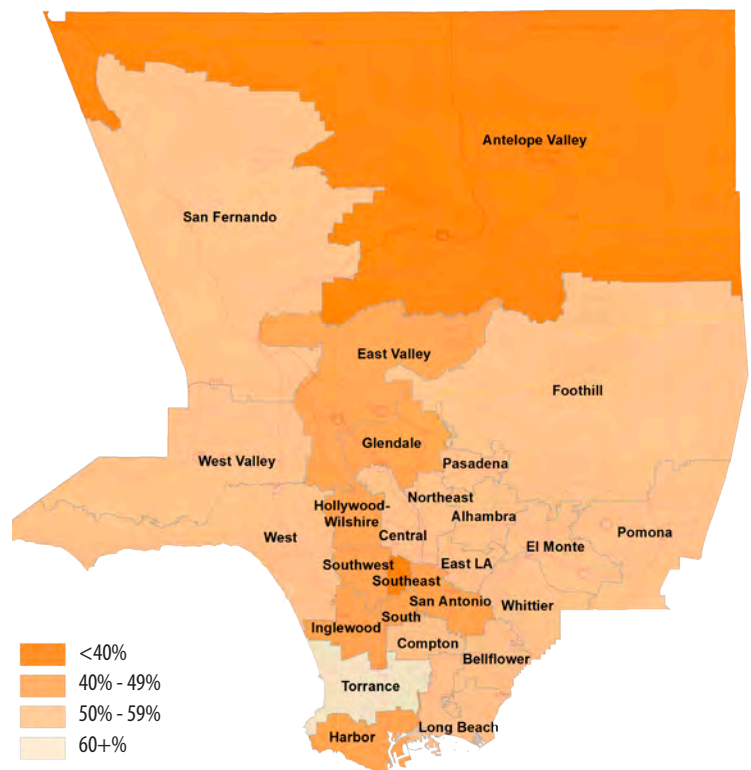
- 52% percent of adults in the County reported they use walking paths, parks, playgrounds or sports fields in their neighborhood, 34% of adults do not use these resources, and 14% reported that their neighborhood does not have these facilities.

Figure 1: Percent of Adults Who Reported That They Have Parks, Playgrounds, or Sports Fields in Their Neighborhood, by Health District, LACHS 2011



- The presence of walking paths, parks, playgrounds, or sports fields varied geographically, with Antelope Valley, Hollywood/Wilshire, and Southeast Health Districts having the lowest percent of residents reporting resources for outdoor physical activity (Figure 1).
- Use of walking paths, parks, playgrounds or sports fields varied by Health District, with the Torrance Health District having the highest use of these facilities, and the Southeast and Antelope Valley Health Districts having the lowest use (Figure 2).

Figure 2: Percent of Adults Who Used Walking Paths, Parks, Playgrounds, or Sports Fields in Their Neighborhood, by Health District, LACHS 2011



LA Health

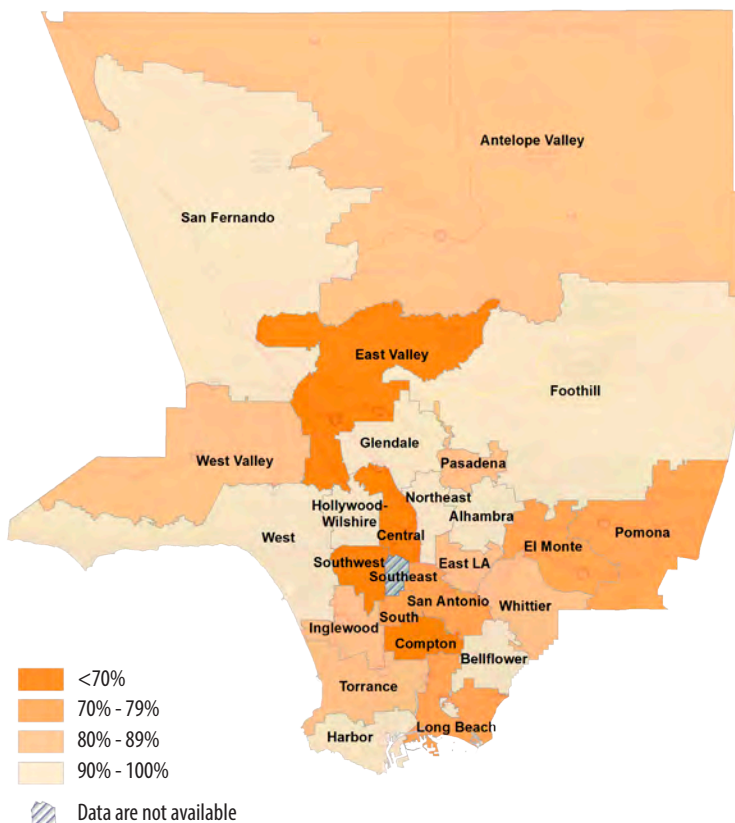
DATA SNAPSHOT



Perceived Safety of Neighborhood

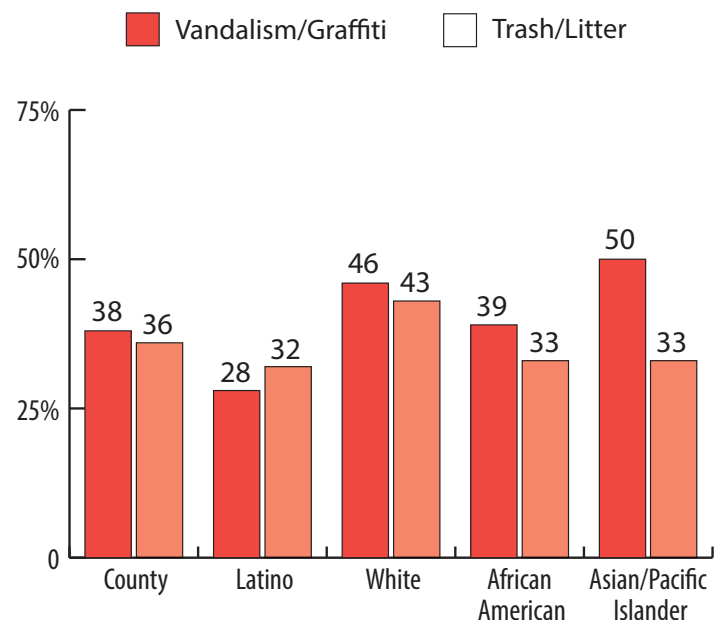
- Among those who reported using walking paths, parks, playgrounds, or sports fields in their neighborhood, 91 reported they were safe to use. However, among those who did not use these places, 81% reported they were safe, while 9% did not know if they were safe.
- Overall, 84% of adults in the County reported that they perceived their neighborhood to be safe from crime. Perceived neighborhood safety from crime varied geographically by Health District (Figure 3).
- 69% of adults reported that there was adequate lighting around buildings and on streets, and that the streets and sidewalks were well-maintained in their neighborhood.
- Only 62% of residents living in poverty reported having well-maintained streets and sidewalks, and adequate lighting in their neighborhood, compared to 71% of residents with higher household incomes.

Figure 3: Percent of Adults Who Perceived Their Neighborhood to be Safe from Crime, by Health District, LACHS 2011



- Graffiti, vandalism, trash or litter on the streets can deter residents from walking and engaging in other healthy forms of exercise.
 - A higher percentage of Asians/Pacific Islander (50%) and whites (46%) reported no vandalism or graffiti in their neighborhood compared to 39% of African Americans and 28% of Latinos (Figure 4).
 - More whites (43%) reported that their neighborhood did not have trash and litter on the streets or properties compared to 33% of Asians/Pacific Islanders, 33% of African Americans, and 32% of Latinos.

Figure 4: Percent of Adults Who Reported No Vandalism/ Graffiti or Trash/Litter in their Neighborhood, by Race/Ethnicity, LACHS 2011



1. Urban Land Institute. Intersections: Health and the Built Environment. Washington, D.C.: Urban Land Institute, 2013.
2. The Impact of the Built Environment on Community Health: The State of Current Practice and Next Steps for a Growing Movement. Produced by PolicyLink for The California Endowment, August 2007. Available from http://www.calendow.org/uploadedfiles/the_built_environment_report.pdf.
3. Sallis JF, Saelens BE, Frank LD, Conway TL, Slymen DJ, Cain KL, Chapman JE, Kerr J. Neighborhood Built Environment and Income: Examining Multiple Health Outcomes. Soc Sci Med. 2009; 68:1285-93.
4. Mujahid MS, Diez Roux AV, Shen M, Gowda D, Sa' nchez B, Shea S, Jacobs DR, Jackson SA. Relation between Neighborhood Environments and Obesity in the Multi-Ethnic Study of Atherosclerosis. Am J Epidemiol 2008;167:1349-1357.
5. Sallis JF, Floyd MF, Rodríguez DA, Saelens BE. Role of Built Environments in Physical Activity, Obesity, and Cardiovascular Disease. Circulation. 2012;125:729-737.
6. Yañez E, Muzzy W. Healthy Parks, Healthy Communities: Addressing Health Disparities and Park Inequities through Public Financing of Parks, Playgrounds, and Other Physical Activity Settings. Trust for Public Land. October 2005. Available from http://www.healthjustice.org/wp-content/uploads/2011/07/HPHC_Policy_Brief.pdf.

CDC Recommendations for Improving Health through Transportation Policy

Centers for Disease Control and Prevention

The U.S. transportation system has been shaped by multiple policy inputs and concrete actions which have arisen from transportation and community planners, funding agencies and others at Federal, state and local levels. Today, the system is designed to move people and goods efficiently; however, there is a growing awareness across communities that transportation systems impact quality of life and health. Government and non-government agencies are seeking innovative policies and programs that protect and promote health while accomplishing the primary transportation objectives.

The Opportunity

Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

With this goal in mind, the Centers for Disease Control and Prevention (CDC) has identified transportation policies that can have profound positive impact on health. CDC supports strategies that can provide a balanced portfolio of transportation choices that supports health and reduces health care costs. Transportation policy can:

- Reduce injuries associated with motor vehicle crashes
- Encourage healthy community design
- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure
- Reduce human exposure to air pollution and adverse health impacts associated with these pollutants
- Ensure that all people have access to safe, healthy, convenient, and affordable transportation

Rationale

The current U.S. transportation infrastructure focuses on motor vehicle travel and provides limited support for other transportation options for most Americans.

- Physical activity and active transportation have declined compared to previous generations. The lack of physical activity is a major contributor to the steady rise in rates of obesity, diabetes, heart disease, stroke and other chronic health conditions in the United States.
- Motor vehicle crashes continue to be the leading cause of injury-related death for many age groups. Pedestrians and bicyclists are at an even greater risk of death from crashes than those who travel by motor vehicles.
- Many Americans view walking and bicycling within their communities as unsafe because of traffic and the lack of sidewalks, crosswalks, and bicycle facilities.

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Although using public transportation has historically been safer than highway travel in light duty vehicles, highway travel has grown more quickly than other modes of travel.
- A lack of efficient alternatives to automobile travel disproportionately affects vulnerable populations such as the poor, the elderly, people who have disabilities and children by limiting access to jobs, health care, social interaction, and healthy foods.
- Although motor vehicle emissions have decreased significantly over the past three decades, air pollution from motor vehicles continues to contribute to the degradation of our environment and adverse respiratory and cardiovascular health effects.
- Transportation accounts for approximately one-third of all U.S. greenhouse gas emissions contributing to climate change.

Recommendations

The following are key recommendations for bringing public health considerations into transportation issues.

Reduce injuries associated with motor vehicle crashes

Motor vehicle travel has become safer over time, but motor vehicle crashes are still the leading cause of death for people ages 1–34. Improving the safety and efficiency of motor vehicles and their occupants is critical to improving transportation policy and the public’s health.

Transportation policies are needed to improve the safety of motor vehicles and their occupants to prevent crashes, and advances in medical care are needed to increase the survivability of victims of crashes that do occur.

Recommendations:

- Provide incentives to states that implement, strengthen, and/or continue to use effective interventions that improve road traffic safety. Examples of interventions include:
 - Primary seatbelt laws
 - Child safety seat and booster seat laws
 - Alcohol-impaired driving countermeasures
 - Motorcycle and bicycle helmet laws
 - Distracted driving laws
 - Lower speed limits and other efforts to reduce speeding within communities.
 - Comprehensive graduated driver licensing systems
 - Roadway design measures such as installation of centerline rumble strips
 - Education on safe driving, bicycling, and walking
 - Community designs that promote reduced traffic speeds in neighborhoods
- Increase support for new and existing technologies to improve the safety of motor vehicles. Examples include:
- Technologies that enable vehicles to withstand crashes with lower risk of injuries to occupants
- Vehicle designs and technologies that lower risk for non-occupants

Attachment I-4

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Technologies to prevent alcohol impaired driving
- Study the effectiveness of providing incentives for Americans to reduce vehicle miles traveled by using alternatives to single occupancy vehicle travel. Examples of strategies include:
 - High occupancy vehicle lanes
 - Congestion pricing
 - Parking pricing
 - Carpools, vanpools, and improved public transportation
- Bring health, transportation and community planners together to address roadway safety issues through community design.
- Ensure access to trauma care for victims of motor vehicle crashes in order to improve survival outcomes after a crash.

Improve Air Quality

Transportation-related air pollutants are one of the largest contributors to unhealthy air quality. Exposure to traffic emissions has been linked to many adverse health effects including: premature mortality, cardiac symptoms, exacerbation of asthma symptoms, diminished lung function, increased hospitalization and others. Motor vehicles are a significant source of air pollution in urban areas.

Recommendations:

- Reduce human exposure to transportation-related air pollution and the adverse health impacts associated with air pollutants by:
 - Retrofitting existing diesel vehicles with current pollution control measures to reduce emissions.
 - Requiring effective inspection and maintenance programs for medium- and heavy-duty vehicles.
 - Providing incentives for motor vehicle drivers to purchase vehicles with technologies designed to control pollution and reduce emissions.
 - Strengthening congestion mitigation and air quality programs.
 - Seeking solutions to reduce pollution generated by ports, high-volume roadways and railroads
- Improve the respiratory and cardiovascular health of the U.S. population by improving air quality. Possible strategies include:
 - Promoting transportation choices and innovative transportation measures that reduce emissions
 - Shifting to active transportation and public transportation modes
 - Reducing vehicle miles traveled per capita
- Support policies that reduce environmental pollution (including greenhouse gas emissions) by changing to renewable energy sources, strengthening fuel efficiency

CDC Recommendations for Improving Health through Transportation Policy

Centers for Disease Control and Prevention

policies, and expanding programs that reduce the number of vehicles in the fleet with poor fuel economy.

Expand Public Transportation

Public transportation systems reduce the necessity for single occupancy vehicle trips, reduce the production of automobile emissions, increase incidental physical activity, and provide necessary transportation access for people with physical, economic, or other limitations that impede their access to and use of a single occupancy motor vehicle. Policies that encourage public transportation infrastructure are needed to improve access for all people.

Recommendations:

- Explore opportunities to increase funding to strengthen the positive health impacts associated with expanded public transportation options. For example:
 - Encourage funding decisions that strengthen public transportation
 - Encourage states to increase investments in public transportation, congestion relief, air quality improvements, and other options, and to remove barriers to use of gas tax revenues for public transportation and bicycle-pedestrian improvements
 - Give state, regional, and local governments more flexibility to choose from transportation funding categories to meet local transportation needs
 - Explore the extent to which program requirements and resources can be made to be more comparable for public transportation, highways, non-motorized and rail travel alternatives to encourage investments in all modes of transportation
 - Provide incentives to support a strong network of public transportation options, including bus rapid transit and light rail, which connect housing and jobs as well as improve access to healthy foods, medical care, and other services
- Work with government and non-government organizations to develop and implement model transportation planning policies that encourage transit-oriented developments and other mixed-use development, and increase connectivity among neighborhoods and communities for all transportation modes.
- Work with federal agencies and non-governmental organizations to establish a federal policy that would promote bicycling and walking to public transportation stations by making these connecting trips easier, faster, and safer by:
 - Providing bicycle storage at public transportation stations, bus stops, and city car-share point of departure locations
 - Assessing and addressing safety hazards for pedestrians and bicyclists through safety measures such as well-lighted crosswalks and signal timing, and integrating those safety enhancements for pedestrian and bicycle access to public transportation stations, bus stops, and city car-share locations
 - Removing barriers to pedestrians and bicyclists on roads and intersections near public transportation stations and bus stops
 - Enhancing the public transportation system to accommodate bicyclists and pedestrians

CDC Recommendations for Improving Health through Transportation Policy
Centers for Disease Control and Prevention

Promote Active Transportation

Active transportation systems should connect the places where people live, learn, work, shop, and play by providing safe and convenient walking and bicycling facilities. The safety of all road users can increase as more people choose active transportation.

Recommendations:

- Promote safe and convenient opportunities for physical activity by supporting active transportation infrastructure, such as:
 - Well-lit sidewalks, shared-use paths, and recreational trails
 - Safe roadway crossings
 - Creation of bicycle-supporting infrastructure including shared-use paths and interventions that reduce motor vehicle traffic and vehicle speed on neighborhood streets (e.g. bicycle boulevards)
 - Safe pedestrian and bicycling connections to public transportation
 - Safe and convenient pedestrian and bicycling connections to public park and recreation areas
- Increase opportunities for physical activity by devoting increased resources to non-motorized transportation options.
- Consider incentives for states and regions that reduce vehicle miles traveled per capita and implement active living environments that promote walking and bicycling, using public transportation, and reducing air pollution (including greenhouse gas emissions).
- Provide states with tools necessary to evaluate and effectively increase investments in bicycle and pedestrian infrastructure and programming. Activities to be evaluated could include:
 - Comprehensive street design measures, such as “complete streets,” which provide safe and convenient travel for all users of the street, such as expanding space for bicycle lanes and sidewalks, placing bus stops in safe and convenient locations, and making improvements accessible for disabled users
 - Complementary systems of shared-use paths connected to roadways that provide safe places to walk and bicycle for children, the elderly, and the general public
 - Bicycle-supporting infrastructure including shared use paths and interventions that reduce motor vehicle traffic and speed on neighborhood streets to provide direct, safe routes for bicyclists
 - “Safe Routes to School” initiatives including the development of sidewalks, shared-use paths and bicycle infrastructure to ensure that children can walk and bicycle safely to school. Safe Routes to School programs also include support activities, such as education, encouragement, enforcement, and evaluation
- Bring health, transportation and community planners together to develop safe, convenient, and complete pedestrian and bicycle master plans, including an inventory of current sidewalks, bicycle facilities, recreational trails, and shared-use paths, which can be incorporated into city general plans and capital improvement programs.

CDC Recommendations for Improving Health through Transportation Policy Centers for Disease Control and Prevention

- Work with state and local transportation and planning officials to integrate and enforce use of pedestrian and bicycle design guidelines and evidence-based safety standards into transportation planning practice and support evaluation of innovative designs.
- Bring together specialists in transportation, energy, community planning and health to establish federally recommended guidelines for the inclusion of active transportation infrastructure in building and development efforts.
- Explore opportunities for increasing availability of funds for establishing active transportation initiatives.

Encourage Healthy Community Design

Healthy community design incorporates elements (such as transportation networks, street designs, and zoning/land use policies) that work synergistically to promote health and safety.

Recommendations:

- Work with government and non-government organizations to develop and implement model transportation and land use planning policies that encourage transit-oriented and mixed-use developments. Encourage:
 - Dense networks of connected streets which serve the needs of all transportation modes; for example, adopting measures such as “complete streets”
 - Roads that include robust infrastructure for bicycling and walking while mitigating the potential adverse effects of motor vehicle travel
- Enable state and local planners to protect residents from local air pollution and noise from high-volume roadways, ports, and airports by discouraging development (including schools) near these air pollution and noise pollution sources and, where possible, constructing barriers to reduce nearby residents’ exposure.
- Support research to assist transportation agencies to develop street networks that facilitate active transportation and public transportation by increasing connectivity and limiting block size.
- Provide assistance to local planners to design and locate destinations for children (such as schools, parks, and libraries) within neighborhoods so that children can reach destinations without having to cross busy streets.
- Work with federal, state, and local transportation officials to ensure that all people have access to safe, healthy, convenient, and affordable transportation options regardless of age, income and other socioeconomic factors.
- Support policies that reduce vehicle miles traveled per capita, including land use policies that reduce vehicular travel, increase public transportation service, and increase active transportation infrastructure.

Design to Minimize Adverse Health and Safety Consequences

Attachment I-6

BC Tool

City of Lancaster Pedestrian Gap Closure Improvements

INFRASTRUCTURE

Project Name: Pedestrian Gap Closure Improvements
Project Location: en 25th Street West to 20th Street East, and between Avenue H to Avenue

BIKE PROJECTS (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing		
Forecast (1 Yr after completion)		
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$7,197,389
SR2S Infrastructure Project Cost	\$625,860

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$5,757,911
SR2S Infrastructure	\$500,688

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	8	1.6
Injury Crashes	65	13
PDO		0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	15931	
Forecast (1 YR after project completion)	17524	19117
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	Y
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	Y
Unsignalized Intersection	Install overpass/underpass	N
	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	Y
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	N
	Bike lanes	N
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Percentage of students that currently walk or bike to school	46.90%
Projected percentage of students that will walk or bike to school after the project	49.25%

Project Name:

Pedestrian Gap Closure Improvements

NON-INFRASTRUCTURE

Project Location:

tween 25th Street West to 20th Street East, and between Avenue H to Avenue L

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	\$0
ATP Requested Funds	\$0
Duration of Outreach (months)	
Outreach to new users	0

Outreach (Non SR2S)- (Box 2B)	
Participants	0
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	0%
Project Cost	\$0
ATP Requested Funds	\$0
Duration of Outreach (months)	
Outreach to new users	0

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenges	
Creating Value in Using Active Transportation	

Promotional Effort (must be marked with an "x")- (Box 2D)	
Effort Targets 5 E's or 5 P's	
Knowledgeable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	
10-12	
13-24	
25-55	
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes		0
Injury Crashes		0
PDO		0

Assumption:

Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users	0
Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Recreational Benefits	\$0
Annual Safety Benefits	\$0

Did not quantify mobility benefits.

Did not quantify recreational benefits.

Safety benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

Underlying assumptions for calculations:

- 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Percent that currently walks/bikes to school	47%
Number of students that walk/bike to school	5.628

After Project

No. of students enrollment	2,096
Approximate no. of students living along school route proposed for improvement	12
Projected percentage of students that will walk or bike because of the project	49%
Number of students that will walk/bike to school after the project	5.91

ATP Shift	102
Fuels Saved	\$17.31
Emissions Saved	\$1.27

Annual Mobility Benefits	\$662
--------------------------	-------

Annual Health Benefits	\$41
------------------------	------

Annual Safety Benefits	\$3,577,778
------------------------	-------------

Fuel and Emissions Saved	\$19
--------------------------	------

Recreational Benefits	\$0
-----------------------	-----

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis

Total Costs	\$7,823,249.00
Net Present Cost	\$7,522,354.81
Total Benefits	\$188,340,548.32
Net Present Benefit	\$124,734,087.00
Benefit-Cost Ratio	16.58

20 Year Itemized Savings

Mobility	\$8,241,039.79
Health	\$2,833,369.00
Recreational	\$3,178,706.44
Gas & Emissions	\$226,226.65
Safety	\$173,861,206.45

Funds Requested	\$6,258,599.00
Net Present Cost of Funds Requested	\$6,017,883.65
Benefit Cost Ratio	20.73

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	17,524.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	19,117.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	1,593
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$338,513
Annual Mobility Benefit (Biking)	\$0.00

Total Annual Mobility Benefits	\$338,513
---------------------------------------	------------------

Project Types

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

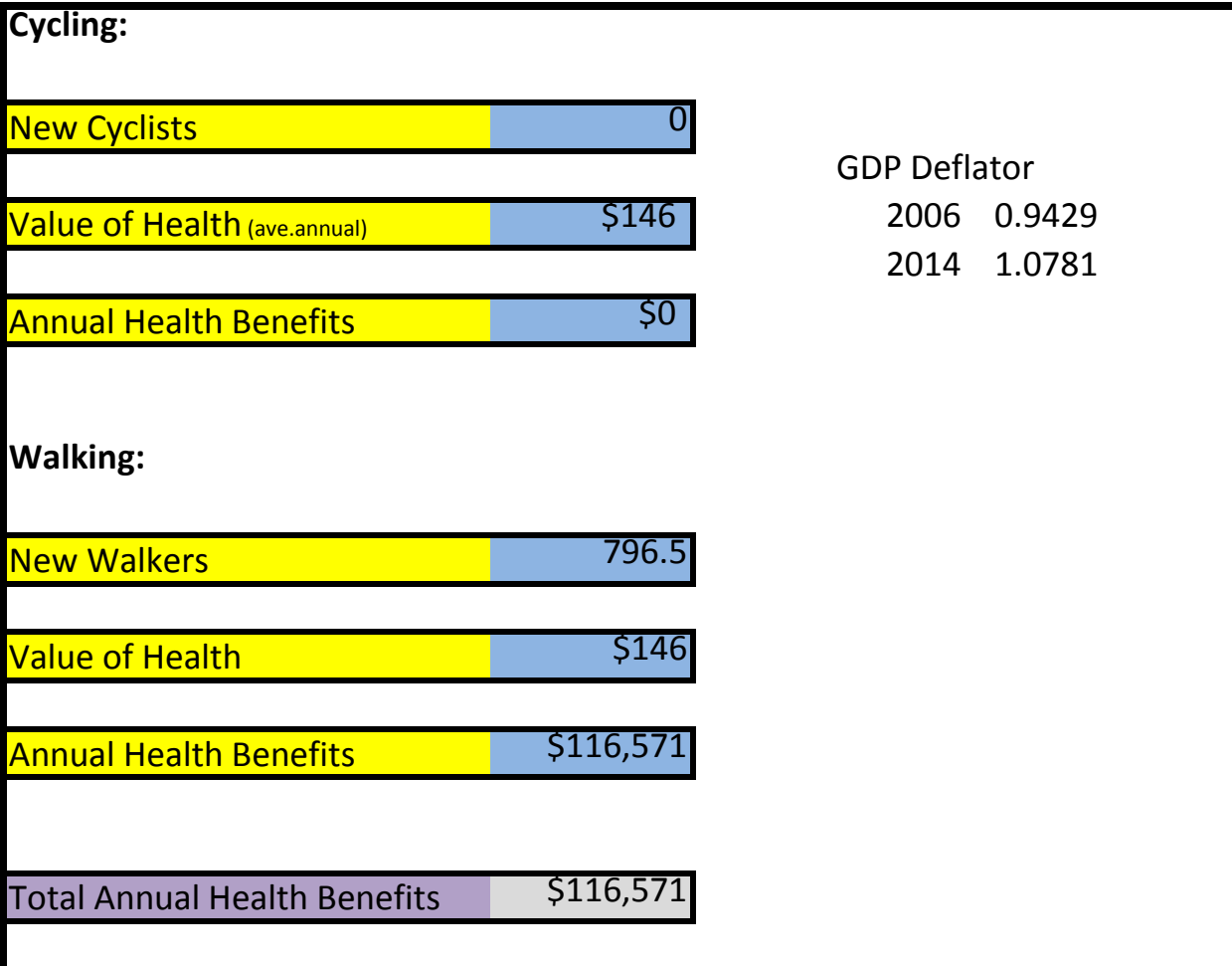
Sources:

NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE



Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

(Estimated annual per capita cost savings of direct and/indirect of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	797
New Bicyclists	0
Avoided VMT due to Walking	50,777
Avoided VMT due to Biking	0
Fuel Saved	\$8,657
Emissions Saved	\$635
Fuel and Emissions saved	\$9,292

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$0	
<p>Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)</p>		

Walking		
Total Recreational pedestrians	239	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$87,217	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$87,217	
<p>Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.</p>		

Total Annual Recreational Benefits	\$87,217
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/ underpass	Install raised medians/ refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	pathway (to avoid walking along roadways)	crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	Y	Y	Y	N	N	Y	Y	N	N	Y	N	N	N		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	\$1,916,667	\$1,916,667	\$1,150,000	\$0	\$0	\$1,916,667	\$2,683,334	\$0	\$0	\$6,133,334	\$0	\$0	\$0	\$3,577,778	\$3,577,778

	Fatal	Injury	PDO	Total
Frequency	1.6	13	0	14.6
Cost/crash	\$4,130,347	\$81,393	\$7,624	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

ECONOMIC EVALUATION (Constant Values)

Total Benefits	#####
Mobility Benefits	\$8,241,040
Health Benefits	\$2,833,369
Recreational Benefits	\$3,178,706
Safety Benefits	#####
Gas & Emission Benefits	\$226,227

Total Costs	\$7,823,249
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Benefit-Cost Ratio (BCR)	23.7
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INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$338,513	\$116,571	\$87,217	\$3,577,778	\$9,292	\$4,129,371	\$7,197,389	1.02
2	\$345,283	\$118,902	\$88,961	\$3,649,334	\$9,478	\$4,211,958		
3	\$352,188	\$121,280	\$90,740	\$3,722,321	\$9,668	\$4,296,197		
4	\$359,232	\$123,706	\$92,555	\$3,796,767	\$9,861	\$4,382,121		
5	\$366,417	\$126,180	\$94,406	\$3,872,702	\$10,058	\$4,469,764		
6	\$373,745	\$128,704	\$96,294	\$3,950,156	\$10,259	\$4,559,159		
7	\$381,220	\$131,278	\$98,220	\$4,029,160	\$10,464	\$4,650,342		
8	\$388,844	\$133,903	\$100,185	\$4,109,743	\$10,674	\$4,743,349		
9	\$396,621	\$136,581	\$102,188	\$4,191,938	\$10,887	\$4,838,216		
10	\$404,554	\$139,313	\$104,232	\$4,275,776	\$11,105	\$4,934,980		
11	\$412,645	\$142,099	\$106,317	\$4,361,292	\$11,327	\$5,033,680		
12	\$420,898	\$144,941	\$108,443	\$4,448,518	\$11,554	\$5,134,353		
13	\$429,316	\$147,840	\$110,612	\$4,537,488	\$11,785	\$5,237,040		
14	\$437,902	\$150,797	\$112,824	\$4,628,238	\$12,020	\$5,341,781		
15	\$446,660	\$153,813	\$115,081	\$4,720,803	\$12,261	\$5,448,617		
16	\$455,593	\$156,889	\$117,382	\$4,815,219	\$12,506	\$5,557,589		
17	\$464,705	\$160,027	\$119,730	\$4,911,523	\$12,756	\$5,668,741		
18	\$473,999	\$163,227	\$122,125	\$5,009,753	\$13,011	\$5,782,116		
19	\$483,479	\$166,492	\$124,567	\$5,109,948	\$13,272	\$5,897,758		
20	\$493,149	\$169,822	\$127,058	\$5,212,147	\$13,537	\$6,015,713		
						Sum Total Benefits	Total Project Cost	
Total	\$8,224,963	\$2,832,366	\$2,119,138	\$86,930,603	\$225,775	\$100,332,846	\$7,197,389	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$662	\$41	\$0	\$3,577,778	\$19	\$3,578,500	\$625,860	1.02
2	\$675	\$42	\$0	\$3,649,334	\$19	\$3,650,070		
3	\$688	\$43	\$0	\$3,722,321	\$19	\$3,723,071		
4	\$702	\$44	\$0	\$3,796,767	\$20	\$3,797,533		
5	\$716	\$45	\$0	\$3,872,702	\$20	\$3,873,483		
6	\$731	\$46	\$0	\$3,950,156	\$21	\$3,950,953		
7	\$745	\$46	\$0	\$4,029,160	\$21	\$4,029,972		
8	\$760	\$47	\$0	\$4,109,743	\$21	\$4,110,571		
9	\$775	\$48	\$0	\$4,191,938	\$22	\$4,192,783		
10	\$791	\$49	\$0	\$4,275,776	\$22	\$4,276,639		
11	\$807	\$50	\$0	\$4,361,292	\$23	\$4,362,171		
12	\$823	\$51	\$0	\$4,448,518	\$23	\$4,449,415		
13	\$839	\$52	\$0	\$4,537,488	\$24	\$4,538,403		
14	\$856	\$53	\$0	\$4,628,238	\$24	\$4,629,171		
15	\$873	\$54	\$0	\$4,720,803	\$25	\$4,721,755		
16	\$890	\$56	\$0	\$4,815,219	\$25	\$4,816,190		
17	\$908	\$57	\$0	\$4,911,523	\$26	\$4,912,513		
18	\$926	\$58	\$0	\$5,009,753	\$26	\$5,010,764		
19	\$945	\$59	\$0	\$5,109,948	\$27	\$5,110,979		
20	\$964	\$60	\$0	\$5,212,147	\$27	\$5,213,199		
						Sum Total Benefits	Total Project Cost	
Total	\$16,076	\$1,003	\$0	\$86,930,603	\$451	\$86,948,134	\$625,860	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$338,513	\$116,571	\$87,217	\$1,788,889	\$9,292	\$2,340,481	\$7,197,389
2	\$345,283	\$118,902	\$88,961	\$1,824,667	\$9,478	\$2,387,291	
3	\$352,188	\$121,280	\$90,740	\$1,861,160	\$9,668	\$2,435,037	
4	\$359,232	\$123,706	\$92,555	\$1,898,383	\$9,861	\$2,483,738	
5	\$366,417	\$126,180	\$94,406	\$1,936,351	\$10,058	\$2,533,412	
6	\$373,745	\$128,704	\$96,294	\$1,975,078	\$10,259	\$2,584,081	
7	\$381,220	\$131,278	\$98,220	\$2,014,580	\$10,464	\$2,635,762	
8	\$388,844	\$133,903	\$100,185	\$2,054,871	\$10,674	\$2,688,478	
9	\$396,621	\$136,581	\$102,188	\$2,095,969	\$10,887	\$2,742,247	
10	\$404,554	\$139,313	\$104,232	\$2,137,888	\$11,105	\$2,797,092	
11	\$412,645	\$142,099	\$106,317	\$2,180,646	\$11,327	\$2,853,034	
12	\$420,898	\$144,941	\$108,443	\$2,224,259	\$11,554	\$2,910,095	
13	\$429,316	\$147,840	\$110,612	\$2,268,744	\$11,785	\$2,968,296	
14	\$437,902	\$150,797	\$112,824	\$2,314,119	\$12,020	\$3,027,662	
15	\$446,660	\$153,813	\$115,081	\$2,360,401	\$12,261	\$3,088,216	
16	\$455,593	\$156,889	\$117,382	\$2,407,609	\$12,506	\$3,149,980	
17	\$464,705	\$160,027	\$119,730	\$2,455,761	\$12,756	\$3,212,980	
18	\$473,999	\$163,227	\$122,125	\$2,504,877	\$13,011	\$3,277,239	
19	\$483,479	\$166,492	\$124,567	\$2,554,974	\$13,272	\$3,342,784	
20	\$493,149	\$169,822	\$127,058	\$2,606,074	\$13,537	\$3,409,640	
						Sum Total	
						Benefits	Total Project Cost
Total	\$8,224,963	#####	\$2,119,138	\$43,465,302	\$225,775	\$56,867,544	\$7,197,389

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$662	\$41	\$0	\$1,788,889	\$19	\$1,789,611	\$625,860	1.02
2	\$675	\$42	\$0	\$1,824,667	\$19	\$1,825,403		
3	\$688	\$43	\$0	\$1,861,160	\$19	\$1,861,911		
4	\$702	\$44	\$0	\$1,898,383	\$20	\$1,899,149		
5	\$716	\$45	\$0	\$1,936,351	\$20	\$1,937,132		
6	\$731	\$46	\$0	\$1,975,078	\$21	\$1,975,875		
7	\$745	\$46	\$0	\$2,014,580	\$21	\$2,015,392		
8	\$760	\$47	\$0	\$2,054,871	\$21	\$2,055,700		
9	\$775	\$48	\$0	\$2,095,969	\$22	\$2,096,814		
10	\$791	\$49	\$0	\$2,137,888	\$22	\$2,138,750		
11	\$807	\$50	\$0	\$2,180,646	\$23	\$2,181,525		
12	\$823	\$51	\$0	\$2,224,259	\$23	\$2,225,156		
13	\$839	\$52	\$0	\$2,268,744	\$24	\$2,269,659		
14	\$856	\$53	\$0	\$2,314,119	\$24	\$2,315,052		
15	\$873	\$54	\$0	\$2,360,401	\$25	\$2,361,353		
16	\$890	\$56	\$0	\$2,407,609	\$25	\$2,408,580		
17	\$908	\$57	\$0	\$2,455,761	\$26	\$2,456,752		
18	\$926	\$58	\$0	\$2,504,877	\$26	\$2,505,887		
19	\$945	\$59	\$0	\$2,554,974	\$27	\$2,556,005		
20	\$964	\$60	\$0	\$2,606,074	\$27	\$2,607,125		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$16,076	\$1,003	\$0	\$43,465,302	\$451	\$43,482,832	\$625,860	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$169,587	\$58,306	\$87,217	\$3,577,778	\$4,655	\$3,897,544	\$7,823,249
2	\$172,979	\$59,472	\$88,961	\$3,649,334	\$4,748	\$3,975,494	
3	\$176,438	\$60,662	\$90,740	\$3,722,321	\$4,843	\$4,055,004	
4	\$179,967	\$61,875	\$92,555	\$3,796,767	\$4,940	\$4,136,104	
5	\$183,567	\$63,112	\$94,406	\$3,872,702	\$5,039	\$4,218,827	
6	\$187,238	\$64,375	\$96,294	\$3,950,156	\$5,140	\$4,303,203	
7	\$190,983	\$65,662	\$98,220	\$4,029,160	\$5,243	\$4,389,267	
8	\$194,802	\$66,975	\$100,185	\$4,109,743	\$5,348	\$4,477,052	
9	\$198,698	\$68,315	\$102,188	\$4,191,938	\$5,455	\$4,566,594	
10	\$202,672	\$69,681	\$104,232	\$4,275,776	\$5,564	\$4,657,925	
11	\$206,726	\$71,075	\$106,317	\$4,361,292	\$5,675	\$4,751,084	
12	\$210,860	\$72,496	\$108,443	\$4,448,518	\$5,788	\$4,846,106	
13	\$215,077	\$73,946	\$110,612	\$4,537,488	\$5,904	\$4,943,028	
14	\$219,379	\$75,425	\$112,824	\$4,628,238	\$6,022	\$5,041,888	
15	\$223,767	\$76,934	\$115,081	\$4,720,803	\$6,143	\$5,142,726	
16	\$228,242	\$78,472	\$117,382	\$4,815,219	\$6,266	\$5,245,581	
17	\$232,807	\$80,042	\$119,730	\$4,911,523	\$6,391	\$5,350,492	
18	\$237,463	\$81,643	\$122,125	\$5,009,753	\$6,519	\$5,457,502	
19	\$242,212	\$83,275	\$124,567	\$5,109,948	\$6,649	\$5,566,652	
20	\$247,056	\$84,941	\$127,058	\$5,212,147	\$6,782	\$5,677,985	
						Sum Total Benefits	Total Project Cost
Total	\$4,120,520	\$1,416,684	\$2,119,138	\$86,930,603	\$113,113	\$94,700,059	\$7,823,249

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$339,174	\$116,612	\$130,825	\$7,155,557	\$9,311	\$7,751,479	\$7,823,249	24.07
2	\$345,958	\$118,944	\$133,442	\$7,298,668	\$9,497	\$7,906,508		
3	\$352,877	\$121,323	\$136,110	\$7,444,641	\$9,687	\$8,064,639		
4	\$359,934	\$123,750	\$138,833	\$7,593,534	\$9,881	\$8,225,931		
5	\$367,133	\$126,225	\$141,609	\$7,745,405	\$10,078	\$8,390,450		
6	\$374,476	\$128,749	\$144,442	\$7,900,313	\$10,280	\$8,558,259		
7	\$381,965	\$131,324	\$147,330	\$8,058,319	\$10,485	\$8,729,424		
8	\$389,604	\$133,951	\$150,277	\$8,219,485	\$10,695	\$8,904,013		
9	\$397,397	\$136,630	\$153,282	\$8,383,875	\$10,909	\$9,082,093		
10	\$405,345	\$139,362	\$156,348	\$8,551,553	\$11,127	\$9,263,735		
11	\$413,451	\$142,150	\$159,475	\$8,722,584	\$11,350	\$9,449,009		
12	\$421,720	\$144,993	\$162,665	\$8,897,035	\$11,577	\$9,637,990		
13	\$430,155	\$147,892	\$165,918	\$9,074,976	\$11,808	\$9,830,749		
14	\$438,758	\$150,850	\$169,236	\$9,256,476	\$12,044	\$10,027,364		
15	\$447,533	\$153,867	\$172,621	\$9,441,605	\$12,285	\$10,227,912		
16	\$456,484	\$156,945	\$176,073	\$9,630,437	\$12,531	\$10,432,470		
17	\$465,613	\$160,084	\$179,595	\$9,823,046	\$12,782	\$10,641,119		
18	\$474,926	\$163,285	\$183,187	\$10,019,507	\$13,037	\$10,853,942		
19	\$484,424	\$166,551	\$186,850	\$10,219,897	\$13,298	\$11,071,021		
20	\$494,113	\$169,882	\$190,588	\$10,424,295	\$13,564	\$11,292,441		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	\$8,241,040	\$2,833,369	\$3,178,706	\$173,861,206	\$226,227	\$188,340,548	\$7,823,249	24.07

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$339,174	\$116,612	\$130,825	\$7,155,557	\$9,311	\$7,751,479	\$7,453,345	\$7,823,249	\$7,522,355	4.00%	\$117,211,732.19	16.58	6,258,599	6,017,884
2	\$345,958	\$118,944	\$133,442	\$7,298,668	\$9,497	\$7,906,508	\$7,310,011		\$0					
3	\$352,877	\$121,323	\$136,110	\$7,444,641	\$9,687	\$8,064,639	\$7,169,434		\$0					
4	\$359,934	\$123,750	\$138,833	\$7,593,534	\$9,881	\$8,225,931	\$7,031,561		\$0					
5	\$367,133	\$126,225	\$141,609	\$7,745,405	\$10,078	\$8,390,450	\$6,896,338		\$0					
6	\$374,476	\$128,749	\$144,442	\$7,900,313	\$10,280	\$8,558,259	\$6,763,716		\$0					
7	\$381,965	\$131,324	\$147,330	\$8,058,319	\$10,485	\$8,729,424	\$6,633,645		\$0					
8	\$389,604	\$133,951	\$150,277	\$8,219,485	\$10,695	\$8,904,013	\$6,506,075		\$0					
9	\$397,397	\$136,630	\$153,282	\$8,383,875	\$10,909	\$9,082,093	\$6,380,958		\$0					
10	\$405,345	\$139,362	\$156,348	\$8,551,553	\$11,127	\$9,263,735	\$6,258,247		\$0					
11	\$413,451	\$142,150	\$159,475	\$8,722,584	\$11,350	\$9,449,009	\$6,137,896		\$0					
12	\$421,720	\$144,993	\$162,665	\$8,897,035	\$11,577	\$9,637,990	\$6,019,860		\$0					
13	\$430,155	\$147,892	\$165,918	\$9,074,976	\$11,808	\$9,830,749	\$5,904,093		\$0					
14	\$438,758	\$150,850	\$169,236	\$9,256,476	\$12,044	\$10,027,364	\$5,790,553		\$0					
15	\$447,533	\$153,867	\$172,621	\$9,441,605	\$12,285	\$10,227,912	\$5,679,196		\$0					
16	\$456,484	\$156,945	\$176,073	\$9,630,437	\$12,531	\$10,432,470	\$5,569,981		\$0					
17	\$465,613	\$160,084	\$179,595	\$9,823,046	\$12,782	\$10,641,119	\$5,462,866		\$0					
18	\$474,926	\$163,285	\$183,187	\$10,019,507	\$13,037	\$10,853,942	\$5,357,811		\$0					
19	\$484,424	\$166,551	\$186,850	\$10,219,897	\$13,298	\$11,071,021	\$5,254,776		\$0					
20	\$494,113	\$169,882	\$190,588	\$10,424,295	\$13,564	\$11,292,441	\$5,153,723		\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	\$8,241,040	\$2,833,369	\$3,178,706	\$173,861,206	\$226,227	\$188,340,548	\$124,734,087	\$7,823,249	\$7,522,355				\$6,258,599	\$6,017,884

PARAMETERS

Mobility Parameters	
CA Statewide Hourly Wage (2014)	\$26.07
Value of Time (VOT)- adult	\$13.03
Value of Time (VOT)- child	\$5.42
Bike Path (Class I)	20.38 min/trip
Bike Lane (Class II)	18.02 min/trip
Bike Route (Class III)	15.83 min/trip

Health Parameters	
Cycling	\$146 annual\$/person
Walking	\$146 annual\$/person

Accident Cost Parameters	
Cost of a Fatality (K)	\$4,130,347 \$/crash
Cost of an Injury	\$81,393 \$/crash
Cost of Property Damage (PDO)	\$7,624 \$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking	New Users	\$10 per trip
	Existing Users	\$4 per trip
Walking	All Users	\$1 per trip

VMT Reduction		Average fuel price (November 2013-November 2014) http://www.eia.gov/toi
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon
Price of CO2 (per lb)	\$0.01	for Regulatory Impact Analysis
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling	Percent
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Recreation	33
Exercise or health	28
Personal errands	17
Visit a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking	Percent
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Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

**Estimated Annual Per Capita Cost Savings
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)				
Washington DOH					19
Garrett et al.					57
South Carolina DOH					78
Georgia Department of Human Resources					79
Colditz					91
Minnesota DOH					>100
Goetz et al.					172
Pronk et al.					176
Pratt					330
Michigan Fitness Foundation					1175

Source: NCHRP 552, Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019.
<http://www.whitehouse.gov/sites/default/files/omb/budget/fy2015/assets/hist.pdf>
page 217-218.

Attachment I-8

- 1. Email Correspondence with the California Conservation Corps**
- 2. Email Correspondence with the Community Conservation Corps**

RE: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>

Fri 5/29/2015 4:33 PM

To: Carrillo, Stephen <scarrillo@cityoflancasterca.org>;

Cc: ATP@CCC <ATP@CCC.CA.GOV>; Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV>; inquiry@atpcommunitycorps.org <inquiry@atpcommunitycorps.org>; Lino, Edgar@CCC <Edgar.Lino@CCC.CA.GOV>; Slade, Bryan@CCC <Bryan.Slade@CCC.CA.GOV>; Rochte, Christie@CCC <Christie.Rochte@CCC.CA.GOV>;

Hi Stephen,

Edgar Lino, the Conservation Supervisor at our CCC Los Angeles location has responded to the partnership for your project. The CCC can participate in:

- Traffic Control
- Traffic Striping & Signing

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Edgar Lino directly Edgar.Lino@ccc.ca.gov if your project receives funding.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Carrillo, Stephen [<mailto:scarrillo@cityoflancasterca.org>]

Sent: Thursday, May 21, 2015 3:36 PM

To: ATP@CCC

Subject: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Please see the below information for our proposed ATP Cycle 2 grant project, Pedestrian Gap Closures project. Please let me know if the California Conservation Corps would wish to participate on this project.

Project Title: Pedestrian Gap Closures

Project Description:

The City of Lancaster proposes to increase the safety and mobility of pedestrians by constructing curb, gutter, and sidewalk improvements to close the gap between existing improvements. The improvements are target in about 42 locations within the Urban Core of Lancaster. The project would construct over 31,000 lineal feet of curb and gutter, and 355,000 square feet of concrete sidewalks. Additionally, pedestrian curb bulb-outs will be constructed at intersections with the project area.

Stephen Carrillo, P.E.
Assistant Engineer
City of Lancaster
Development Services Department
P: (661) 945-6861
F: (661) 723-6221



Carrillo, Stephen

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 22, 2015 7:36 PM
To: Carrillo, Stephen; atp@ccc.ca.gov
Subject: Re: Lancaster - ATP Cycle 2 Grant Project - Pedestrian Gap Closures

Hi Stephen,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 3:37 PM, Carrillo, Stephen <scarrillo@cityoflancafterca.org> wrote:

Please see the below information for our proposed ATP Cycle 2 grant project, Pedestrian Gap Closures project. Please let me know if the Community Conservation Corps would wish to participate on this project.

Project Title: Pedestrian Gap Closures

Project Description:

The City of Lancaster proposes to increase the safety and mobility of pedestrians by constructing curb, gutter, and sidewalk improvements to close the gap between existing improvements. The improvements are target in about 42 locations within the Urban Core of Lancaster. The project would construct over 31,000 lineal feet of curb and gutter, and 355,000 square feet of concrete sidewalks. Additionally, pedestrian curb bulb-outs will be constructed at intersections with the project area.

Stephen Carrillo, P.E.

Assistant Engineer

City of Lancaster

Development Services Department

P: [\(661\) 945-6861](tel:(661)945-6861)

F: [\(661\) 723-6221](tel:(661)723-6221)



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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

Letters of Support

Attachment J



Jim McDonnell, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

*4700 Ramona Boulevard
Monterey Park, California 91754-2169*



May 28, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2
Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

On behalf of Lancaster Sheriff Station, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,

JIM McDONNELL, SHERIFF

A handwritten signature in black ink, appearing to read "P. Nelson", with a long horizontal flourish extending to the right.

Patrick A. Nelson, Captain
Lancaster Station

AVPH

Antelope Valley Partners for Health
Community Collaborative Promoting Health and Wellness

May 20, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2
Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

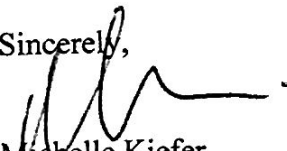
On behalf of Antelope Valley Partners for Health, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,



Michelle Kiefer
Executive Director



Antelope Valley Air Quality Management District
43301 Division St., Suite 206
Lancaster, CA 93535-4649

661.723.8070
Fax 661.723.3450

Eldon Heaston, Executive Director

In reply, please refer to AV0515/046

May 20, 2015

City of Lancaster
Mark V. Bozigian
City Manager
44933 Fern Avenue
Lancaster, CA 93534

Re: Caltrans Active Transportation Program Cycle 2 Pedestrian Gap Closure Improvements

Dear Mr. Bozigian:

On behalf of the Antelope Valley Air Quality Management District, we wish to express our strong support for the Caltrans ATP Call for Projects proposal submitted by the City of Lancaster.

This project will add construct pedestrian improvements at many locations around the City, increasing safety for non-motorized users. The project elements include new curb, gutter, and sidewalk closing the gap between existing improvements, as well as new pedestrian curb ramps and curb extensions.

The improvements are part of many safety improvements the City has made in recent years, increasing access for residents to a variety of local destinations, including the BLVD, AVTA bus stops, public schools, and health center destinations. Pedestrians, especially school children, will enjoy increased safety along school routes. Additionally, the health of the entire community can benefit from improved access to active transportation.

This project is consistent with the City's goals to make Lancaster a safe and healthy community. We are deeply supportive of this project that would bring great benefit to all residents of Lancaster.

Sincerely,

A handwritten signature in black ink, appearing to read "Bret S. Banks", written over a large, loopy scribble.

Bret S. Banks
Deputy Executive Director

BSB/bsb

Support Information

Attachment K

ATTACHMENT K
ADDITIONAL LIST OF SCHOOLS FROM PART A

1. Desert View Elementary School

School Name: Desert View Elementary School
School Address: 1555 W. Avenue H-10, Lancaster, CA 93534
District Name: Lancaster School District
District Address: 44711 N. Cedar Ave, Lancaster, CA 93534
Co.-Dist.-School Code: 19-64667-6014674

School Type: K-6 Project Improvements Distance: 0.11 miles
Total Student Enrollment: 835
%Students the currently walk: 40.7%
Approx. # of students living along route proposed for improvements: 2
Percentage of students eligible for free or reduced meal programs: 82.5%

2. Sierra Elementary School

School Name: Sierra Elementary School
School Address: 747 W. Avenue J-12, Lancaster, CA 93534
District Name: Lancaster School District
District Address: 44711 N. Cedar Ave, Lancaster, CA 93534
Co.-Dist.-School Code: 19-64667-6014757

School Type: K-5 Project Improvements Distance: 0.22 miles
Total Student Enrollment: 693
%Students the currently walk: 42.0%
Approx. # of students living along route proposed for improvements: 5
Percentage of students eligible for free or reduced meal programs: 88.0%

3. Sunnydale Elementary School

School Name: Sunnydale Elementary School
School Address: 1233 West Avenue J-8, Lancaster, CA 93534
District Name: Lancaster School District
District Address: 44711 N. Cedar Ave, Lancaster, CA 93534
Co.-Dist.-School Code: 19-64667-6014765

School Type: K-6 Project Improvements Distance: 0.0 miles
Total Student Enrollment: 568
%Students the currently walk: 51.0%
Approx. # of students living along route proposed for improvements: 5
Percentage of students eligible for free or reduced meal programs: 85.9%

B. Desert View Elementary School
1555 West Avenue H-10



Walk Audit Workshop

A walk audit workshop was conducted on May 12, 2014. The following key stakeholders attended:

- School principal
- Duty aides
- Crossing guards
- Parents
- Students
- Representatives from the Parent Teacher Organization
- Representatives from the Lancaster School District
- Representatives from the City Planning Department and the City Parks, Recreation, and Arts Department
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of "friction" to slow cars down
- Lack of signs
- Trees blocking signs
- Lack of pavement markings
- Lack of sidewalks
- Motorists blocking crosswalks at intersections
- Parents dropping off/picking up on the other side of the street causing students to cross midblock
- Drivers not yielding to crossing guards
- Crosswalk paint not visible
- Lack of traffic enforcement
- Double parking
- Lack of instructions as to where to go
- Loose dogs
- Trash in the streets

Location Specific

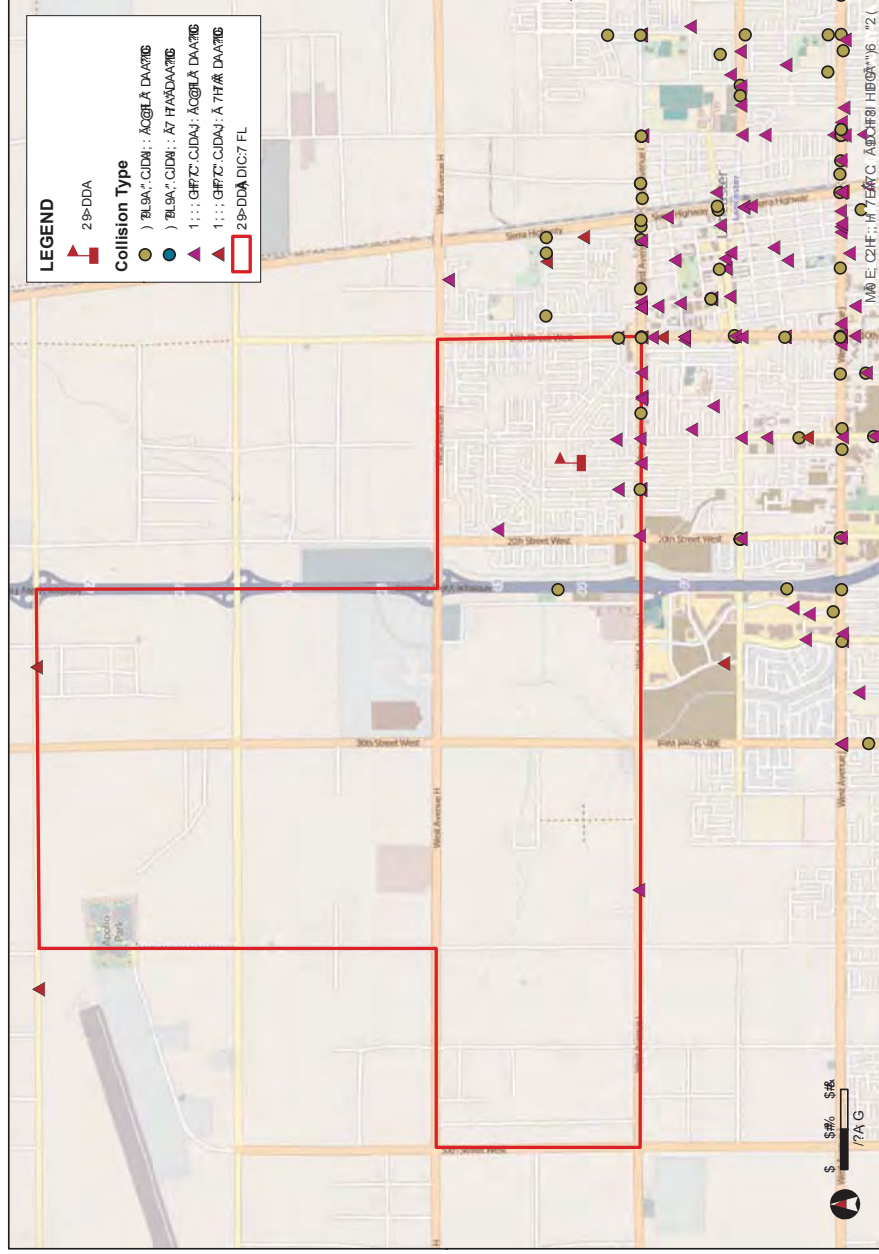
- 15th Street West & Avenue H-10
 - speeding
 - not enough friction to slow cars
 - motorists blocking crosswalks
 - lack of signs
 - lack of visibility
 - lights on flashing beacons don't always work
- Avenue H-10 & Thornwood Avenue
 - speeding



- no marked crosswalk
- no signs
- missing sidewalks
- Avenue H-10 & Saigon Avenue
 - speeding
 - no marked crosswalk
 - no signs
 - missing sidewalks
- Avenue H-8 & Saigon Avenue
 - speeding
 - no marked crosswalk
 - no signs
 - missing sidewalks
- 15th Street West & Avenue H-8
 - speeding
 - not enough friction to slow cars
 - motorists blocking crosswalks
 - lack of signs
 - lack of visibility
- Speeding on the following stretches
 - Boyden Avenue just east of 15th Street West; poor visibility on the curve
 - 15th Street West
 - Avenue H-8
- Missing sidewalks
 - Thornwood Avenue just south of Avenue H-8 on the east side for approximately 50'; and on the west side for approximately 85'
 - Avenue H-8 on the south side from Saigon Avenue to 17th Street West, on the north side from 15th Street West to 17th Street West
 - Saigon Avenue on the west side from Avenue H-8 to just north of Avenue H-12, on the east side from Avenue H-10 to a point about 270' south

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.

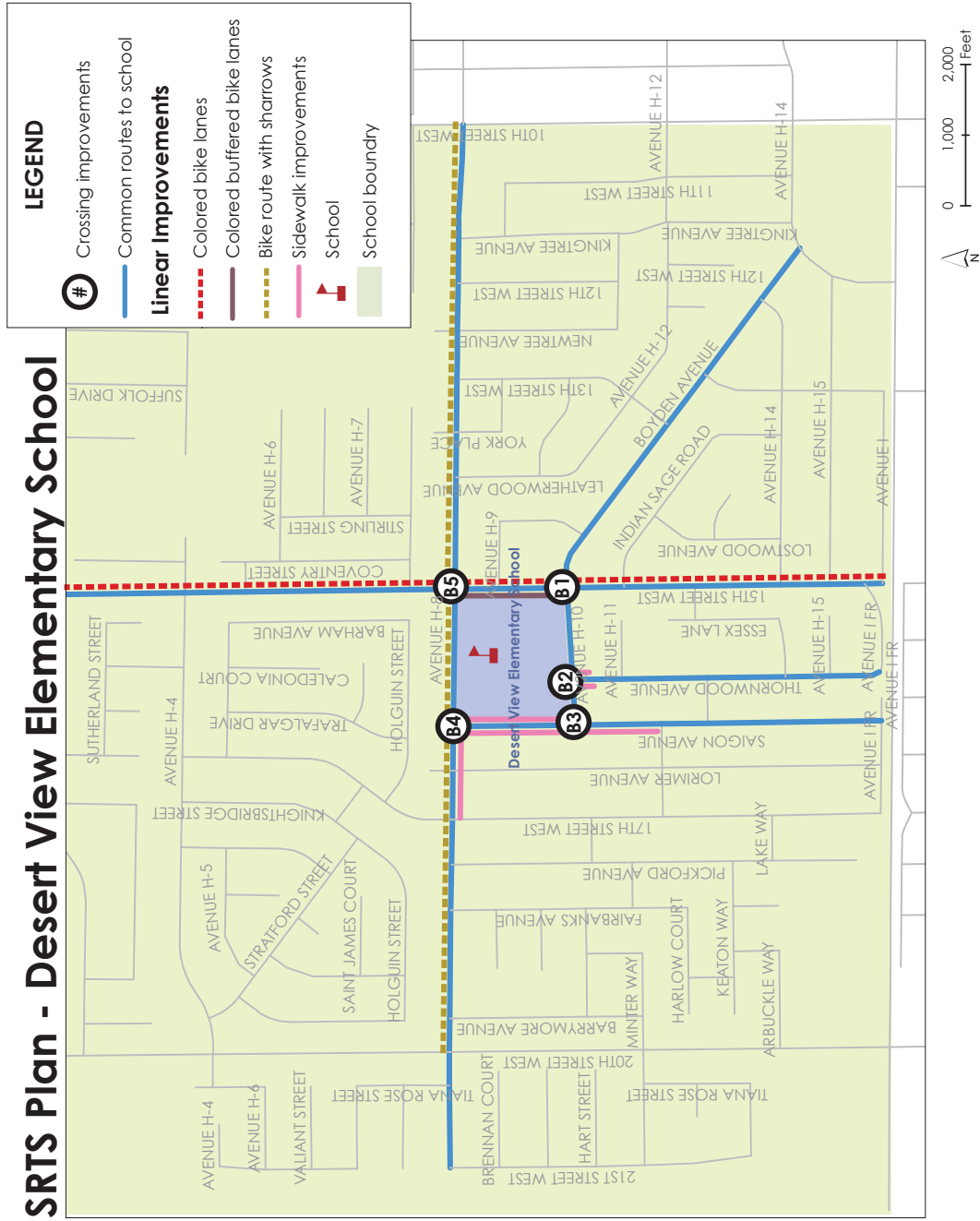


Bicycle and Pedestrian Collisions 2007 - 2011

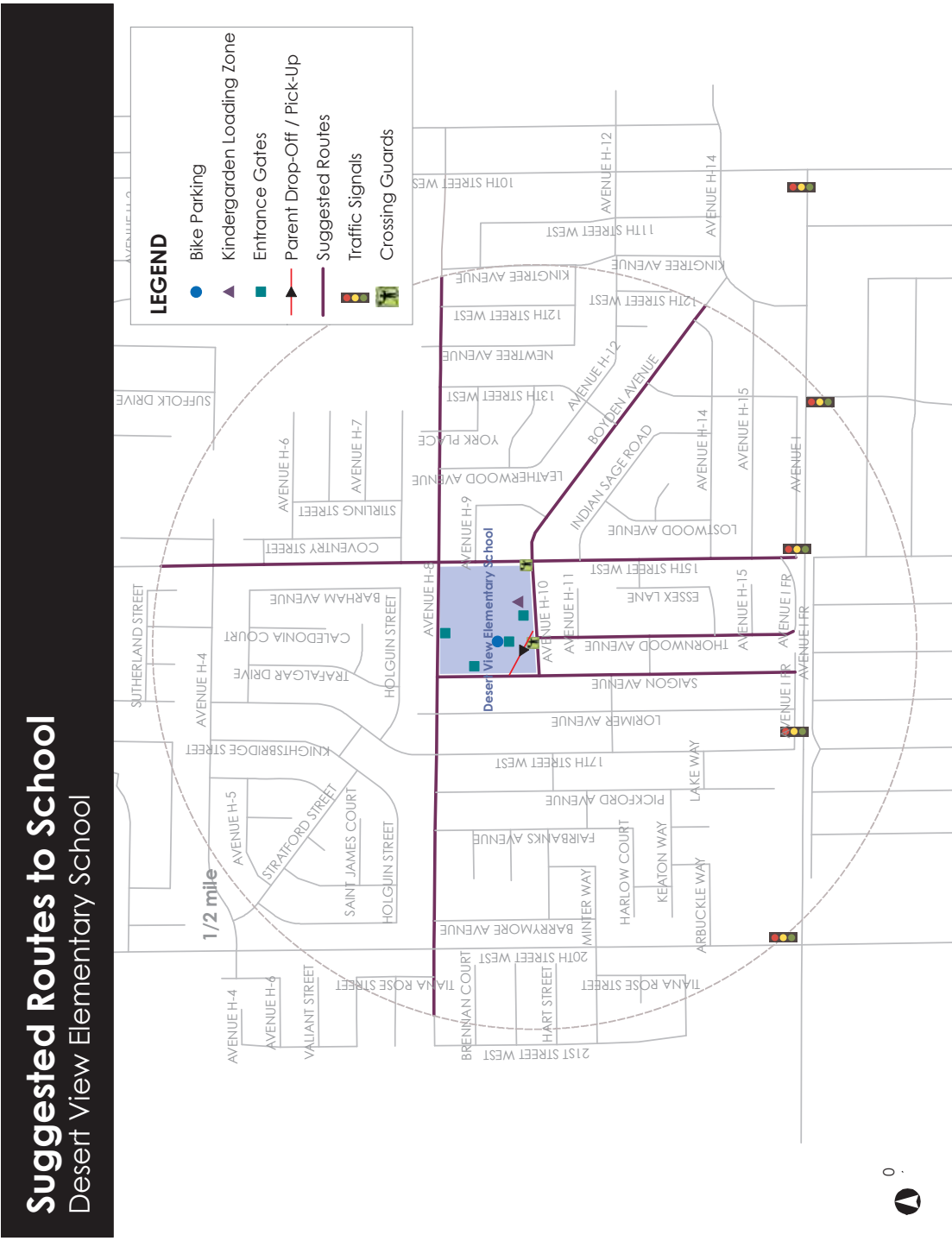
+;G; H&?KĀ, A;B;CH7LĀ9>DDA
2DI 19; ĀBA7H7M C2; FGR1U&A7RDC77&87F0CEDH7HDC&C@FLĀ 7EEC-Ā LGB

The map below shows the proposed engineering projects along common routes used by students to get to school.

SRTS Plan - Desert View Elementary School



The map below shows suggested routes to school along with information useful to students and parents.



Existing Conditions and Engineering Recommendations

Crossing Improvements

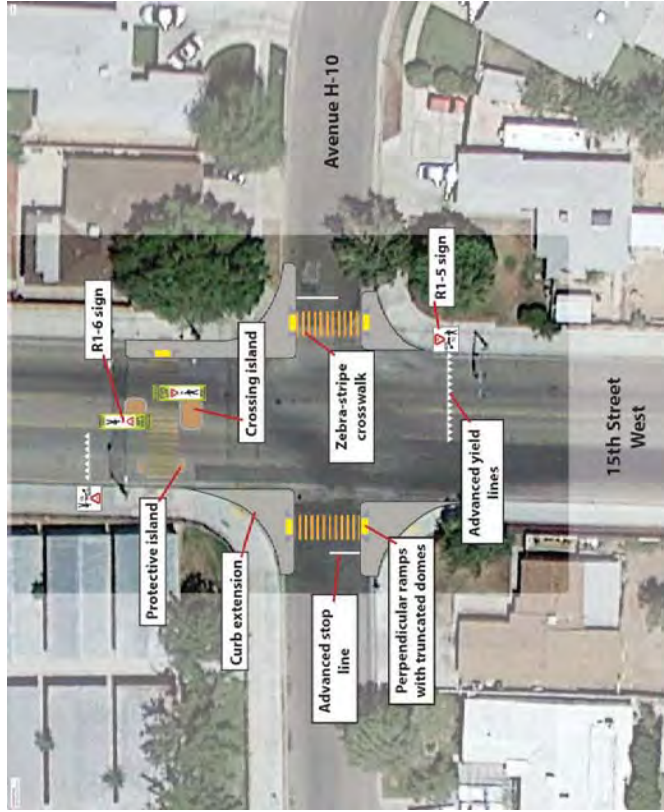
B1. 15th Street West & Avenue H-10

Existing

- 2-way stop for Avenue H-10
- Yellow ladder crosswalk on the north leg
- Yellow transverse-line crosswalk on the east and west legs
- Flashing beacons (not always functioning)
- Old school crosswalk signs on the north leg crosswalk
- SLOW SCHOOL PAVEMENT markings on the northbound and southbound approaches
- ST-1 sign on the southbound approach
- Crossing guard

Proposed

- Add yellow zebra-stripe crosswalks to the east and west legs (2)
- Add advanced stop lines to the east and west legs (2)
- Add crossing islands to the north leg (1 pair)
- Add advanced yield lines to both approaches to the north leg crosswalk (2)
- Add R1-5 signs to both approaches to the north leg crosswalk (2)
- Add R1-6 signs to the north leg crosswalk (2)
- Add curb extensions to the east and west legs (4)
- Add a curb extension to the east side of the north leg (1)
- Add protective islands to the bike lane buffer on the north leg when buffered bike lanes are added to the west side of 15th Street West (1 set)



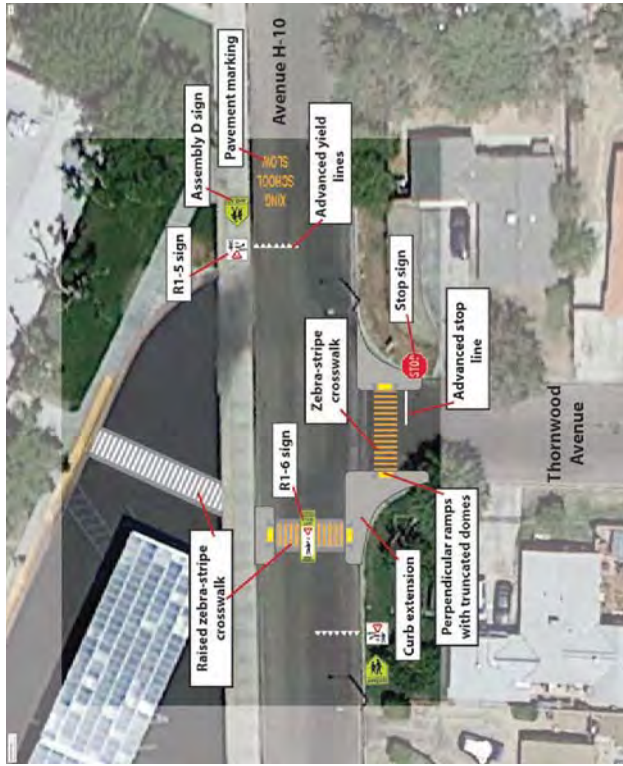
B2. Avenue H-10 & Thornwood Avenue

Existing

- T-intersection
- Uncontrolled intersection
- Assembly A sign on Avenue H-10 on the westbound approach
- SLOW SCHOOL XING pavement markers in Avenue H-10 on the westbound approach
- Crossing guard

Proposed

- Add a raised yellow zebra-stripe crosswalk to the west leg (1)
- Add a stop sign to the south leg (1)
- Add a yellow zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg (1)
- Add advanced yield lines to both approaches to the west leg (2)
- Add R1-5 signs to both approaches to the west leg (2)
- Add Assembly D signs to both approaches to the west leg (2)
- Add R1-6 signs to the west leg crosswalk (2)
- SLOW SCHOOL XING pavement markers in Avenue H-10 on the eastbound approach
- Add curb extensions to the south and west legs (4)
- Add a raised zebra-stripe crosswalk across the school parking lot (1)



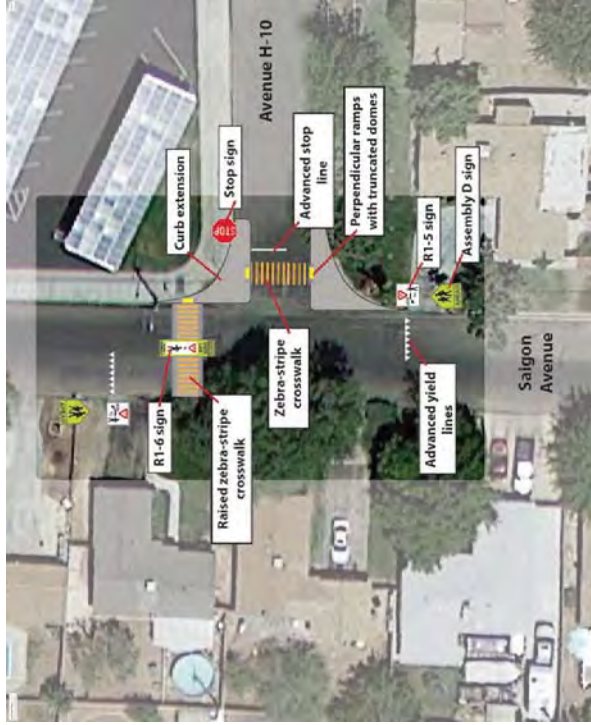
B3. Avenue H-10 & Saigon Avenue

Existing

- T-intersection
- Uncontrolled intersection
- Yellow transverse-line crosswalks on the north and east legs
- S1-1 signs on the northbound and southbound approaches
- SLOW SCHOOL XING pavement markers in Saigon Avenue on the northbound and southbound approaches
- No ramp or sidewalk on the west side of Saigon Avenue
- Crossing guard

Proposed

- Add a raised yellow zebra-stripe crosswalk to the north leg (1)
- Add a stop sign to the east leg (1)
- Add an advanced stop line to the east leg (1)
- Add a yellow zebra-stripe crosswalk to the east leg (1)
- Add advanced yield lines to both approaches to the north leg (2)
- Add R1-5 signs to both approaches to the north leg (2)
- Add Assembly D signs to both approaches to the north leg (2)
- Add R1-6 signs to the north leg crosswalk (2)
- Add curb extensions to the east leg (2)



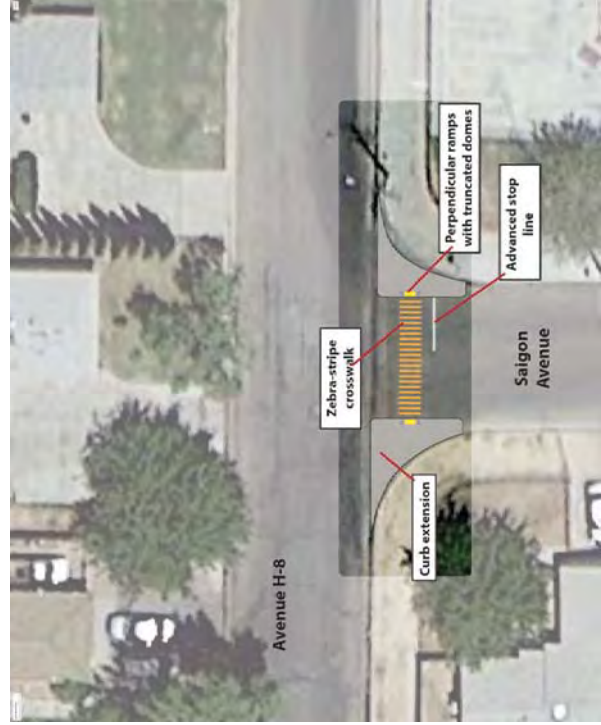
B4. Avenue H-8 & Saigon Avenue

Existing

- T-intersection
- 1-way stop for Saigon Avenue
- Yellow transverse-line crosswalk on the south leg

Proposed

- Add a yellow zebra-stripe crosswalk to the south leg (1)
- Add an advanced stop line to the south leg (1)
- Add curb extensions to the south leg (2)



B5. Avenue H-8 & 15th Street West

Existing

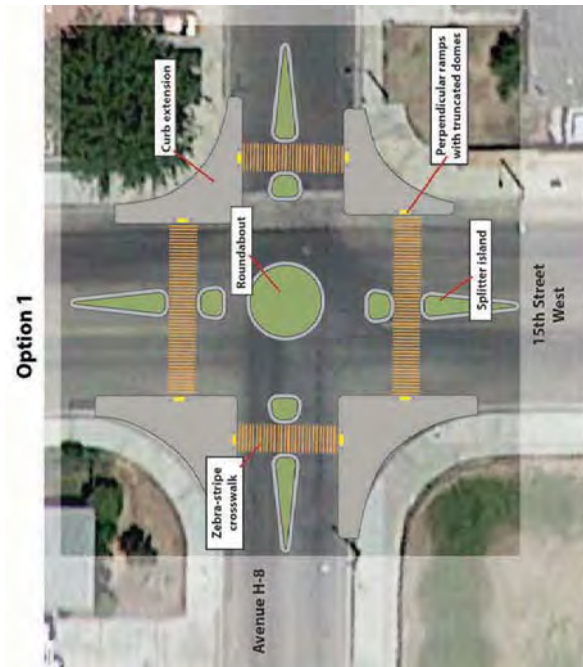
- 2-way stop for Avenue H-8

Proposed Option 1

- Add a roundabout
- Add large curb extensions to all corners

Proposed Option 2

- Add yellow zebra-stripe crosswalks to the east, west and south legs (3)
- Add advanced stop lines to the east and west legs (2)
- Add crossing islands to the south leg (1 pair)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)
- Add R1-6 signs to the south leg crosswalk (2)
- Add curb extensions to the east and west legs (4)
- Add a curb extension to the east side of the south leg (1)
- Add protective islands to the bike lane buffer on the south leg when buffered bike lanes are added to the west side of 15th Street West (1 set)



Linear Treatments

- Add colored bike lanes along 15th Street West from Avenue H to Avenue I (1 mi.)
- Add buffers to the colored bike lanes along the west side of 15th Street West from Avenue H-8 to Avenue H-10 (0.12 mi.)
- Add a bike route with sharrows along Avenue H-8 from 20th Street West to 10th Street West (1.0 mi.)
- Add a speed hump to Avenue H-10 between 15th Street West and Saigon Avenue (1)
- Add a speed hump to Boyden Avenue just west of 15th Street West (1)
- Add speed humps to Avenue H-8 between 15th Street West and Saigon Avenue (2)
- Add speed humps to Saigon Avenue between Avenue H-8 and Avenue H-10 (2)
- Add a speed feedback sign on the southbound side of 15th Street West between Avenue H-8 and Avenue H-10 (fix the existing speed feedback sign on the northbound side of 15th Street West just south of Avenue H-10)
- Add sidewalks to:
 - the south side of Avenue H-8 from 17th Street West to Saigon Avenue (approximately 500')
 - the east side of Thornwood Avenue just south of Avenue H-10 (approximately 50')
 - the west side of Thornwood Avenue just south of Avenue H-10 (approximately 85')
 - the west side of Saigon Avenue Avenue H-8 to just north of Avenue H-12 (approximately 1,000')
 - the east side of Saigon Avenue from Avenue H-10 to a point where the sidewalk exists (approximately 270')

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

Encouragement

Enforcement

P. Sierra Elementary School
747 West Avenue J-12





Walk Audit Workshop

One walk audit workshop was conducted on December 9, 2013 and a second one on December 16, 2013. The following key stakeholders attended:

- School principal
- School employees
- A teacher
- Parents
- Students
- Crossing guards
- Representatives from the Lancaster School District
- Representatives from the City Planning Department, City Public Works Department and City Manager's office
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of sidewalks
- Lack of stop signs
- Drivers not yielding to pedestrians
- Need more crossing guards
- Congestion in the parking lot—students walking in lanes of traffic

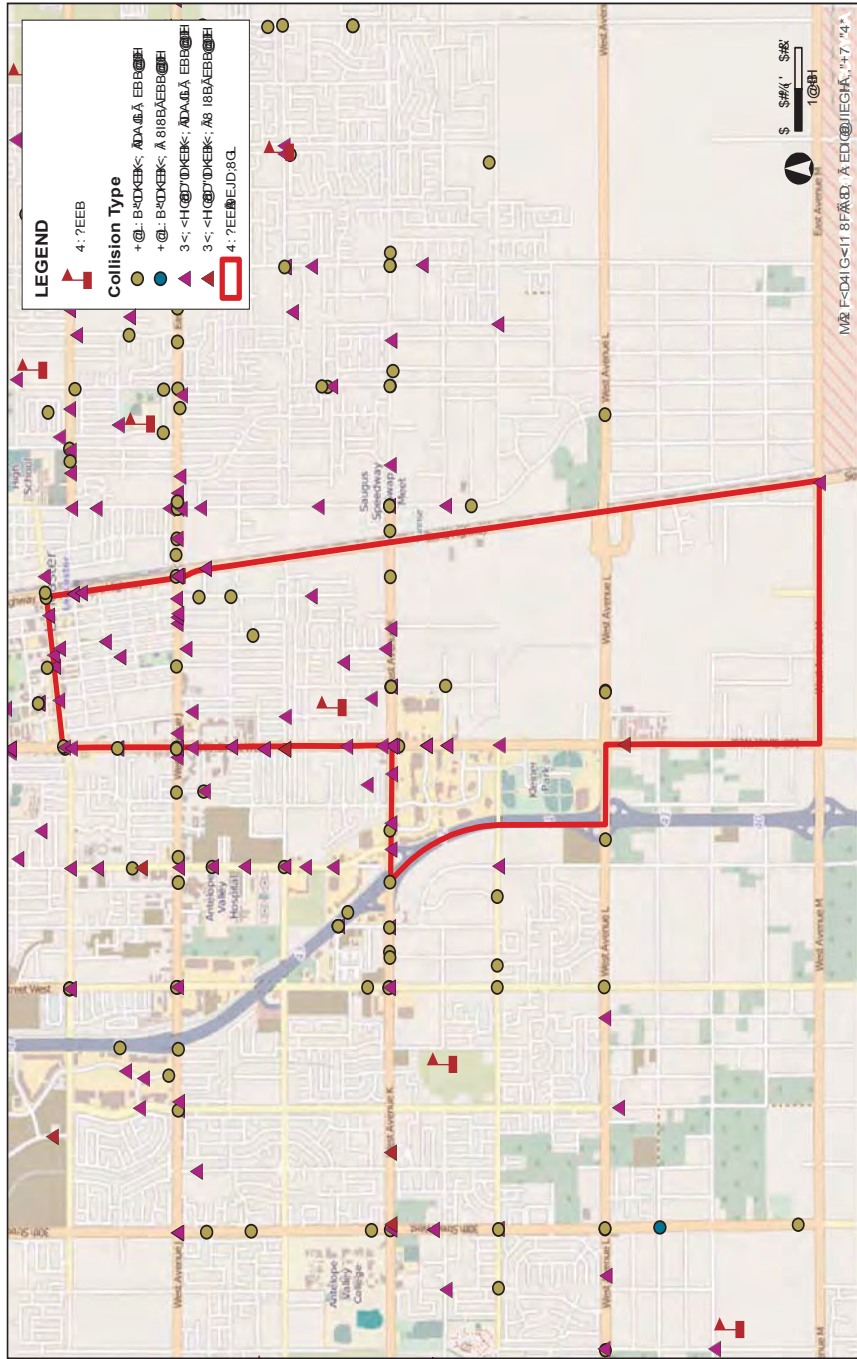
Location Specific

- Avenue J-8 & Heaton Avenue
 - speeding
 - motorists not stopping
 - flashers not always working – maybe a pedestrian-activated rapid flash beacon would help
 - crosswalk striping is not very visible
- Avenue J-10 & Heaton Avenue
 - not all crosswalks marked
 - crossing is difficult
- Avenue J-12 & Heaton Avenue
 - speeding
 - motorists not stopping
 - no curb ramp on the south side of the east leg
 - the stop sign is too high
 - there are no stop lines
 - need an all-way stop
 - the pedestrian warning signs are not well placed

- Gadsden Avenue & Avenue J-10
 - not all crosswalks marked
 - speeding
 - motorists not stopping
- Gadsden Avenue & Avenue J-12
 - speeding
 - motorists not stopping
 - pavement markings are faded
- Gadsden Avenue & Avenue K
 - too wide
 - speeding
- 10th Street West & Avenue J-12
 - no marked crosswalk
 - speeding
 - no traffic signal
 - heavy traffic from the commercial area at 10th Street West and Avenue K
- Sidewalks missing
 - Avenue J-12 near Gadsden Avenue
 - Beech Avenue between Avenue J-5 and Avenue J-12
 - Gadsden Avenue between Avenue K and Avenue J-12
- Avenue J-9
 - speeding
- Avenue J-10 between Gadsden Avenue and Beech Avenue
 - lack of street lighting
 - sidewalks need repair
- Heaton Avenue north of the school
 - lack of street striping
 - crosswalks are not very visible
- Avenue J-12 from Birchtree Avenue to the school
 - no sidewalk
 - speeding
- Gadsden Avenue from Avenue K-8 to Avenue J-9
 - speeding
 - sidewalk needs repair
- Beech Avenue from Avenue J-9 to Avenue J-10
 - no sidewalk
 - icy gutters

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.



Bicycle and Pedestrian Collisions 2007 - 2011

4 @ A A . B C < D I 8 G A : ? E E B

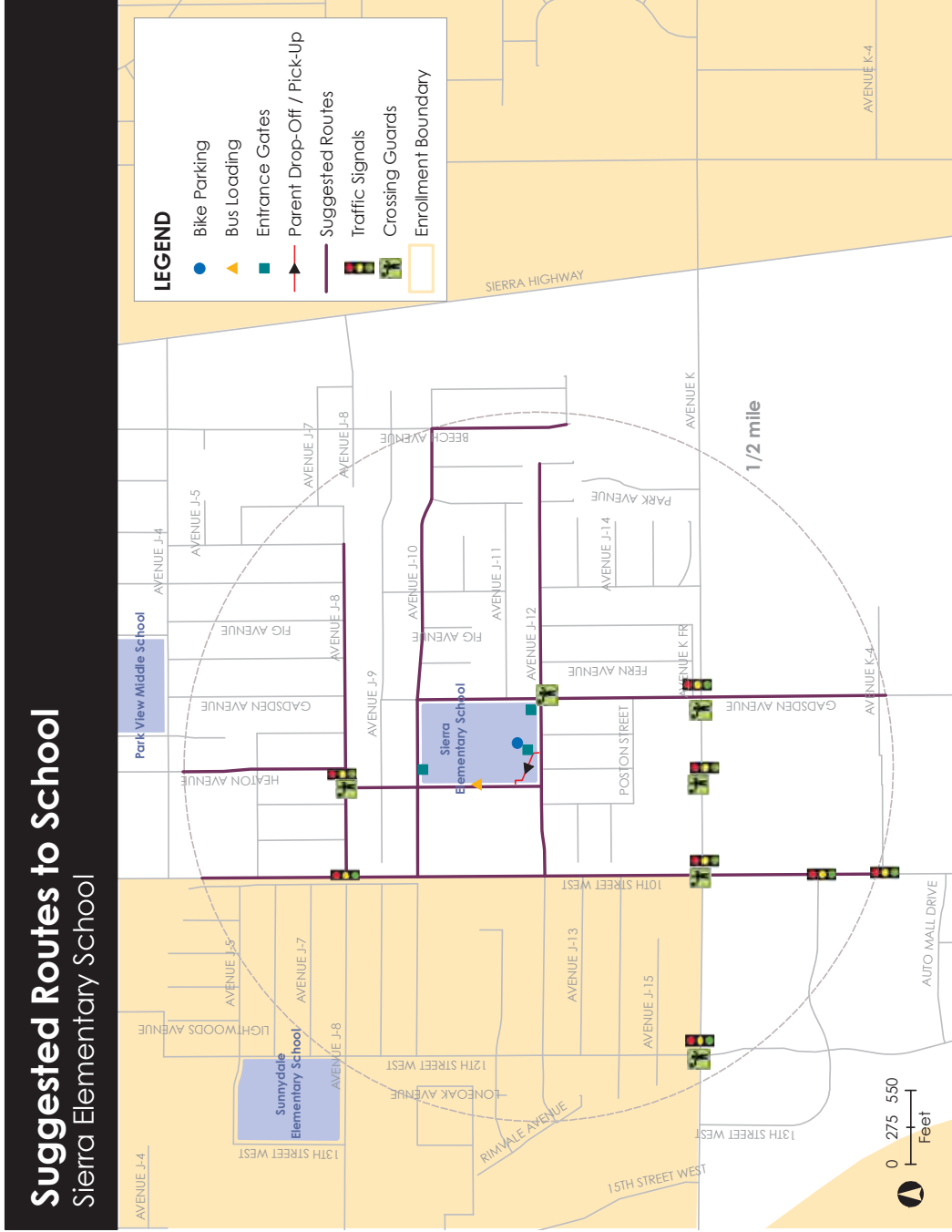
4 E J G < A A 8 I 8) A D C < C @ A A 8 B @ C G B C D H F E C B I @ D A A G A 8 F F @ A L H < C

The map below shows the proposed engineering projects along common routes used by students to get to school.

SRTS Plan - Sierra Elementary School



The map below shows suggested routes to school along with information useful to students and parents.



Existing Conditions and Engineering Recommendations

Crossing Improvements

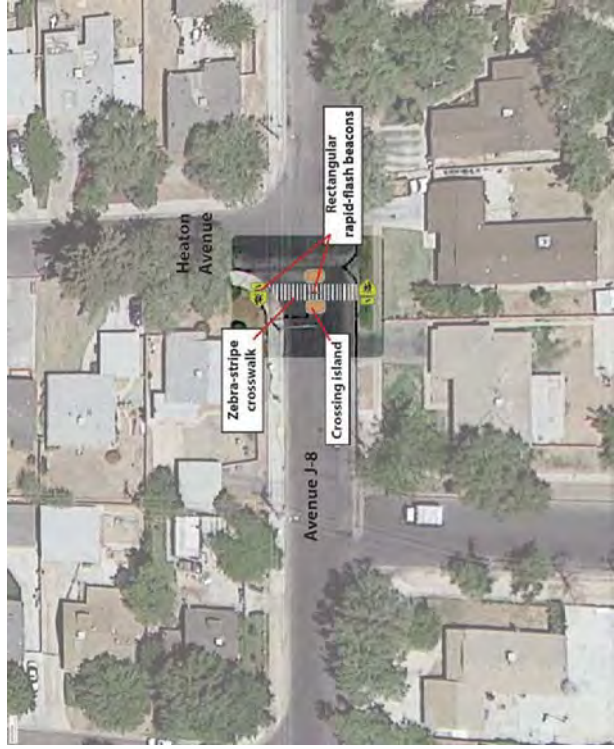
P1. Avenue J-8 & Heaton Avenue

Existing

- Offset intersection
- Yellow ladder crosswalk midway between the two segments of offset Heaton Avenue
- Advanced stop lines on both approaches to the Heaton Avenue crosswalk
- R1-5 signs on both approaches to the Heaton Avenue crosswalk
- Assembly B signs
- Assembly D signs with flashing beacons
- Crosswalk not very visible
- Crossing guard

Proposed

- Replace yellow crosswalk with a white zebra-stripe crosswalk crossing Avenue J-8 (1)
- Add crossing islands to this crosswalk (1 pair)
- Add pedestrian-activated rapid flash beacons to this crosswalk (1 set)



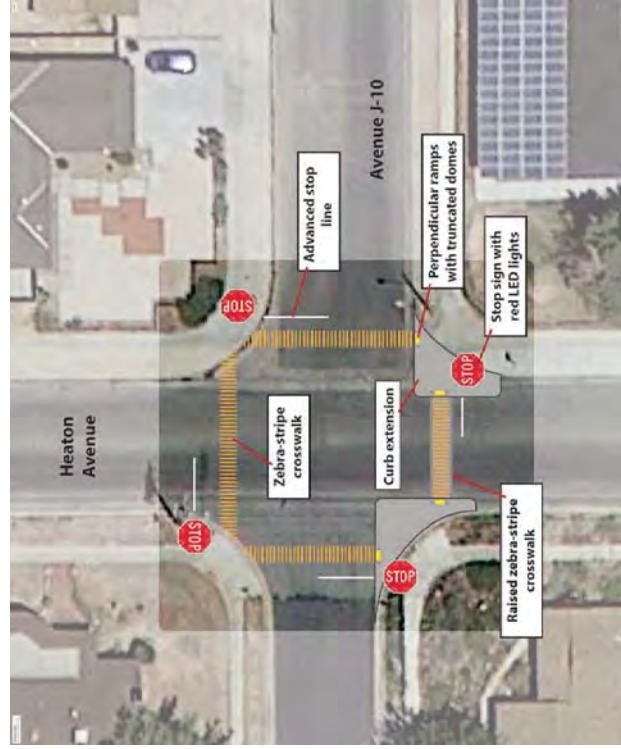
P2. Avenue J-10 & Heaton Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the east and south legs

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add a raised crosswalk on the south leg (1)
- Add curb extensions to both crossing faces of the south leg (2)



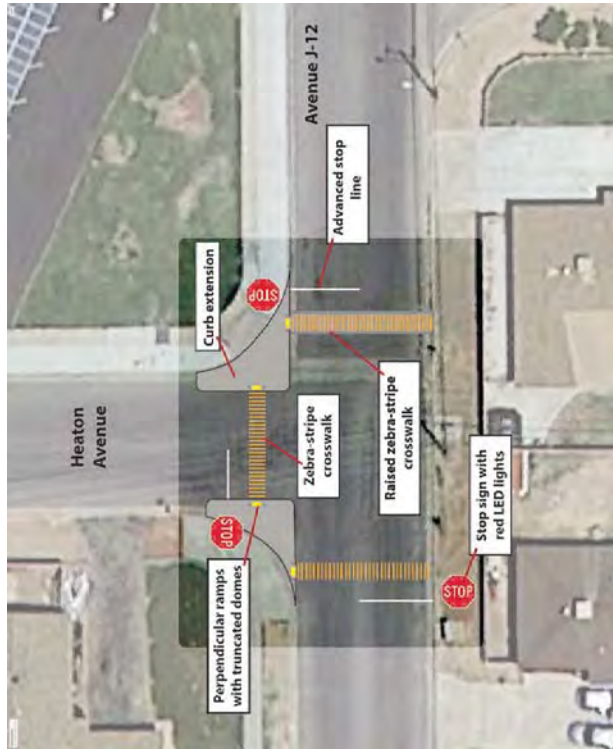
P3. Avenue J-12 & Heaton Avenue

Existing

- T-intersection
- 3-way stop
- Yellow transverse crosswalks on the north and east legs
- No curb ramp on the SE corner

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (3)
- Add advanced stop lines to all legs (3)
- Add red flashing LED lights to the perimeter of all the stop signs (3 sets)
- Add a raised crosswalk on the east leg (1)
- Add curb extensions to both crossing faces of the north leg (2)
- Lower the stop sign that is presently too high and not very visible



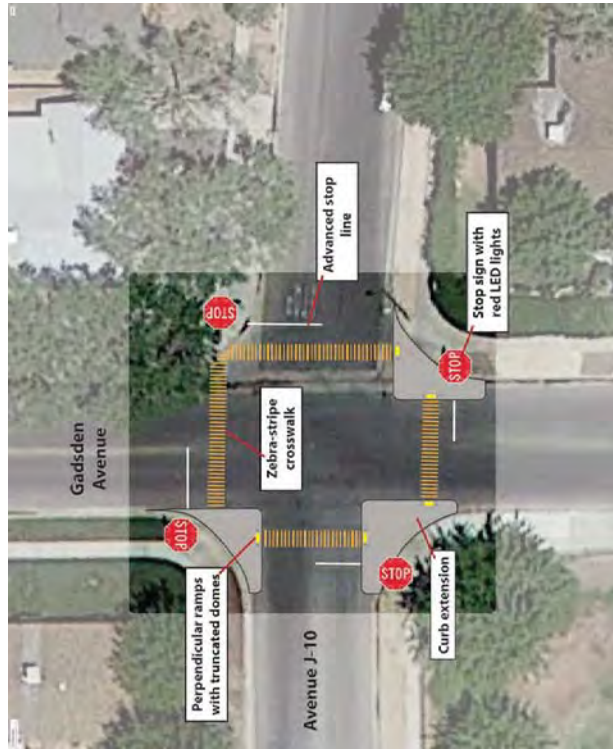
P4. Avenue J-10 & Gadsden Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the west and south legs

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add curb extensions to both crossing faces of the south and west legs (4)



P5. Avenue J-12 & Gadsden Avenue

Existing

- 4-way stop
- Yellow transverse crosswalks on the north, west, and east legs
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add red flashing LED lights to the perimeter of all the stop signs (4 sets)
- Add a raised crosswalk on the north and west legs (2)



P6. Avenue K & Gadsden Avenue

Existing

- Signalized intersection
- Yellow transverse crosswalks on all legs
- Protected-permissive left-turn signals from Avenue K
- No curb ramps on the NE corner where a median separates the frontage street from Avenue K

Proposed

- Replace yellow crosswalks with white zebra-stripe crosswalks on all legs (4)
- Add advanced stop lines to all legs (4)
- Add new curb ramps to the NE corner (2)
- Change left-turn signals on Avenue K from protected-permissive to protected only (2)
- Reduce curb returns on the NW, SE, and SW corners (3)



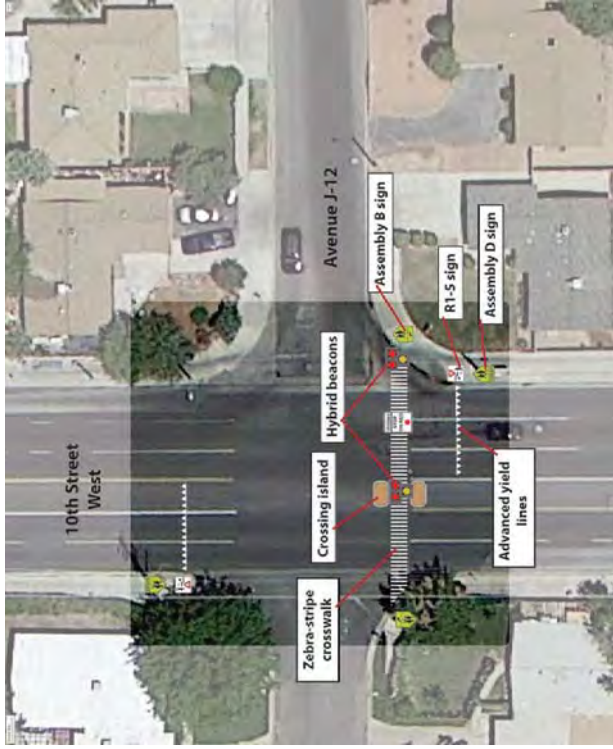
P7. 10th Street West & Avenue J-12

Existing

- No marked crosswalk
- 2-way stop for Avenue J-12

Proposed

- Add hybrid beacons to cross the south leg (1 set) (conduct warrant study first)
- Add a zebra-stripe crosswalk on the south leg (1)
- Add crossing islands to the south leg crosswalk (1 pair)
- Add advanced yield lines to both crossing approaches of the south leg crosswalk (2)
- Add R1-5 signs to both crossing approaches of the south leg (2)
- Add Assembly D signs to both crossing approaches of the south leg (2)
- Add Assembly B signs to the south leg crosswalk (2)



P8. Avenue J-10 & Beech Avenue

Existing

- No marked crosswalk
- 2-way stop for Avenue J-10

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines on Avenue J-10 (2)
- Add advanced yield lines to both crossing approaches of the north and south leg crosswalks (2)
- Add R1-5 signs to both crossing approaches of the north and south legs (2)
- Add Assembly D signs to both crossing approaches of the north and south legs (2)
- Add Assembly B signs to the north and south leg crosswalks (2)



Linear Treatments

- Add new sidewalks at the following locations:
 - along the west side of Heaton Avenue from Avenue J-10 to Avenue J-12 (approximately 890')
 - along Avenue J-12 on both sides from Fig Avenue to Gadsden Avenue and along the south side from 10th Street West to Gadsden Avenue (approximately 2,100')
 - along the east side of Beech Avenue from Avenue J-5 to Avenue J-7; along both sides of Beech Avenue from Avenue J-7 to Avenue J-10 (approximately 2,000')
 - along both sides of Gadsden Avenue from Poston Street to Avenue K and along the east side of Gadsden Avenue from Poston Street to Avenue J-12 (approximately 1,530')
 - Add street lighting along Avenue J-10 between Beech Avenue and Heaton Avenue (approximately 2,670')
- Reduce 10th Street West to 2 lanes from Avenue K to Avenue J-4 and add 6' wide colored, buffered bike lanes; add colored bike lanes from Avenue J-4 to Lancaster Blvd. (0.75 mi.)
- Add colored bike lanes on Avenue K from 10th Street West to Gadsden Avenue (consistent with the Master Plan of Trails and Bikeways) (0.25 mi.)
- Reduce Avenue K to 2 lanes from Gadsden Avenue to Sierra Hwy. and add 6' wide colored, buffered bike lanes (consistent with the Master Plan of Trails and Bikeways) (0.6 mi.)

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

- Walking safety event

Encouragement

- Walking school buses
- Recognition of existing walkers and bicyclists

Enforcement

Q. Sunnydale Elementary School
1233 West Avenue J-8



Walk Audit Workshop

A walk audit workshop was conducted on May 23, 2013. The following key stakeholders attended:

- School principal
- A teacher
- Parents
- Crossing guards
- Representatives from the Lancaster School District
- Representatives from the City Planning Department
- Representatives from Antelope Valley Partners for Health

Safety Issues Raised at the Stakeholder Workshop

General

- Speeding
- Lack of sidewalks
- U-turns
- Drivers not respecting the crossing guards
- Need more crossing guards
- Congestion
- Parents calling their kids across the street

Location Specific

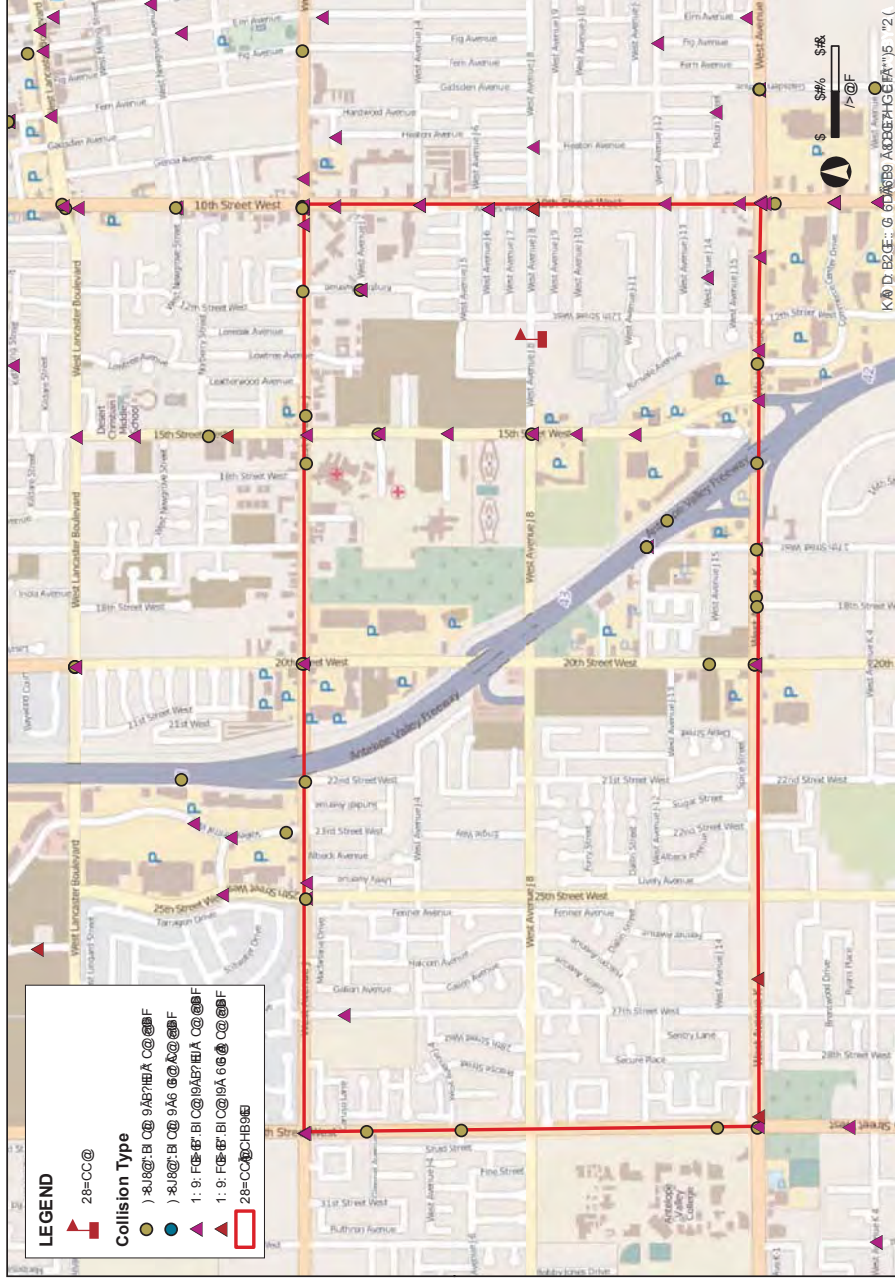
- Avenue J-8 & 12th Street West
 - motorists not respecting the crossing guards
 - large intersection with only 3 marked crosswalks
 - crosswalk striping is faded
- Avenue J-7 & 12th Street West
 - no marked crosswalk
 - double parking
 - students running across the street
 - motorists making U-turns
- Avenue J-5 & 12th Street West
 - speeding
 - crosswalk striping is faded
- Avenue J-5 & 13th Street West
 - speeding
 - no marked crosswalks
 - students crossing across the desert from apartments to the north
- Avenue J-8 & 13th Street West
 - no sidewalks along Avenue J-8 west of 13th Street West



- parents driving through the dirt lot and parking
- Avenue J-8 & 20th Street West
 - very large crossing
 - major intersection
 - 2 right-turn lanes
 - heavy morning traffic
 - not enough time in the Walk cycle

Maps

The following map displays bicyclist and pedestrian involved crashes for a five-year period between 2007 and 2011.

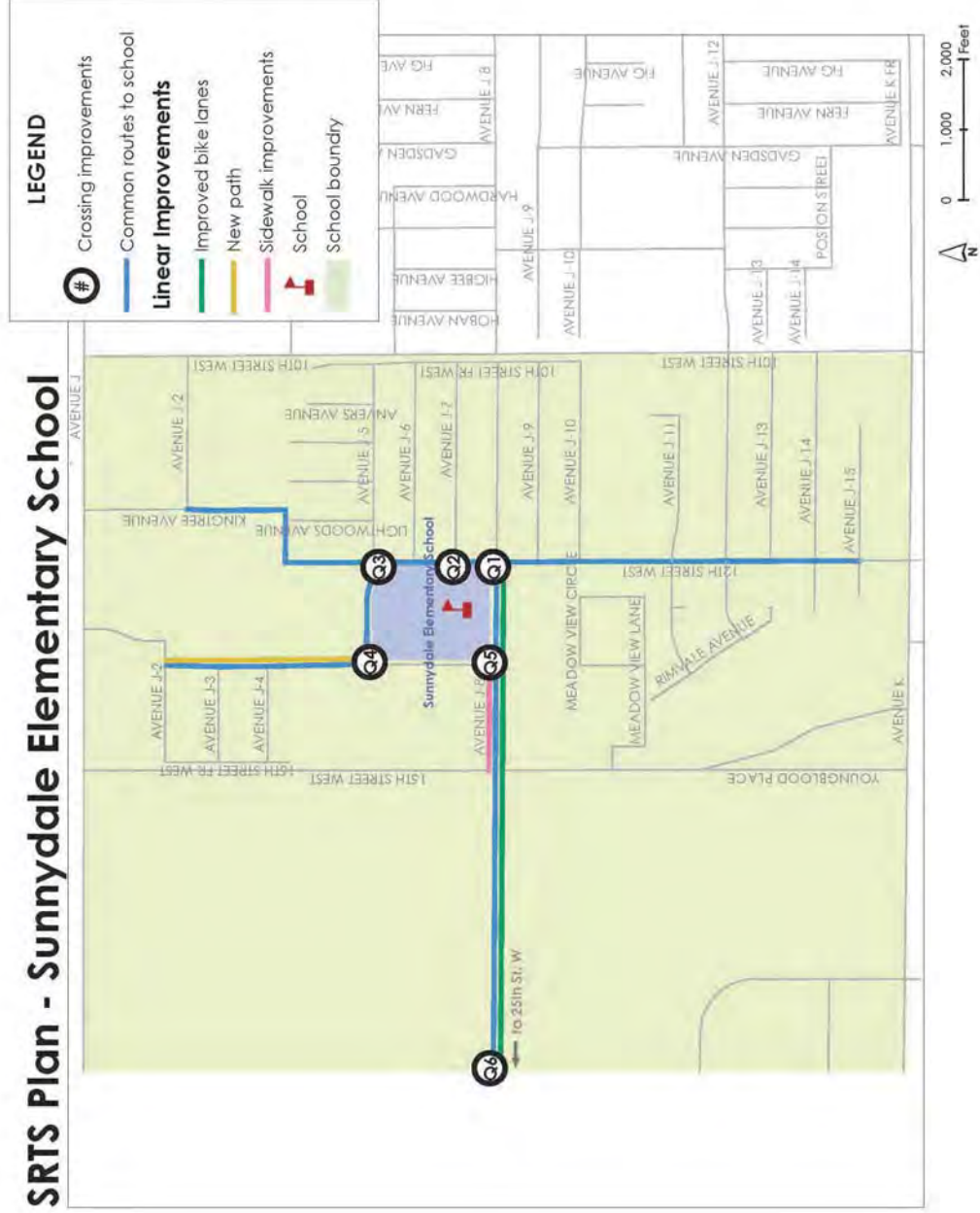


Bicycle and Pedestrian Collisions 2007 - 2011

2HBBJ96@A,@A: BG6#8=C@@
2CHB: A: A: 6@: A: B: A: : E: F: 8: A: A: 6@: E: B: B: D: C: B: B: A: B: A: E: A: 6DDB: <A: JFGA

The map below shows the proposed engineering projects along common routes used by students to get to school.

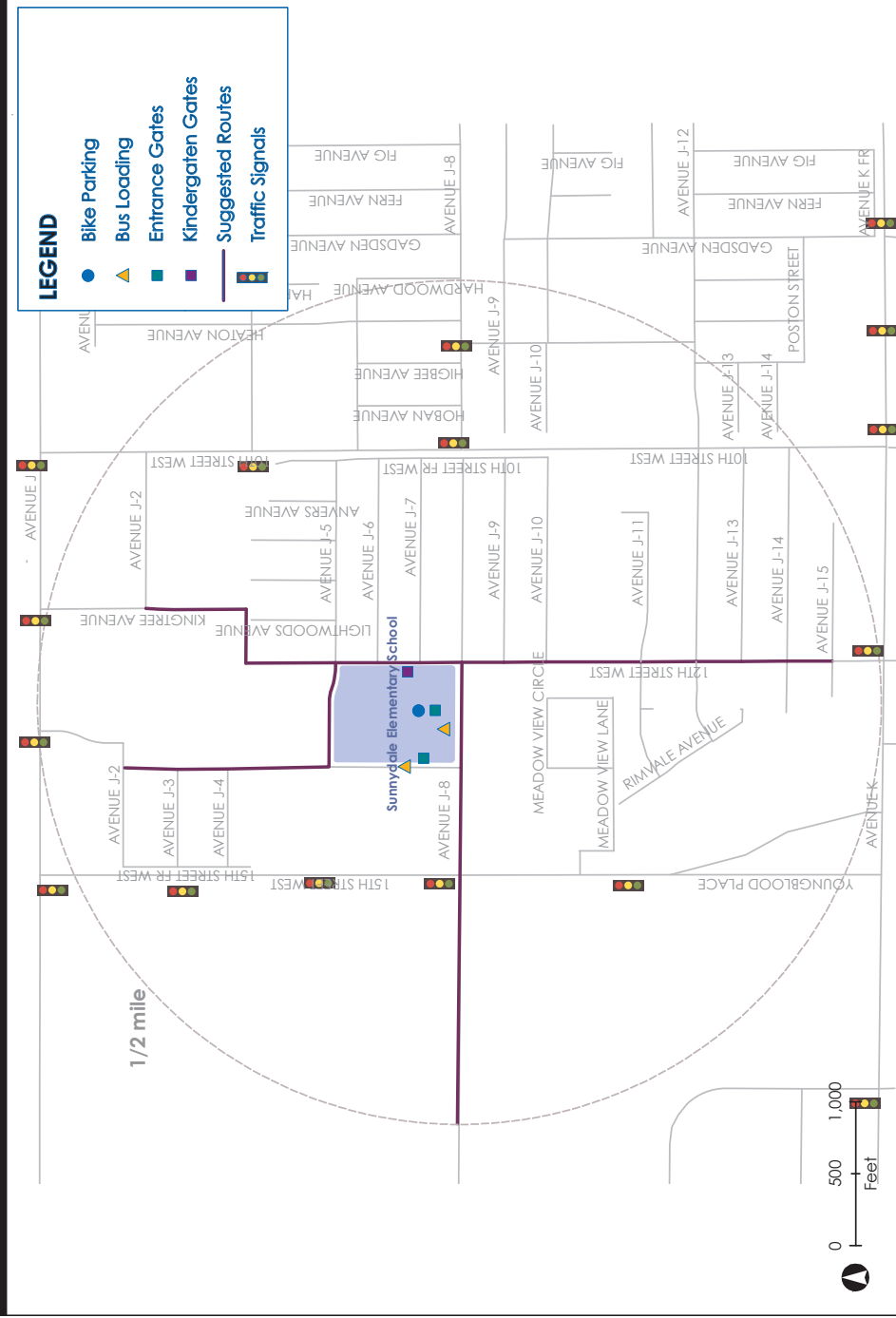
SRTS Plan - Sunnydale Elementary School



The map below shows suggested routes to school along with information useful to students and parents.

Suggested Routes to School

Sunnydale Elementary School



Existing Conditions and Engineering Recommendations

Crossing Improvements

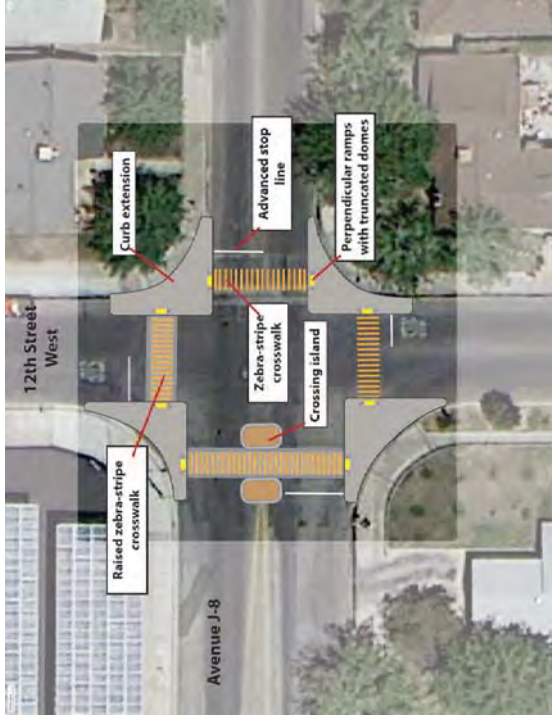
Q1. Avenue J-8 & 12th Street West

Existing

- 4-way stop
- Yellow transverse-line crosswalks on the north, south and west legs
- Crossing guard

Proposed

- Add a yellow zebra-stripe crosswalk to all legs (4)
- Add advanced stop lines to all legs (4)
- Add curb extensions to all crossing faces (8)
- Add crossing islands on the west leg (2)
- Add raised crosswalks on the north and west legs (2)



Q2. Avenue J-7 & 12th Street West

Existing

- T-intersection
- No marked crosswalks

Proposed

- Add a yellow raised crosswalk on the south leg (1)
- Add curb extensions to both crossing faces of the south leg (2)
- Add R1-6 signs to the south leg crosswalk (2)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)



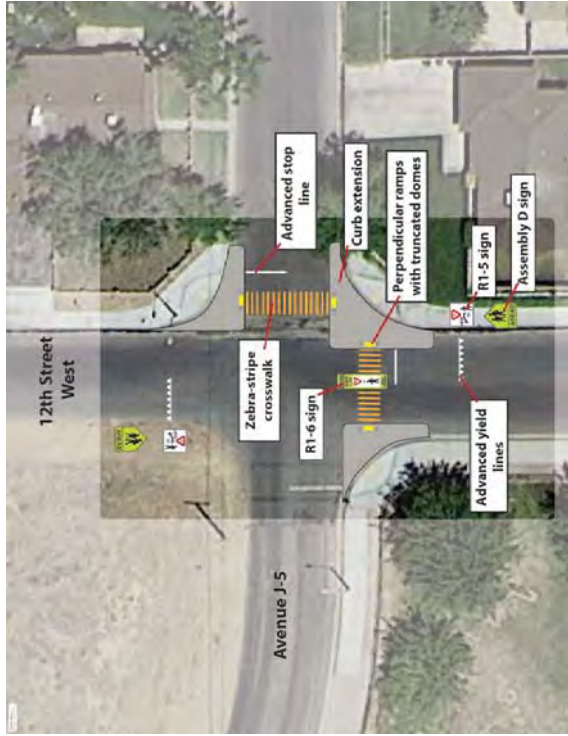
Q3. Avenue J-5 & 12th Street West

Existing

- 2-way stop for Avenue J-5
- Yellow transverse-line crosswalks on the south and east legs
- S1-1 signs on both approaches to the south leg
- Faded SLOW SCHOOL XING pavement markers on both approaches to the south leg crosswalk
- Old school crossing signs on the south leg crosswalk

Proposed

- Add yellow zebra-stripe crosswalks to the south and east legs (2)
- Add advanced stop line to the east leg (1)
- Add R1-6 signs to the south leg crosswalk (2)
- Add advanced yield lines to both approaches to the south leg crosswalk (2)
- Add R1-5 signs to both approaches to the south leg crosswalk (2)
- Add Assembly D signs to both approaches to the south leg crosswalk (2)
- Add curb extensions to both crossing faces of the south and east legs (2)



Q4. Avenue J-5 & 13th Street West

Existing

- L-intersection
- No marked crosswalks

Proposed

- Add a path to connect to the apartments north of the intersection to the east leg (see Linear Improvements)
- Add a yellow zebra-stripe crosswalk to the east leg (1)
- Add curb extensions to both crossing faces of the east leg (2)
- Add R1-6 signs to the east leg crosswalk (2)
- Add advanced yield lines to both approaches to the east leg crosswalk (2)
- Add R1-5 signs to both approaches to the east leg crosswalk (2)
- Add Assembly D signs to both approaches to the east leg crosswalk (2)



Q5. Avenue J-8 & 13th Street West

Existing

- T-intersection
- 1-way stop for 13th Street West
- Yellow transverse-line crosswalk on the north leg

Proposed

- Add a yellow zebra-stripe crosswalk to the north leg (1)
- Add an advanced stop line to the north leg (1)
- Add curb extensions to both crossing faces of the north leg (2)
- Add a new sidewalk on the north side of Avenue J-8 from 13th Street West to 15th Street West (see Linear Improvements)
- Add a curb around the new sidewalk at the intersection to prevent cars from parking on it



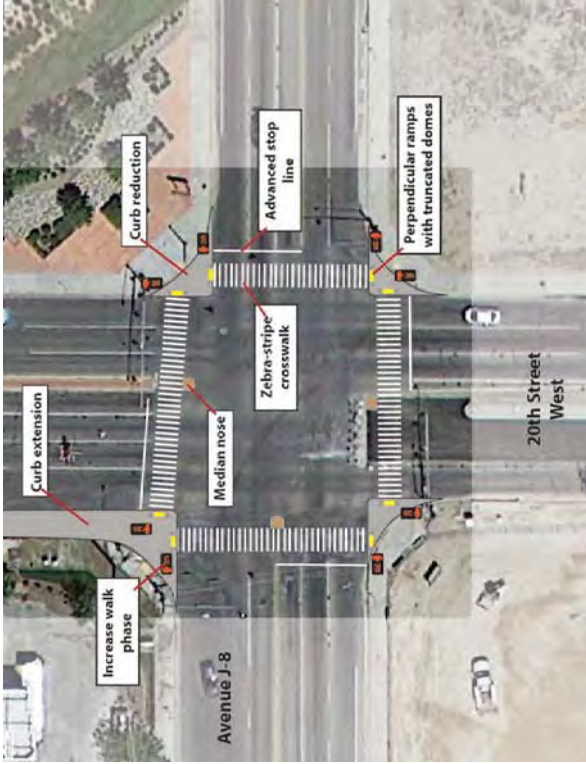
Q6. Avenue J-8 & 20th Street West

Existing

- Signalized intersection
- Transverse-line crosswalks on all legs

Proposed

- Add zebra-stripe crosswalks to all legs (4)
- Add advanced stop lines to all legs (4)
- Replace the second south/westbound right-turn lane closest to the curb with a curb extension (1)
- Reduce curb returns on the NE, SE, and SW corners (3)
- Add more time to the Walk phase
- Add median noses to the north, south and west legs (3)



Linear Treatments

- Add a new sidewalk on the north side of Avenue J-8 from 13th Street West to 15th Street West (approximately 630')
- Add a new paved path from the east side of the intersection of Avenue J-5 and 13th Street West north to connect with West Avenue J (approximately 1,460')
- Widen the bike lanes on Avenue J-8 from 12th Street West to 25th Street West and add color to them (consistent with the Master Plan of Trails and Bikeways) (1.25 mi.)
- Add speed feedback signs on Avenue J-8 just west of 13th Street West and west of 12th Street West
- Add a red curb along the north side of Avenue J-8 between 13th Street West and 12th Street West
- Consider routing drop-off/pick-up in a 1-way direction clockwise

Bicycle Parking

- Add racks for 10 bicycles as described in the Design Guidance section. Add racks for 10 skateboards/scooters. Add more if needed.

Program Plan

A Community Action Committee (CAC) was formed to oversee SRTS programs at the school. The first programs they have decided to try are described below. These will be modified and supplemented as experience with the program grows.

Education

Encouragement

Enforcement

**Grant
Agreements**

SPECIAL COVENANTS OR REMARKS

1. A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.

B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

C. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer immediately after project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Attention is directed to Section 15.7 "Award Package" of the Local Assistance Procedures Manual.

D. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

E. Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal

SPECIAL COVENANTS OR REMARKS

obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

F. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

G. As a condition for receiving federal-aid highway funds for PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at www.sam.gov.

H. This PROJECT is programmed to receive Federal funding from the Active Transportation Program (ATP). Funding may be provided under one or more components. A component(s) specific fund allocation is required, in addition to other requirements, before reimbursable work can occur for the component(s) identified. Each allocation will be assigned an effective date and identify the amount of funds allocated per component(s).

This PROGRAM SUPPLEMENT has been prepared to allow reimbursement of eligible PROJECT expenditures for the component(s) allocated. The start of reimbursable expenditures is restricted to the later of either 1) the effective date of the component specific allocation or the effective date of the federal obligation of funds.

SPECIAL COVENANTS OR REMARKS

- I. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY also agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration and that STATE funds available for reimbursement will be limited to the amounts allocated by the California Transportation Commission and/or STATE.
- J. Upon ADMINISTERING AGENCY request, the CTC and/or STATE may approve supplementary allocations, time extensions, and fund transfers between components. Funds transferred between allocated project components retain their original timely use of funds deadlines, but an approved time extension will revise the timely use of funds criteria for the component(s) and allocation(s) requested. Approved supplementary allocations, time extensions, and fund transfers between components made after the execution of this PROGRAM SUPPLEMENT will be documented and considered subject to the terms and conditions thereof. Documentation will consist of a Federal Highway Administration-approved "Authorization to Proceed" notification, a STATE approved Allocation Letter, Fund Transfer Letter, Time Extension Letter, and Finance Letter, as appropriate.
- K. This PROJECT will be administered in accordance with the applicable CTC STIP guidelines and the Active Transportation Program guidelines as adopted or amended, the Local Assistance Procedures Manual (LAPM), the Local Assistance Program Guidelines (LAPG), and this PROGRAM SUPPLEMENT.
- L. The submittal of invoices for PROJECT costs shall be in accordance with the above-referenced publications and the following. The ADMINISTERING AGENCY shall invoice STATE for environmental & permits, plans specifications & estimate, and right-of-way costs no later than 180 days after the end of last eligible fiscal year of expenditure. For construction costs, the ADMINISTERING AGENCY has 180 days after project completion or contract acceptance, whichever occurs first, to make the final payment to the contractor and prepare the final Report of Expenditures and final invoice, and submit to STATE for verification and payment.
- M. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement are available only upon the passage of the State Budget Act containing these Federal funds.
- N. This PROJECT is subject to the timely use of funds provisions enacted by the ATP Guidelines, as adopted or amended, and by approved CTC and State procedures as outlined below.
- Funds allocated for the environmental & permits (E&P), plan specifications & estimate (PS&E), and right-of-way components are available for expenditure until the end of the second fiscal year following the year in which the funds were allocated.

SPECIAL COVENANTS OR REMARKS

Funds allocated for the construction component are subject to an award deadline and contract completion deadline. ADMINISTERING AGENCY agrees to award the contract within 6 months of the construction fund allocation and to complete and accept the construction within 36 months of award.

O. By executing this PROGRAM SUPPLEMENT, ADMINISTERING AGENCY agrees to comply with all reporting requirements in accordance with the Active Transportation Program Guidelines, as adopted or amended.

2. A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.

B. Invoices shall be submitted on ADMINISTERING AGENCY letterhead that includes the address of ADMINISTERING AGENCY and shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.

C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.

D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.

E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.

F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and

SPECIAL COVENANTS OR REMARKS

subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and

SPECIAL COVENANTS OR REMARKS

maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends \$750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contracts over \$10,000, or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. In the event that right of way acquisition for or construction of this project of the initial federal authorization for preliminary engineering is not started by the close of the tenth fiscal year following the fiscal year in which the project is authorized, the ADMINISTERING AGENCY shall repay the Federal Highway Administration through Caltrans the sum of Federal funds paid under the terms of this agreement.

Template Utility Notification Letters

(A, B and C)

LETTER A

<<Date>>

<<Name>>

<<Company>>

<<Street>>

<<City>>

Re: (Location)
Project Number – Project Name

Attached please find the:

- Location Map _____
- Proposed Plans _____
- Preliminary Plans _____
- Approved Plans _____

The proposed improvements will involve limited reconstruction of existing roadway, construction of concrete curb/gutter, sidewalk, and driveway, including traffic signing/stripping and the placement of asphalt concrete pavement overlay on _____ for the project limits shown on the enclosed exhibit. The construction is anticipated to begin in the _____ of 20____. Please provide this office the following information by _____, 20____.

- Please provide copies of maps showing your existing and/or proposed facilities.
- Please indicate that you do not propose any work within the project limits in a 3-year period following the completion of the project construction

<<Company Name>>

Page 2

Date

UTILITY COMPANY RESPONSE

**Please check all statements that are related to this project,
please sign, and return entire document**

- We have facilities within the limits of the proposed project.
- We do not propose to schedule any work on our facilities within the project limits in a 3-year period following the project construction completion.
- We do not have any facilities within the subject project limits.

For further information regarding the project, please contact _____, _____ (title) at (661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>
<<PROJECT MANAGER TITLE>>

Attachments

cc:

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

Name/Utility Company

Date

Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS, TELEPHONE NUMBER, DEPARTMENT, ETC.

LETTER B

<<Date>>

<<Name>>
<<Company>>
<<Street>>
<<City>>

Re: (Location)
Project Number – Project Name

Enclosed please find the:

- Location Map _____
- Proposed Plans _____
- Preliminary Plans _____
- Approved Plans _____

The proposed improvements for this project consist of placement of asphalt concrete pavement overlay of full width of street. Project improvements also include removal and reconstruction of the existing concrete curb and gutter, curb ramp, sidewalk, and cross gutter. The affected work is shown on the attached proposed plans. The construction is anticipated to begin in _____, 20____.

- If your existing and/or proposed facilities are affected by this project, please provide copies of maps & plans showing your existing and/or proposed facilities.
- Please review the attached proposed project plans and comment on the impact the proposed project will have on your existing facilities.
- Please indicate that you do not propose any work within the project limits in a 3-year period following completion of the project construction.

UTILITY COMPANY RESPONSE

**Please check all statements that are related to this project,
please sign, and return entire document**

_____ We have prior rights within the project limits. We will submit the relocation cost estimate as necessary, and the proof of prior rights to your office within 20 days of this letter.

_____ We have facilities within the limits of the proposed project. However, these facilities are not impacted at this time.

_____ We have existing/proposed facilities that will be affected by the proposed project. The impact of the City's project are as follows:

Recommendation(s) to resolve the conflict: _____

If utility relocation is required, the estimated working days to perform the utility relocation is _____.

_____ We will be working on our facilities in the area about the same time as the proposed project. Our work will require coordination with the general contractor (please explain fully on reverse side).

_____ We do not propose to schedule any work on our facilities within the project limits in a 3-year period following the project construction completion.

Please do not proceed with any facility relocations for which you claim prior rights, until proper arrangements have been made with the City.

<<Company Name>>

Page 3

Date

For further information regarding the project, please contact _____, _____ (title) at
(661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>

<<PROJECT MANAGER TITLE>>

Attachments

cc:

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

_____	_____	_____
Name/Utility Company	Date	Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS,
TELEPHONE NUMBER, DEPARTMENT, ETC.

LETTER C

<<Date>>

<<Name>>

<<Company>>

<<Street>>

<<City>> <<State>>, <<Zipcode>>

Re: Project Location
PWCP Number – Project Name

Dear <<Recipient>>:

Enclosed for your use are the final, approved plans for <<PROJECT NUMBER>> - <<PROJECT TITLE>>. The following significant revisions to the project schedule or plans have been accomplished since the previous letter sent on <<date of letter>>:

<<SIGNIFICANT REVISIONS>>

Unless otherwise discussed or agreed, we are allowing a maximum of 60 calendar days from the date of this letter for your utility to schedule construction relocations. Please respond in writing within 10 calendar days to confirm this schedule.

For further information regarding the project, please contact _____, _____ (title) at (661) XXX-XXXX.

Sincerely,

<<PROJECT MANAGER>>
<<PROJECT MANAGER TITLE>>

Enclosures

XX:xx

cc:

<<Name>>

<<Date>>

Page 2

COMMENTS:

Utility Company to sign original to acknowledge receipt and return.

Name/Utility Company

Date

Phone No.

PLEASE NOTIFY THE CITY SHOULD THERE BE A CHANGE IN ADDRESS,
TELEPHONE NUMBER, DEPARTMENT, ETC.

EXHIBIT 2: SCHEDULE

In order to preserve grant funding, time is of the essence. Immediately following selection, the selected Consultant will be notified with a Notice of Intent to Award. Task Order and Purchase Order will be processed and executed as soon as possible following selection, and shall be in place prior to Notice to Proceed.

Milestone	Completed By
Issue Design RFP	04/18/19
All questions submitted in writing by 2:00 PM	05/13/19
Proposals Submitted prior to 2:00 PM (1:59:59)	05/20/19
Consultant Selection	05/21/19
Design Award (Council)	06/11/19
Design Award Letter	06/14/19
Consultant returns signed Task Order	06/21/19
Design Notice to Proceed	06/25/19
Kick-off meeting with City Stakeholders	06/27/19
Survey and 30% Plans	09/26/19
Potholing and 60% PS&E	11/21/19
90% PS&E	01/16/20
Signed Plans and Specs (RFA)	02/27/20
100% PS&E, Signed Plans and Specs (Bid)	04/30/20

City review periods, as noted in Exhibit 1, are included in this schedule; no additional time will be awarded for allowable time with City.

With submittal of a Proposal, the Consultant acknowledges understanding and awareness of the proposed schedule. No price adjustments will be permitted for acceleration.

EXHIBIT 3: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
1.	PROJECT ADMINISTRATION AND MANAGEMENT	\$ <u>34,910</u>
1.1	Work Plan	
1.2	Meetings	
1.2.1	Kick off Meeting	
1.2.2	Progress Meetings	
1.2.3	Additional Meetings	
1.3	Project Management	
1.4	Quality Assurance & Quality Control	
1.5	Permits	
2.	RESEARCH	\$ <u>28,404</u>
2.1	Utilities	
2.2	Survey Records	
2.3	Mapping and ROW	
2.4	Incidental	
3.	DESIGN ENGINEERING AND SURVEYS	\$ <u>49,366</u>
3.1	Design Surveys	
3.2	Geotechnical	
4.	SCOPING OF IMPROVEMENTS	\$ <u>24,665</u>
5.	ENGINEERING PS&E	\$ <u>240,905</u>
5.1	Engineering Plans	
5.1.1	Conceptual Plans (30%)	
5.1.2	Preliminary Plans (60%)	
5.1.3	Final Plans (90%)	
5.1.4	Final Plans (100%) Signed for Bid	
5.2	Specifications	
5.3	Cost Estimate	

EXHIBIT 3: PAYMENT AND FEES*

TASK NO.	DESCRIPTION	PRICE
6.	CALTRANS SUPPORT	\$ <u>13,582</u>
6.1	NEPA Revalidation from Caltrans	
6.2	ROW Certification	
6.3	Request for Authorization (Construction)	
	ADDITIONAL STUDIES/INVESTIGATION	\$ <u>8,250</u>
	Potholing (assume 5 for proposal purposes)	
TOTAL COST*		\$ <u>400,082</u>
TIME AND MATERIALS NOT TO EXCEED		

TOTAL COST AMOUNT WRITTEN IN WORDS _____
FOUR HUNDRED THOUSAND AND EIGHTY-TWO DOLLARS

* In support of Exhibit 3, Consultant shall provide two fee grids (in table format), with an itemized breakdown by:
 a. Hours** and Personnel
 b. Rate and Personnel
 c. Unit rate for potholing (EA)

** Hours are for progress tracking purposes only. This is a lump sum not to exceed contract to provide services as described in Exhibit 1, *complete*. Additional hours and associated costs will only be considered for change in scope and must be authorized in writing prior to expenditure.

KIMLEY-HORN AND ASSOCIATES, INC.										Vertex		Taft		EMI		
Anticipated Level of Effort Staff/Task										Surveys Total Budget *		Perthling*		Geotechnical Budget *		
	Contract Manager - Bob Blume	Project Manager- Robin Osbourne	Project Engineer (Professional II)	Senior Engineer (Professional II)	Utility Engineer - Frank Hoffmann (Sr. Professional I)	Design Engineer (Analyst)	Analyst	Admin Support	KHA Hours Total	KHA Labor Totals	KHA Expense Totals					Total Budget
	P-8	P6	P4-P5	P6	P7	P3-P4	P1-P3									
	\$ 300	\$ 210	\$ 170	\$ 220	\$ 230	\$ 140	\$ 115	\$ 95								
TASK 1: Project Management & Coordination	13	42	36	20	20	60	28	0	17	176	\$ 33,375	\$ 1,535	\$ -	\$ -	\$ -	\$ 34,910
1.1 Work Plan	2	6	8	2	4	16	0	0	4	42	\$ 7,200	\$ 351	\$ -	\$ -	\$ -	\$ 7,551
1.2 Meetings	8	16	16	2	10	8	0	0	0	60	\$ 12,340	\$ 568	\$ -	\$ -	\$ -	\$ 12,908
Kick-Off Meeting	2	4	4	0	2	2	0	0	0	16	\$ 3,320					\$ 3,320
Progress Meetings	4	8	8	2	4	4	0	0	0	28	\$ 5,700					\$ 5,700
Additional Meetings	2	4	4	0	4	2	0	0	0	16	\$ 3,320					\$ 3,320
1.3 Project Management	1	8	0	0	0	0	0	10	19	\$ 2,930	\$ 135	\$ -	\$ -	\$ -	\$ -	\$ 3,065
1.4 Quality Assurance & Quality Control	1	8	4	16	4	4	0	2	35	\$ 7,290	\$ 335	\$ -	\$ -	\$ -	\$ -	\$ 7,625
1.5 Permits	1	4	8	0	2	4	0	1	20	\$ 3,615	\$ 166	\$ -	\$ -	\$ -	\$ -	\$ 3,781
TASK 2: Research	4	16	16	4	12	60	64	5	181	\$ 27,155	\$ 1,249	\$ -	\$ 8,250	\$ -	\$ -	\$ 36,654
2.1 Utilities (A, B, C)	1	4	4	4	8	8	24	2	55	\$ 8,610	\$ 396	\$ -	\$ 8,250	\$ -	\$ -	\$ 17,256
2.2 Survey Records	1	4	4	0	4	4	0	1	14	\$ 2,475	\$ 114	\$ -	\$ -	\$ -	\$ -	\$ 2,589
2.3 Mapping and Right-of Way (ROW)	1	4	4	0	4	40	40	1	94	\$ 13,035	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 13,635
2.4 Incidental Research	1	4	4	0	0	8	0	1	18	\$ 3,035	\$ 140	\$ -	\$ -	\$ -	\$ -	\$ 3,175
TASK 3: Design Engineering and Surveys	2	4	8	0	0	12	4	2	32	\$ 5,130	\$ 236	\$ 22,000	\$ -	\$ -	\$ 22,000	\$ 49,366
3.1 Design Surveys	1	2	4	0	0	8	4	1	20	\$ 3,075	\$ 141	\$ 22,000	\$ -	\$ -	\$ -	\$ 25,216
3.2 Geotechnical Investigation/Materials Testing	1	2	4	0	0	4	0	1	12	\$ 2,055	\$ 95	\$ -	\$ -	\$ -	\$ 22,000	\$ 24,150
TASK 4: Scoping of Improvements	4	8	32	18	12	32	32	4	142	\$ 23,580	\$ 1,085	\$ -	\$ -	\$ -	\$ -	\$ 24,665
4.1 Preliminary Design Concepts and Scope	4	8	32	18	12	32	32	4	142	\$ 23,580	\$ 1,085	\$ -	\$ -	\$ -	\$ -	\$ 24,665
Sidewalk Infill	1	2	8	4	4	8	8	1	36	\$ 6,015	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,015
Bulb outs	1	2	8	2	2	8	8	1	32	\$ 5,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,115
Street Lighting	1	2	8	8	4	8	8	1	40	\$ 6,895	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,895
Drainage	1	2	8	4	2	8	8	1	34	\$ 5,555	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,555
TASK 5: Engineering Plans, Specifications and Estimates	6	36	192	48	52	560	750	12	1655	\$ 230,310	\$ 10,594	\$ -	\$ -	\$ -	\$ -	\$ 240,904
5.1 Engineering Plans	4	28	160	28	48	480	710	8	1466	\$ 201,090	\$ 9,250	\$ -	\$ -	\$ -	\$ -	\$ 210,340
5.1.1 Conceptual Plans (30%)	1	8	40	8	8	120	160	2	347	\$ 47,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,770
5.1.2 Preliminary Plans (60%)	1	8	48	8	16	160	260	2	503	\$ 68,070	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68,070
5.1.3 Final Plans (90%)	1	8	48	8	16	160	250	2	493	\$ 66,920	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,920
5.1.4 Final Plans (100%) Signed for Bid	1	4	24	4	8	40	40	2	123	\$ 18,330	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,330
5.2 Specifications	1	4	16	4	4	40	0	2	71	\$ 11,450	\$ 527	\$ -	\$ -	\$ -	\$ -	\$ 11,977
5.3 Cost Estimates	1	4	16	16	0	40	40	2	119	\$ 17,770	\$ 817	\$ -	\$ -	\$ -	\$ -	\$ 18,587
TASK 6: Caltrans Support	3	12	24	0	8	24	0	3	74	\$ 12,985	\$ 597	\$ -	\$ -	\$ -	\$ -	\$ 13,582
6.1 NEPA Revalidation	1	4	8	0	0	8	0	1	22	\$ 3,715	\$ 171	\$ -	\$ -	\$ -	\$ -	\$ 3,886
6.2 ROW Certification	1	4	8	0	8	8	0	1	30	\$ 5,555	\$ 256	\$ -	\$ -	\$ -	\$ -	\$ 5,811
6.3 Request for Authorization (Construction)	1	4	8	0	0	8	0	1	22	\$ 3,715	\$ 171	\$ -	\$ -	\$ -	\$ -	\$ 3,886
Total Hours/Budget	32	118	308	90	104	716	850	43	2,261	\$ 332,535	\$ 15,297	\$ 22,000	\$ 8,250	\$ 22,000	\$ 400,082	\$ 400,082

* subs costs include 10% markup (not ODC's)



Rate Schedule

Effective October 2018 to October 2020

<u>Classification</u>	<u>Billing Rate per Hour</u>
Project Manager	\$285 - \$325
Analyst	\$120 - \$160
Professional I	\$160 - \$195
Professional II	\$195 - \$225
Sr. Professional I	\$225 - \$265
Sr. Professional II	\$265 - \$300
Sr. Professional III	\$300 - \$360
Project Support	\$125 - \$170
Administrative Support	\$95 to \$115

Other Direct Costs: Outside Printing/Reproduction, Delivery Services/USPS, Misc. Field Equipment/Supplies, and Travel Expenses will be billed at actual cost (if approved in advance).

Subconsultant Mark-up: 10%



Earth Mechanics, Inc.

Geotechnical & Earthquake Engineering

EMI FEE SCHEDULE (2018 – 2020)

City of Lancaster
SR-14 / Avenue J Interchange

LABOR CATEGORY	FULLY BURDENED HOURLY RATE RANGE
Principal	\$264 - \$285
Principal Engineer/Geologist	\$229 - \$248
Senior Engineer/Geologist	\$195 - \$210
Senior Project Engineer/Geologist	\$161 - \$174
Project Engineer/Geologist	\$146 - \$158
Senior Staff Engineer/Geologist	\$111 - \$120
Staff Engineer/Geologist	\$100 - \$109
Senior Technician	\$124 - \$134
Technician	\$60 - \$64
Clerical	\$104 - \$112

General notes

1. Please allow forty-eight (48) hours advance notice for one crew and seventy-two (72) hours advance notice for two crews. This will help insure that a crew will be available to meet your construction schedule.
2. In the event of simultaneous requests please establish the staking priority upon request.
3. Please be sure the area to be staked is cleared and ready for stakes.
4. Stakes should be used within a reasonable time of staking to ensure quality and accuracy.
5. This cost is based on daytime working hours. Night work and mandatory overtime charges will be billed as extra work.
6. Construction meetings will be attended on a time and material basis.
7. All Time and Material items are subject to a 2 hour minimum.
8. Control establishment: Client to provide electronic files with centerline, boundary and field datum used for this design. This is **not** a boundary survey.
9. This proposal is valid for 60 days.
10. Stakes that do not comply with the latest plan or industry standards shall be voided and our office notified prior to any construction.
11. Any cut and fill depths which may be marked on survey lath are shown for the Contractor's convenience only and are not to be solely relied on for construction, the information shown on the cut sheet shall take precedence over any marks shown on field stakes.
12. Vertex Survey, Inc. recommends and reserves the right to inspect, prior to any concrete pour, the following: curb forms, curb wire guides, building/abutment foundation forms, bolt patterns, catch basin forms, structure forms etc... and failure to request said inspection will render Vertex Survey, Inc. harmless of any resulting errors or emissions.
13. We recommend that construction stakes and/or markings be protected and used immediately as Vertex Survey, Inc. cannot guarantee their accuracy after equipment and foot traffic occurs near these points.
14. This agreement may be terminated upon: (a) written notice from either client or Surveyor prior to any expenses being incurred on client's behalf; or (b) client's payment for expenses and services rendered up to the date of Surveyor's receipt of client's written notice to terminate.
15. This proposal is submitted under the direction of Mike Lopez, A Ca. Professional Land Surveyor (LS 8995) and an Officer of Vertex Survey, Inc.

HOURLY RATE SCHEDULE

(GOOD THRU 12/31/19)

OFFICE	Hourly
Licensed Surveyor/Principal	\$160
Project Manager/Supervisor	\$150
FIELD	
Field Crew (2 man crew)	\$260
Field Crew (3man crew)	\$360
SUPPORT	
Office Calculations and Support	\$135
Deliveries/Research/Certified Payroll	\$100
Fees and plotting	Cost plus 5%

STAFF REPORT
City of Lancaster

CC 5
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Final Map Approval – Parcel Map No. 69578 (Located at the Northwest Corner of 37th Street West and Avenue L-6)**

Recommendation:

Approve the map and accept the dedications as offered on Parcel Map No. 69578, located at the northwest corner of 37th Street West and Avenue L-6; make findings that this project will not violate any of the provisions of Sections 66473.5, 66474.1 and 66474.6 of the Subdivision Map Act; and instruct the City Clerk to endorse on the face of the map the certificate which embodies the approval of said map and the dedications shown thereon.

Fiscal Impact:

None.

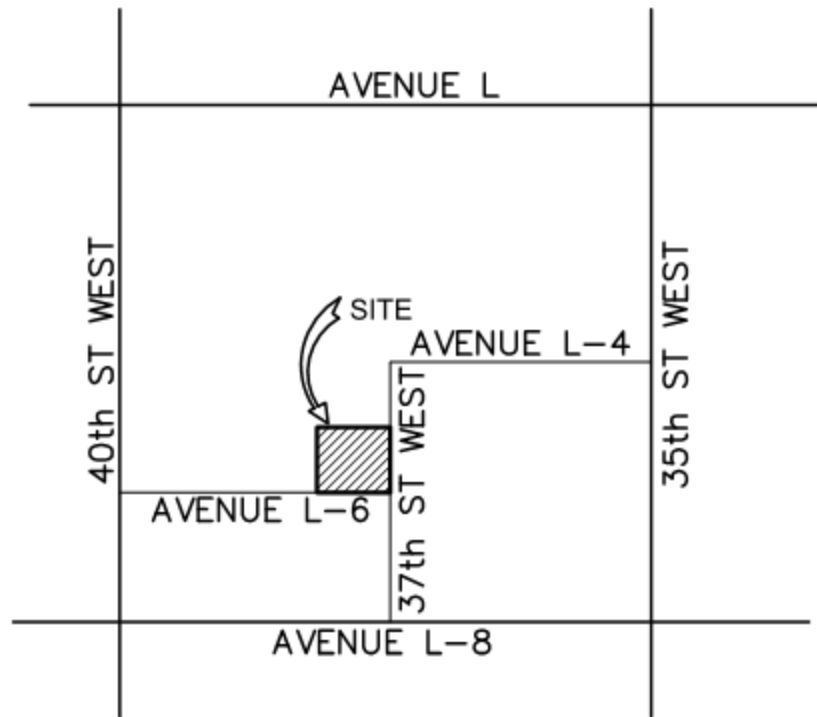
Background:

On March 15, 2010, the Planning Commission approved Tentative Parcel Map No. 69578 (revised on May 14, 2018). The Final Map is in substantial conformance with the approved tentative map. Parcel Map No. 69578 has been examined by the City Surveyor, is in substantial conformance with the approved tentative map and is ready for Council approval. The securities for this map will be in the form of a Subdivision Improvement and Lien Agreement (Agreement), which will guarantee and secure the performance of all the grading, public improvements, impact fees, and public agency fees. The lien will be in first position, and the developer agrees to present substitute bond and deposit securities with the City prior to the commencement of the work of any improvements. The Agreement satisfies the security requirements of the Undertaking Agreement as an authorized form of security in accordance with the Subdivision Map Act and the City's Municipal Code.

JF:gb

Attachment:

Vicinity Map



VICINITY MAP

N.T.S.



STAFF REPORT
City of Lancaster

CC 6
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Chenin Dow, Assistant to the City Manager

Subject: **Sale of Property to Ben Sayani**

Recommendation:

Approve the purchase and sale agreement with Ben Sayani for the sale of APN 3203-018-901, a 2.5-acre parcel near Avenue K and 70th Street West; and authorize the City Manager, or his designee, to execute all related documents.

Fiscal Impact:

Full appraised value of \$25,000.

Background:

The proposed purchase and sale agreement will allow for the sale of APN 3203-018-901, a 2.5-acre, landlocked parcel located off of 70th Street West near Avenue K.

The City currently has no plans for development of the parcel. Located in the center of several privately-held parcels, the sale of this property will allow for the assembly of a contiguous site, thus fostering future development.

CD:te

Attachment:

Purchase and Sale Agreement with Ben Sayani and Assignee

**PURCHASE AND SALE AGREEMENT
AND
JOINT ESCROW INSTRUCTIONS**

This **PURCHASE AND SALE AGREEMENT AND JOINT ESCROW INSTRUCTIONS** (this "Agreement") is made and entered into as of June 11, 2019 (the "Effective Date"), by and between the **CITY OF LANCASTER**, a California municipal corporation and charter city (the "Seller"), and **BEN SAYANI AND ASSIGNEE**, an individual (the "Buyer"). The Seller and Buyer are individually referred to as a "Party" and collectively as the "Parties."

RECITALS

A. Seller is the fee owner of that certain real property legally described in Exhibit A hereto, which is situated in Los Angeles County and designated Assessor's Parcel Number 3203-018-901 (the "Real Property"). The Real Property is unimproved.

B. Seller has offered to sell to Buyer the Real Property described herein for the price and subject to the terms set forth below. Buyer has considered the offer by Seller and agrees to buy from Seller the Real Property, as more specifically described below.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Seller and Buyer agree as follows:

1. Purchase and Sale. Seller hereby agrees to sell the Real Property to Buyer, and Buyer hereby agrees to purchase the Real Property from Seller, on the terms and conditions set forth in this Agreement.

2. Payment of Consideration. As consideration for the sale of the Real Property from Seller to Buyer, Buyer shall, at the Closing (as defined below), pay to Seller the amount of Twenty-Five Thousand Dollars (\$25,000.00) (the "Purchase Price").

3. Escrow and Independent Consideration.

(a) Opening of Escrow. For the purposes of this Agreement, the escrow ("Escrow") shall be deemed opened ("Opening of Escrow") on the date that First American Title Company ("Escrow Holder") receives a copy of this Agreement fully executed by Buyer and Seller. Buyer and Seller shall use their best efforts to cause the Opening of Escrow to occur on or before five (5) business days after the Effective Date. Escrow Holder shall promptly notify Buyer and Seller in writing of the date of the Opening of Escrow. Buyer and Seller agree to execute, deliver and be bound by any reasonable or customary supplemental escrow instructions or other instruments reasonably required by Escrow Holder to consummate the transaction contemplated by this Agreement; provided, however, that no such instruments shall be inconsistent or in conflict with, amend or supersede any portion of this Agreement. If there is any conflict or inconsistency between the terms of such instruments and the terms of this Agreement, then the terms of this Agreement shall control. Without limiting the generality of the foregoing, no such instruments shall extinguish any obligations imposed by this Agreement or any other agreement between Seller and Buyer.

(b) **Closing.** For purposes of this Agreement, the “Closing” shall be the date the Deed (as defined below) is recorded pursuant to applicable law in the county in which the Real Property is located. Unless changed in writing by Buyer and Seller, the Closing shall occur on or before September 9, 2019 (“Closing Date”), or as soon thereafter as the conditions precedent to closing are satisfied pursuant to Sections 6 and 7 of this Agreement. If the Closing has not, for any reason, occurred by September 15, 2019 (“Outside Closing Date”), then either Buyer or Seller may terminate this Agreement by delivering written notice to the other at any time after the Outside Closing Date; provided, however, that if either party is in default under this Agreement at the time of such termination, then such termination shall not affect the rights and remedies of the non-defaulting party against the defaulting party.

4. **Seller’s Delivery of Real Property and Formation Documents.** Within ten (10) days after the Effective Date, Seller shall deliver to Buyer the following items (collectively, the “Property Documents”):

(a) Such proof of Seller’s authority and authorization to enter into this Agreement and to consummate this transaction as may be reasonably requested by Buyer, Escrow Holder and/or Title Company (as defined in Section 6) consistent with the terms of this Agreement.

In addition, Seller shall cause Escrow Holder to obtain and deliver to Buyer a Natural Hazard Report as provided for under Sections 1102 and 1103 of the California Civil Code (the “Natural Hazard Report”) on or before June 28, 2019 (“Soil and Title Contingency Date”).

5. **Buyer’s Right of Entry.** From and after the Opening of Escrow through the earlier to occur of the termination of this Agreement or the Soil and Title Contingency Date, or as otherwise agreed in writing by Seller prior to entry is effected, Buyer and Buyer’s employees, agents, consultants and contractors shall have the right to enter upon the Real Property during normal business hours, provided reasonable prior notice has been given to Seller.

(a) **Investigation of Real Property.** In addition to the foregoing, Buyer shall have the right, at Buyer’s sole cost and expense, prior to the Soil and Title Contingency Date, to engage Buyer’s own environmental consultant (the “Environmental Consultant”) to make such investigations as Buyer deems necessary or appropriate, including any “Phase 1” or “Phase 2” investigations of the Real Property. If, based upon such evaluation, inspections, tests or investigation, Buyer does not wish to proceed with purchase of the Real Property based upon the condition of the Real Property, Buyer may cancel this Agreement by giving written notice of termination to Seller on or before the Soil and Title Contingency Date. If Buyer does not cancel this Agreement on or before the Soil and Title Contingency Date, Buyer shall be deemed to have approved the evaluation, inspections and tests as provided herein and to have elected to proceed with this transaction on the terms and conditions of this Agreement. Buyer shall provide a copy to Seller of all reports and test results provided by Buyer’s Environmental Consultant promptly after receipt by the Buyer of any such reports and test results without any representation or warranty as to their accuracy or completeness.

Buyer shall bear all costs, if any, associated with restoring the Real Property to substantially the same condition prior to its testing by or on behalf of Buyer if requested to so do by Seller but excluding any latent defects or Hazardous Materials (as defined below) discovered by Buyer during investigation of the Real Property. Buyer agrees to indemnify, protect, defend (with counsel satisfactory to Seller) and hold Seller and the Real Property free and harmless from and against all costs, claims, losses, liabilities, damages, judgments, actions, demands, attorneys’ fees or mechanic’s

liens arising out of or resulting from any entry or activities on the Real Property by Buyer, Buyer's agents, contractors or subcontractors and the contractors and subcontractors of such agents, but in no event shall the indemnity of this Section include the discovery of pre-existing conditions by Buyer or any such liabilities, costs, etc. arising from the negligence or willful misconduct of Seller and/or its consultants. The indemnity obligations of Buyer set forth in this Section 5(a) shall survive any termination of this Agreement or the Close of Escrow.

"Hazardous Materials" means any substance, material, or waste which is or becomes regulated by any local governmental authority, the County, the State of California, regional governmental authority, or the United States Government, including, but not limited to, any material or substance which is (i) defined as a "hazardous waste," "extremely hazardous waste," or "restricted hazardous waste" under Sections 25115, 25117 or 25122.7, or listed pursuant to Section 25140 of the California Health and Safety Code, Division 20, Chapter 6.5 (Hazardous Waste Control Law), (ii) defined as a "hazardous substance" under Section 25316 of the California Health and Safety Code, Division 20, Chapter 6.8 (Carpenter-Presley-Tanner Hazardous Substance Account Act), (iii) defined as a "hazardous material," "hazardous substance," or "hazardous waste" under Section 25501 of the California Health and Safety Code, Division 20, Chapter 6.95 (Hazardous Materials Release Response Plans and Inventory), (iv) defined as a "hazardous substance" under Section 25281 of the California Health and Safety Code, Division 20, Chapter 6.7 (Underground Storage of Hazardous Substances), (v) petroleum, (vi) friable asbestos, (vii) polychlorinated biphenyls, (viii) listed under Article 9 or defined as "hazardous" or "extremely hazardous" pursuant to Article 11 of Title 22 of the California Administrative Code, Division 4, Chapter 20, (ix) designated as "hazardous substances" pursuant to Section 311 of the Clean Water Act (33 U.S.C. §1317), (x) defined as a "hazardous waste" pursuant to Section 1004 of the Resource Conservation and Recovery Act, 42 U.S.C. §6901 *et seq.* (42 U.S.C. §6903) or (xi) defined as "hazardous substances" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §6901 *et seq.*

(b) No Warranties as to Real Property. The physical condition and possession of the Real Property, is and shall be delivered from Seller to Buyer in an "as is" condition, with no warranty expressed or implied by Seller, including without limitation, the presence of Hazardous Materials or the condition of the soil, its geology, the presence of known or unknown seismic faults, or the suitability of the Real Property for development purposes. In addition, Seller makes no representations, warranties or assurances concerning the Real Property, its suitability for any particular use or with regard to the approval process for entitlements as to the Real Property.

(c) Buyer Precautions after Closing. Upon and after the Closing, Buyer shall take all necessary precautions to prevent the release into the environment of any Hazardous Materials which are located in, on or under the Real Property. Such precautions shall include compliance with all laws, ordinances, statutes, codes, rules, regulations, orders, and decrees of the United States, the State of California, the County of Los Angeles, the City of Lancaster, or any other political subdivision in which the Real Property is located, and of any other political subdivision, agency, or instrumentality exercising jurisdiction over the Real Property ("Governmental Requirements") with respect to Hazardous Materials.

6. Buyer's Conditions Precedent and Termination Right.

(a) Conditions Precedent. The Closing and Buyer's obligation to consummate the purchase of the Real Property under this Agreement are subject to the timely satisfaction or written

waiver of the following conditions precedent (collectively, "Buyer's Contingencies"), which are for Buyer's benefit only.

(i) Title Review. Within twenty (20) calendar days after the Opening of Escrow, Seller shall cause First American Title Company ("Title Company") to deliver to Buyer a preliminary title report (the "Report") describing the title to the Real Property, together with copies of the plotted easements and the exceptions (the "Exceptions") set forth in the Report; provided that the cost of the Report shall be borne by Seller. Seller acknowledges that the Buyer's Title Policy (as defined below) shall include an endorsement against the effect of any mechanics' liens; Seller will provide such indemnity or other assurances as necessary to induce the Title Company to provide such endorsement. On or before the Soil and Title Contingency Date, Buyer shall have approved in writing, in Buyer's sole discretion, any matters of title disclosed by the following (collectively, the "Title Documents"): (i) the Report; (ii) the Exceptions; (iii) the legal description of the Real Property and (iv) any survey Buyer desires to obtain at Buyer's sole cost and expense. Buyer shall have the same rights to approve or disapprove any exceptions to title that are not created by Buyer and that come into existence after issuance of the Report but prior to Closing. Seller shall, on or before the Closing, remove all deeds of trust, mortgages and delinquent taxes (but not the lien for any real property taxes or assessments not yet delinquent).

(ii) Buyer's Title Policy. On or before the Closing, Title Company shall, upon payment (by Buyer) of Title Company's premium, have agreed to issue to Buyer, a standard ALTA owner's policy of title insurance insuring only as to matters of record title ("Buyer's Title Policy") in the amount of the Purchase Price showing fee title to the Real Property vested solely in Buyer and subject only to the (i) the standard, preprinted exceptions to Buyer's Title Policy; (ii) liens to secure payment of real estate taxes or assessments not yet delinquent; (iii) matters affecting the Real Property created by or with the written consent of Buyer; and (iv) those matters specifically approved in writing by Buyer. Buyer shall have the right, at its sole cost and expense, to obtain coverage beyond that offered by a Standard Buyer's Title Policy (such as an owner's extended coverage ALTA policy); provided, however, that Buyer's ability to obtain such extended coverage shall not be a Buyer's Contingency and Buyer's obligations hereunder shall in no way be conditioned or contingent upon obtaining such extended coverage. Buyer shall have sole responsibility for obtaining, and bearing the cost of, any endorsements and for any survey or other matters required by the Title Company for such extended coverage.

In the event Buyer enters into a loan agreement to generate moneys to purchase the Real Property from Seller under this Agreement, Buyer and not Seller shall be responsible for the title insurance, closing costs and any other costs, fees or expenses in relation to Buyer obtaining such loaned moneys. The sale shall be all cash to Seller.

(iii) Physical and Legal Inspections and Studies. On or before Soil and Title the Contingency Date, Buyer shall have approved in writing, in Buyer's sole and absolute discretion, the results of any physical and legal (but not feasibility or economic) inspections, investigations, tests and studies Buyer elects to make or obtain, including, but not limited to, investigations with regard to zoning, building codes and other governmental regulations; engineering tests; soils, seismic and geologic reports; environmental audits, inspections and studies; environmental investigation or other invasive or subsurface testing; and any other physical or legal inspections and/or investigations as Buyer may elect to make or obtain.

(iv) Natural Hazard Report. Seller shall cause the Escrow Holder to provide to Buyer prior to the Soil and Title Contingency Date the Natural Hazard Report described at Section 8(a)(iii) of this Agreement; provided that Seller shall bear the cost to prepare such Natural Hazard Report.

(v) Property and Formation Documents. On or before the Soil and Title Contingency Date, Buyer shall have approved in writing, in Buyer's reasonable discretion, the terms, conditions and status of all of the Property Documents.

(vi) Delivery of Documents. Seller's delivery of all documents described in Section 8, below.

(vii) Representations and Warranties. All representations and warranties of Seller contained in this Agreement shall be materially true and correct as of the date made and as of the Closing.

(viii) Title Company Confirmation. The Title Company shall have confirmed that it is prepared to issue the Buyer's Title Policy consistent with the provisions of this Agreement.

(ix) No Default. As of the Closing, Seller shall not be in default in the performance of any material covenant or agreement to be performed by Seller under this Agreement.

(b) Termination Right. Should any of Buyer's Contingencies not be met by the respective times set forth for the satisfaction for such contingency (and without regard to whether all such contingencies have been removed or satisfied), Buyer may, by written notice to Seller, terminate this Agreement; such termination rights shall be in addition to those termination rights of Buyer as set forth in this Agreement. If this Agreement is so terminated, and provided such termination is not the result of Seller's breach of or default under this Agreement, then (except to the extent expressly allocated to one party hereto by this Agreement) any escrow, title or other cancellation fees shall be paid by Buyer.

(c) Seller's Cure Right. Buyer shall notify Seller in writing of Buyer's disapproval or conditional approval of any Title Documents. Seller shall then have the right, but not the obligation, to (i) remove from title any disapproved or conditionally approved Exception(s) (or cure such other title matters that are the basis of Buyer's disapproval or conditional approval of the Title Documents) within five (5) business days after Seller's receipt of Buyer's Termination Notice, or (ii) provide assurances reasonably satisfactory to Buyer that such Exception(s) will be removed (or other matters cured) on or before the Closing. With respect to any such Exception, it shall be sufficient for purposes hereof for Seller to commit in writing, within the applicable period, to remove such Exception at or before the Closing. Seller's failure to remove such Exception after committing to do so shall be a default hereunder. An Exception shall be deemed removed or cured if Seller furnishes Buyer with evidence that the Title Company will issue the Buyer's Title Policy, as defined herein, at the Closing deleting such Exception or providing an endorsement (at Seller's expense) reasonably satisfactory to Buyer concerning such Exception. If Seller cannot or does not remove or agree to remove any of the disapproved Exception(s) (or cure other matters) within such five (5) business day period, Buyer shall have three (3) business days after the expiration of such five (5) business day period to give Seller written notice that Buyer elects to proceed with the purchase of the Real Property subject to the

disapproved Title Document(s), it being understood that Buyer shall have no further recourse against Seller for such disapproved Title Exception(s).

7. **Seller's Conditions Precedent and Termination Right.** The Closing and Seller's obligations with respect to the transaction contemplated by this Agreement are subject to the timely satisfaction or written waiver of the following condition precedent ("Seller's Contingencies"), which are for Seller's benefit only:

(a) **Completion of Title Review.** Seller shall have received written confirmation from Buyer on or before the Soil and Title Contingency Date that Buyer has completed its review of title and that the condition of title satisfactory.

(b) **Confirmation Concerning Site.** Seller shall have received written confirmation from Buyer on or before the Soil Contingency Date that Buyer has reviewed the condition of the Real Property, including without limitation concerning Hazardous Materials, zoning and suitability, and approves the condition of the Real Property.

(c) **Confirmation Regarding Buyer's Title Policy.** Seller shall have received written confirmation from Buyer on or before the Soil and Title Contingency Date that Buyer has approved a pro forma title policy.

(d) **Liens.** Seller shall have obtained the consent of any lien holder to the release of such liens prior to or concurrent with closing.

(e) **Execution and Delivery of Quitclaim.** If required by the Title Company as a condition to issue Buyer's Title Policy, Buyer shall cause to be executed and delivered to Escrow a quitclaim by a spouse of Buyer (if any).

(f) **Delivery of Documents.** Buyer's delivery of all documents described in Section 9(a), below.

Should any of Seller's Contingencies not be met by the respective times set forth for the satisfaction for such contingency (and without regard to whether all such contingencies have been removed or satisfied) and Seller has so informed Buyer, Seller may, by written notice to Buyer, terminate this Agreement; such termination rights shall be in addition to any other termination rights of Seller as set forth in this Agreement. If this Agreement is so terminated, and provided such termination is not the result of Buyer's breach of or default under this Agreement, then (except to the extent expressly allocated to one party hereto by this Agreement) any escrow, title or other cancellation fees shall be paid by Seller.

8. **Seller's Deliveries to Escrow Holder.**

(a) **Seller's Delivered Documents.** At least one (1) business day prior to the Closing Date, Seller shall deposit or cause to be deposited with Escrow Holder the following items, duly executed and, where appropriate, acknowledged ("Seller's Delivered Items"):

(i) **Deed.** The original executed and acknowledged grant deed, the form of which is attached hereto as Exhibit B ("Deed").

(ii) FIRPTA/Tax Exemption Forms. The Transferor's Certification of Non-Foreign Status in the form attached hereto as Exhibit C (the "FIRPTA Certificate"), together with any necessary tax withholding forms, and a duly executed California Form 593-C, as applicable (the "California Exemption Certificate").

(iii) Hazard Disclosure Report. Unless earlier delivered to Buyer, Seller shall cause Escrow Holder to obtain and deliver to Buyer, at Seller's cost, a Natural Hazard Report as provided for under Sections 1102 and 1103 of the California Civil Code (the "Natural Hazard Report") before the Closing.

(iv) Possession of Real Property. Possession of the Real Property free of any tenancies or occupancy.

(v) Authority. Such evidence of Seller's authority and authorization to enter into this Agreement and to consummate this transaction as may be reasonably requested by Buyer and the Title Company which are consistent with the terms of this Agreement.

(vi) Further Documents or Items. Any other documents or items reasonably required to close the transaction contemplated by this Agreement as determined by the Title Company which are consistent with the terms of this Agreement.

(b) Failure to Deliver. Should any of Seller's Delivered Items not be timely delivered to Escrow, Buyer may, by written notice to Seller, terminate this Agreement; provided, however, that Buyer may (but shall not be obligated to) in such notice provide Seller with five (5) business days to deliver all of Seller's Delivered Items. If Buyer's notice provides Seller such five (5) business days to deliver Seller's Delivered Items, and if Seller's Delivered Items are not delivered within such period, then this Agreement shall automatically terminate without further action or notice. In the event of any such termination, any cash deposited by Buyer shall immediately be returned to Buyer. Under no circumstances shall Buyer have any responsibility to or duty to pay consultants or real estate brokers retained by Seller, Seller being solely responsible in connection with any such contractual arrangements of Seller.

9. Buyer's Deliveries to Escrow. At least one (1) business day prior to the Closing Date, Buyer shall deposit or cause to be deposited with Escrow Holder the following, each duly executed and acknowledged, by Buyer as appropriate ("Buyer's Delivered Items"):

(a) Purchase Price. The Purchase Price, together with additional funds as are necessary to pay Buyer's closing costs set forth in Section 10(b) herein. In the event Seller does not qualify for an exemption from California withholding tax under Section 18662 of the California Revenue and Taxation Code, as evidenced by the delivery at Closing of the California Exemption Certificate duly executed by Seller, Title Company shall withhold three and one-third percent (3-1/3%) of the Purchase Price on behalf of Buyer for payment to the California Franchise Tax Board in accordance with Section 11(b) hereof. In the event Seller is not exempt from such withholding or does not otherwise deliver the California Exemption Certificate at Closing, Buyer shall execute and deliver three (3) originals of California Form 593 to Title Company at or immediately after Closing.

(b) Change of Ownership Report. One (1) original Preliminary Change of Ownership Report.

(c) Final Escrow Instructions. Buyer's final written escrow instructions to close escrow in accordance with the terms of this Agreement.

(d) Authority. Such proof of Buyer's authority and authorization to enter into this Agreement and to consummate the transaction contemplated hereby as may be reasonably requested by Seller or the Title Company.

(e) Further Documents or Items. Any other documents or items reasonably required to close the transaction contemplated by this Agreement as determined by the Title Company.

10. Costs and Expenses

(a) Seller's Costs. If the transaction contemplated by this Agreement is consummated, then Seller shall be debited for and bear the following costs: (i) costs and charges associated with the removal of encumbrances; (ii) Seller's share of prorations; (iii) one half of the premium for Buyer's Title Policy with coverage in the amount of the Purchase Price; (iv) one half of the Escrow Holder's fee; (v) one half of the appraisal charges incurred by Seller as to the Real Property; (vi) documentary recording fees, if any; (vii) documentary transfer tax, if any; and (viii) payment of the Commission Amount to Seller's Agent (as defined and described in Section 15(c)); and (ix) costs, if any, allocable to Seller under this Agreement and costs for such services as Seller may additionally request that Escrow perform on its behalf (which foregoing items collectively constitute "Seller's Costs and Debited Amounts").

(b) Buyer's Costs. If the transaction contemplated by this Agreement is consummated, then Buyer shall bear the following costs and expenses: (i) one half of the Escrow Holder's fee; (ii) Buyer's share of prorations, (iii) one half of the premium for Buyer's Title Policy with coverage in the amount of the Purchase Price; (iv) the premium for title insurance other than or in excess of Buyer's Title Policy based on the Purchase Price, and, if applicable, the cost for any survey required in connection with the delivery of an ALTA owner's extended coverage policy of title insurance; (v) one half of escrow charges; (vi) one half of the appraisal charges incurred by Seller as to the Real Property; (vii) one half of recording and other costs of closing; (viii) costs, if any, for such services as Buyer may additionally request that Escrow perform on its behalf; and (ix) any costs associated with Buyer borrowing money in order to pay to Seller the Purchase Price (collectively, "Buyer's Costs and Debited Amounts").

(c) Generally. Each party shall bear the costs of its own attorneys, consultants, and real estate brokers in connection with the negotiation and preparation of this Agreement and the consummation of the transaction contemplated hereby. Escrow Holder shall disburse those amounts for matters referenced in Section 2 as directed in writing by Seller. Buyer represents to Seller that Buyer has not engaged the services of any consultants, finders or real estate brokers in connection with the purchase of the Real Property from the Seller. Seller represents to Buyer that Seller has not engaged the services of any consultants, finders or real estate brokers in connection with the sale of the Real Property to the Buyer.

11. Prorations; Withholding

(a) All revenues (if any) and expenses relating to the Real Property (including, but not limited to, property taxes, utility costs and expenses, water charges and sewer rents and refuse collection charges) shall be prorated as of the Closing Date; provided that all delinquent taxes shall be

satisfied at the expense of Seller. Not less than five (5) business days prior to the Closing, Seller shall deliver to Buyer a tentative schedule of prorations for Buyer's approval (the "Proration and Expense Schedule"). If any prorations made under this Section shall require final adjustment after the Closing, then the parties shall make the appropriate adjustments promptly when accurate information becomes available and either party hereto shall be entitled to an adjustment to correct the same. Any corrected or adjustment proration shall be paid promptly in cash to the party entitled thereto.

(b) In the event Seller does not qualify for an exemption from California withholding tax under Section 18662 of the California Revenue and Taxation Code (the "Tax Code") as evidenced by the delivery to Buyer at Closing of the California Exemption Certificate duly executed by Seller, (i) Title Company shall withhold three and one-third percent (3-1/3%) of the Purchase Price on behalf of Buyer at Closing for payment to the California Franchise Tax Board in accordance with the Tax Code, (ii) Buyer shall deliver three (3) duly executed copies of California Form 593 to Title Company at or immediately after Closing, (iii) two (2) copies of California Form 593 shall be delivered by Title Company to Seller, and (iv) on or before the 20th day of the month following the month title to the Real Property is transferred to Buyer (as evidenced by the recording of the Grant Deed), Title Company shall remit such funds withheld from the Purchase Price, together with one (1) copy of California Form 593 to the California Franchise Tax Board on behalf of Buyer. Buyer and Seller hereby appoint Title Company as a reporting entity under the Tax Code, authorized to withhold and remit the withholding tax contemplated under the Tax Code, together with such other documents required by the Tax Code (including, without limitation, California Form 593), to the California Franchise Tax Board.

12. Closing Procedure. When the Title Company is unconditionally prepared (subject to the payment of the premium therefor) to issue the Buyer's Title Policy and all required documents and funds have been deposited with Escrow Holder, Escrow Holder shall immediately close Escrow in the manner and order provided below.

(a) **Recording.** Escrow Holder shall cause the Deed to be recorded pursuant to applicable law in the county in which the Real Property is located and obtain conformed copies thereof for distribution to Buyer and Seller.

(b) **Disburse Funds.** Escrow Holder shall debit or credit (as provided herein) all Buyer's Costs and Debited Amounts, Seller's Costs and Debited Amounts and general expenses, prorate matters and withhold funds as provided herein. The Purchase Price, less any applicable debits or credits (which have been confirmed in writing by Seller to Escrow Holder and which may include any liens as to which such liens and the amount to satisfy such liens) shall be distributed by check payable to Seller unless Escrow Holder is instructed otherwise in writing signed by Seller (and, in such event, in accordance with such instructions). Seller authorizes Escrow Holder to request demands for payment and to make such payments from the Purchase Price (or such other funds, if any, as are advanced by Seller) to defray the cost of removing deeds of trust, liens and other encumbrances (but not for obligations of Buyer).

(c) **Documents to Seller.** Escrow Holder shall deliver to Seller a conformed copy of the Deed, and documents, if any, recorded on behalf of any lender, as duly recorded among the official land records of the County of Los Angeles, and a copy of each other document (or copies thereof) deposited into Escrow by Buyer pursuant hereto.

(d) Documents to Buyer. Escrow Holder shall deliver to Buyer the original FIRPTA Certificate, the original California Exemption Certificate (as applicable), and a conformed copy of each of the Deed as duly recorded among the official land records of the County of Los Angeles, the Natural Hazard Report, one of the instruments described in subsection (f) of Section 7 hereof, and each other document (or copies thereof) deposited into Escrow by Seller pursuant hereto, including, without limitation, those documents referenced in Section 8.

(e) Title Company. Escrow Holder shall cause the Title Company to issue the Buyer's Title Policy to Buyer.

(f) Closing Statement. Escrow Holder shall forward to both Buyer and Seller a separate accounting of all funds received and disbursed for each party.

(g) Informational Reports. Escrow Holder shall file any information reports required by Internal Revenue Code Section 6045(e), as amended.

(h) Possession. Possession of the Real Property shall be delivered to Buyer at the Closing.

13. Representations and Warranties.

(a) Seller's Representations and Warranties. In consideration of Buyer entering into this Agreement and as an inducement to Buyer to purchase the Real Property, Seller makes the following representations and warranties as of the Effective Date and as of the Closing, each of which is material and is being relied upon by Buyer (and the truth and accuracy of which shall constitute a condition precedent to Buyer's obligations hereunder), and all of which are material inducements to Buyer to enter into this Agreement (and but for which Buyer would not have entered into this Agreement) and shall survive Closing; provided that each of the representations and warranties of Seller is based upon the information and belief of the City Manager of Seller:

(i) Seller believes that it has the legal power, right and authority to enter into this Agreement and the instruments referenced herein, and to consummate the transaction contemplated.

(ii) Seller believes that all requisite action (corporate, trust, partnership or otherwise) has been taken by Seller in connection with entering into this Agreement and the instruments referenced herein; and, by the Closing, all such necessary action will have been taken to authorize the consummation of the transaction contemplated hereby.

(iii) The individual executing this Agreement and the instruments referenced herein on behalf of Seller has the legal power, right and actual authority to bind Seller to the terms and conditions hereof and thereof.

(iv) Seller believes that neither the execution or delivery of this Agreement or the documents or instruments referenced herein, nor incurring the obligations set forth herein, nor the consummation of the transaction contemplated herein, nor compliance with the terms of this Agreement or the documents or instruments referenced herein or therein conflict with or result in the material breach of any terms, conditions or provisions of, or constitute a default under, any bond, note or other evidence of indebtedness or any contract, indenture, mortgage, deed of trust, loan, lease or

other agreement or instrument to which Seller is a party or that affect the Real Property, including, but not limited to, any of the Title Documents or the Property Documents.

(v) There is no pending litigation nor, to the best of Seller's knowledge, threatened litigation, which does or will adversely affect the right of Seller to convey the Real Property. There are no claims which have been received by Seller that have not been disclosed to Buyer.

(vi) Seller has made no written or oral commitments to or agreements with any governmental authority or agency materially and adversely affecting the Real Property, or any part hereof, or any interest therein, which will survive the Closing.

(vii) There are no leases or rental agreements in effect as to the Real Property.

(viii) Seller is not in default of its obligations under any contract, agreement or instrument to which Seller is a party pertaining to the Real Property.

(ix) There are no mechanics', materialmen's or similar claims or liens presently claimed or which will be claimed against the Real Property for work performed or commenced for Seller or on Seller's behalf prior to the date of this Agreement.

(x) There are no undisclosed contracts, licenses, commitments, undertakings or other written or oral agreements for services, supplies or materials concerning the use, operation, maintenance, or management of the Real Property that will be binding upon Buyer or the Real Property after the Closing. There are no oral contracts or other oral agreements for services, supplies or materials, affecting the use, operation, maintenance or management of the Real Property.

(xi) There are not as of the Effective Date, nor will there be as of the Closing, any written or oral leases or contractual right or option to lease, purchase, or otherwise enjoy possession, rights or interest of any nature in and to the Real Property or any part thereof, and no person other than Buyer shall have any right of possession to the Real Property or any part thereof as of the Closing.

(xii) No person, excepting Seller, has possession or any rights to possession of the Real Property or portion thereof.

(b) Subsequent Changes to Seller's Representations and Warranties. If, prior to the Closing, Buyer or Seller should learn, discover or become aware of any existing or new item, fact or circumstance which renders a representation or warranty of Seller set forth herein incorrect or untrue in any respect (collectively, the "Seller Representation Matter"), then the party who has learned, discovered or become aware of such Representation Matter shall promptly give written notice thereof to the other party and Seller's representations and warranties shall be automatically limited to account for the Representation Matter. Buyer shall have the right to approve or disapprove any such change and to terminate this Agreement by written notice to Seller if Buyer reasonably disapproves any such change. If Buyer does not elect to terminate this Agreement, Seller's representation shall be qualified by such Seller Representation Matter and Seller shall have no obligation to Buyer for such Seller Representation Matter.

(c) **Buyer's Representations and Warranties.** In consideration of Seller entering into this Agreement and as an inducement to Seller to sell the Real Property, Buyer makes the following representations and warranties as of the date hereof and at and as of the Closing, each of which is material and is being relied upon by Seller (and the truth and accuracy of which shall constitute a condition precedent to Seller's obligations hereunder), and all of which shall survive Closing:

(i) Buyer has the legal power, right and authority to enter into this Agreement and the instruments referenced herein, and to consummate the transaction contemplated hereby.

(ii) All requisite action has been taken by Buyer in connection with entering into this Agreement and the instruments referenced herein; and, by the Closing, all such necessary action will have been taken to authorize the consummation of the transaction contemplated hereby.

(iii) The individuals executing this Agreement and the instruments referenced herein on behalf of Buyer have the legal power, right and actual authority to bind Buyer to the terms and conditions hereof and thereof.

(iv) Neither the execution and delivery of this Agreement and the documents and instruments referenced herein, nor incurring the obligations set forth herein, nor the consummation of the transaction contemplated herein, nor compliance with the terms of this Agreement and the documents and instruments referenced herein conflict with or result in the material breach of any terms, conditions or provisions of, or constitute a default under, any bond, note or other evidence of indebtedness or any contract, indenture, mortgage, deed of trust, loan, partnership agreement, lease or other agreement or instrument to which Buyer is a party or by which any of Buyer's properties are bound.

(d) **Subsequent Changes to Buyer's Representations and Warranties.** If, prior to the Closing, Seller or Buyer should learn, discover or become aware of any existing or new item, fact or circumstance which renders a representation or warranty of Buyer set forth herein incorrect or untrue in any respect (collectively, the "Buyer's Representation Matter"), then the party who has learned, discovered or become aware of such Buyer's Representation Matter shall promptly give written notice thereof to the other party and Buyer's representations and warranties shall be automatically limited to account for the Buyer's Representation Matter. Seller shall have the right to approve or disapprove any such change and to terminate this Agreement by written notice to Buyer if Seller reasonably disapproves any such change. If Seller does not elect to terminate this Agreement, Buyer's representation shall be qualified by such Buyer's Representation Matter and Buyer shall have no obligation to Seller for such Buyer's Representation Matter.

14. Fair Value Price. Each of Buyer and Seller believe that the Purchase Price represents a fair value price for the Real Property. At such time as Buyer makes improvements to the Real Property, the costs for planning, designing, and constructing such improvements shall be borne exclusively by the Buyer and the Buyer shall construct or cause to be constructed such improvements in compliance with all the zoning, planning and design review requirements of the Lancaster Municipal Code, and all nondiscrimination, labor standard, and wage rate requirements to the extent such labor and wage requirements are applicable.

Buyer, including but not limited to its contractors and subcontractors, shall be responsible to comply with Labor Code Section 1720, *et seq.*, if applicable, and its implementing regulations,

regarding the payment of prevailing wages (the “State Prevailing Wage Law”) if applicable, and, if applicable, federal prevailing wage law (“Federal Prevailing Wage Law” and, together with State Prevailing Wage Law, “Prevailing Wage Laws”) with regard to the construction of improvements to the Real Property, but only if and to the extent such sections are applicable to the development of the Real Property. Insofar as the parties understand that Buyer is paying a fair market price for the Real Property, the parties believe that the payment of prevailing wages will not be required. In any event, Buyer shall be solely responsible for determining and effectuating compliance with the Prevailing Wage Laws, neither the Seller nor the City makes any final representation as to the applicability or non-applicability of the Prevailing Wage Laws to improvements to the Real Property, or any part thereof. Buyer hereby releases from liability, and agrees to indemnify, defend, assume all responsibility for and hold each of the Seller and the City, and their respective officers, employees, agents and representatives, harmless from any and all claims, demands, actions, suits, proceedings, fines, penalties, damages, expenses resulting from, arising out of, or based upon Buyer’s acts or omissions pertaining to the compliance with the Prevailing Wage Laws as to the Real Property. This Section 14 shall survive Closing.

15. General Provisions.

(a) Condemnation. If any material portion of the Real Property shall be taken or appropriated by a public or quasi-public authority exercising the power of eminent domain, Buyer shall have the right, at its option, to (i) terminate this Agreement or (ii) proceed with the purchase of the Real Property and receive all of the award or payment made in connection with such taking.

(b) Notices. All notices, demands, requests or other communications required or permitted hereunder (collectively, “Notices”) shall be in writing, shall be addressed to the receiving party as provided in this paragraph, and shall be personally delivered, sent by overnight mail (Federal Express or another carrier that provides receipts for all deliveries), sent by certified mail, postage prepaid, return receipt requested, or sent by facsimile transmission (provided that a successful transmission report is received). All Notices shall be effective upon receipt at the appropriate address. For the purposes hereof, the addresses of the parties (until notice of a change thereof given in writing to the other party) shall be as follows:

If to Seller: City of Lancaster
 44933 Fern Avenue
 Lancaster, California 93534
 Attention: City Manager

If to Buyer: Ben Sayani and Assignee
 13700 Marina Pointe Drive
 #1809
 Marina Del Rey, CA 90292

(c) Brokers. Seller assumes sole responsibility for any consultants or brokers it may have retained in connection with the sale of the Real Property (and Buyer shall have no responsibility in connection with such matters). Seller has engaged no private parties as consultants, finders or real estate brokers in connection with the sale of the Real Property to the Buyer, and there are no brokerage commission, finder’s fee or other compensation of any kind due or owing to any person or entity in connection with this Agreement other than the Commission Amount. Seller agrees

to and does hereby indemnify and hold the Buyer free and harmless from and against any and all costs, liabilities or causes of action or proceedings which may be instituted by any broker, agent or finder, licensed or otherwise, claiming through, under or by reason of the conduct of the Seller in connection with this Agreement. Buyer assumes sole responsibility for any consultants or brokers it may have retained in connection with the purchase of the Real Property (and Seller shall have no responsibility in connection with such matters). Buyer represents to Seller that Buyer has engaged no consultants, finders or real estate brokers in connection with the sale of the Real Property to the Buyer, and there are no brokerage commission, finder's fee or other compensation of any kind is due or owing to any person or entity in connection with this Agreement. Buyer agrees to and does hereby indemnify and hold the Seller free and harmless from and against any and all costs, liabilities or causes of action or proceedings which may be instituted by any broker, agent or finder, licensed or otherwise, claiming through, under or by reason of the conduct of the Buyer in connection with this Agreement.

(d) Waiver, Consent and Remedies. Each provision of this Agreement to be performed by Buyer and Seller shall be deemed both a covenant and a condition and shall be a material consideration for Seller's and Buyer's performance hereunder, as appropriate, and any breach thereof by Buyer or Seller shall be deemed a material default hereunder. Either party may specifically and expressly waive in writing any portion of this Agreement or any breach thereof, but no such waiver shall constitute a further or continuing waiver of a preceding or succeeding breach of the same or any other provision. A waiving party may at any time thereafter require further compliance by the other party with any breach or provision so waived. The consent by one party to any act by the other for which such consent was required shall not be deemed to imply consent or waiver of the necessity of obtaining such consent for the same or any similar acts in the future. No waiver or consent shall be implied from silence or any failure of a party to act, except as otherwise specified in this Agreement. All rights, remedies, undertakings, obligations, options, covenants, conditions and agreements contained in this Agreement shall be cumulative and no one of them shall be exclusive of any other. Except as otherwise specified herein, either party hereto may pursue any one or more of its rights, options or remedies hereunder or may seek damages or specific performance in the event of the other party's breach hereunder, or may pursue any other remedy at law or equity, whether or not stated in this Agreement.

(e) Cooperation. Buyer and Seller agree to execute such instruments and documents and to diligently undertake such actions as may be required in order to consummate the purchase and sale herein contemplated and shall use all reasonable efforts to accomplish the Closing in accordance with the provisions hereof and, following Closing.

(f) Remedies. Without limitation as to the availability of other remedies, this Agreement may be enforced by an action for specific enforcement.

(g) Time. Time is of the essence of every provision herein contained. In the computation of any period of time provided for in this Agreement or by law, the day of the act or event from which said period of time runs shall be excluded, and the last day of such period shall be included, unless it is a Saturday, Sunday, or legal holiday, in which case the period shall be deemed to run until 5:00 p.m. of the next day that is not a Saturday, Sunday, or legal holiday. Except as otherwise expressly provided herein, all time periods expiring on a specified date or period herein shall be deemed to expire at 5:00 p.m. on such specified date or period.

(h) Extensions at Sole Discretion of Seller. In the event Buyer requests that Seller extend the time for sale of the Real Property, such request may be granted, conditionally granted or denied at the sole and absolute discretion of Seller.

(i) Counterparts; Facsimile Signatures. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which, together, shall constitute but one and the same instrument. A facsimile signature shall be deemed an original signature.

(j) Captions. Any captions to, or headings of, the sections or subsections of this Agreement are solely for the convenience of the parties hereto, are not a part of this Agreement, and shall not be used for the interpretation or determination of the validity of this Agreement or any provision hereof.

(k) Third Party Rights. The execution and delivery of this Agreement shall not be deemed to confer any rights upon, nor obligate any of the parties to this Agreement to, any person or entity other than the parties hereto.

(l) Amendment to this Agreement. The terms of this Agreement may not be modified or amended except by an instrument in writing executed by each of the parties hereto.

(m) Waiver. The waiver or failure to enforce any provision of this Agreement shall not operate as a waiver of any future breach of any such provision or any other provision hereof.

(n) Applicable Law. This Agreement shall be governed by and construed in accordance with the local law of the State of California.

(o) Exhibits and Schedules. The exhibits and schedules attached hereto are incorporated herein by this reference for all purposes.

(p) Entire Agreement. This Agreement supersedes any prior agreements, negotiations and communications, oral or written, and contains the entire agreement between, and the final expression of, Buyer and Seller with respect to the subject matter hereof. The parties hereto expressly agree and confirm that this Agreement is executed without reliance on any oral or written statements, representations or promises of any kind which are not expressly contained in this Agreement. No subsequent agreement, representation or promise made by either party hereto, or by or to an employee, officer, agent or representative of either party hereto shall be of any effect unless it is in writing and executed by the party to be bound thereby.

(q) Successors and Assigns. This Agreement shall be binding upon and shall inure to the benefit of the permitted successors and assigns of the parties hereto.

(r) Survival. The provisions of subsection (f) of Section 7 hereof, as well as those portions of Sections 13 and 14 so indicated, shall be deemed to constitute provisions that survive Closing.

(s) Assignment. Neither party may assign its rights under this Agreement without the prior consent of the other party.

[signatures begin on the following page]

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

SELLER:

CITY OF LANCASTER,
a municipal corporation and charter city

By: _____

Jason Caudle
City Manager

BUYER:

By: _____

Ben Sayani

ATTEST:

City Clerk

APPROVED AS TO FORM:

Acceptance by Escrow Holder:

First American Title Company hereby acknowledges that it has received a fully executed copy of the foregoing Purchase and Sale Agreement and Joint Escrow Instructions by and between the City of Lancaster, a municipal corporation and charter city (“Seller”), and Ben Sayani (“Buyer”) and agrees to act as Escrow Holder thereunder and to be bound by and strictly perform the terms thereof as such terms apply to Escrow Holder.

Dated: _____, 2019

FIRST AMERICAN TITLE COMPANY

By: _____

Name: _____

Its: _____

EXHIBIT A

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, described as follows:

THE SOUTHEAST QUARTER, OF THE NORTHWEST QUARTER, OF THE, SOUTHWEST QUARTER, OF THE SOUTHWEST QUARTER, OF SECTION 22, TOWNSHIP 7 NORTH, RANGE 13 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF LANCASTER, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

3203-018-901

EXHIBIT B

DEED

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

Ben Sayani And Assignee
13700 Marina Pointe Drive
#1809
Marina Del Rey, CA 90292

APN: 3203-018-901

[Space above for recorder.]

DOCUMENTARY TRANSFER TAX \$(exempt;
no consideration; exempt from recording charges,
Government Code Section 27383)

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the City of Lancaster, a municipal corporation and charter city ("Grantor"), hereby grants to Ben Sayani, that certain real property located in the County of Los Angeles, State of California, more particularly described on **Attachment No. 1** attached hereto and incorporated herein by this reference (the "Property"), subject to existing easements, restrictions and covenants of record.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of _____, 2019.

CITY OF LANCASTER,
a municipal corporation and charter city

By: _____

Name: Jason Caudle

Title: City Manager

ATTACHMENT NO. 1 TO GRANT DEED

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, described as follows:

THE SOUTHEAST QUARTER, OF THE NORTHWEST QUARTER, OF THE, SOUTHWEST QUARTER, OF THE SOUTHWEST QUARTER, OF SECTION 22, TOWNSHIP 7 NORTH, RANGE 13 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF LANCASTER, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND.

3203-018-901

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

STATE OF CALIFORNIA)
) ss.
 COUNTY OF _____)

On _____, before me, _____, Notary Public,
(Print Name of Notary Public)

personally appeared _____

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

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

WITNESS my hand and official seal.

 Signature of Notary Public

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER	DESCRIPTION OF ATTACHED DOCUMENT
<input type="checkbox"/> Individual <input type="checkbox"/> Corporate Officer _____ Title(s)	_____ Title Or Type Of Document
<input type="checkbox"/> Partner(s) <input type="checkbox"/> Limited <input type="checkbox"/> General <input type="checkbox"/> Attorney-In-Fact <input type="checkbox"/> Trustee(s) <input type="checkbox"/> Guardian/Conservator <input type="checkbox"/> Other: _____	_____ Number Of Pages
Signer is representing: Name Of Person(s) Or Entity(ies) _____ _____	_____ Date Of Documents _____
	_____ Signer(s) Other Than Named Above

EXHIBIT C

FIRPTA CERTIFICATE

TRANSFEROR'S CERTIFICATE OF NON-FOREIGN STATUS

To inform Ben Sayani ("Transferee"), that withholding of tax under Section 1445 of the Internal Revenue Code of 1986, as amended ("Code") will not be required upon the transfer of certain real property to the Transferee by the City of Lancaster (the, "Transferor"), the undersigned hereby certifies the following:

1. The Transferor is not a foreign person or citizen, foreign corporation, foreign partnership, foreign trust, or foreign estate (as those terms are defined in the Code and the Income Tax Regulations promulgated thereunder);

2. The Transferor's social security number or U.S. employer identification number is as follows: _____.

3. The Transferor's home or office address is:

44933 N. Fern Avenue
Lancaster, California 93534

The Transferor understands that this certification may be disclosed to the Internal Revenue Service by the Transferee and that any false statement contained herein could be punished by fine, imprisonment or both. Under penalty of perjury, I declare that I have examined this certification and to the best of my knowledge and belief it is true, correct and complete, and I further declare that I have authority to sign this document.

CITY OF LANCASTER,
a municipal corporation and charter city

By: _____

Name: Jason Caudle
Title: City Manager

EXHIBIT D

SITE MAP



STAFF REPORT
City of Lancaster

CC 7
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Britt Avrit, MMC, City Clerk

Subject: **Consideration of adoption of Ordinance No. 1065**

Recommendation:

Adopt **Ordinance No. 1065**, amending the City Zoning Plan for three properties (APN: 3130-007-001; 3130-007-003; and 3130-007-006) approximately 5.43 acres located along 10th Street West between Avenue J-10 and Avenue J-12 from Hospital (H) to Office Professional (OP), known as Zone Change No. 17-05.

Fiscal Impact:

None.

Background:

Permitted uses in the OP zone include, but are not limited to, business, government and professional offices, banks, barber or beauty shops, and limited retail sales establishments. The OP zone allows more of a variety of uses than the H zone, but is less intense than the Commercial zone. The OP zone would provide a mixture of allowable uses creating a balance between the surrounding areas. It would allow for health care facilities and lighter intensity commercial uses, which are intended to be compatible with and complementary to the existing neighborhood.

At the May 28, 2019 City Council meeting, the City Council approved the introduction of Ordinance No. 1065 by the following vote:

AYES: Council Members Malhi, Mann, Underwood-Jacobs, Vice Mayor Crist, Mayor Parris
NOES: None
ABSTAIN: None
ABSENT: None

Attachment:

Ordinance No. 1065

ORDINANCE NO. 1065

AN ORDINANCE OF THE CITY OF LANCASTER, CALIFORNIA, AMENDING THE CITY ZONING PLAN FOR THREE PROPERTIES (APN: 3130-007-001; 3130-007-003; AND 3130-007-006) APPROXIMATELY 5.43 ACRES LOCATED ALONG 10TH STREET WEST BETWEEN AVENUE J-10 AND AVENUE J-12 FROM HOSPITAL (H) TO OFFICE PROFESSIONAL (OP), KNOWN AS ZONE CHANGE NO. 17-05

WHEREAS, pursuant to Section 17.24.060 of the Lancaster Municipal Code, an application has been filed by City of Lancaster (“Applicant”), to change the zoning designation for three properties (APN: 3130-007-001; 3130-007-003; AND 3130-007-006) on approximately 5.43 acres located along 10th Street West between Avenue J-8 and Avenue J-12 from Hospital (H) to Office Professional (OP); and

WHEREAS, a notice of intention to consider a zone change of the subject property was given, as required by Section 17.24.110 of the Lancaster Municipal Code, and Sections 65854 and 65905 of the Government Code; and

WHEREAS, on April 15, 2019, the City’s Planning Commission held a public hearing on the General Plan Amendment No. 17-05 and Zone Change No. 17-05, notice of which was published and provided as required by law, and adopted Resolution No. 19-16 (the “Planning Commission Recommendation”) recommending the City Council approve General Plan Amendment No. 17-05 and Zone Change No. 17-05; and

WHEREAS, staff has performed the necessary investigations, prepared a written report, and recommended that the zone change request be approved; and

WHEREAS, the City Council desires to approve the Applicant’s request as set forth herein.

THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, DOES HEREBY ORDAIN, AS FOLLOWS:

Section 1. The foregoing Recitals are true, correct and a substantive part of this Ordinance.

Section 2. The City Council hereby makes the following findings:

- a. That modified conditions warrant a revision in the zoning plan as it pertains to the area or district under consideration; and
- b. That a need for the proposed zone classification exists within such area or district; and
- c. That the particular property under consideration is a proper location for said zone classification within such area or district; and
- d. That placement of the proposed zone at such location will be in the interest of public health, safety and general welfare and in conformity with good zoning practice

Section 3. The subject properties are reclassified from H to OP.

Section 4. Any ordinance previously adopted by the City Council shall be and hereby is repealed if and to the extent inconsistent with this Ordinance, provided, however, that each such ordinance shall otherwise remain in full force and effect.

Section 5. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is held for any reason to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional.

Section 6. The Mayor shall sign, and the City Clerk shall certify to the passage and adoption of this Ordinance, and shall cause the same to be published and posted pursuant to the provisions of law in that regard, and this Ordinance shall take effect 30 days after adoption.

I, Britt Avrit, MMC, City Clerk of the City of Lancaster, do hereby certify that the foregoing ordinance was regularly introduced and placed upon its first reading on the 28th day of May, 2019, and placed upon its second reading and adoption at a regular meeting of the City Council on the 11th day of June, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

BRITT AVRIT, MMC
City Clerk
City of Lancaster

R. REX PARRIS
Mayor
City of Lancaster

STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES }ss
CITY OF LANCASTER }

CERTIFICATION OF ORDINANCE
CITY COUNCIL

I, _____, _____ City of Lancaster, California, do hereby certify that this is a true and correct copy of the original Ordinance No. 1065, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____ day of _____, _____.

(seal)

STAFF REPORT

City of Lancaster

CC 8
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Chenin Dow, Assistant to the City Manager

Subject: **Disposition and Development Agreement with BCP Commercial Properties, LLC**

Recommendation:

Authorize the City Manager, or his designee, to finalize and execute a Disposition and Development Agreement with BCP Commercial Properties, LLC for the sale and subsequent development of a 2.8-acre industrial parcel located in the Lancaster Business Park.; and authorize the City Manager, or his designee, to execute all related documents.

Fiscal Impact:

The sale of the parcel will yield \$370,000; these proceeds will reimburse Fraber Properties for its original payment for the land. The parcel's development will generate temporary construction jobs as well as permanent jobs in the wealth-inducing industrial sector, yielding greater economic impacts over the long term.

Environmental Impact:

The development of the Lancaster Business Park was analyzed as a part of the EIR for the Lancaster Business Park Specific Plan Phase III (Specific Plan 90-01).

Background:

In 2012, the City of Lancaster entered into a Project Development Agreement with Fraber Properties and Morton Manufacturing. Designed to attract Morton Manufacturing's corporate headquarters from their former location in the Santa Clarita Valley, this public-private partnership facilitated the construction of a new 88,000-square-foot, state-of-the-art facility for the manufacturer.

In order to accomplish this, Fraber Properties purchased a 20-acre site in the Lancaster Business Park. Fraber Properties served as the developer for the new facility, while the City of Lancaster provided the necessary public infrastructure. Because Morton Manufacturing needed only 10 acres, the City also subdivided the site to create four additional parcels primed for industrial development.

Today, the City has the opportunity to stimulate still further job creation in this area. Developer BCP Commercial Properties, LLC has made an offer to purchase a 2.8-acre remainder parcel for the construction of a speculative industrial building, in keeping with the high quality and design that are the hallmark of the Lancaster Business Park.

The parcel, APN 3126-009-978, will house an approximately 30,000-square-foot speculative industrial facility. With a citywide vacancy rate of just 1.6%, there is a great need for new industrial space. The construction of such speculative space will place Lancaster in an ideal position to capture new and expanding firms with aggressive relocation timelines, particularly those whose schedules do not allow time for build-to-suit.

The purchase price of the property reflects its full appraised value of \$3.00 per square foot. Because Fraber Properties purchased the original 20-acre site, the 2012 Project Development Agreement provides for Fraber Properties to be reimbursed the initial land cost of \$3.00 per square foot upon the sale of the remainder parcels. Thus, the proceeds will be distributed to Fraber Properties via escrow.

In short, this agreement will allow the City to stimulate the creation of new industrial jobs for local residents and facilitate the attraction of yet another manufacturing firm to our region – all while diversifying the local economy.

CD:te

STAFF REPORT
City of Lancaster
California Choice Energy Authority

JPH 1
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jason Caudle, City Manager
Pam Statsmann, Director of Finance

Subject: **Proposed Fiscal Year 2019-2020 Budgets and Five-Year Capital Improvement Program**

City Council Recommendation:

City Council and City Council acting as Lancaster Housing Authority, Lancaster Choice Energy, Lancaster Financing Authority and Lancaster Power Authority conduct the public hearing and direct staff to schedule the Proposed Fiscal Year 2019-2020 Budget and Five-Year Capital Improvement Plan (CIP) adoption for June 25, 2019.

California Choice Energy Authority (CCEA) Board Recommendation:

Conduct the public hearing and direct City of Lancaster staff to schedule the CCEA Proposed Fiscal Year 2019-2020 Budget adoption for June 25, 2019.

Fiscal Impact:

The City of Lancaster Proposed Fiscal Year 2019-2020 Budget and Five-Year CIP totals \$209.3 million, including \$46.0 million for the Capital Improvement Program (CIP) and \$9.4 million in transfers out. The CCEA Proposed Fiscal Year 2019-2020 Budget totals \$5.5 million.

Background:

City of Lancaster Budget

By July 1 of each year, the City is required to adopt a budget, which establishes appropriations and estimates revenue for the coming fiscal year. The proposed budget is a culmination of many months of work by the City Council and staff in reviewing priorities and evaluating programs, with a focus on maintaining responsive and relevant services for residents.

City Council's priorities addressing:

- Creation of a hybrid police model & addressing homelessness
- Creation of new revenue streams (fiber network system, streetlight cameras & Wi-Fi, and partnering with private companies, such as Google)
- Medical Main Street
- Parkway Village
- Lancaster Choice Energy Programs
 - Fleet Electrification Program
 - Electric Lawnmower Replacement Program
 - Energy Efficiency Program
- Citywide infrastructure renovations and modernization
- Major arterial/residential roadway improvements
- Freeway interchange improvements
- IMPACT initiatives
- Rebranding

have been incorporated into the City’s Proposed FY 2019-2020 Budget.

The following table summarize the proposed citywide budget:

Expenditures by Category	FY 20 Proposed Budget
Personnel	\$42.9 M
Operations & Maintenance	110.1
Capital Outlay	0.9
Transfers	9.4
Capital Projects	46.0
TOTAL	\$209.3 M

Estimating revenues for the upcoming fiscal year and forecasting out-years is essential. By reviewing past years’ actual revenue receipts, new revenue sources, fee-based program and service projections, grant opportunities, and the State’s economic outlook, the City is able to best determine the revenues available for spending allocations. The City estimated FY 2019-2020 revenues and transfers in total \$202.7 million.

The City’s largest unrestricted funding source is the General Fund, totaling \$81.9 million, including transfers in. General Fund resources include property tax, sales tax, fees, grants, and others. Property tax is the top General Fund source, which is projected at \$22.7 million. The proposed General Fund appropriations total \$81.5 million, including transfers out.

The City of Lancaster desires to maintain a prudent level of financial resources to guard its residents against service disruption in the event of unexpected, temporary revenue shortfalls or

unanticipated expenditures. Reserves accumulated during years when revenues exceeded expenditures cushion the City's transition to a lower revenue base and allow the City to adjust spending in response to economic downturns, emergencies, State revenue takeaways, and/or investment opportunities. The Proposed FY 2019-2020 Budget greatly recognizes and strengthens the City Council's priority of fiscal prudence and discipline with reserves totaling approximately 30%.

To continue transforming the City, we must continue focusing on the infrastructure in the City; we accomplish this through our Capital Improvement Program (CIP). We are persistent in our aggressive, proactive approach to allocating more capital improvement monies than ever before. The CIP for the Proposed FY 2019-2020 Budget totals \$46.0 million.

The Proposed FY 2019-2020 Budget addresses community needs, while maintaining healthy General Fund Reserves that will enable the City to continue providing the community with a full scope of high quality municipal services, programs and special events that enhance the quality of life of all Lancaster residents. It will also provide the required resources to construct significant capital improvement projects that will improve infrastructure and facilities and beautify the community.

California Choice Energy Authority Budget

The California Choice Energy Authority is a Joint Powers Authority (JPA) comprised of member municipalities. Formed in 2012, the CCEA provides its members economies of scale to support the activities of each Community Choice Aggregate. CCEA initiatives remain in providing long-term sustainable energy and cost containment for member Community Choice Aggregates.

The CCEA Proposed FY 2019-2020 Budget totals \$5.5 million. The CCEA Proposed Budget projects an ending reserve totaling \$0.3 million by the end of FY 2019-2020.

The City's Proposed Fiscal Year 2019-2020 Budget and Five-Year Capital Improvement Plan and CCEA's Proposed Fiscal Year 2019-2020 Budget will be presented to the City Council and CCEA Board for final adoption on June 25, 2019.

JC:ps

Attachments:

City of Lancaster Proposed Fiscal Year 2019-2020 Budget – available on the City's website and on file in the City Clerk Department

CCEA Proposed Fiscal Year 2019-2020 Budget – available on the City's website and on file in the City Clerk Department

STAFF REPORT
City of Lancaster

PH 1
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Lancaster Drainage Benefit Assessment District**
Levy of Annual Assessment for Fiscal Year 2019-2020

Recommendation:

Adopt **Resolution No. 19-31**, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Drainage Benefit Assessment District for Fiscal Year 2019-2020.

Fiscal Impact:

Each parcel annexed prior to Fiscal Year 2005-2006 will be assessed \$50.00. The proposed assessment is the same as the previous year's assessment. Each benefit unit annexed beginning Fiscal Year 2005-2006 will be assessed at \$71.61. The proposed assessment includes the CPI adjustment. A total of \$1,849,054.78 will be assessed against the benefiting properties, and will be used for maintenance expenses.

Background:

The City Council previously formed the Lancaster Drainage Benefit Assessment District, including establishment of separate zones, and submitted the proposition to the eligible voters in each respective zone. The majority of voters approved the formation of the District, the separate zones, and the levying of the assessment. The first year's assessment was paid by the developers of the property. Each year thereafter, the City Council, after public notice and hearing, may determine and impose an annual assessment. Due to the cost and complexity of accounting for separate zones of benefit within the District, separate zone designations were eliminated in 1992 per Resolution 92-134, by City Council action.

The drainage improvements in the District have been completed and accepted by the City Council, and will be maintained with funds generated by the Drainage Benefit Assessment District. Each lot or parcel within the District that was annexed prior to Fiscal Year 2005-2006, as indicated on the diagram, will be assessed a unit assessment of \$50.00 per equivalent drainage unit (EDU) for Fiscal Year 2019-2020.

The unit assessment for Fiscal Year 2019-2020 is the same as Fiscal Year 2004-2005, except for those parcels that were annexed during Fiscal Year 2005-2006 or subsequent fiscal years, which will be assessed at a rate reflective of the February index increase consistent with the consumer price index for Los Angeles-Riverside-Orange Counties. Last year's rate was \$69.86. For Fiscal Year 2019-2020, the rate of assessment will be \$71.61 per assessment unit, including the established CPI adjustment of 2.51% ($\$69.86 + (\$69.86 \times 0.0251) = \$71.61$).

The method of assessment is based on proportionate storm water runoff, thereby assessing developments with more impervious area a proportionately larger share of the total assessed costs. Refer to the attached Engineer's Report and Assessment for details.

EW:gb

Attachments:

Resolution No. 19-31

District Fund Accounting for Lancaster Drainage Maintenance District

RESOLUTION NO. 19-31

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT, AND ORDERING THE LEVYING OF AN ASSESSMENT IN THE LANCASTER DRAINAGE BENEFIT ASSESSMENT DISTRICT FOR FISCAL YEAR 2019-2020

WHEREAS, the City Council on May 28, 2019, adopted a Resolution of Intention to order the levying of an assessment in Lancaster Drainage Benefit Assessment District (hereinafter referred to as the "District") for the purpose of providing funds for the provision of drainage maintenance services located therein, pursuant to the provisions of the Benefit Assessment Act of 1982, of the Government Code of the State of California; and

WHEREAS, the assessment engineer has prepared and filed an Engineer's Report with the City Clerk as required by law; and

WHEREAS, the City Council did proceed to cause notice to be published in the manner required by law, of the time and place for a Public Hearing on the levying of the proposed assessment; and

WHEREAS, the City Council has heard all testimony and evidence, and is desirous of proceeding with the levy of an assessment.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF LANCASTER, STATE OF CALIFORNIA, THAT:

Section 1. The City Council of the City of Lancaster hereby finds that the public interest and convenience requires the continued maintenance of the drainage improvements in the Lancaster Drainage Benefit Assessment District.

Section 2. The District diagrams and assessments as set forth in said Report, or as modified, are hereby approved, confirmed, and adopted by the City Council.

Section 3. The adoption of this Resolution constitutes the levy of an assessment of \$50.00 per equivalent drainage unit ("EDU") for the fiscal year commencing July 1, 2019, and ending June 30, 2020, for the properties annexed prior to Fiscal Year 2005-2006, and assessment of \$71.61 per EDU for properties annexed beginning fiscal year 2005-2006.

Section 4. The amounts to be assessed for the expenses of the maintenance and service as described in said Report and Resolution of Intention shall be collected at the same time and in the same manner as County taxes are collected, and shall be disbursed and expended for maintenance, operation and service of the District, all as described in the Engineer's Report and in Section 4 of the Resolution of Intention.

Section 5. The City Clerk is hereby ordered and directed to file a certified copy of this Resolution, upon its adoption, with the County Auditor.

PASSED, APPROVED and ADOPTED this 11th day of June, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

BRITT AVRIT, MMC
City Clerk
City of Lancaster

R. REX PARRIS
Mayor
City of Lancaster

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LANCASTER)

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, _____, _____ City of Lancaster, California,
do hereby certify that this is a true and correct copy of the original Resolution No. 19-31, for which
the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____
day of _____, 2019.

(seal)

District Fund Accounting

<u>DISTRICT FUND ACCOUNTING</u>	<u>EXPENSES</u>	<u>REVENUES</u>	<u>BALANCE</u>
Fund Balance as of July 1, 2018			\$1,899,485
<u>FY 2018-19 Projected Revenues</u>			
Assessments from Annexed Properties		\$1,650,000	
Interest, Developers Fees for New Annexations		<u>\$19,000</u>	
Total Revenue FY 2018-19		\$1,669,000	
<u>FY 2018-19 Projected Expenditures</u>			
Operating Expenditures	\$1,800,099		
Capital Encumbrances	\$0		
Transfers Out	<u>\$44,840</u>		
Total Expenditures FY 2018-19	\$1,844,939		
 Projected Fund Balance as of July 1, 2019			 \$1,723,546
<u>FY 2019-20 Estimated Revenues</u>			
Assessments from Annexed Properties		\$1,670,000	
Interest, Developers Fees for New Annexations		<u>\$15,000</u>	
Total Revenue FY 2019-20		\$1,685,000	
<u>FY 2019-20 Budgeted Expenses</u>			
Operating Expenses	\$1,714,120		
Capital Improvements	\$0		
Transfers Out	<u>\$51,780</u>		
Total Expenditures FY 2019-20	\$1,765,900		
Operating Reserve			\$171,412
 Projected Unreserved Fund Balance as of July 1, 2020			 \$1,471,234
2019-20 Total EDU's to be Assessed @ \$50.00			20,855.65
2019-20 Total EDU's to be Assessed @ \$71.61			<u>11,513.16</u>
2019-20 Total EDU's to be Assessed			32,368.81
2019-20 Total Parcels to be Assessed			16,088
 Previous Year Assessed Parcels			
2018-19 Total EDU's Assessed @ \$50.00			20,540.65
2018-19 Total EDU's Assessed @ \$69.86			<u>11,455.16</u>
2018-19 Total EDU's Assessed			31,995.81
2018-19 Total Drainage Parcels Assessed			15,722

STAFF REPORT
City of Lancaster

PH 2
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Lancaster Landscape Maintenance District No. 1
Levy of Annual Assessment for Fiscal Year 2019-2020**

Recommendation:

Adopt Resolution No. 19-32, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Landscape Maintenance District No. 1 for Fiscal Year 2019-2020.

Fiscal Impact:

Each parcel annexed prior to Fiscal Year 2005-2006 will be assessed \$80.00 per benefit unit, which is the same as the previous year's assessment. Each parcel annexed beginning Fiscal Year 2005-2006 will be assessed \$114.57 per benefit unit. Each parcel in the Fox Field Industrial Corridor will be assessed \$0.38 per benefit unit. The proposed assessment includes the CPI adjustment of 2.51%. An estimated total of \$1,802,986.47 will be assessed against the benefiting properties, which will be used for maintenance expenses.

Background:

Lancaster Landscape Maintenance District No. 1 and Fox Field Industrial Corridor Landscape Maintenance District were formed, including subsequent annexations thereto, for the purpose of providing maintenance services to landscaping and appurtenant improvements for various developments within the City, and assessing those properties which benefit from this service. Each year the City Council must, by law, order the preparation of an Engineer's Report describing the existing and proposed maintenance services, and conduct a public hearing to establish and order the amount of assessment for the next fiscal year.

The landscaping improvements in the areas within the District will be maintained with funds generated by the Landscape Maintenance District. Each lot or parcel within the District that was annexed prior to Fiscal Year 2005-2006, as indicated on the diagram, will be assessed a unit assessment of \$80.00 for Fiscal Year 2019-2020. The unit assessment for Fiscal Year 2019-2020 is the same as Fiscal Year 2004-2005, except for those parcels that were annexed beginning Fiscal Year 2005-2006, which will be assessed at a rate reflective of an annual index increase consistent with the February consumer price index for Los Angeles-Riverside-Orange Counties.

Last year's rate was \$111.77 per benefit unit. For Fiscal Year 2019-2020, the rate of assessment will be \$114.57 per benefit unit, including the established CPI adjustment of 2.51% ($\$111.77 + (\$111.77 \times 0.0251) = \114.57). Last year's rate for the Fox Field Industrial Corridor Landscape Maintenance District was \$0.37 per benefit unit. For Fiscal Year 2019-2020, the rate of assessment will be \$0.38 per benefit unit, including the established CPI adjustment of 2.51% ($\$0.37 + (\$0.37 \times 0.0251) = \$0.38$).

EW:gb

Attachments:

Resolution No. 19-32

District Fund Accounting for Lancaster Landscape Maintenance District No. 1

RESOLUTION NO. 19-32

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT, AND ORDERING THE LEVYING OF AN ASSESSMENT IN THE LANCASTER LANDSCAPE MAINTENANCE DISTRICT NO. 1 FOR FISCAL YEAR 2019-2020

WHEREAS, the City Council on May 28, 2019, adopted a Resolution of Intention to order the levying of an assessment in Lancaster Landscape Maintenance District No. 1 and Fox Field Industrial Corridor Landscape Maintenance District (hereinafter referred to as the "District") for the purpose of providing funds for the provision of landscape maintenance services located therein, pursuant to the provisions of the Landscaping and Lighting Act of 1972, of the Streets and Highways Code of the State of California; and

WHEREAS, the assessment engineer has prepared and filed an Engineer's Report with the City Clerk as required by law; and

WHEREAS, the City Council did proceed to cause notice to be published in the manner required by law, of the time and place for a Public Hearing on the levying of the proposed assessment; and

WHEREAS, the City Council has heard all testimony and evidence, and is desirous of proceeding with the levy of an assessment.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF LANCASTER, STATE OF CALIFORNIA, THAT:

Section 1. The City Council of the City of Lancaster hereby finds that the public interest and convenience requires the continued maintenance of the landscaping improvements in Lancaster Landscape Maintenance District No.1.

Section 2. The District diagrams and assessments as set forth in said Report, or as modified, are hereby approved, confirmed, and adopted by the City Council.

Section 3. The adoption of this Resolution constitutes the levy of \$80.00 per lot or parcel for the fiscal year commencing July 1, 2019, and ending June 30, 2020, for properties annexed prior to Fiscal Year 2005-2006, and an assessment of \$114.57 per lot or parcel for properties annexed beginning Fiscal Year 2005-2006. Each parcel in the Fox Field Industrial Corridor Landscape Maintenance District will be assessed \$0.38 per benefit unit.

Section 4. The amounts to be assessed for the expenses of the maintenance and service as described in said Report and Resolution of Intention shall be collected at the same time and in the same manner as County taxes are collected, and shall be disbursed and expended for maintenance, operation and service of the District, all as described in the Engineer's Report and in Section 4 of the Resolution of Intention.

Section 5. The City Clerk is hereby ordered and directed to file a certified copy of this Resolution, upon its adoption, with the County Auditor.

PASSED, APPROVED and ADOPTED this 11th day of June, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

BRITT AVRIT, MMC
City Clerk
City of Lancaster

R. REX PARRIS
Mayor
City of Lancaster

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LANCASTER)

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, _____, _____ City of Lancaster, California,
do hereby certify that this is a true and correct copy of the original Resolution No. 19-32, for which
the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____
day of _____, 2019.

(seal)



District Fund Accounting

<u>DISTRICT FUND ACCOUNTING</u>	<u>EXPENSES</u>	<u>REVENUES</u>	<u>BALANCE</u>
Fund Balance as of July 1, 2018			\$2,335,198
<u>FY 2018-19 Estimated Revenues</u>			
Assessments from Annexed Properties		\$1,750,000	
Interest, Developers Fees for New Annexations		\$5,000	
Property Damage		<u>\$729</u>	
Total Revenue FY 2018-19		\$1,755,729	
Projected Exepenses through June 30, 2019	\$1,997,860		
Capital Encumbrances FY 2018-19	\$1,060,388		
Transfers Out	<u>\$22,420</u>		
Total Expenditures FY 2018-19	\$3,080,668		
Projected Fund Balance as of July 1, 2019			\$1,010,259
<u>FY 2019-20 Projected Revenues</u>			
Assessments from Annexed Properties		\$1,800,000	
Interest, Developers Fees for New Annexations		\$20,000	
Property Damage		<u>\$7,000</u>	
Total Revenue FY 2019-20		\$1,827,000	
<u>Budgeted Expenses FY 2019-20</u>			
Operating Expenses	\$2,077,059		
Capital Encumbrances	\$700,000		
Transfers Out	<u>\$23,230</u>		
Total Expenditures FY 2019-20	\$2,800,289		
Projected Fund Balance as of July 1, 2020			\$18,485
<u>Lancaster Landcape Maintenance District No. 1</u>			
Total Parcels to be Assessed @ \$80.00 per Benefit Unit			18,597
Total Parcels to be Assessed @ \$114.57 per Benefit Unit			1,836
<u>Fox Field Industrial Corridor</u>			
Total Parcels to be Assessed @ \$0.38 per Benefit Unit			8
<u>Front Row Center</u>			
Total Parcels to be Assessed @ \$2,393.30 per Acre			2
<u>Lancaster Business Park</u>			
Total Parcels to be Assessed @ \$0.24 per Square Foot			74

STAFF REPORT
City of Lancaster

PH 3
06/11/19
JC

Date: June 11, 2019

To: Mayor Parris and City Council Members

From: Jeff Hogan, Development Services Director

Subject: **Lancaster Lighting Maintenance District
Levy of Annual Assessment for Fiscal Year 2019-2020**

Recommendation:

Adopt **Resolution No. 19-33**, confirming the diagram and assessment, and ordering the levying of an assessment in the Lancaster Lighting Maintenance District for Fiscal Year 2019-2020.

Fiscal Impact:

Each benefit unit will be assessed \$104.53, which includes a 2.51% CPI adjustment (\$45.00 in zones that voted "no" during the 2003 election). A total of \$4,771,962.49 will be assessed against the benefiting properties, which will be used for maintenance expenses.

Background:

On March 11, 2003, the City Council directed that an election be held asking the property owners within the Lancaster Lighting Maintenance District (LLMD) to approve an increase in the annual street lighting assessment to \$70.00 per lighting unit, including a Consumer Price Index (CPI) based inflator. On July 8, 2003, the City Council announced results of the election to approve the increase in annual assessments within the City's lighting maintenance district. The results of the tally of the election were that out of 104 zones, nine zones, namely zones 27, 30, 49B, 51B, 51D, 65B70A, 89B and 103 failed to receive voter approval. Following the results of the original vote, and with the street lights being turned off, property owners within three zones that voted "no", namely zone 27 split into zones 27A and 27B, zones 30, split into zones 30A and 30B, and zone 89B split into zones 89B-1 and 89B-2, submitted petitions to the City to initiate another voting process. The City Council adopted resolutions initiating proceedings for the levy of additional assessments and notices of public hearing, and assessment ballots were mailed to the affected property owners within these zones. The three elections processes were successful, and the City Council approved the levy of additional assessments at the October 28, 2003, November 11, 2003, and January 27, 2004, Council meetings.

Lancaster Lighting Maintenance District was formed, including subsequent annexations thereto, for the purpose of financing maintenance operations and installation of public lighting facilities, including, but not limited to, street lights, traffic signals, public parking lot lights, and highway safety lights (public lighting facilities) (as defined in § 22525 of the California Code) within the City of Lancaster, and assessing those properties, which benefit from this service their proportionate share of the cost. Each year, the City Council must, by law, order the preparation of an Engineer's Report describing the existing and proposed maintenance services, and conduct a public hearing to establish and order the amount of assessment for the next fiscal year.

The assessment for Fiscal Year 2019-2020 is \$104.53, including a CPI factor for Los Angeles-Riverside-Orange County of 2.51% per lighting unit, except for those parcels within the zones that voted "no", as shown on in the Engineer's Report, which will remain at \$45.00 per lighting unit.

The street lighting improvements in the areas within the District will be maintained with funds generated by the Lighting Maintenance District. Each lot or parcel within the District that has been annexed as indicated on the diagram will be assessed a unit assessment of \$104.53 for Fiscal Year 2019-2020. Parcels within the zones that voted "no" will remain at a unit assessment of \$45.00.

EW:gb

Attachments:

Resolution No. 19-33

District Fund Accounting for Lancaster Lighting Maintenance District

RESOLUTION NO. 19-33

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LANCASTER, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT, AND ORDERING THE LEVYING OF AN ASSESSMENT IN THE LANCASTER LIGHTING MAINTENANCE DISTRICT FOR FISCAL YEAR 2019-2020

WHEREAS, the City Council on May 28, 2019, adopted a Resolution of Intention to order the levying of an assessment in Lancaster Lighting Maintenance District (hereinafter referred to as the "District") for the purpose of providing funds for the provision of lighting maintenance services located therein, pursuant to the provisions of the Landscape and Lighting Act of 1972, of the Streets and Highways Code of the State of California; and

WHEREAS, the assessment engineer has prepared and filed an Engineer's Report with the City Clerk as required by law; and

WHEREAS, the City Council did proceed to cause notice to be published in the manner required by law, of the time and place for a Public Hearing on the levying of the proposed assessment; and

WHEREAS, the City Council has heard all testimony and evidence, and is desirous of proceeding with the levy of an assessment.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF LANCASTER, STATE OF CALIFORNIA, THAT:

Section 1. The City Council of the City of Lancaster hereby finds that the public interest and convenience requires the continued maintenance of the lighting improvements in the Lancaster Lighting Maintenance District.

Section 2. The District diagrams and assessments as set forth in said Report, or as modified, are hereby approved, confirmed, and adopted by the City Council.

Section 3. The adoption of this Resolution constitutes the levy of an assessment of \$104.53 per lighting unit, except for those parcels within the zones that voted "no", which will remain at \$45.00 per lighting unit for the fiscal year commencing July 1, 2019, and ending June 30, 2020.

Section 4. The amounts to be assessed for the expenses of the maintenance and service as described in said Report and Resolution of Intention shall be collected at the same time and in the same manner as County taxes are collected, and shall be disbursed and expended for maintenance, operation and service of the District, all as described in the Engineer's Report and in Section 4 of the Resolution of Intention.

Section 5. The City Clerk is hereby ordered and directed to file a certified copy of this Resolution, upon its adoption, with the County Auditor.

PASSED, APPROVED and ADOPTED this 11th day of June, 2019, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

BRITT AVRIT, MMC
City Clerk
City of Lancaster

R. REX PARRIS
Mayor
City of Lancaster

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LANCASTER)

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, _____, _____ City of Lancaster, California,
do hereby certify that this is a true and correct copy of the original Resolution No. 19-33, for which
the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____
day of _____, 2019.

(seal)

<u>DISTRICT FUND ACCOUNTING</u>	<u>EXPENSES</u>	<u>REVENUES</u>	<u>BALANCE</u>
Fund Balance as of July 1, 2018			\$0
<u>FY 2018-19 Revenues</u>			
Assessments from Annexed Properties		\$4,550,000	
Interest, Developers' Fees for New Annexations		\$18,000	
Property Damage		\$255,000	
Rebates for Energy Savings Measures		<u>\$0</u>	
Total Revenue FY 2018-19		\$4,823,000	
<u>FY 2018-19 Projected Expenditures</u>			
Operating Expenses	\$5,196,621		
Capital Improvements	\$0		
Street Light Acquisitions	\$0		
Street Light LED Retrofits	\$0		
Transfers Out-Retiree Health Benefits	\$106,500		
Fund Shortfall covered TDA Art 8	<u>(\$480,000)</u>		
Total Expenditures FY 2018-19	\$4,823,121		
Projected Fund Balance as of July 1, 2019			(\$121)
<u>FY 2019-20 Projected Revenues</u>			
Assessments from Annexed Properties		\$4,550,000	
Interest, Developers' Fees for New Annexations		\$15,000	
Property Damage		\$400,000	
Rebates for Energy Savings Measures		<u>\$0</u>	
Total Revenue FY 2019-20		\$4,965,000	
<u>FY 2019-20 Projected Expenditures</u>			
Operating Expenses	\$4,421,823		
Street Light LED Retrofits	\$0		
Capital Improvements	\$0		
Transfers Out-Retiree Health Benefits	\$13,860		
Fund Shortfall covered TDA Art 8	<u>\$0</u>		
Total Expenditures FY 2019-20	\$4,435,683		
2019-20 Operating Reserve			\$529,196
Projected Fund Balance as of July 1, 2020			\$0
Projected Unreserved Fund Balance as of July 1, 2020			\$0
Total Lighting Units to be Assessed @ \$104.53 per Unit			45,028.96
Total Lighting Units to be Assessed @ \$45.00 per Unit			1,446.34
Total Parcels to be Assessed			38,217
2019-20 Estimated Assessment Revenue			\$4,771,962.49

**MEMORANDUM
CITY OF LANCASTER, CA**

TO: Mayor Parris and City Council Members
FROM: Vice Mayor Marvin Crist
DATE: June 11, 2019
SUBJECT: **Report on the Activities of the Board of Directors for District No. 14 of the County Sanitation Districts of Los Angeles County**

Recommendation:

Receive a report of the proceedings and issues discussed at the May 9, 2019 District No. 14 Board of Directors adjourned regular meeting of the County Sanitation Districts of Los Angeles County (District).

Background:

District No. 14 of the County Sanitation Districts of Los Angeles County is organized to receive through their trunk sewers the wastewater from all of the City of Lancaster, a small region of the westerly portion of the City of Palmdale, and a smaller region of the unincorporated County of Los Angeles. A Board of Directors comprised of a representative from each city and the County generally meets monthly to review and decide upon the business of the District.

The Board of Directors considered the following agenda items at the May 9th, 2019 adjourned regular meeting:

- 1) Confirmed Alternate Director Crist acted as Chairperson pro tem at Special Meeting held February 28, 2019
- 2) Approved Minutes of the adjourned special meeting held on February 28, 2019
- 3) Approved as corrected the District Expenses for the months of January, February, and March 2019

Local District Expenses:

Operations & Maintenance (O & M): \$2,292,791.05

Capital: 514,413.33

Legal: 8,646.00

District No. 14's Share of Allocated Expenses for O & M and Capital:

Joint Administration: 196,546.09

Technical Support: 239,971.22

Legal: 6,103.00

Total Expenses: \$3,258,470.69

- 4) Authorized advertising and receipt of bids for Lancaster Water Reclamation Plant Digester Five Liner Removal 2019

- 5) Accepted Contract No. 5098 and ordered final payment to Ground Breakers Construction, Inc., for Lancaster Water Reclamation Plan Storage Reservoirs Filter Diaphragms, resulting in total contract amount of \$616,466.97
- 6) Approved Change Order No. 1 to Contract No. 5155 with Pacific Coast Well Drilling, Inc., for construction of Lancaster Water Reclamation Plan Eastern Agricultural Site Groundwater Extraction Wells Installation-Direct Mud Method, resulting in payment of \$71,850 for extra work
- 7) Motion approved to receive and order filed report for issuance of purchase order on behalf of District No. 2 to SNF Polydyne, Inc., in the amount of approximately \$4,761,000 to furnish and deliver cationic emulsion polymer (District No. 14 portion estimated to be \$212,000)
- 8) Wastewater Revenue Program
 - a) Held combined Public Hearing on Service Charge Report and Proposed Service Charge and Industrial Wastewater Surcharge Rate Ordinances and Collection of Service Charge on Property Tax Roll
 - b) Adopted Service Charge Report
 - c) Adopted the following Ordinances and made findings that adoption of Ordinances is exempt from California Environmental Quality Act (CEQA) Under Section 15273 of State Guidelines for Implementation of CEQA (**requires two-thirds vote – two affirmative votes**)
 1. *An Ordinance Prescribing the Service Charge Rate and Mean Loadings per Unit of Usage for County Sanitation District No. 14 of Los Angeles County, and Providing for the Collection of Such Charges on the Tax Roll*
 2. *An Ordinance Prescribing the Industrial Wastewater Surcharge Rates for County Sanitation District No. 14 of Los Angeles County*
- 9) Adjourned meeting to Thursday, June 13, 2019