

In-person participation by the public will be permitted. In addition, remote public participation is available in the following ways:

- 1. Livestream online at www.atwater.org (Please be advised that there is a broadcasting delay. If you would like to participate in public comment, please use the option below).*
- 2. Submit a written public comment prior to the meeting: Public comments submitted to cityclerk@atwater.org by 4:00 p.m. on the day of the meeting will be distributed to the City Council, and made part of the official minutes but will not be read out loud during the meeting.*

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Persons requesting accommodation should contact the City in advance of the meeting, and as soon as possible, at (209) 357-6241.

CITY OF ATWATER

City Council

AGENDA

Council Chambers
750 Bellevue Road
Atwater, California

February 10, 2025

REGULAR SESSION: (Council Chambers)

CALL TO ORDER:

6:00 PM

INVOCATION:

PLEDGE OF ALLEGIANCE TO THE FLAG:

ROLL CALL: (City Council)

Ambriz _____, Cale _____, Raymond _____, Rochester _____, Nelson _____

SUBSEQUENT NEED ITEMS: (The City Clerk shall announce any requests for items requiring immediate action subsequent to the posting of the agenda. Subsequent need

items require a two-thirds vote of the members of the City Council present at the meeting.)

APPROVAL OF AGENDA AS POSTED OR AS AMENDED: (This is the time for the City Council to remove items from the agenda or to change the order of the agenda.)

CONSENT CALENDAR:

NOTICE TO THE PUBLIC

Background information has been provided on all matters listed under the Consent Calendar, and these items are considered to be routine. All items under the Consent Calendar are normally approved by one motion. If a Councilmember requests separate discussion on any item, that item will be removed from the Consent Calendar for separate action.

TREASURER'S REPORT:

- 1. a.) **October 31, 2024**
- b.) **November 30, 2024**
- c.) **December 31, 2024**

Staff's Recommendation: Acceptance of reports as listed.

WARRANTS

- 2. a.) **January 27, 2025**
- b.) **February 10, 2025**

Staff's Recommendation: Acceptance of warrants as listed.

MINUTES: (Citizens' Oversight Committee)

- 3. **September 10, 2024 - Regular meeting**

Staff's Recommendation: Acceptance of minutes as listed.

MINUTES: (City Council)

- 4. a.) **December 9, 2024 - Regular meeting**
- b.) **January 13, 2025 - Special meeting**
- c.) **January 13, 2025 - Regular meeting**

Staff's Recommendation: Approval of minutes as listed.

RESOLUTIONS:

- 5. **Resolution Approving the Merced Regional Active Transportation Plan** (Deputy City Manager/Community Development Director Thompson)

Staff's Recommendation: Adoption of Resolution No. 3519-25 approving the Merced Regional Active Transportation Plan.

END OF CONSENT CALENDAR

COMMENTS FROM THE PUBLIC:

NOTICE TO THE PUBLIC

At this time any person may comment on any item which is not on the agenda. You may state your name and address for the record; however, it is not required. Action will not be taken on an item that is not on the agenda. If it requires action, it will be referred to staff and/or placed on a future agenda. Please limit comments to a maximum of three (3) minutes.

CITY COUNCIL REPORTS/UPDATES:

- **Mayor Pro Tem Cale, District 1**
- **City Council Member Rochester, District 2**
- **City Council Member Ambriz, District 3**
- **City Council Member Raymond, District 4**
- **Mayor Nelson**

CITY MANAGER REPORTS/UPDATES:

- 6. Update from the Office of the City Manager**

CLOSED SESSION:

Adjourn to Conference Room A


- **Conference with Labor Negotiators - Government Code Section 54957.6, Agency Negotiators: City Manager Hoem and Human Resources Director Sousa Bargaining Units: AFSCME Local 2703 - Miscellaneous Employees Unit**

MAYOR OR CITY ATTORNEY REPORT OUT FROM CLOSED SESSION:

ADJOURNMENT: (In memory of former Mayor Joe Frontella and former City Manager Tom Smith)

CERTIFICATION:

I, Kory J. Billings, City Clerk of the City of Atwater, do hereby certify that a copy of the foregoing agenda was posted at City Hall a minimum of 72 hours prior to the meeting.



KORY J. BILLINGS
CITY CLERK

SB 343 NOTICE

In accordance with California Government Code Section 54957.5, any writing or document that is a public record, relates to an open session agenda item and is distributed less than 72 hours prior to a regular meeting will be made available for public inspection in the office of the City Clerk during normal business hours at 1160 Fifth Street, Atwater, California.

If, however, the document or writing is not distributed until the regular meeting to which it relates, then the document or writing will be made available to the public at the location of the meeting, as listed on this agenda at 750 Bellevue Road, Atwater, California.



In compliance with the federal Americans with Disabilities Act of 1990, upon request, the agenda can be provided in an alternative format to accommodate special needs. If you require special accommodations to participate in a City Council, Commission or Committee meeting due to a disability, please contact the City Clerk's Office a minimum of three (3) business days in advance of the meeting at (209) 357-6241. You may also send the request by email to cityclerk@atwater.org.

Unless otherwise noted, City Council actions include a determination that they are not a "Project" within the meaning of the California Environmental Quality Act (CEQA), and therefore, that CEQA does not apply to such actions.

LEVINE ACT PUBLIC PARTY/APPLICANT DISCLOSURE OBLIGATIONS:

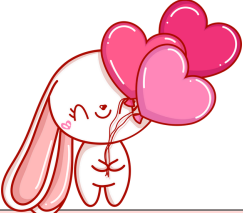



Applicants, parties, and their agents who have made campaign contributions totaling more than \$250 (aggregated) to a Councilmember over the past 12 months, must publicly disclose that fact for the official record of that agenda item. Disclosures must include the amount of the campaign contribution aggregated, and the name(s) of the campaign contributor(s) and Councilmember(s). The disclosure may be made either in writing to the City Clerk prior to the agenda item consideration, or by verbal disclosure at the time of the agenda item consideration.

The foregoing statements do not constitute legal advice, nor a recitation of all legal requirements and obligations of parties/applicants and their agents. Parties and agents are urged to consult with their own legal counsel regarding the requirements of the law.

FEBRUARY



SUN MON TUE WED THU FRI SAT

						1
2	3	4	5	6	7	8
9	10 City Council Meeting - 6:00 PM	11	12	13	14 	15
16	 17 City Holiday Trash pick up delayed - 1 day	18	19 Planning Commission Meeting - 6:00 PM	20	21	22
23	24 Audit & Finance Meeting - 5:00 PM City Council Meeting - 6:00 PM	25	26	27 Scan QR Code for info regarding mobile office hours 	28	Page 5 of 256

MARCH



SUN MON TUE WED THU FRI SAT

							1
2	3	4	5	6	7	8	8
9 Daylight Saving Time Begins	10 City Council Meeting - 6:00 PM	11 Citizens' Oversight Committee Meeting - 5:30 PM	12	13	14	15 2025 Spring Clean Up Event 2877 Atwater Blvd, Atwater CA 7:00 AM - 12:00 PM	15
16	17 <i>St. Patrick's Day</i>	18	19 Planning Commission Meeting - 6:00 PM	20	21	22	22
23	24 Audit & Finance Meeting - 5:00 PM City Council Meeting - 6:00 PM	25	26	27 Scan QR Code for info regarding mobile office hours	28	29	29
30	31						

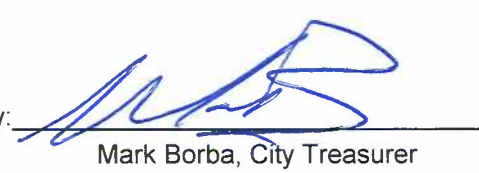
STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 10/31/2024

FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
0001 General Fund	16,466,940.42	1,122,109.15	1,464,435.44	16,124,614.13
0003 General Fund Capital	(40,832.74)	0.00	9,352.44	(50,185.18)
0004 Public Safety Trans & Use Tax	2,629,707.06	395,454.76	564,157.97	2,461,003.85
0005 Ferrari Ranch Project Fund	2,360.27	0.00	0.00	2,360.27
0007 Measure V Fund	5,304,988.32	65,822.71	78,330.89	5,292,480.14
0008 Measure V 20% Alternative Modes	905,838.92	16,455.68	1,211.71	921,082.89
0009 Abandoned Veh Abatement Fund	(8,959.06)	6,876.01	2,314.03	(4,397.08)
0010 Measure V Regional Fund	(6,613.15)	0.00	0.00	(6,613.15)
1005 Police Grants Fund	97,374.48	0.00	0.00	97,374.48
1010 ARPA-American Rescue Plan Act	2,707,878.87	0.00	8,655.09	2,699,223.78
1011 Gas Tax/Street Improvement	(473,595.76)	83,454.01	128,044.38	(518,186.13)
1013 Local Transportation Fund	585,960.50	0.00	0.00	585,960.50
1015 Traffic Circulation Fund	1,552,858.45	725.00	0.00	1,553,583.45
1016 Applegate Interchange	796,512.17	0.00	0.00	796,512.17
1017 RSTP-Regional Surface Transp Prog	2,696,584.85	0.00	0.00	2,696,584.85
1018 SB1-Road Maint & Rehab RMRA	962,602.54	72,611.54	250,927.65	784,286.43
1019 LPP-Local Partnership Prg Fund	0.00	0.00	0.00	0.00
1020 Parks and Recreation Fund	2,035,454.78	2,382.00	0.00	2,037,836.78
1021 Parks Grants Fund	0.00	0.00	0.00	0.00
1040 General Plan Update-Housing Element	(10,800.00)	0.00	0.00	(10,800.00)
1041 General Plan Update Fund	1,895,745.53	0.00	40,041.50	1,855,704.03
1055 Neighborhood Stabilization	228,103.85	0.00	0.00	228,103.85
1059-80 Housing Grant Funds	1,029,636.57	1,000.00	0.00	1,030,636.57
1091 Police Facility Impact Fee	198,086.14	401.00	0.00	198,487.14
1093 Fire Facility Impact Fee	272,629.00	520.00	0.00	273,149.00
1095 Government Building Facility	290,850.19	378.76	0.00	291,228.95
3064-67 Redevelopment/Successor Agency Funds	1,780,456.16	1,396.04	2,675.00	1,779,177.20
4020 Performance Bond Trust	226,761.79	0.00	0.00	226,761.79
4030 Narcotics Program Trust	2,141.71	0.00	0.00	2,141.71
4060 Section 125 Medical	2,284.49	70.00	0.00	2,354.49

STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 10/31/2024

FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
4070 Section 125 Dependent Care	0.00	0.00	0.00	0.00
4080 Pension Rate Stblztn 115 Trust	542,682.64	0.00	10,801.73	531,880.91
4090 CFD No. 1 Trust	135,211.57	0.00	0.00	135,211.57
5001-55 All Maintenance Districts	1,255,593.30	0.00	17,305.97	1,238,287.33
5050 CFD Districts	(169,015.47)	0.00	53,126.77	(222,142.24)
6000 Water Enterprise Fund	15,158,642.72	782,316.53	395,563.63	15,545,395.62
6001 Water Fund Capital Replacement	(1,981,386.80)	0.00	156,297.07	(2,137,683.87)
6002 DBCP Settlement	21,241.78	0.00	0.00	21,241.78
6004 Water Well- Buhach Colony	190,474.89	0.00	0.00	190,474.89
6005 Water Capital Impact Fees	2,812,127.24	3,309.50	0.00	2,815,436.74
6006 Water Operating Reserve Fund	186,143.27	0.00	0.00	186,143.27
6007 1,2,3-TCP Fund	14,570,094.09	0.00	81,466.92	14,488,627.17
6010 Sewer Enterprise Fund	14,767,898.96	1,017,517.27	968,347.91	14,817,068.32
6011 Sewer Fund Capital Replacement	3,905,386.63	4,517.00	0.00	3,909,903.63
6020 Sanitation Enterprise	2,570,263.13	337,515.96	445,429.01	2,462,350.08
7000 Internal Service Fund	869,295.80	455.94	151,913.85	717,837.89
7001 ISF Equipment/Bldg Replacement	206,143.88	0.00	0.00	206,143.88
7010 Employee Benefits Fund	801,478.89	4,897.95	82,396.95	723,979.89
7020 Risk Management	336,069.25	0.00	303,025.90	33,043.35
7030 Information Technology	621,546.60	0.00	44,254.34	577,292.26
9090 Accrued Interest Fund	749,302.82	786,803.93	0.00	1,536,106.75
TOTAL	99,680,151.54	4,706,990.74	5,260,076.15	99,127,066.13


Prepared by: 
 Jared Moua, Accountant I

Approved by: 
 Mark Borba, City Treasurer

**Statement of Changes in Cash Balance
by Bank
As of 10/31/2024**

	Beg. Period Balance	Cash Debits	Cash Credits	End Period Balance
City - LAIF	66,150,153.13	784,470.63		66,934,623.76
City - RMA Long-Term Investment Fund	1,200,651.69	2,333.30		1,202,984.99
City Checking & Investment Accounts	3,126,822.19	3,920,186.60	4,803,719.71	2,243,289.08
Wastewater Checking	5,039,259.61		370,683.83	4,668,575.78
RA Obligation Retirement Fund	25,594.26	0.21		25,594.47
US Bank/Chandler Asset Mgt.	23,594,988.02		74,870.88	23,520,117.14
PARS Post-Employment Benefits Trust	542,682.64		10,801.73	531,880.91
Totals	<u>99,680,151.54</u>	<u>4,706,990.74</u>	<u>5,260,076.15</u>	<u>99,127,066.13</u>

Prepared by: 
Jared Moua, Accountant I

Approved by: 
Mark Borba, City Treasurer

(The following statements are required by California Govt. Code Section 53646 (b) (2,3))
Investments are made pursuant to the City Council approved Investment Policy and Guidelines.
The City of Atwater has the ability to meet its pooled expenditure requirements for the next six months.

Bank Account Detail			
City LAIF	66,934,623.76	Chase General Checking	2,095,857.16
Chandler Asset Mgt.	1,202,984.99	Chase Wastewater Checking	4,668,575.78
US Bank/Chandler Asset Mgt.	23,520,117.14	Chase Redevelopment Checking	25,594.47
PARS Post-Employment Benefits Trust	531,880.91	Chase Savings Account	0.00


STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 11/30/2024

FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
0001 General Fund	16,124,614.13	850,568.69	989,032.36	15,986,150.46
0003 General Fund Capital	(50,185.18)	0.00	4,554.56	(54,739.74)
0004 Public Safety Trans & Use Tax	2,461,003.85	523,776.55	140,490.48	2,844,289.92
0005 Ferrari Ranch Project Fund	2,360.27	0.00	0.00	2,360.27
0007 Measure V Fund	5,292,480.14	61,271.91	1,300.00	5,352,452.05
0008 Measure V 20% Alternative Modes	921,082.89	15,317.98	590.09	935,810.78
0009 Abandoned Veh Abatement Fund	(4,397.08)	0.00	1,661.26	(6,058.34)
0010 Measure V Regional Fund	(6,613.15)	0.00	0.00	(6,613.15)
1005 Police Grants Fund	97,374.48	1,583.01	1,583.01	97,374.48
1010 ARPA-American Rescue Plan Act	2,699,223.78	0.00	507,581.38	2,191,642.40
1011 Gas Tax/Street Improvement	(518,186.13)	72,667.17	81,188.25	(526,707.21)
1013 Local Transportation Fund	585,960.50	0.00	0.00	585,960.50
1015 Traffic Circulation Fund	1,553,583.45	225.50	0.00	1,553,808.95
1016 Applegate Interchange	796,512.17	0.00	0.00	796,512.17
1017 RSTP-Regional Surface Transp Prog	2,696,584.85	444,743.00	0.00	3,141,327.85
1018 SB1-Road Maint & Rehab RMRA	784,286.43	82,139.93	217,544.00	648,882.36
1019 LPP-Local Partnership Prg Fund	0.00	0.00	0.00	0.00
1020 Parks and Recreation Fund	2,037,836.78	999.00	0.00	2,038,835.78
1021 Parks Grants Fund	0.00	0.00	0.00	0.00
1040 General Plan Update-Housing Element	(10,800.00)	0.00	0.00	(10,800.00)
1041 General Plan Update Fund	1,855,704.03	0.00	0.00	1,855,704.03
1055 Neighborhood Stabilization	228,103.85	0.00	0.00	228,103.85
1059-80 Housing Grant Funds	1,030,636.57	10,800.00	2,003.81	1,039,432.76
1091 Police Facility Impact Fee	198,487.14	23.00	0.00	198,510.14
1093 Fire Facility Impact Fee	273,149.00	29.50	138.37	273,040.13
1095 Government Building Facility	291,228.95	158.27	0.00	291,387.22
3064-67 Redevelopment/Successor Agency Funds	1,779,177.20	26,461.55	54,433.53	1,751,205.22
4020 Performance Bond Trust	226,761.79	0.00	0.00	226,761.79
4030 Narcotics Program Trust	2,141.71	0.00	0.00	2,141.71
4060 Section 125 Medical	2,354.49	70.00	0.00	2,424.49

STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 11/30/2024

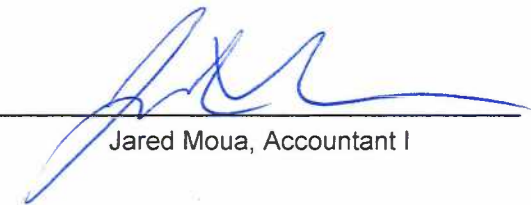
FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
4070 Section 125 Dependent Care	0.00	0.00	0.00	0.00
4080 Pension Rate Stblztn 115 Trust	531,880.91	17,656.72	0.00	549,537.63
4090 CFD No. 1 Trust	135,211.57	0.00	0.00	135,211.57
5001-55 All Maintenance Districts	1,238,287.33	0.00	17,088.86	1,221,198.47
5050 CFD Districts	(222,142.24)	0.00	35,808.85	(257,951.09)
6000 Water Enterprise Fund	15,545,395.62	743,765.02	312,459.59	15,976,701.05
6001 Water Fund Capital Replacement	(2,137,683.87)	0.00	156,770.54	(2,294,454.41)
6002 DBCP Settlement	21,241.78	0.00	0.00	21,241.78
6004 Water Well- Buhach Colony	190,474.89	0.00	0.00	190,474.89
6005 Water Capital Impact Fees	2,815,436.74	628.50	0.00	2,816,065.24
6006 Water Operating Reserve Fund	186,143.27	0.00	0.00	186,143.27
6007 1,2,3-TCP Fund	14,488,627.17	93,832.13	98,186.04	14,484,273.26
6010 Sewer Enterprise Fund	14,817,068.32	868,890.92	822,732.88	14,863,226.36
6011 Sewer Fund Capital Replacement	3,909,903.63	1,656.00	0.00	3,911,559.63
6020 Sanitation Enterprise	2,462,350.08	326,332.12	223,433.36	2,565,248.84
7000 Internal Service Fund	717,837.89	0.00	109,232.53	608,605.36
7001 ISF Equipment/Bldg Replacement	206,143.88	0.00	0.00	206,143.88
7010 Employee Benefits Fund	723,979.89	4,865.55	84,944.19	643,901.25
7020 Risk Management	33,043.35	0.00	9,227.25	23,816.10
7030 Information Technology	577,292.26	0.00	39,625.10	537,667.16
9090 Accrued Interest Fund	1,536,106.75	2,136.21	0.00	1,538,242.96
TOTAL	99,127,066.13	4,150,598.23	3,911,610.29	99,366,054.07


Prepared by: 
Jared Moua, Accountant I

Approved by: 
Mark Borba, City Treasurer

**Statement of Changes in Cash Balance
by Bank
As of 11/30/2024**

	Beg. Period Balance	Cash Debits	Cash Credits	End Period Balance
City - LAIF	66,934,623.76			66,934,623.76
City - RMA Long-Term Investment Fund	1,202,984.99	2,136.21		1,205,121.20
City Checking & Investment Accounts	2,243,289.08	4,036,973.05	3,515,332.83	2,764,929.30
Wastewater Checking	4,668,575.78		370,683.86	4,297,891.92
RA Obligation Retirement Fund	25,594.47	0.12	25,593.60	0.99
US Bank/Chandler Asset Mgt.	23,520,117.14	93,832.13		23,613,949.27
PARS Post-Employment Benefits Trust	531,880.91	17,656.72		549,537.63
Totals	<u>99,127,066.13</u>	<u>4,150,598.23</u>	<u>3,911,610.29</u>	<u>99,366,054.07</u>

Prepared by: 
Jared Moua, Accountant I

Approved by: 
Mark Borba, City Treasurer

(The following statements are required by California Govt. Code Section 53646 (b) (2,3))
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The City of Atwater has the ability to meet its pooled expenditure requirements for the next six months.

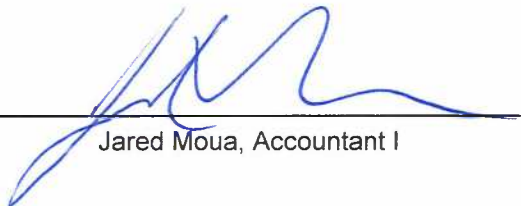
Bank Account Detail			
City LAIF	66,934,623.76	Chase General Checking	3,112,780.25
Chandler Asset Mgt.	1,205,121.20	Chase Wastewater Checking	4,297,891.92
US Bank/Chandler Asset Mgt.	23,613,949.27	Chase Redevelopment Checking	0.99
PARS Post-Employment Benefits Trust	549,537.63	Chase Savings Account	0.00


STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 12/31/2024

FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
0001 General Fund	15,986,150.46	1,796,753.78	2,369,731.62	15,413,172.62
0003 General Fund Capital	(54,739.74)	63,634.16	1,500.34	7,394.08
0004 Public Safety Trans & Use Tax	2,844,289.92	488,569.02	143,334.98	3,189,523.96
0005 Ferrari Ranch Project Fund	2,360.27	0.00	0.00	2,360.27
0007 Measure V Fund	5,352,452.05	84,056.24	182,444.38	5,254,063.91
0008 Measure V 20% Alternative Modes	935,810.78	20,071.31	194.39	955,687.70
0009 Abandoned Veh Abatement Fund	(6,058.34)	0.00	3,477.45	(9,535.79)
0010 Measure V Regional Fund	(6,613.15)	0.00	0.00	(6,613.15)
1005 Police Grants Fund	97,374.48	0.00	0.00	97,374.48
1010 ARPA-American Rescue Plan Act	2,191,642.40	0.00	8,993.87	2,182,648.53
1011 Gas Tax/Street Improvement	(526,707.21)	84,351.70	158,223.85	(600,579.36)
1013 Local Transportation Fund	585,960.50	212.84	0.00	586,173.34
1015 Traffic Circulation Fund	1,553,808.95	1,718.28	0.00	1,555,527.23
1016 Applegate Interchange	796,512.17	0.00	0.00	796,512.17
1017 RSTP-Regional Surface Transp Prog	3,141,327.85	0.00	0.00	3,141,327.85
1018 SB1-Road Maint & Rehab RMRA	648,882.36	63,018.71	376,720.36	335,180.71
1019 LPP-Local Partnership Prg Fund	0.00	0.00	0.00	0.00
1020 Parks and Recreation Fund	2,038,835.78	0.00	0.00	2,038,835.78
1021 Parks Grants Fund	0.00	0.00	0.00	0.00
1040 General Plan Update-Housing Element	(10,800.00)	0.00	0.00	(10,800.00)
1041 General Plan Update Fund	1,855,704.03	0.00	0.00	1,855,704.03
1055 Neighborhood Stabilization	228,103.85	0.00	0.00	228,103.85
1059-80 Housing Grant Funds	1,039,432.76	1,000.00	0.00	1,040,432.76
1091 Police Facility Impact Fee	198,510.14	344.00	0.00	198,854.14
1093 Fire Facility Impact Fee	273,040.13	446.34	0.00	273,486.47
1095 Government Building Facility	291,387.22	408.07	0.00	291,795.29
3064-67 Redevelopment/Successor Agency Funds	1,751,205.22	662,394.83	7,355.50	2,406,244.55
4020 Performance Bond Trust	226,761.79	0.00	0.00	226,761.79
4030 Narcotics Program Trust	2,141.71	0.00	0.00	2,141.71
4060 Section 125 Medical	2,424.49	70.00	0.00	2,494.49

STATEMENT OF CHANGES IN CASH BALANCE, UNAUDITED
BY FUND
AS OF 12/31/2024

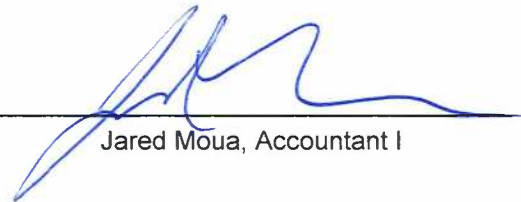
FUND	BEG. BALANCE	CASH DEBITS	CASH CREDITS	ENDING BAL.
4070 Section 125 Dependent Care	0.00	0.00	0.00	0.00
4080 Pension Rate Stblztn 115 Trust	549,537.63	0.00	14,485.92	535,051.71
4090 CFD No. 1 Trust	135,211.57	0.00	0.00	135,211.57
5001-55 All Maintenance Districts	1,221,198.47	0.00	57,553.88	1,163,644.59
5050 CFD Districts	(257,951.09)	0.00	68,519.62	(326,470.71)
6000 Water Enterprise Fund	15,976,701.05	747,211.63	825,125.17	15,898,787.51
6001 Water Fund Capital Replacement	(2,294,454.41)	0.00	204,035.90	(2,498,490.31)
6002 DBCP Settlement	21,241.78	0.00	0.00	21,241.78
6004 Water Well- Buhach Colony	190,474.89	0.00	0.00	190,474.89
6005 Water Capital Impact Fees	2,816,065.24	1,250.00	0.00	2,817,315.24
6006 Water Operating Reserve Fund	186,143.27	0.00	0.00	186,143.27
6007 1,2,3-TCP Fund	14,484,273.26	49,108.84	116,646.04	14,416,736.06
6010 Sewer Enterprise Fund	14,863,226.36	1,096,328.96	1,428,514.51	14,531,040.81
6011 Sewer Fund Capital Replacement	3,911,559.63	1,859.36	0.00	3,913,418.99
6020 Sanitation Enterprise	2,565,248.84	323,299.83	492,940.92	2,395,607.75
7000 Internal Service Fund	608,605.36	484,971.25	137,313.18	956,263.43
7001 ISF Equipment/Bldg Replacement	206,143.88	0.00	110,916.32	95,227.56
7010 Employee Benefits Fund	643,901.25	217,690.88	93,659.49	767,932.64
7020 Risk Management	23,816.10	629,238.25	11,873.97	641,180.38
7030 Information Technology	537,667.16	195,579.50	51,211.96	682,034.70
9090 Accrued Interest Fund	1,538,242.96	2,124.49	0.00	1,540,367.45
TOTAL	99,366,054.07	7,015,712.27	6,864,773.62	99,516,992.72


Prepared by: 
 Jared Moua, Accountant I

Approved by: 
 Mark Borba, City Treasurer

**Statement of Changes in Cash Balance
by Bank
As of 12/31/2024**

	Beg. Period Balance	Cash Debits	Cash Credits	End Period Balance
City - LAIF	66,934,623.76			66,934,623.76
City - RMA Long-Term Investment Fund	1,205,121.20	2,124.49		1,207,245.69
City Checking & Investment Accounts	2,764,929.30	6,964,478.94	6,479,602.85	3,249,805.39
Wastewater Checking	4,297,891.92		370,683.86	3,927,208.06
RA Obligation Retirement Fund	0.99		0.99	0.00
US Bank/Chandler Asset Mgt.	23,613,949.27	49,108.84		23,663,058.11
PARS Post-Employment Benefits Trust	549,537.63		14,485.92	535,051.71
Totals	<u>99,366,054.07</u>	<u>7,015,712.27</u>	<u>6,864,773.62</u>	<u>99,516,992.72</u>

Prepared by: 
Jared Moua, Accountant I

Approved by: 
Mark Borba, City Treasurer

(The following statements are required by California Govt. Code Section 53646 (b) (2,3))
Investments are made pursuant to the City Council approved Investment Policy and Guidelines.
The City of Atwater has the ability to meet its pooled expenditure requirements for the next six months.

Bank Account Detail			
City LAIF	66,934,623.76	Chase General Checking	3,087,775.04
Chandler Asset Mgt.	1,207,245.69	Chase Wastewater Checking	3,927,208.06
US Bank/Chandler Asset Mgt.	23,663,058.11	Chase Redevelopment Checking	0.00
PARS Post-Employment Benefits Trust	535,051.71	Chase Savings Account	0.00

Warrant Summary January 27, 2025

Prepared By: Joseph Murillo, Accounting Technician
Accounts Payable Warrant

		Amount
1/27/2025 Warrant	\$	987,700.10
Prewrittens (Checks Processed Between Warrants)	\$	50.00
Total Accounts Payable Warrants:	\$	987,750.10

Additional Warrants

Date	Description		Amount
1/14/2025	AFSCME District Council 57	\$	978.18
1/14/2025	Atwater Police Officers Association	\$	3,265.19
1/14/2025	CALPERS Employee 457 Plan	\$	775.00
1/14/2025	EPARS Employee 457 Plan (PNC Bank)	\$	2,388.00
1/14/2025	PERS Retirement 12/19/24-1/1/25	\$	64,273.64
1/14/2025	State Disbursement - Child Support 1/1/25 Payroll	\$	115.38
Total Additional Warrants:			\$ 71,795.39


Payroll

Date	Description		Amount
1/9/2025	Net Payroll	\$	205,418.52
1/14/2025	Federal Taxes	\$	65,068.11
1/14/2025	State Taxes	\$	8,228.01
Total Payroll:			\$ 278,714.64

Grand Total:		\$ 1,338,260.13
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 Anna Nicholas, Finance Director



 Mark Borba, City Treasurer

Accounts Payable

Checks for Approval

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City of
Atwater
Community Pride City Wide

760 Bellevue Road, Atwater CA 95301

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
0	01/14/2025	General Fund	Miscellaneous Union Dues	AFSCME DISTRICT COUNCIL 57		978.18
0	01/14/2025	General Fund	Deferred Compensation	PNC BANK		650.00
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		18,699.42
0	01/14/2025	General Fund	Deferred Compensation	CALPERS		175.00
0	01/14/2025	General Fund	Deferred Compensation	CALPERS		600.00
0	01/14/2025	General Fund	Police Union Dues	ATWATER POLICE OFFICERS ASSN.		3,265.19
0	01/14/2025	General Fund	Federal Income Tax Withheld	PAYROLL TAXES-FEDERAL		20,801.01
0	01/14/2025	General Fund	Fica/Medicare - Employee	PAYROLL TAXES-FEDERAL		17,938.29
0	01/14/2025	General Fund	Fica/Medicare - Employee	PAYROLL TAXES-FEDERAL		4,195.26
0	01/14/2025	General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		17,938.29
0	01/14/2025	General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		4,195.26
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		10,346.07
0	01/14/2025	General Fund	Deferred Compensation	PNC BANK		1,738.00
0	01/14/2025	General Fund	State Income Tax Withheld	PAYROLL TAXES-STATE		8,228.01
0	01/14/2025	General Fund	Pers Deduction	PERS-RETIREMENT		9,570.22
0	01/14/2025	General Fund	Pers Deduction	PERS-RETIREMENT		998.73
0	01/14/2025	General Fund	Pers Deduction	PERS-RETIREMENT		2,963.24
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		1,140.54
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		10,188.34
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		6,673.21
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		2,907.27
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		0.02
0	01/14/2025	General Fund	Pers Benefits	PERS-RETIREMENT		786.58
0	01/14/2025	General Fund	Garnishments	STATE DISBURSEMENT UNIT		115.38
Check Total:						145,091.51
Report Total:						145,091.51

Accounts Payable

Checks for Approval

Drawn Item

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City of
Atwater
Community Pride City Wide

760 Bellevue Road, Atwater CA 95301

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27110	01/14/2025	General Fund	Garnishments	FRANCHISE TAX BOARD		50.00
Check Total:						50.00
Report Total:						50.00

Accounts Payable

Checks by Date - Detail by Check Date

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City of
Atwater
 Community Pride City Wide

750 Bellevue Road, Atwater CA 95301

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
ACH	CHA999	CHASE	01/27/2025	
	1042025	Galls - Uniform Equipment		1,648.87
	1042025	City Clerks Association - MCI Series300		500.00
	1042025	TLC Postage - Business Cards		157.69
	1042025	JAMF Software - January Subscription		404.00
	1042025	Clovis - Uniform Cleaning		94.70
	1042025	TenantAlert - Pre Employment		12.00
	1042025	CTC-VIS - Compliance Fees		2,210.06
	1042025	La Quinta Motor Inn - Training		20.00
	1042025	The Meritage Resort - Muni Fee		528.08
	1042025	League of Californina - City Leaders Summit		650.00
	1042025	PhotoPrint Deposit - Chief Photo		7.50
	1042025	Chevron - Fuel		23.19
	1042025	La Quinta Motor Inn - Training		-20.00
	1042025	Walmart - Elcctrical Cord		21.51
	1042025	Shutterfly - Department Photo		137.01
	1042025	California Police - Registration Fee - Novetzke		795.00
	1042025	CALPELRA Newark CA - Training		2,375.00
	1042025	VistaPrint - Supplies		250.13
	1042025	USPS PO - Postage		13.60
	1042025	Red Carpet Car Wash - Car Detailing		86.99
	1042025	Walmart - Supplies		14.16
	1042025	La Quinta Motor Inn - Training		20.00
	1042025	Pens.com - Supplies		151.33
	1042025	USPS PO - Postage		11.10
	1042025	Galls - Uniform Equipment		172.89
	1042025	Five Ten Bistro		400.00
	1042025	Lowe's - Screwdriver Set		15.13
	1042025	Walmart - Hard Drive		119.63
	1042025	California Peace Officer - Registration Fee		350.00
	1042025	VistaPrint - Stamp		26.07
	1042025	TLO Transunion - Law Enforcement Database		562.00
	1042025	Walmart - Christmans Inflatables		106.43
	1042025	Electrify Hunt Valley - EV Charging		10.01
	1042025	Walgreens - Chief's Photo		21.70
	1042025	La Quinta Motor Inn - Training		-15.75
	1042025	La Quinta Motor Inn - Training		13.55
	1042025	CPRS - Confrence		585.00
	1042025	VistaPrint - Business Cards		48.92
	1042025	Costco - Training Equipment		1,461.35
	1042025	Microsoft		15.00
	1042025	InShape Family Fitness - Employee Wellness		20.00
	1042025	Holiday Inn Express - Training		564.13
	1042025	Walmart - Supplies		22.58
	1042025	Electrify Hunt Valley - Credit		-8.00
	1042025	Crown Awards - Tophies		729.29
	1042025	CTC-VIS - Compliance Fees		66.08
	1042025	Deaf and Hard of Hearing - Service During Inter		125.00
	1042025	La Quinta Motor Inn - Training		11.05

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	1042025	Speedway - Fuel		170.74
	1042025	Clovis - Uniform Cleaning		16.73
	1042025	The UPS Store - Postage		24.87
Total for this ACH Check for Vendor CHA999:				15,746.32
Total for 1/27/2025:				15,746.32
Report Total (1 checks):				15,746.32

Accounts Payable

Checks for Approval

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City of
Atwater
Community Pride City Wide

750 Bellevue Road, Atwater CA 95301

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
0	01/27/2025	General Fund	Miscellaneous Receivable	CHASE		400.00
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		157.69
0	01/27/2025	General Fund	Travel/Conferences/Meetings	CHASE		650.00
0	01/27/2025	General Fund	Travel/Conferences/Meetings	CHASE		500.00
0	01/27/2025	General Fund	Travel/Conferences/Meetings	CHASE		528.08
0	01/27/2025	General Fund	Travel/Conferences/Meetings	CHASE		23.19
0	01/27/2025	General Fund	Memberships & Subscriptions	CHASE		2,375.00
0	01/27/2025	General Fund	Office Supplies	CHASE		11.10
0	01/27/2025	General Fund	Office Supplies	CHASE		13.60
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		12.00
0	01/27/2025	General Fund	Professional Services	CHASE		20.00
0	01/27/2025	General Fund	Office Supplies	CHASE		26.07
0	01/27/2025	General Fund	Office Supplies	CHASE		250.13
0	01/27/2025	General Fund	Office Supplies	CHASE		151.33
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		137.01
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		21.70
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		7.50
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		48.92
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		14.16
0	01/27/2025	General Fund	Uniform & Clothing Expense	CHASE		16.73
0	01/27/2025	General Fund	Uniform & Clothing Expense	CHASE		94.70
0	01/27/2025	General Fund	Professional Services	CHASE		562.00
0	01/27/2025	General Fund	Professional Services	CHASE		125.00
0	01/27/2025	General Fund	Professional Services	CHASE		15.00
0	01/27/2025	General Fund	Training	CHASE		564.13
0	01/27/2025	General Fund	Training	CHASE		795.00
0	01/27/2025	General Fund	Training	CHASE		350.00
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		106.43
0	01/27/2025	General Fund	Uniform & Clothing Expense	CHASE		1,648.87
0	01/27/2025	General Fund	Uniform & Clothing Expense	CHASE		172.89
0	01/27/2025	General Fund	Training	CHASE		13.55
0	01/27/2025	General Fund	Training	CHASE		-20.00
0	01/27/2025	General Fund	Training	CHASE		-15.75
0	01/27/2025	General Fund	Training	CHASE		11.05

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
0	01/27/2025	General Fund	Training	CHASE		20.00
0	01/27/2025	General Fund	Training	CHASE		20.00
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		24.87
0	01/27/2025	General Fund	Special Departmental Expense	CHASE		1,461.35
0	01/27/2025	General Fund	Youth Volleyball	CHASE		729.29
0	01/27/2025	General Fund	Travel/Conferences/Meetings	CHASE		585.00
0	01/27/2025	Internal Service Fund	Special Departmental Expense	CHASE		15.13
0	01/27/2025	Internal Service Fund	Special Departmental Expense	CHASE		21.51
0	01/27/2025	Internal Service Fund	Special Departmental Expense	CHASE		22.58
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		66.08
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		170.74
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		86.99
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		10.01
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		-8.00
0	01/27/2025	Internal Service Fund	Operations & Maintenance	CHASE		2,210.06
0	01/27/2025	Information Technology Fund	Special Departmental Expense	CHASE		119.63
0	01/27/2025	Information Technology Fund	Special Departmental Expense	CHASE		404.00
0	01/27/2025	Water Enterprise Fund	Electronic Pmt Processing Exp	BLUEFIN PAYMENT SYSTEMS		2,527.87
0	01/27/2025	Sewer Enterprise Fund	Electronic Pmt Processing Exp	BLUEFIN PAYMENT SYSTEMS		2,527.88
0	01/27/2025	Sanitation Enterprise Fund	Electronic Pmt Processing Exp	BLUEFIN PAYMENT SYSTEMS		2,527.87
0	01/27/2025	General Fund	Electronic Pmt Processing Exp	GLOBAL PAYMENTS INTEGRATED		1,217.02
0	01/27/2025	Water Enterprise Fund	Electronic Pmt Processing Exp	SPRINGBROOK-GROUP		564.46
0	01/27/2025	Sewer Enterprise Fund	Electronic Pmt Processing Exp	SPRINGBROOK-GROUP		564.47
0	01/27/2025	Sanitation Enterprise Fund	Electronic Pmt Processing Exp	SPRINGBROOK-GROUP		564.46
Check Total:						26,240.35
27111	01/27/2025	General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		65.20
27111	01/27/2025	General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		65.20
27111	01/27/2025	General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		130.49
27111	01/27/2025	General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		65.20
Check Total:						326.09
27112	01/27/2025	Water Enterprise Fund	Professional Services	ABS DIRECT INC		135.55
27112	01/27/2025	Sewer Enterprise Fund	Professional Services	ABS DIRECT INC		135.55
27112	01/27/2025	Sanitation Enterprise Fund	Professional Services	ABS DIRECT INC		135.55
27112	01/27/2025	Water Enterprise Fund	Professional Services	ABS DIRECT INC		50.13
27112	01/27/2025	Sewer Enterprise Fund	Professional Services	ABS DIRECT INC		50.13
27112	01/27/2025	Sanitation Enterprise Fund	Professional Services	ABS DIRECT INC		50.13
Check Total:						557.04
27113	01/27/2025	Internal Service Fund	Professional Services	ADVANCED HEATING & AIR		137.93
Check Total:						137.93

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27114	01/27/2025	Internal Service Fund	Professional Services	AERIAL INSPECTION SERVICES		800.00
					Check Total:	800.00
27115	01/27/2025	General Fund	Special Departmental Expense	AIRGAS USA, LLC		121.21
					Check Total:	121.21
27116	01/27/2025	Internal Service Fund	Professional Services	ALTEC INDUSTRIES INC		807.50
27116	01/27/2025	Internal Service Fund	Operations & Maintenance	ALTEC INDUSTRIES INC		227.24
27116	01/27/2025	Internal Service Fund	Professional Services	ALTEC INDUSTRIES INC		1,054.50
27116	01/27/2025	Internal Service Fund	Operations & Maintenance	ALTEC INDUSTRIES INC		729.32
					Check Total:	2,818.56
27117	01/27/2025	General Fund	Youth Basketball	SHANNON ARMANDO		80.00
					Check Total:	80.00
27118	01/27/2025	Internal Service Fund	Special Departmental Expense	ASSOCIATES LOCK & SAFE SERVICE		8.66
					Check Total:	8.66
27119	01/27/2025	General Fund	Communications	AT&T		219.35
					Check Total:	219.35
27120	01/27/2025	General Fund	Communications	AT&T CALNET		171.48
27120	01/27/2025	Water Enterprise Fund	Communications	AT&T CALNET		345.28
27120	01/27/2025	Sewer Enterprise Fund	Communications	AT&T CALNET		538.14
27120	01/27/2025	Internal Service Fund	Communications	AT&T CALNET		610.65
					Check Total:	1,665.55
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		330.65
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		757.65
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		2,715.14
27121	01/27/2025	Abandoned Veh Abatement Fund	Communications	AT&T MOBILITY		237.93
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		482.88
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		885.28
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		180.40
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		85.34
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		175.54
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		215.78
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		90.20
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		135.30
27121	01/27/2025	Gas Tax/Street Improvement	Communications	AT&T MOBILITY		40.24
27121	01/27/2025	Water Enterprise Fund	Communications	AT&T MOBILITY		130.44
27121	01/27/2025	Internal Service Fund	Communications	AT&T MOBILITY		40.24

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27121	01/27/2025	Information Technology Fund	Communications	AT&T MOBILITY		45.10
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		43.99
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		43.99
27121	01/27/2025	General Fund	Communications	AT&T MOBILITY		87.98
27121	01/27/2025	Gas Tax/Street Improvement	Communications	AT&T MOBILITY		263.94
27121	01/27/2025	Water Enterprise Fund	Communications	AT&T MOBILITY		571.12
27121	01/27/2025	Sewer Enterprise Fund	Communications	AT&T MOBILITY		483.89
27121	01/27/2025	Internal Service Fund	Communications	AT&T MOBILITY		43.99
27121	01/27/2025	Internal Service Fund	Communications	AT&T MOBILITY		43.99
27121	01/27/2025	Information Technology Fund	Communications	AT&T MOBILITY		129.52
Check Total:						8,260.52
27122	01/27/2025	General Fund	Special Departmental Expense	ATWATER CHIROPRACTIC, INC.		100.00
27122	01/27/2025	Gas Tax/Street Improvement	Professional Services	ATWATER CHIROPRACTIC, INC.		130.00
27122	01/27/2025	Water Enterprise Fund	Professional Services	ATWATER CHIROPRACTIC, INC.		65.00
27122	01/27/2025	Sewer Enterprise Fund	Professional Services	ATWATER CHIROPRACTIC, INC.		130.00
Check Total:						425.00
27123	01/27/2025	Gas Tax/Street Improvement	Professional Services	ATWATER ELECTRIC		1,020.00
Check Total:						1,020.00
27124	01/27/2025	Internal Service Fund	Operations & Maintenance	AUTOZONE STORE #5506		380.58
Check Total:						380.58
27125	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BELKORP AG LLC		74.61
27125	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BELKORP AG LLC		83.19
Check Total:						157.80
27126	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		32.62
27126	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		17.60
27126	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		73.58
27126	01/27/2025	Water Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		19.37
27126	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		19.37
27126	01/27/2025	General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		34.20
27126	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		23.86
27126	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		13.93
27126	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		21.33
27126	01/27/2025	Internal Service Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		23.25
27126	01/27/2025	Water Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		18.64
27126	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		53.31
27126	01/27/2025	Water Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		127.61
27126	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		30.13

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27126	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		52.86
27126	01/27/2025	Sewer Enterprise Fund	Small Tools	BIG CREEK LUMBER COMPANY		23.26
					Check Total:	584.92
27127	01/27/2025	General Fund	Plan Check Fees	BK INDUSTRIES INC.		7,798.75
27127	01/27/2025	General Fund	Plan Check Fees-Building	BK INDUSTRIES INC.		-1,312.50
					Check Total:	6,486.25
27128	01/27/2025	General Fund	Business License Tax	BLUE BUILD INC		60.00
27128	01/27/2025	General Fund	SB 1186 Fees-Business License	BLUE BUILD INC		4.00
					Check Total:	64.00
27129	01/27/2025	Sewer Enterprise Fund	Machinery & Equipment	BOGIES PUMP SYSTEMS		17,200.26
					Check Total:	17,200.26
27130	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	BOOT BARN		195.74
27130	01/27/2025	General Fund	Uniform & Clothing Expense	BOOT BARN		200.00
27130	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	BOOT BARN		173.99
					Check Total:	569.73
27131	01/27/2025	General Fund	Uniform & Clothing Expense	BPS TACTICAL		6,261.57
27131	01/27/2025	General Fund	Uniform & Clothing Expense	BPS TACTICAL		4,125.94
					Check Total:	10,387.51
27132	01/27/2025	General Fund	SMI Tax	BRIGHT PLANET SOLAR		3.20
27132	01/27/2025	General Fund	SB 1473	BRIGHT PLANET SOLAR		1.00
27132	01/27/2025	General Fund	Building Permits	BRIGHT PLANET SOLAR		265.00
27132	01/27/2025	General Fund	Plan Check Fees	BRIGHT PLANET SOLAR		102.00
27132	01/27/2025	General Fund	Plan Check Fees	BRIGHT PLANET SOLAR		1.00
					Check Total:	372.20
27133	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	JIM BRISCO ENTERPRISES		575.00
					Check Total:	575.00
27134	01/27/2025	SB1-Road Maint & Rehab RMRA	Fruitland Ave Rd Improvements	BSK ASSOCIATES		819.75
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		319.56
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		245.28
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27134	01/27/2025	Water Enterprise Fund	Professional Services	BSK ASSOCIATES		327.04
Check Total:						3,096.39
27135	01/27/2025	Internal Service Fund	Professional Services	BURTONS FIRE INC		3,500.00
27135	01/27/2025	Internal Service Fund	Operations & Maintenance	BURTONS FIRE INC		1,491.20
27135	01/27/2025	Internal Service Fund	Professional Services	BURTONS FIRE INC		2,975.00
27135	01/27/2025	Internal Service Fund	Operations & Maintenance	BURTONS FIRE INC		1,674.17
27135	01/27/2025	Internal Service Fund	Professional Services	BURTONS FIRE INC		8,050.00
27135	01/27/2025	Internal Service Fund	Operations & Maintenance	BURTONS FIRE INC		2,324.42
Check Total:						20,014.79
27136	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CAL FARM SERVICES		86.01
27136	01/27/2025	Gas Tax/Street Improvement	Professional Services	CAL FARM SERVICES		120.00
27136	01/27/2025	General Fund	Special Departmental Expense	CAL FARM SERVICES		50.53
27136	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CAL FARM SERVICES		165.01
27136	01/27/2025	General Fund	Special Departmental Expense	CAL FARM SERVICES		504.72
27136	01/27/2025	General Fund	Special Departmental Expense	CAL FARM SERVICES		21.53
27136	01/27/2025	General Fund	Special Departmental Expense	CAL FARM SERVICES		77.44
27136	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CAL FARM SERVICES		112.94
27136	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CAL FARM SERVICES		16.69
27136	01/27/2025	General Fund	Special Departmental Expense	CAL FARM SERVICES		129.17
27136	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	CAL FARM SERVICES		-56.87
Check Total:						1,227.17
27137	01/27/2025	Water Enterprise Fund	Accounts Payable	JUSTIN CARDINALLI		60.12
Check Total:						60.12
27138	01/27/2025	Water Enterprise Fund	Accounts Payable	CATAMOUNT PROPERTIES 2018 LLC		8.61
Check Total:						8.61
27139	01/27/2025	Gas Tax/Street Improvement	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		4,985.00
27139	01/27/2025	General Fund	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		3,700.00
27139	01/27/2025	Gas Tax/Street Improvement	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		2,300.00
27139	01/27/2025	General Fund	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		2,300.00
27139	01/27/2025	General Fund	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		2,100.00
27139	01/27/2025	Gas Tax/Street Improvement	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		1,590.00
Check Total:						16,975.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27140	01/27/2025	Water Enterprise Fund	Accounts Payable	ROBERT CHEN		76.81
					Check Total:	76.81
27141	01/27/2025	Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		7.32
27141	01/27/2025	Internal Service Fund	Special Departmental Expense	CINTAS CORP		30.09
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		14.32
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		19.25
27141	01/27/2025	General Fund	Uniform & Clothing Expense	CINTAS CORP		39.14
27141	01/27/2025	Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		82.27
27141	01/27/2025	Gas Tax/Street Improvement	Uniform & Clothing Expense	CINTAS CORP		41.53
27141	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		67.07
27141	01/27/2025	Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		8.08
27141	01/27/2025	Internal Service Fund	Special Departmental Expense	CINTAS CORP		30.09
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		19.25
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		14.32
27141	01/27/2025	Gas Tax/Street Improvement	Uniform & Clothing Expense	CINTAS CORP		41.53
27141	01/27/2025	General Fund	Uniform & Clothing Expense	CINTAS CORP		39.14
27141	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		67.07
27141	01/27/2025	Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		82.27
27141	01/27/2025	Internal Service Fund	Special Departmental Expense	CINTAS CORP		30.09
27141	01/27/2025	General Fund	Uniform & Clothing Expense	CINTAS CORP		39.14
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		19.25
27141	01/27/2025	Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		14.32
27141	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		76.14
27141	01/27/2025	Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		81.28
27141	01/27/2025	Gas Tax/Street Improvement	Uniform & Clothing Expense	CINTAS CORP		41.53
					Check Total:	904.49
27142	01/27/2025	General Fund	Professional Services	CIVICPLUS LLC		11,990.47
					Check Total:	11,990.47
27143	01/27/2025	Internal Service Fund	Communications	COMCAST		1,680.49
					Check Total:	1,680.49
27144	01/27/2025	Internal Service Fund	Communications	COMCAST		128.89
					Check Total:	128.89
27145	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		146.14
27145	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		38.17
27145	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		76.90
27145	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		63.99
27145	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		23.21

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	348.41
27146	01/27/2025	General Fund	Special Departmental Expense	COOK'S COMMUNICATIONS		28.00
					Check Total:	28.00
27147	01/27/2025	General Fund	Training	CPCA		1,750.00
27147	01/27/2025	General Fund	Training	CPCA		300.00
					Check Total:	2,050.00
27148	01/27/2025	General Fund	Inspection Fees	CSG CONSULTANTS, INC.		6,919.00
27148	01/27/2025	General Fund	Plan Check Fees	CSG CONSULTANTS, INC.		2,997.50
27148	01/27/2025	General Fund	Inspection Fees	CSG CONSULTANTS, INC.		5,304.00
27148	01/27/2025	General Fund	Plan Check Fees	CSG CONSULTANTS, INC.		1,199.00
27148	01/27/2025	General Fund	Inspection Fees	CSG CONSULTANTS, INC.		6,375.00
27148	01/27/2025	General Fund	Inspection Fees	CSG CONSULTANTS, INC.		8,915.75
27148	01/27/2025	General Fund	Inspection Fees	CSG CONSULTANTS, INC.		5,441.50
27148	01/27/2025	General Fund	Plan Check Fees	CSG CONSULTANTS, INC.		3,433.50
27148	01/27/2025	General Fund	Plan Check Fees	CSG CONSULTANTS, INC.		387.50
27148	01/27/2025	General Fund	Plan Check Fees	CSG CONSULTANTS, INC.		232.50
					Check Total:	41,205.25
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		52.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		44.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		56.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27149	01/27/2025	Internal Service Fund	Professional Services	D & D PEST CONTROL		44.00
					Check Total:	348.00
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		3,431.00
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		1,089.00
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		730.00
27150	01/27/2025	Information Technology Fund	Professional Services	DATA PATH		8,321.00
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		2,831.00
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		2,617.50
27150	01/27/2025	Information Technology Fund	Memberships & Subscriptions	DATA PATH		4,486.25
27150	01/27/2025	Information Technology Fund	Special Departmental Expense	DATA PATH		2,254.42
27150	01/27/2025	Information Technology Fund	Special Departmental Expense	DATA PATH		2,673.26
					Check Total:	28,433.43

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27151	01/27/2025	General Fund	Community Center Deposits	ANNA DAVIS		210.00
					Check Total:	210.00
27152	01/27/2025	Internal Service Fund	Professional Services	DELRAY TIRE		185.45
27152	01/27/2025	Internal Service Fund	Operations & Maintenance	DELRAY TIRE		1.13
27152	01/27/2025	Internal Service Fund	Professional Services	DELRAY TIRE		127.95
27152	01/27/2025	Internal Service Fund	Operations & Maintenance	DELRAY TIRE		382.04
27152	01/27/2025	Internal Service Fund	Professional Services	DELRAY TIRE		185.45
27152	01/27/2025	Internal Service Fund	Operations & Maintenance	DELRAY TIRE		1,642.27
27152	01/27/2025	Internal Service Fund	Professional Services	DELRAY TIRE		191.85
27152	01/27/2025	Internal Service Fund	Operations & Maintenance	DELRAY TIRE		16.30
					Check Total:	2,732.44
27153	01/27/2025	General Fund	Professional Services	DEPT. OF JUSTICE		32.00
					Check Total:	32.00
27154	01/27/2025	ARPA-American Rescue Plan Act	City Bldg - Civic Center #2	DGN BUILD INC		43,500.00
27154	01/27/2025	ARPA-American Rescue Plan Act	Project Retention	DGN BUILD INC		-2,175.00
					Check Total:	41,325.00
27155	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	DOMS ELECTRIC - MERCED BEARING OPERA		3,186.88
27155	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	DOMS ELECTRIC - MERCED BEARING OPERA		47.07
27155	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	DOMS ELECTRIC - MERCED BEARING OPERA		172.13
					Check Total:	3,406.08
27156	01/27/2025	Internal Service Fund	Special Departmental Expense	ELITE IRON FENCING		3,380.00
					Check Total:	3,380.00
27157	01/27/2025	General Fund	Uniform & Clothing Expense	ELITE UNIFORMS		202.43
27157	01/27/2025	General Fund	Uniform & Clothing Expense	ELITE UNIFORMS		35.72
27157	01/27/2025	General Fund	Uniform & Clothing Expense	ELITE UNIFORMS		22.72
					Check Total:	260.87
27158	01/27/2025	General Fund	Special Departmental Expense	ETCH THIS AND THAT		55.00
					Check Total:	55.00
27159	01/27/2025	General Fund	Professional Services	EVERBRIDGE INC		3,300.00
					Check Total:	3,300.00
27160	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	EWING IRRIGATION PRODUCTS INC.		331.05
27160	01/27/2025	Water Enterprise Fund	Special Departmental Expense	EWING IRRIGATION PRODUCTS INC.		1,144.95

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	1,476.00
27161	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	FASTENAL COMPANY		75.02
					Check Total:	75.02
27162	01/27/2025	Internal Service Fund	Special Departmental Expense	FERGUSON WATERWORKS		40.58
					Check Total:	40.58
27163	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	FOSTER'S PUMPS, INC.		327.69
27163	01/27/2025	Sewer Enterprise Fund	Professional Services	FOSTER'S PUMPS, INC.		1,220.00
					Check Total:	1,547.69
27164	01/27/2025	General Fund	Plan Check Deposits	GARCIA SEPTIC + CONSTRUCTION INC		748.75
27164	01/27/2025	General Fund	Plan Check Fees-Building	GARCIA SEPTIC + CONSTRUCTION INC		-187.00
					Check Total:	561.75
27165	01/27/2025	Water Enterprise Fund	Accounts Payable	DANA GARIBAY		24.44
					Check Total:	24.44
27166	01/27/2025	General Fund	Special Departmental Expense	GCP WW HOLDCO LLC		194.84
27166	01/27/2025	General Fund	Uniform & Clothing Expense	GCP WW HOLDCO LLC		194.84
					Check Total:	389.68
27167	01/27/2025	General Fund	Professional Services	GLADWELL GOVERNMENTAL SERVICES INC		550.00
					Check Total:	550.00
27168	01/27/2025	ARPA-American Rescue Plan Act	Other Revenue	GRAINGER		-852.49
27168	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	GRAINGER		2,657.18
					Check Total:	1,804.69
27169	01/27/2025	Water Enterprise Fund	Accounts Payable	MARISSA GUERRERO		77.91
27169	01/27/2025	Water Enterprise Fund	Accounts Payable	MARISSA GUERRERO		57.67
					Check Total:	135.58
27170	01/27/2025	General Fund	Special Departmental Expense	HENRY SCHEIN, INC.		37.23
					Check Total:	37.23
27171	01/27/2025	Water Enterprise Fund	Accounts Payable	JULIO HERNANDEZ		79.25
					Check Total:	79.25
27172	01/27/2025	General Fund	Plan Check Fees	SAUL HERNANDEZ		1,693.75

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27172	01/27/2025	General Fund	Plan Check Fees-Building	SAUL HERNANDEZ		-1,187.50
					Check Total:	506.25
27173	01/27/2025	Internal Service Fund	Operations & Maintenance	HI-TECH EVS INC		125.25
					Check Total:	125.25
27174	01/27/2025	Internal Service Fund	Professional Services	HOFFMAN SECURITY		1,610.00
27174	01/27/2025	Internal Service Fund	Utilities	HOFFMAN SECURITY		57.00
27174	01/27/2025	Internal Service Fund	Utilities	HOFFMAN SECURITY		1,042.90
					Check Total:	2,709.90
27175	01/27/2025	General Fund	Special Departmental Expense	HORIZON		1,064.81
27175	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	HORIZON		244.65
27175	01/27/2025	General Fund	Special Departmental Expense	HORIZON		276.58
					Check Total:	1,586.04
27176	01/27/2025	General Fund	Professional Services	INDEPENDENT INVESTIGATIONS LLC		1,591.00
					Check Total:	1,591.00
27177	01/27/2025	Internal Service Fund	Professional Services	INNOVATIVE MAINTENANCE SYSTEMS INC		1,200.00
					Check Total:	1,200.00
27178	01/27/2025	Price Annexation LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		1,679.74
27178	01/27/2025	Price Annexation LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		236.95
27178	01/27/2025	Price Annexation LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		1,354.16
27178	01/27/2025	Price Annexation LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		863.39
27178	01/27/2025	Sandlewood Square LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		376.67
27178	01/27/2025	Pajaro Dunes LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		231.19
27178	01/27/2025	Redwood Estates LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		232.49
27178	01/27/2025	Cottage Gardens ST & LMA	Professional Services	JOE'S LANDSCAPING & CONCRETE		154.94
27178	01/27/2025	Silva Ranch LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		511.87
27178	01/27/2025	Mello Ranch LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		382.08
27178	01/27/2025	Juniper Meadows LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		138.72
27178	01/27/2025	Camellia Meadows LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		289.06
27178	01/27/2025	Stone Creek LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		827.69
27178	01/27/2025	Bell Crossing LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		232.81
27178	01/27/2025	Atwater South LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		1,084.18
27178	01/27/2025	Mello Ranch 2 LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		592.99
27178	01/27/2025	Meadow View LNDSCP	Professional Services	JOE'S LANDSCAPING & CONCRETE		356.12
27178	01/27/2025	Aspenwood Lndscp	Professional Services	JOE'S LANDSCAPING & CONCRETE		395.05
27178	01/27/2025	Applegate Ranch Lndscp	Professional Services	JOE'S LANDSCAPING & CONCRETE		430.75

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	10,370.85
27179	01/27/2025	Internal Service Fund	Professional Services	JORGENSEN COMPANY		870.01
27179	01/27/2025	Internal Service Fund	Professional Services	JORGENSEN COMPANY		141.14
					Check Total:	1,011.15
27180	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	KELLOGG SUPPLY		77.25
27180	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	KELLOGG SUPPLY		28.43
27180	01/27/2025	General Fund	Special Departmental Expense	KELLOGG SUPPLY		20.83
27180	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	KELLOGG SUPPLY		6.91
27180	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	KELLOGG SUPPLY		97.10
27180	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	KELLOGG SUPPLY		48.68
27180	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	KELLOGG SUPPLY		80.61
					Check Total:	359.81
27181	01/27/2025	Internal Service Fund	Operations & Maintenance	KEYES TRUCK CENTER		299.07
					Check Total:	299.07
27182	01/27/2025	General Fund	Professional Services	LAW OFFICE OF THOMAS E. LEWIS		200.00
					Check Total:	200.00
27183	01/27/2025	Internal Service Fund	Operations & Maintenance	LAWSON PRODUCTS		531.92
					Check Total:	531.92
27184	01/27/2025	General Fund	Memberships & Subscriptions	LEAGUE OF CALIFORNIA CITIES		314.18
27184	01/27/2025	General Fund	Memberships & Subscriptions	LEAGUE OF CALIFORNIA CITIES		14,798.00
					Check Total:	15,112.18
27185	01/27/2025	General Fund	Professional Services	LEXISNEXIS RISK DATA MANAGEMENT		960.00
					Check Total:	960.00
27186	01/27/2025	General Fund	Special Departmental Expense	LN CURTIS & SONS		1,195.74
					Check Total:	1,195.74
27187	01/27/2025	General Fund	Professional Services	LOPES SEPTIC & PUMPING		120.00
					Check Total:	120.00
27188	01/27/2025	Water Enterprise Fund	Accounts Payable	MINDY LUU		184.36
27188	01/27/2025	Sewer Enterprise Fund	Accounts Payable	MINDY LUU		4.58
27188	01/27/2025	Sanitation Enterprise Fund	Accounts Payable	MINDY LUU		3.08

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	192.02
27189	01/27/2025	General Fund	Youth Basketball	SABRINA MANCILLA		80.00
27189	01/27/2025	General Fund	Youth Basketball	SABRINA MANCILLA		80.00
					Check Total:	160.00
27190	01/27/2025	General Fund	Plan Check Deposits	MARVULLI INC		441.75
27190	01/27/2025	General Fund	Plan Check Fees-Building	MARVULLI INC		-250.00
					Check Total:	191.75
27191	01/27/2025	Water Enterprise Fund	Accounts Payable	BROCK MAULDIN		120.13
					Check Total:	120.13
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		64.25
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		64.25
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		271.35
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		247.90
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		122.74
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		75.19
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		177.37
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		207.93
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		132.59
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		133.46
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		120.11
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		197.17
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		201.84
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		247.06
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		126.46
27192	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		65.01
27192	01/27/2025	Sanitation Enterprise Fund	Professional Services	MC REGIONAL WASTE MGMT. AUTH.		12,135.26
27192	01/27/2025	Sanitation Enterprise Fund	Professional Services	MC REGIONAL WASTE MGMT. AUTH.		11,707.14
27192	01/27/2025	Sanitation Enterprise Fund	Professional Services	MC REGIONAL WASTE MGMT. AUTH.		14,457.31
					Check Total:	40,754.39
27193	01/27/2025	General Fund	Travel/Conferences/Meetings	MCAG		50.00
27193	01/27/2025	General Fund	Travel/Conferences/Meetings	MCAG		50.00
27193	01/27/2025	General Fund	Travel/Conferences/Meetings	MCAG		50.00
					Check Total:	150.00
27194	01/27/2025	General Fund	Printing & Advertising	MCCLATCHY COMPANY LLC		249.14
27194	01/27/2025	General Fund	Printing & Advertising	MCCLATCHY COMPANY LLC		2,572.14
27194	01/27/2025	General Fund	Printing & Advertising	MCCLATCHY COMPANY LLC		245.24

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27194	01/27/2025	General Fund	Printing & Advertising	MCCLATCHY COMPANY LLC		245.24
				Check Total:		3,311.76
27195	01/27/2025	General Fund	Youth Basketball	MCNAMARA SPORTS		188.41
				Check Total:		188.41
27196	01/27/2025	General Fund	Youth Volleyball	MERCED AREA SPORTS OFFICIALS, INC		161.00
27196	01/27/2025	General Fund	Coed Volleyball	MERCED AREA SPORTS OFFICIALS, INC		532.00
27196	01/27/2025	General Fund	Coed Fall Softball	MERCED AREA SPORTS OFFICIALS, INC		70.00
27196	01/27/2025	General Fund	Men's Fall Softball	MERCED AREA SPORTS OFFICIALS, INC		280.00
27196	01/27/2025	General Fund	Youth Volleyball	MERCED AREA SPORTS OFFICIALS, INC		161.00
27196	01/27/2025	General Fund	Coed Volleyball	MERCED AREA SPORTS OFFICIALS, INC		308.00
				Check Total:		1,512.00
27197	01/27/2025	General Fund	Professional Services	MERCED COUNTY ANIMAL CONTROL		3,315.00
27197	01/27/2025	General Fund	Professional Services	MERCED COUNTY ANIMAL CONTROL		3,675.00
				Check Total:		6,990.00
27198	01/27/2025	General Fund	Professional Services	MERCED FENCE COMPANY		185.00
				Check Total:		185.00
27199	01/27/2025	General Fund	Utilities	MERCED IRRIGATION DISTRICT		678.53
27199	01/27/2025	Gas Tax/Street Improvement	Utilities	MERCED IRRIGATION DISTRICT		980.99
27199	01/27/2025	Price Annexation LD	Utilities	MERCED IRRIGATION DISTRICT		212.17
27199	01/27/2025	Price Annexation LMA	Utilities	MERCED IRRIGATION DISTRICT		117.12
27199	01/27/2025	Mello Ranch LD	Utilities	MERCED IRRIGATION DISTRICT		534.71
27199	01/27/2025	Mello Ranch LNDSCP	Utilities	MERCED IRRIGATION DISTRICT		58.90
27199	01/27/2025	Camellia Estates LD	Utilities	MERCED IRRIGATION DISTRICT		70.73
27199	01/27/2025	Juniper Meadows LD	Utilities	MERCED IRRIGATION DISTRICT		35.37
27199	01/27/2025	Camellia Meadows LD	Utilities	MERCED IRRIGATION DISTRICT		70.73
27199	01/27/2025	Stone Creek LD	Utilities	MERCED IRRIGATION DISTRICT		324.16
27199	01/27/2025	Stone Creek LNDSCP	Utilities	MERCED IRRIGATION DISTRICT		19.64
27199	01/27/2025	America West LD	Utilities	MERCED IRRIGATION DISTRICT		156.77
27199	01/27/2025	Bell Crossing LD	Utilities	MERCED IRRIGATION DISTRICT		347.72
27199	01/27/2025	Bell Crossing LNDSCP	Utilities	MERCED IRRIGATION DISTRICT		19.64
27199	01/27/2025	Atwater South LD	Utilities	MERCED IRRIGATION DISTRICT		436.11
27199	01/27/2025	Mello Ranch 2 LD	Utilities	MERCED IRRIGATION DISTRICT		670.01
27199	01/27/2025	Meadow View LD	Utilities	MERCED IRRIGATION DISTRICT		593.57
27199	01/27/2025	Aspenwood LD	Utilities	MERCED IRRIGATION DISTRICT		252.43
27199	01/27/2025	Applegate Ranch LD	Utilities	MERCED IRRIGATION DISTRICT		365.38
27199	01/27/2025	Applegate Ranch Lndscp	Utilities	MERCED IRRIGATION DISTRICT		19.64
27199	01/27/2025	Water Enterprise Fund	Utilities	MERCED IRRIGATION DISTRICT		432.71

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27199	01/27/2025	Sewer Enterprise Fund	Utilities	MERCED IRRIGATION DISTRICT		702.70
27199	01/27/2025	Sewer Enterprise Fund	Utilities	MERCED IRRIGATION DISTRICT		5,019.20
Check Total:						12,118.93
27200	01/27/2025	Water Enterprise Fund	Professional Services	MERCED IRRIGATION DISTRICT - UGSA		5.76
27200	01/27/2025	Water Enterprise Fund	Professional Services	MERCED IRRIGATION DISTRICT - UGSA		1,930.26
Check Total:						1,936.02
27201	01/27/2025	Water Enterprise Fund	Accounts Payable	ALAN MESQUITA		160.20
27201	01/27/2025	Sewer Enterprise Fund	Accounts Payable	ALAN MESQUITA		2.29
27201	01/27/2025	Sanitation Enterprise Fund	Accounts Payable	ALAN MESQUITA		1.54
Check Total:						164.03
27202	01/27/2025	Sanitation Enterprise Fund	Refuse Service Charge	MID-VALLEY DISPOSAL LLC		-13,737.48
27202	01/27/2025	Sanitation Enterprise Fund	Contract Admin Fee	MID-VALLEY DISPOSAL LLC		-20,207.35
27202	01/27/2025	Sanitation Enterprise Fund	Contract Admin Fee	MID-VALLEY DISPOSAL LLC		-21,147.89
27202	01/27/2025	Sanitation Enterprise Fund	AB 939 Support Fee	MID-VALLEY DISPOSAL LLC		-9,063.38
27202	01/27/2025	Sanitation Enterprise Fund	AB 939 Support Fee	MID-VALLEY DISPOSAL LLC		-8,660.29
27202	01/27/2025	Sanitation Enterprise Fund	Solid Waste Collectn/Disposal	MID-VALLEY DISPOSAL LLC		288,676.46
Check Total:						215,860.07
27203	01/27/2025	Sanitation Enterprise Fund	Accounts Payable	JOAQUIN MILLAN		32.11
Check Total:						32.11
27204	01/27/2025	Internal Service Fund	Professional Services	MISTER CAR WASH		544.00
Check Total:						544.00
27205	01/27/2025	Internal Service Fund	Operations & Maintenance	MUNICIPAL MAINTENANCE EQUIP.		845.90
27205	01/27/2025	Internal Service Fund	Operations & Maintenance	MUNICIPAL MAINTENANCE EQUIP.		146.14
27205	01/27/2025	Internal Service Fund	Operations & Maintenance	MUNICIPAL MAINTENANCE EQUIP.		1,842.13
Check Total:						2,834.17
27206	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	NAPA AUTO PARTS		59.26
27206	01/27/2025	Internal Service Fund	Operations & Maintenance	NAPA AUTO PARTS		32.20
Check Total:						91.46
27207	01/27/2025	Information Technology Fund	Communications	NEW HORIZON COMMUNICATIONS		2,486.80
Check Total:						2,486.80
27208	01/27/2025	General Fund	Youth Basketball	JENNIFER OLANO		80.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	80.00
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		17.38
27209	01/27/2025	General Fund	Special Departmental Expense	O'REILLY AUTO PARTS		68.48
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		82.30
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		86.98
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		80.42
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		31.28
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		15.56
27209	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		76.90
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		239.29
27209	01/27/2025	Water Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		20.65
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		14.29
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		5.36
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		114.44
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		36.43
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		41.81
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		23.01
27209	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	O'REILLY AUTO PARTS		35.88
27209	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		75.72
27209	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		7.60
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		28.76
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		318.72
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		65.47
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		201.11
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		171.43
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		265.83
27209	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		123.52
27209	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		6.19
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		56.83
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		261.53
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		101.59
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		14.13
27209	01/27/2025	Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		31.53
					Check Total:	2,720.42
27210	01/27/2025	Water Enterprise Fund	Accounts Payable	OSBORNE HOMES HOLDINGS, LLC		120.40
					Check Total:	120.40
27211	01/27/2025	Sewer Enterprise Fund	Professional Services	PACE ANALYTICAL SERVICES, LLC		919.50
					Check Total:	919.50
27212	01/27/2025	Internal Service Fund	Professional Services	PACIFIC BAY EQUIPMENT		335.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27212	01/27/2025	Internal Service Fund	Operations & Maintenance	PACIFIC BAY EQUIPMENT		53.83
					Check Total:	388.83
27213	01/27/2025	General Fund	Plan Check Deposits	PACIFIC GAS & ELECTRIC		2,485.00
27213	01/27/2025	General Fund	Plan Check Deposits	PACIFIC GAS & ELECTRIC		2,485.00
					Check Total:	4,970.00
27214	01/27/2025	Gas Tax/Street Improvement	Utilities	PACIFIC GAS & ELECTRIC		27.72
27214	01/27/2025	Sewer Enterprise Fund	Utilities	PACIFIC GAS & ELECTRIC		51,871.60
27214	01/27/2025	Gas Tax/Street Improvement	Utilities	PACIFIC GAS & ELECTRIC		239.30
27214	01/27/2025	Water Enterprise Fund	Utilities	PACIFIC GAS & ELECTRIC		5,043.32
27214	01/27/2025	Internal Service Fund	Utilities	PACIFIC GAS & ELECTRIC		6,022.93
27214	01/27/2025	General Fund	Utilities	PACIFIC GAS & ELECTRIC		621.52
27214	01/27/2025	General Fund	Utilities	PACIFIC GAS & ELECTRIC		1,489.52
					Check Total:	65,315.91
27215	01/27/2025	Water Enterprise Fund	Accounts Payable	DONNA PLETT		7.63
27215	01/27/2025	Sewer Enterprise Fund	Accounts Payable	DONNA PLETT		9.16
27215	01/27/2025	Sanitation Enterprise Fund	Accounts Payable	DONNA PLETT		5.93
					Check Total:	22.72
27216	01/27/2025	General Fund	Special Departmental Expense	PROFORCE		815.63
					Check Total:	815.63
27217	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	PUMP PROS INC		615.25
27217	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	PUMP PROS INC		615.25
					Check Total:	1,230.50
27218	01/27/2025	General Fund	Community Center Deposits	RICARDO RAMIREZ		350.00
27218	01/27/2025	General Fund	Community Center Deposits	RICARDO RAMIREZ		-200.00
					Check Total:	150.00
27219	01/27/2025	Water Enterprise Fund	Accounts Payable	PATRICIA RAMOS		80.17
					Check Total:	80.17
27220	01/27/2025	Internal Service Fund	Operations & Maintenance	RAZZARI DODGE CHRYSLER JEEP RAM		1,000.23
					Check Total:	1,000.23
27221	01/27/2025	RDVLP MNT Obligation Retirement	Professional Services	RSG INC		112.50
27221	01/27/2025	General Fund	Professional Services	RSG INC		4,195.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	4,307.50
27222	01/27/2025	General Fund	Office Supplies	SAFEGUARD BUSINESS SYSTEMS		109.20
					Check Total:	109.20
27223	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	SAFE-T-LITE		37.51
27223	01/27/2025	Sewer Enterprise Fund	Uniform & Clothing Expense	SAFE-T-LITE		76.61
27223	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	SAFE-T-LITE		408.14
					Check Total:	522.26
27224	01/27/2025	Internal Service Fund	Professional Services	SAN JOAQUIN VALLEY AIR POLLUTION CON		84.00
					Check Total:	84.00
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		250.00
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		226.36
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		208.00
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		248.00
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		166.00
27225	01/27/2025	General Fund	Professional Services	SANTA FE PET HOSPITAL		248.00
					Check Total:	1,346.36
27226	01/27/2025	General Fund	Travel/Conferences/Meetings	DAVE SARGINSON		252.25
					Check Total:	252.25
27227	01/27/2025	CDBG Program Income	Loans & Grants (Rehab)	SELF-HELP ENTERPRISES		529.79
27227	01/27/2025	CDBG Program Income	Activity Deliv (Rehab)	SELF-HELP ENTERPRISES		2,722.15
					Check Total:	3,251.94
27228	01/27/2025	General Fund	Accounts Payable	SAJITH SHAHABUDEEN		2.00
27228	01/27/2025	Water Enterprise Fund	Accounts Payable	SAJITH SHAHABUDEEN		82.82
					Check Total:	84.82
27229	01/27/2025	Information Technology Fund	Special Departmental Expense	SMARTSIGN		539.07
					Check Total:	539.07
27230	01/27/2025	General Fund	Office Supplies	STAPLES		227.46
					Check Total:	227.46
27231	01/27/2025	General Fund	Professional Services	STERICYCLE INC		39.44
					Check Total:	39.44

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27232	01/27/2025	General Fund	Coed Fall Softball	SUNBELT RENTALS INC		422.01
27232	01/27/2025	General Fund	Men's Fall Softball	SUNBELT RENTALS INC		150.00
27232	01/27/2025	General Fund	Coed Summer Softball	SUNBELT RENTALS INC		422.00
				Check Total:		994.01
27233	01/27/2025	Water Enterprise Fund	Special Departmental Expense	SUPERIOR POOL PRODUCTS LLC		839.01
27233	01/27/2025	Water Enterprise Fund	Special Departmental Expense	SUPERIOR POOL PRODUCTS LLC		1,152.64
27233	01/27/2025	Water Enterprise Fund	Special Departmental Expense	SUPERIOR POOL PRODUCTS LLC		758.45
				Check Total:		2,750.10
27234	01/27/2025	Sewer Enterprise Fund	Professional Services	TERRACON CONSULTANTS INC		855.00
				Check Total:		855.00
27235	01/27/2025	Water Enterprise Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		5,542.84
27235	01/27/2025	Internal Service Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		1,015.66
				Check Total:		6,558.50
27236	01/27/2025	Internal Service Fund	Professional Services	TRANE U.S. INC.		2,938.92
				Check Total:		2,938.92
27237	01/27/2025	General Fund	Aerobics	DEBBIE TURNER		35.00
				Check Total:		35.00
27238	01/27/2025	General Fund	Special Departmental Expense	TYLER TECHNOLOGIES, INC.		2,055.38
				Check Total:		2,055.38
27239	01/27/2025	General Fund	Special Departmental Expense	UBEO WEST LLC		105.75
				Check Total:		105.75
27240	01/27/2025	General Fund	Rents & Leases	UBEO WEST LLC		176.28
27240	01/27/2025	ARPA-American Rescue Plan Act	City Bldg - Civic Center #2	UBEO WEST LLC		271.95
				Check Total:		448.23
27241	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	UNITED RENTALS		554.63
27241	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	UNITED RENTALS		36.98
27241	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	UNITED RENTALS		34.80
27241	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	UNITED RENTALS		69.60
				Check Total:		696.01
27242	01/27/2025	General Fund	Rents & Leases	US BANK EQUIPMENT FINANCE		156.94

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
					Check Total:	156.94
27243	01/27/2025	ARPA-American Rescue Plan Act	City Bldg - Civic Cnter #2	VALLEY BUSINESS CENTER		22,803.57
					Check Total:	22,803.57
27244	01/27/2025	Water Enterprise Fund	Professional Services	VALLEY UTILITIE CONSTRUCTION, INC.		1,000.00
27244	01/27/2025	Water Enterprise Fund	Professional Services	VALLEY UTILITIE CONSTRUCTION, INC.		1,000.00
27244	01/27/2025	Water Enterprise Fund	Professional Services	VALLEY UTILITIE CONSTRUCTION, INC.		1,000.00
27244	01/27/2025	Water Enterprise Fund	Professional Services	VALLEY UTILITIE CONSTRUCTION, INC.		1,000.00
					Check Total:	4,000.00
27245	01/27/2025	Internal Service Fund	Operations & Maintenance	VAN DE POL		256.60
27245	01/27/2025	Internal Service Fund	Operations & Maintenance	VAN DE POL		10,156.31
27245	01/27/2025	Internal Service Fund	Operations & Maintenance	VAN DE POL		11,998.82
27245	01/27/2025	Internal Service Fund	Operations & Maintenance	VAN DE POL		1,491.89
					Check Total:	23,903.62
27246	01/27/2025	Sewer Enterprise Fund	Professional Services	VEOLIA WATER NORTH AMERICA		190,685.47
					Check Total:	190,685.47
27247	01/27/2025	General Fund	Communications	VERIZON WIRELESS		342.09
27247	01/27/2025	General Fund	Communications	VERIZON WIRELESS		760.20
27247	01/27/2025	General Fund	Communications	VERIZON WIRELESS		38.01
27247	01/27/2025	General Fund	Communications	VERIZON WIRELESS		51.69
27247	01/27/2025	Water Enterprise Fund	Communications	VERIZON WIRELESS		92.19
27247	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	VERIZON WIRELESS		38.01
27247	01/27/2025	Sewer Enterprise Fund	Communications	VERIZON WIRELESS		52.18
27247	01/27/2025	Sewer Enterprise Fund	Utilities	VERIZON WIRELESS		40.01
27247	01/27/2025	Internal Service Fund	Special Departmental Expense	VERIZON WIRELESS		40.01
27247	01/27/2025	Internal Service Fund	Utilities	VERIZON WIRELESS		80.02
					Check Total:	1,534.41
27248	01/27/2025	Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		1,142.70
27248	01/27/2025	Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		17.58
27248	01/27/2025	Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		719.98
					Check Total:	1,880.26
27249	01/27/2025	General Fund Capital	Phase 2 Ped Imp Proj Downtown	VVH CONSULTING SERVICES		910.40
27249	01/27/2025	Measure V 20% AlternativeModes	Phase 2 Ped Imp Proj Downtown	VVH CONSULTING SERVICES		117.95
27249	01/27/2025	SBI-Road Maint & Rehab RMRA	Fruitland Ave Rd Improvements	VVH CONSULTING SERVICES		185.00
27249	01/27/2025	Measure V Fund	Fruitland Ave Rd Improvements	VVH CONSULTING SERVICES		10,235.00
27249	01/27/2025	General Fund	Professional Services	VVH CONSULTING SERVICES		1,350.00

Check Number	Check Date	Fund Name	Account Name	Vendor Name	Void	Amount
27249	01/27/2025	Measure V Fund	Fruitland Ave Rd Improvements	VVH CONSULTING SERVICES		2,362.50
27249	01/27/2025	RSTP-Regional Surf Transp Prog	Ace Train Platform	VVH CONSULTING SERVICES		1,912.50
27249	01/27/2025	Water Enterprise Fund	Professional Services	VVH CONSULTING SERVICES		5,400.00
27249	01/27/2025	Sewer Enterprise Fund	Lower Shaffer Storm Drain Imp	VVH CONSULTING SERVICES		450.00
27249	01/27/2025	Sewer Enterprise Fund	Atwater Blvd Drainage Imprvmts	VVH CONSULTING SERVICES		1,755.00
27249	01/27/2025	General Fund	Professional Services	VVH CONSULTING SERVICES		9,585.00
				Check Total:		34,263.35
27250	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WARD ENTERPRISES		54.26
27250	01/27/2025	Internal Service Fund	Special Departmental Expense	WARD ENTERPRISES		23.76
				Check Total:		78.02
27251	01/27/2025	General Fund	Special Departmental Expense	WATERFORD IRRIGATION SUPPLY, INC		51.38
27251	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	WATERFORD IRRIGATION SUPPLY, INC		61.19
27251	01/27/2025	Water Enterprise Fund	Special Departmental Expense	WATERFORD IRRIGATION SUPPLY, INC		103.50
				Check Total:		216.07
27252	01/27/2025	General Fund	Special Departmental Expense	WESTERN STATE DESIGN INC		782.00
				Check Total:		782.00
27253	01/27/2025	ARPA-American Rescue Plan Act	Professional Services	WILLDAN FINANCIAL SERVICES		3,790.00
				Check Total:		3,790.00
27254	01/27/2025	General Fund	Community Center Deposits	CHELSEY WILLIAMSON		350.00
				Check Total:		350.00
27255	01/27/2025	Gas Tax/Street Improvement	Special Departmental Expense	WINTON HARDWARE		9.03
27255	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WINTON HARDWARE		112.00
27255	01/27/2025	General Fund	Special Departmental Expense	WINTON HARDWARE		2.88
27255	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WINTON HARDWARE		33.15
27255	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WINTON HARDWARE		3.17
27255	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WINTON HARDWARE		13.99
27255	01/27/2025	Sewer Enterprise Fund	Special Departmental Expense	WINTON HARDWARE		-48.46
27255	01/27/2025	General Fund	Special Departmental Expense	WINTON HARDWARE		-45.22
				Check Total:		80.54
				Report Total:		987,700.10

Warrant Summary February 10, 2025

Prepared By: Joseph Murillo, Accounting Technician
Accounts Payable Warrant

	Amount
2/10/2025 Warrant	\$ 1,091,762.00
Prewrittens (Checks Processed Between Warrants)	\$ 93,742.64
Total Accounts Payable Warrants:	\$ 1,185,504.64

Additional Warrants

Date	Description	Amount
1/28/2025	AFLAC	\$ 351.84
1/28/2025	AFSCME District Council 57	\$ 978.18
1/28/2025	Atwater Police Officers Association	\$ 3,164.26
1/28/2025	CALPERS Employee 457 Plan	\$ 1,075.00
1/28/2025	PERS Retirement 1/2/25-1/15/25	\$ 62,984.02
1/28/2025	EPARS Employee 457 Plan (PNC Bank)	\$ 2,388.00
1/28/2025	State Disbursement - Child Support 1/15/25 Payroll	\$ 115.38
1/28/2025	UNUM Voluntary Life Insurance February 2025 Premiums	\$ 214.03
1/29/2025	Aqua Metric	\$ 26,616.07
1/29/2025	UNUM Disability Insurance February 2025 Premiums	\$ 6,628.59
1/30/2025	Retiree Medical Reimbursement - February 2025	\$ 55,389.19
2/4/2025	PERS Health - February 2025	\$ 130,353.23
Total Additional Warrants:		\$ 290,257.79

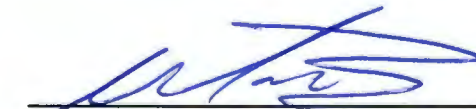
Payroll

Date	Description	Amount
1/23/2025	Net Payroll	\$ 208,623.67
1/28/2025	Federal Taxes	\$ 71,576.36
1/28/2025	State Taxes	\$ 9,683.90
Total Payroll:		\$ 289,883.93

Grand Total:	\$ 1,765,646.36
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Anna Nicholas, Finance Director

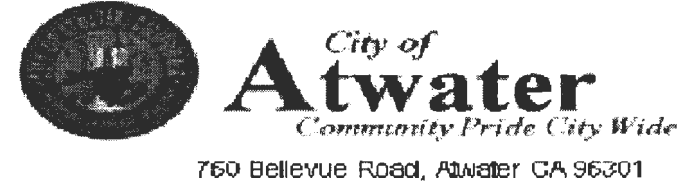


Mark Borba, City Treasurer

Accounts Payable

Checks for Approval

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Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
0	01/28/2025	0001 General Fund	Deferred Compensation	PNC BANK		1,738.00
0	01/28/2025	0001 General Fund	Federal Income Tax Withheld	PAYROLL TAXES-FEDERAL		25,561.61
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		786.58
0	01/28/2025	0001 General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		52.96
0	01/28/2025	0001 General Fund	Garnishments	STATE DISBURSEMENT UNIT		115.38
0	01/28/2025	7010 Employee Benefits Fund	Professional Services	PERS-RETIREMENT		270.00
0	01/28/2025	0001 General Fund	Aflac Premiums	AFLAC PLANS		-39.45
0	01/28/2025	0001 General Fund	Deferred Compensation	CALPERS		575.00
0	01/28/2025	0001 General Fund	Life Insurance Payable	UNUM LIFE INSURANCE		10.02
0	01/28/2025	0001 General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		226.45
0	01/28/2025	0001 General Fund	Pers Deduction	PERS-RETIREMENT		2,963.24
0	01/28/2025	0001 General Fund	Deferred Compensation	PNC BANK		650.00
0	01/28/2025	0001 General Fund	Police Union Dues	ATWATER POLICE OFFICERS ASSN.		3,164.26
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		-0.18
0	01/28/2025	0001 General Fund	Life Insurance Payable	UNUM LIFE INSURANCE		96.99
0	01/28/2025	0001 General Fund	Pers Deduction	PERS-RETIREMENT		9,138.98
0	01/28/2025	0001 General Fund	Aflac Premiums	AFLAC PLANS		98.89
0	01/28/2025	0001 General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		4,334.44
0	01/28/2025	0001 General Fund	Fica/Medicare - Employee	PAYROLL TAXES-FEDERAL		4,334.44
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		6,660.87
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		1,140.54
0	01/28/2025	0001 General Fund	Pers Deduction	PERS-RETIREMENT		998.73
0	01/28/2025	0001 General Fund	Miscellaneous Union Dues	AFSCME DISTRICT COUNCIL 57		978.18
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		9,865.55
0	01/28/2025	0001 General Fund	Fica/Medicare - Employee	PAYROLL TAXES-FEDERAL		18,533.23
0	01/28/2025	0001 General Fund	Aflac Premiums	AFLAC PLANS		96.75
0	01/28/2025	0001 General Fund	Life Insurance Payable	UNUM LIFE INSURANCE		107.02
0	01/28/2025	0001 General Fund	Fica/Medicare-Employer	PAYROLL TAXES-FEDERAL		18,533.23
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		10,018.28
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		2,901.79
0	01/28/2025	0001 General Fund	Deferred Compensation	CALPERS		500.00
0	01/28/2025	0001 General Fund	State Income Tax Withheld	PAYROLL TAXES-STATE		9,683.90
0	01/28/2025	0001 General Fund	Aflac Premiums	AFLAC PLANS		195.65
0	01/28/2025	0001 General Fund	Pers Benefits	PERS-RETIREMENT		18,239.64

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
					Check Total:	152,530.97
0	01/29/2025	6001 Water Fund Capital Replacement	Installation-New Water Meters	AQUA METRIC		24,160.33
0	01/29/2025	6001 Water Fund Capital Replacement	Installation-New Water Meters	AQUA METRIC		2,455.74
					Check Total:	26,616.07
0	01/29/2025	7010 Employee Benefits Fund	Disability Insurance	UNUM LIFE INSURANCE		1,264.96
0	01/29/2025	7010 Employee Benefits Fund	Disability Insurance	UNUM LIFE INSURANCE		3,481.80
0	01/29/2025	7010 Employee Benefits Fund	Life Insurance	UNUM LIFE INSURANCE		1,881.83
					Check Total:	6,628.59
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JESUS F. DURAN		1,732.78
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	STEPHEN LUNDGREN		280.80
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DEBRA COURT		245.45
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	BILL SWALLEY		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	EARL WEATHERS		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MARGARET MERRITT		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	BENJAMIN THOMAS		1,522.58
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	SANDY RAHN		843.61
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ROBERT CALLAWAY		822.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DENNIS O. SPARKS		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ALLAN BOYER		894.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JERRY MOORE		822.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	GREG WELLMAN		854.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ELIZABETH WILDE		886.51
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	WILLIAM RICHARDS		245.45
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	CHRISTIAN HAMBRECHT		895.15
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MIKE STANFORD		1,053.79
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JEFF MONDLOCH		306.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	TONY RAMIREZ		972.99
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	RANDALL CARROTHERS		1,696.72
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MANUEL DURAN		145.67
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	LINDA FERRERO		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	GARY FRAGO		590.05
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	EDWARD VELASQUEZ		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	KEN JENSEN		461.15
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	CHRISTOPHER A. MCDANIEL		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ANTHONY CARDOZA		895.15
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ARMANDO ECHEVARRIA		886.51
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	TYNA LAMISON		701.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	NELSON CRABB		846.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	NANCY WILLIAMS		368.23

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	HARRY E. DUNN		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DOUGLAS P. TILLEY		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	RICHARD HAWTHORNE		822.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	LORI WATERMAN		754.33
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	GEORGE LOGAN		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	BARBARA RIIS CHRISTENSEN		822.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	LEN GUILLETTE		1,152.38
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	CHARLIE WOODS		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ROBERTO ROMERO		606.47
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MICHAEL KEELER		1,298.61
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JOSEPH HOFFAR		638.05
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	KAREN ARDEN-WALLER		380.74
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MICHAEL SALVADOR		86.00
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	FRANK ORMOND		245.45
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	CYNTHIA THOMPSON		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	BOBBY GREGORY		2,557.71
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JAMES ATKINSON		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DAVID CHURCH		719.61
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	MATTHEW PETERSON-HAYWOOD		573.25
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	KELLY SORENSEN		1,488.33
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	RENE MENDOZA		822.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JUAN SUFUENTES		1,700.78
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DICK WISDOM		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	LOIS BELT		368.23
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JOHN SMOTHERS		823.15
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	GLEN C. CARRINGTON		240.03
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	FRANK PIETRO		734.76
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DARIN JANTZ		1,606.29
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	JOHN RASMUSSEN		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ROBERT VASQUEZ		333.52
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	DAVID WALKER		676.68
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	PATRICK FARETTA		1,656.75
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	SAMUEL JOSEPH		1,521.62
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	SCOTT DUNCAN		1,915.18
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	STEVE KJOS		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	LORIN MANN		726.15
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	THOMAS PROTHRO		245.45
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	STANLEY FEATHERS		832.46
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	ADOLFO LOMELI		1,611.34
0	01/30/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	WILLIAM MARTIN		886.51
Check Total:						55,389.19
0	02/04/2025	0001 General Fund	Miscellaneous Bills	PERS-HEALTH		4.60

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
0	02/04/2025	7010 Employee Benefits Fund	General Administration-Ins	PERS-HEALTH		280.15
0	02/04/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	PERS-HEALTH		201.30
0	02/04/2025	7010 Employee Benefits Fund	Health Insurance, Retirees	PERS-HEALTH		11,218.00
0	02/04/2025	0001 General Fund	Miscellaneous Bills	PERS-HEALTH		1,918.35
0	02/04/2025	0001 General Fund	Pers Health Payable	PERS-HEALTH		116,730.83
Check Total:						130,353.23
Report Total:						371,518.05

Accounts Payable
Checks for Approval

Drawn

User: jmurillo
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City of
Atwater
Community Pride City Wide

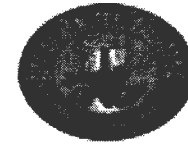
750 Bellevue Road, Atwater CA 95301

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27256	01/28/2025	0001 General Fund	Garnishments	FRANCHISE TAX BOARD		50.00
					Check Total:	50.00
27257	01/29/2025	0001 General Fund	Travel/Conferences/Meetings	CITY OF GUSTINE		40.00
27257	01/29/2025	0001 General Fund	Travel/Conferences/Meetings	CITY OF GUSTINE		40.00
27257	01/29/2025	0001 General Fund	Travel/Conferences/Meetings	CITY OF GUSTINE		40.00
27257	01/29/2025	0001 General Fund	Travel/Conferences/Meetings	CITY OF GUSTINE		40.00
27257	01/29/2025	0001 General Fund	Travel/Conferences/Meetings	CITY OF GUSTINE		40.00
					Check Total:	200.00
27258	01/29/2025	0003 General Fund Capital	City Wide Traffic Signal Synch	MINAGAR & ASSOCIATES INC		82,769.04
27258	01/29/2025	0007 Measure V Fund	City Wide Traffic Signal Synch	MINAGAR & ASSOCIATES INC		10,723.60
					Check Total:	93,492.64
					Report Total:	93,742.64

Accounts Payable

Checks for Approval

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City of
Atwater
Community Pride City Wide

750 Bellevue Road, Atwater CA 95301

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
0	02/10/2025	0001 General Fund	Office Supplies	QUADIENT FINANCE USA INC		555.35
0	02/10/2025	6010 Sewer Enterprise Fund	Cash with Fiscal Agent	THE BANK OF NEW YORK MELLON		59,583.33
0	02/10/2025	0001 General Fund	Electronic Pmt Processing Exp	CHASE MERCHANT SERVICES		62.89
0	02/10/2025	6010 Sewer Enterprise Fund	Electronic Pmt Processing Exp	VANCO PAYMENT SOLUTIONS		37.06
0	02/10/2025	6000 Water Enterprise Fund	Electronic Pmt Processing Exp	VANCO PAYMENT SOLUTIONS		37.06
0	02/10/2025	7010 Employee Benefits Fund	Unemployment Insurance	EMPLOYMENT DEVELOPMENT DEPT.		2,635.00
0	02/10/2025	6010 Sewer Enterprise Fund	Cash with Fiscal Agent	THE BANK OF NEW YORK MELLON		92,916.67
0	02/10/2025	0001 General Fund	Electronic Pmt Processing Exp	CHASE MERCHANT SERVICES		1,984.71
0	02/10/2025	6020 Sanitation Enterprise Fund	Electronic Pmt Processing Exp	VANCO PAYMENT SOLUTIONS		37.06
0	02/10/2025	0001 General Fund	Office Supplies	QUADIENT FINANCE USA INC		1,000.00
0	02/10/2025	0001 General Fund	Electronic Pmt Processing Exp	CHASE MERCHANT SERVICES		277.37
0	02/10/2025	6010 Sewer Enterprise Fund	Cash with Fiscal Agent	THE BANK OF NEW YORK MELLON		182,653.13
0	02/10/2025	6010 Sewer Enterprise Fund	Cash with Fiscal Agent	THE BANK OF NEW YORK MELLON		35,530.73
Check Total:						377,310.36
27259	02/10/2025	0001 General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		130.39
27259	02/10/2025	0001 General Fund	Office Supplies	AAA BUSINESS SUPPLIES & INTERIORS		65.20
Check Total:						195.59
27260	02/10/2025	6000 Water Enterprise Fund	Professional Services	ABS DIRECT INC		720.80
27260	02/10/2025	6010 Sewer Enterprise Fund	Office Supplies	ABS DIRECT INC		1,900.00
27260	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	ABS DIRECT INC		720.80
27260	02/10/2025	6020 Sanitation Enterprise Fund	Professional Services	ABS DIRECT INC		720.81
27260	02/10/2025	6000 Water Enterprise Fund	Office Supplies	ABS DIRECT INC		1,900.00
27260	02/10/2025	6020 Sanitation Enterprise Fund	Office Supplies	ABS DIRECT INC		1,900.00
Check Total:						7,862.41
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		326.24
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		41.20
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		39.66
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		1,457.64
27261	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		52.06

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		54.23
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		113.07
27261	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	AMAZON CAPITAL SERVICES		326.24
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		18.51
27261	02/10/2025	0001 General Fund	Youth Basketball	AMAZON CAPITAL SERVICES		69.30
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		27.39
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		15.19
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		5.43
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		36.73
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		-126.36
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		344.72
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		-10.86
27261	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		29.16
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		122.90
27261	02/10/2025	0001 General Fund	Fire Marshal Supplies	AMAZON CAPITAL SERVICES		76.79
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		14.37
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		10.86
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		15.06
27261	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		152.22
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		1,598.61
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		51.10
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		115.59
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		23.48
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		221.86
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		13.03
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		27.18
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		8.61
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		70.77
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		46.61
27261	02/10/2025	0001 General Fund	Youth Basketball	AMAZON CAPITAL SERVICES		88.06
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		326.24
27261	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	AMAZON CAPITAL SERVICES		847.16
27261	02/10/2025	0001 General Fund	Youth Basketball	AMAZON CAPITAL SERVICES		146.79
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		59.58
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		119.61
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		41.59
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		65.20
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		31.41
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		191.87
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		47.84
27261	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		1,507.26
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		182.70
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		10.32
27261	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		50.64

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		189.54
27261	02/10/2025	0001 General Fund	Special Departmental Expense	AMAZON CAPITAL SERVICES		28.22
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		84.81
27261	02/10/2025	1010 ARPA-American Rescue Plan Act	City Bldg - Civic Center #2	AMAZON CAPITAL SERVICES		140.16
27261	02/10/2025	0001 General Fund	Office Supplies	AMAZON CAPITAL SERVICES		12.38
Check Total:						9,559.97
27262	02/10/2025	0001 General Fund	Travel/Conferences/Meetings	DANNY AMBRIZ		244.70
27262	02/10/2025	0001 General Fund	Travel/Conferences/Meetings	DANNY AMBRIZ		444.85
Check Total:						689.55
27263	02/10/2025	7000 Internal Service Fund	Utilities	AMERIGAS - MODESTO		208.84
27263	02/10/2025	7000 Internal Service Fund	Utilities	AMERIGAS - MODESTO		130.39
Check Total:						339.23
27264	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	ASSOCIATES LOCK & SAFE SERVICE		31.39
27264	02/10/2025	7000 Internal Service Fund	Professional Services	ASSOCIATES LOCK & SAFE SERVICE		180.00
27264	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	ASSOCIATES LOCK & SAFE SERVICE		7.58
27264	02/10/2025	7000 Internal Service Fund	Professional Services	ASSOCIATES LOCK & SAFE SERVICE		80.00
Check Total:						298.97
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		1,660.36
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		4,829.25
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		3,454.52
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		2,388.90
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		821.80
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		3,180.73
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		508.22
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		526.26
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		512.37
27265	02/10/2025	7010 Employee Benefits Fund	Dental Insurance	BENEFIT COORDINATORS CORPORATION (BC		508.86
Check Total:						18,391.27
27266	02/10/2025	0001 General Fund	Professional Services	BEST BEST & KRIEGER		16,908.98
27266	02/10/2025	7020 Risk Management Fund	Professional Services	BEST BEST & KRIEGER		1,470.00
27266	02/10/2025	0001 General Fund	Professional Services	BEST BEST & KRIEGER		989.40
Check Total:						19,368.38
27267	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BEST ELECTRIC		352.68
27267	02/10/2025	7000 Internal Service Fund	Professional Services	BEST ELECTRIC		2,012.50
27267	02/10/2025	6000 Water Enterprise Fund	Professional Services	BEST ELECTRIC		377.55

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
Check Total:						2,742.73
27268	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		14.41
27268	02/10/2025	0001 General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		12.77
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		25.20
27268	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		0.86
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		41.47
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		42.92
27268	02/10/2025	0001 General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		33.92
27268	02/10/2025	0001 General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		12.58
27268	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		52.60
27268	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		1.68
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		28.69
27268	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		66.65
27268	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		19.70
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		58.11
27268	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		6.99
27268	02/10/2025	6000 Water Enterprise Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		49.55
27268	02/10/2025	0001 General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		54.22
27268	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	BIG CREEK LUMBER COMPANY		55.50
27268	02/10/2025	0001 General Fund	Special Departmental Expense	BIG CREEK LUMBER COMPANY		19.38
Check Total:						597.20
27269	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BRADY INDUSTRIES		214.00
27269	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BRADY INDUSTRIES		4.00
27269	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	BRADY INDUSTRIES		1,069.67
Check Total:						1,287.67
27270	02/10/2025	6007 1,2,3-TCP Fund	Professional Services	BSK ASSOCIATES		999.40
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		101.44
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89
27270	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	BSK ASSOCIATES		3,344.25
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		26.63
27270	02/10/2025	6007 1,2,3-TCP Fund	Professional Services	BSK ASSOCIATES		2,598.44
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		213.04
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		133.15
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		26.63
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		61.12
27270	02/10/2025	6007 1,2,3-TCP Fund	Professional Services	BSK ASSOCIATES		999.40
27270	02/10/2025	6000 Water Enterprise Fund	Professional Services	BSK ASSOCIATES		79.89

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
Check Total:						8,876.32
27271	02/10/2025	0001 General Fund	Memberships & Subscriptions	CACEO		210.00
27271	02/10/2025	0001 General Fund	Training	CACEO		60.00
27271	02/10/2025	0001 General Fund	Training	CACEO		36.00
27271	02/10/2025	0001 General Fund	Training	CACEO		60.00
27271	02/10/2025	0001 General Fund	Training	CACEO		54.00
27271	02/10/2025	0001 General Fund	Training	CACEO		60.00
27271	02/10/2025	0001 General Fund	Training	CACEO		54.00
27271	02/10/2025	0001 General Fund	Training	CACEO		500.00
Check Total:						1,034.00
27272	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	CAL FARM SERVICES		89.06
27272	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	CAL FARM SERVICES		118.48
27272	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	CAL FARM SERVICES		120.00
27272	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	CAL FARM SERVICES		74.74
Check Total:						402.28
27273	02/10/2025	0001 General Fund	Professional Services	CENTRAL VALLEY TREES AND LANDSCAPE S		4,600.00
Check Total:						4,600.00
27274	02/10/2025	7000 Internal Service Fund	Professional Services	CERTIFIED AUTOMOTIVE		126.00
Check Total:						126.00
27275	02/10/2025	1011 Gas Tax/Street Improvement	Uniform & Clothing Expense	CINTAS CORP		41.53
27275	02/10/2025	7000 Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		14.32
27275	02/10/2025	0001 General Fund	Uniform & Clothing Expense	CINTAS CORP		39.14
27275	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	CINTAS CORP		30.09
27275	02/10/2025	0001 General Fund	Uniform & Clothing Expense	CINTAS CORP		39.14
27275	02/10/2025	6010 Sewer Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		76.14
27275	02/10/2025	6010 Sewer Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		76.16
27275	02/10/2025	7000 Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		14.32
27275	02/10/2025	6000 Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		81.28
27275	02/10/2025	7000 Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		19.25
27275	02/10/2025	7000 Internal Service Fund	Uniform & Clothing Expense	CINTAS CORP		19.25
27275	02/10/2025	6000 Water Enterprise Fund	Uniform & Clothing Expense	CINTAS CORP		81.28
27275	02/10/2025	1011 Gas Tax/Street Improvement	Uniform & Clothing Expense	CINTAS CORP		41.53
27275	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	CINTAS CORP		30.09
Check Total:						603.52
27276	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTORS		462.16

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27276	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTOR		118.67
27276	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTOR		302.15
27276	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTOR		184.49
27276	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	CONSOLIDATED ELECTRICAL DISTRIBUTOR		54.70
				Check Total:		1,122.17
27277	02/10/2025	6000 Water Enterprise Fund	Professional Services	COOPER CONTROLS INC		4,082.00
				Check Total:		4,082.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		35.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		44.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		56.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		44.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		56.00
27278	02/10/2025	7000 Internal Service Fund	Professional Services	D & D PEST CONTROL		38.00
				Check Total:		387.00
27279	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	D & M TRAFFIC INC		1,838.86
				Check Total:		1,838.86
27280	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	DATA PATH		730.00
27280	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	DATA PATH		3,431.00
27280	02/10/2025	7030 Information Technology Fund	Special Departmental Expense	DATA PATH		400.00
27280	02/10/2025	7030 Information Technology Fund	Professional Services	DATA PATH		8,321.00
27280	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	DATA PATH		2,617.50
27280	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	DATA PATH		1,089.00
27280	02/10/2025	7030 Information Technology Fund	Memberships & Subscriptions	DATA PATH		2,831.00
				Check Total:		19,419.50
27281	02/10/2025	0001 General Fund	Various Classes	MARY ANN DAVIS		341.25
				Check Total:		341.25
27282	02/10/2025	1041 General Plan Update Fund	Professional Services	DE NOVO PLANNING GROUP		32,965.19
				Check Total:		32,965.19
27283	02/10/2025	7020 Risk Management Fund	Professional Services	DELFINO MADDEN O'MALLEY COYLE & KOE		1,481.30

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
					Check Total:	1,481.30
27284	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	EWING IRRIGATION PRODUCTS INC.		496.57
27284	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	EWING IRRIGATION PRODUCTS INC.		277.44
					Check Total:	774.01
27285	02/10/2025	0007 Measure V Fund	Fruitland Ave Rd Improvements	GEORGE REED INC		59,134.00
27285	02/10/2025	0007 Measure V Fund	Project Retention	GEORGE REED INC		-2,956.70
					Check Total:	56,177.30
27286	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	GLOBAL INDUSTRIAL		946.00
					Check Total:	946.00
27287	02/10/2025	0001 General Fund	Training	GOVERNMENT TRAINING AGENCY		625.00
27287	02/10/2025	0001 General Fund	Training	GOVERNMENT TRAINING AGENCY		625.00
					Check Total:	1,250.00
27288	02/10/2025	0001 General Fund	Special Departmental Expense	GRAINGER		25.80
					Check Total:	25.80
27289	02/10/2025	6000 Water Enterprise Fund	Special Departmental Expense	GRANITE CONSTRUCTION COMPANY		4,474.61
					Check Total:	4,474.61
27290	02/10/2025	0001 General Fund	Professional Services	HDL COREN & CONE		3,375.00
					Check Total:	3,375.00
27291	02/10/2025	0001 General Fund	Special Departmental Expense	HENRY SCHEIN, INC.		271.00
27291	02/10/2025	0001 General Fund	Special Departmental Expense	HENRY SCHEIN, INC.		5.14
					Check Total:	276.14
27292	02/10/2025	0001 General Fund	Training	AMANDA HINOJOS		392.04
27292	02/10/2025	0001 General Fund	Training	AMANDA HINOJOS		201.31
					Check Total:	593.35
27293	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	HORIZON		655.54
27293	02/10/2025	0001 General Fund	Coed Summer Softball	HORIZON		221.00
27293	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	HORIZON		80.38
27293	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	HORIZON		266.98

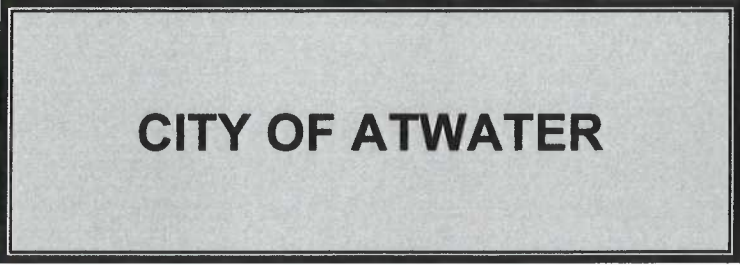
Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
					Check Total:	1,223.90
27294	02/10/2025	0001 General Fund	Professional Services	INDEPENDENT INVESTIGATIONS LLC		1,354.00
					Check Total:	1,354.00
27295	02/10/2025	7000 Internal Service Fund	Professional Services	JANI TEK CLEANING SOLUTIONS		11,693.00
					Check Total:	11,693.00
27296	02/10/2025	6010 Sewer Enterprise Fund	Uniform & Clothing Expense	KELLOGG SUPPLY		339.90
27296	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	KELLOGG SUPPLY		248.96
					Check Total:	588.86
27297	02/10/2025	6001 Water Fund Capital Replacement	Project Retention	LAWRENCE BACKHOE SERVICE INC		-9,086.70
27297	02/10/2025	6001 Water Fund Capital Replacement	Installation-New Water Meters	LAWRENCE BACKHOE SERVICE INC		181,734.00
					Check Total:	172,647.30
27298	02/10/2025	0001 General Fund	Miscellaneous	LOOMIS		1,103.16
					Check Total:	1,103.16
27299	02/10/2025	0001 General Fund	Community Center Deposits	LAURA MARTINEZ		210.00
27299	02/10/2025	0001 General Fund	Community Center Deposits	LAURA MARTINEZ		350.00
					Check Total:	560.00
27300	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	MBL & SONS INC		3,336.40
					Check Total:	3,336.40
27301	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		368.50
27301	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		45.20
27301	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	MC REGIONAL WASTE MGMT. AUTH.		84.38
					Check Total:	498.08
27302	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	MCAULEY MOTORS		386.37
					Check Total:	386.37
27303	02/10/2025	0001 General Fund	Coed Volleyball	MERCED AREA SPORTS OFFICIALS, INC		616.00
					Check Total:	616.00
27304	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	MERCED CHEVROLET		486.18

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27304	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	MERCED CHEVROLET		416.31
27304	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	MERCED CHEVROLET		-23.54
					Check Total:	878.95
27305	02/10/2025	0001 General Fund	Training	NIKKI MULLIGAN		299.56
					Check Total:	299.56
27306	02/10/2025	0001 General Fund	Professional Services	MUNISERVICES LLC		290.86
27306	02/10/2025	0001 General Fund	Professional Services	MUNISERVICES LLC		7,122.59
					Check Total:	7,413.45
27307	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	NAPA AUTO PARTS		13.04
					Check Total:	13.04
27308	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	JUAN NAVAS		45.00
					Check Total:	45.00
27309	02/10/2025	0001 General Fund	Travel/Conferences/Meetings	MIKE NELSON		244.00
					Check Total:	244.00
27310	02/10/2025	7030 Information Technology Fund	Communications	NEW HORIZON COMMUNICATIONS		2,470.89
					Check Total:	2,470.89
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		181.21
27311	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		489.36
27311	02/10/2025	0001 General Fund	Special Departmental Expense	O'REILLY AUTO PARTS		27.18
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		45.66
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		224.75
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		-76.13
27311	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		22.80
27311	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		14.77
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		43.39
27311	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		21.17
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		68.97
27311	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	O'REILLY AUTO PARTS		20.33
27311	02/10/2025	0001 General Fund	Special Departmental Expense	O'REILLY AUTO PARTS		21.74
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		235.03
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		34.52
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		22.49
27311	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	O'REILLY AUTO PARTS		206.21

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
					Check Total:	1,603.45
27312	02/10/2025	0001 General Fund	Utilities	PACIFIC GAS & ELECTRIC		52.82
27312	02/10/2025	6000 Water Enterprise Fund	Utilities	PACIFIC GAS & ELECTRIC		21,119.92
27312	02/10/2025	1011 Gas Tax/Street Improvement	Utilities	PACIFIC GAS & ELECTRIC		64.78
27312	02/10/2025	7000 Internal Service Fund	Utilities	PACIFIC GAS & ELECTRIC		421.54
					Check Total:	21,659.06
27313	02/10/2025	0001 General Fund	Professional Services	PRECISION CIVIL ENGINEERING, INC.		1,590.00
27313	02/10/2025	0001 General Fund	Professional Services	PRECISION CIVIL ENGINEERING, INC.		155.00
27313	02/10/2025	0001 General Fund	Professional Services	PRECISION CIVIL ENGINEERING, INC.		77.50
					Check Total:	1,822.50
27314	02/10/2025	0001 General Fund	Training	PRI MANAGEMENT GROUP		199.00
					Check Total:	199.00
27315	02/10/2025	0001 General Fund	Special Departmental Expense	PROFORCE		2,950.00
					Check Total:	2,950.00
27316	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	RAYNGUARD PROTECTIVE MATERIALS INC		2,834.29
					Check Total:	2,834.29
27317	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	RAZZARI DODGE CHRYSLER JEEP RAM		129.38
					Check Total:	129.38
27318	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	RDO EQUIPMENT CO		333.46
					Check Total:	333.46
27319	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	ROLFE CONSTRUCTION		13,055.00
					Check Total:	13,055.00
27320	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	SAFE-T-LITE		236.52
27320	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	SAFE-T-LITE		542.83
					Check Total:	779.35
27321	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	SANTA FE AGGREGATES INC		485.95
					Check Total:	485.95

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
27322	02/10/2025	0001 General Fund	Training	DAVE SARGINSON		267.42
27322	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	DAVE SARGINSON		248.00
				Check Total:		515.42
27323	02/10/2025	7000 Internal Service Fund	Professional Services	STATE PRO BUILDERS INC.		900.00
27323	02/10/2025	7000 Internal Service Fund	Special Departmental Expense	STATE PRO BUILDERS INC.		615.00
				Check Total:		1,515.00
27324	02/10/2025	0001 General Fund	Professional Services	STERICYCLE INC		39.44
				Check Total:		39.44
27325	02/10/2025	0001 General Fund	Professional Services	TAYLOR VETERINARY HOSPITAL		172.00
				Check Total:		172.00
27326	02/10/2025	6000 Water Enterprise Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		1,601.79
27326	02/10/2025	6000 Water Enterprise Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		8,511.22
27326	02/10/2025	6000 Water Enterprise Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		3,372.16
27326	02/10/2025	6000 Water Enterprise Fund	Utilities	TERRAFORM PHOENIX II ARCADIA HOLDING		1,214.33
				Check Total:		14,699.50
27327	02/10/2025	0001 General Fund	Professional Services	TNB TOWING & RECOVERY		300.00
				Check Total:		300.00
27328	02/10/2025	7000 Internal Service Fund	Professional Services	TRANE U.S. INC.		2,938.96
				Check Total:		2,938.96
27329	02/10/2025	7000 Internal Service Fund	Utilities	TRIPP SECURITY SYSTEMS		33.00
				Check Total:		33.00
27330	02/10/2025	0001 General Fund	Plan Check Fees	TRUE NORTH COMPLIANCE SERVICES INC		3,750.00
27330	02/10/2025	0001 General Fund	Plan Check Fees	TRUE NORTH COMPLIANCE SERVICES INC		750.00
27330	02/10/2025	0001 General Fund	Plan Check Fees	TRUE NORTH COMPLIANCE SERVICES INC		3,250.00
27330	02/10/2025	0001 General Fund	Plan Check Fees	TRUE NORTH COMPLIANCE SERVICES INC		12,000.00
27330	02/10/2025	0001 General Fund	Plan Check Fees	TRUE NORTH COMPLIANCE SERVICES INC		7,125.00
				Check Total:		26,875.00
27331	02/10/2025	1011 Gas Tax/Street Improvement	Professional Services	VALLEY CUSTOM BUILDERS		2,340.00
27331	02/10/2025	1011 Gas Tax/Street Improvement	Special Departmental Expense	VALLEY CUSTOM BUILDERS		2,340.00

Check Number	Check Date	Fund	Account Name	Vendor Name	Void	Amount
					Check Total:	4,680.00
27332	02/10/2025	7000 Internal Service Fund	Operations & Maintenance	VAN DE POL		11,824.35
					Check Total:	11,824.35
27333	02/10/2025	6010 Sewer Enterprise Fund	Professional Services	VEOLIA WATER NORTH AMERICA		190,685.45
					Check Total:	190,685.45
27334	02/10/2025	7010 Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		1,169.37
27334	02/10/2025	7010 Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		35.16
27334	02/10/2025	7010 Employee Benefits Fund	Vision Insurance	VISION SERVICE PLAN (CA)		1,169.07
					Check Total:	2,373.60
27335	02/10/2025	6010 Sewer Enterprise Fund	Special Departmental Expense	WARD ENTERPRISES		37.52
					Check Total:	37.52
27336	02/10/2025	0001 General Fund	Special Departmental Expense	WINTON HARDWARE		34.43
					Check Total:	34.43
					Report Total:	1,091,762.00



**CITIZENS' OVERSIGHT COMMITTEE
FOR
PUBLIC SAFETY TRANSACTIONS
AND USE TAX**

ACTION MINUTES

September 10, 2024

REGULAR SESSION: (Council Chambers)

The City of Atwater Citizens' Oversight Committee for Public Safety Transactions and Use Tax met in Regular Session this date at 5:31 PM in the City Council Chambers located at the Atwater Civic Center, 750 Bellevue Road, Atwater, California; Chairperson Kindred-Winzer presiding.

PLEDGE OF ALLEGIANCE TO THE FLAG:

The Pledge of Allegiance was led by Committee Member Jim Price.

ROLL CALL:

Present: Committee Members Ingram, Price, Vice Chairperson Santos, Chairperson Kindred-Winzer

Absent: Committee Member Perez

Staff Present: City Manager Hoem, Police Chief Salvador, Police Lieutenant Novetzke, CAL FIRE Battalion Chief Ayuso, Finance Director Nicholas, Administrative Assistant Peralta

SUBSEQUENT NEED ITEMS: *None.*

APPROVAL OF AGENDA AS POSTED OR AS AMENDED:

MOTION: Chairperson Kindred-Winzer moved to approve the agenda as posted. The motion was seconded by Vice Chairperson Santos and the vote was: Ayes:

Ingram, Price, Santos, Kindred-Winzer; Noes: None; Absent: Perez. The motion passed.

MINUTES:

June 11, 2024 – Regular Meeting

MOTION: Vice Chairperson Santos moved to approve the minutes as listed. The motion was seconded by Chairperson Kindred-Winzer and the vote was: Ayes: Ingram, Santos, Kindred-Winzer; Noes: None; Absent: Perez. The motion passed.

REPORTS AND PRESENTATIONS FROM STAFF:

Verbal Financial report (Finance Director Nicholas)

Finance Director Nicholas provided a verbal update on the unaudited budget status report and accounts payable transaction by account report for fiscal year 23/24 and fiscal year 24/25.

Committee Member Price inquired about expenditures and Measure B funds.

Vice Chairperson Santos asked about the current status of public safety funds.

Chairperson Kindred-Winzer suggested a list of expenditures to differentiate between capital improvement and public safety.

Finance Director Nicholas provided clarification.

Verbal Police Department Update (Police Chief Salvador)

Police Lieutenant Novetzke gave an update on personnel staff and new dash cams.

Police Chief Salvador thanked the Committee and spoke about how funds were spent.

Verbal Fire Department Update (CAL FIRE Battalion Chief Ayuso)

CAL FIRE Battalion Chief Ayuso provided a verbal update on the Atwater Fire Department, including call volume, equipment, and purchases.

Committee Member Price asked about strike teams.

CAL FIRE Battalion Chief Ayuso provided clarification.

Verbal update (City Manager Hoem)

City Manager Hoem thanked the Committee, staff, and residents. He expressed his excitement and looks forward to helping and providing his support.

COMMENTS FROM THE PUBLIC:

Notice to the public was read.

No one came forward.

Chairperson Kindred-Winzer closed the Public Comment.

COMMITTEE MATTERS:

Committee member comments

Committee Member Price congratulated Chief Salvador on his retirement and suggests allowing the Committee to give recommendations.

Committee Member Ingram had nothing to report.

Vice Chairperson Santos congratulated Chief Salvador on his retirement and welcomed City Manager Hoem.

Chairperson Kindred-Winzer thanked Police Chief Salvador and welcomed City Manager Hoem.

ADJOURNMENT:

Chairperson Kindred-Winzer adjourned the meeting at 6:47 PM.

APPROVED:



ROSA KINDRED-WINZER
CHAIRPERSON

ATTEST:



GISELA PERALTA
RECORDING SECRETARY



CITY OF ATWATER

**CITY COUNCIL
AND
HOUSING SUCCESSOR TO THE
ATWATER REDEVELOPMENT
AGENCY**

ACTION MINUTES

December 9, 2024

REGULAR SESSION: (Council Chambers)

The City Council of the City of Atwater met in Regular Session this date at 6:02 PM in the City Council Chambers located at the Atwater Civic Center, 750 Bellevue Road, Atwater, California; Mayor Nelson presiding.

INVOCATION:

The Invocation was led by Police Chaplain Mead.

PLEDGE OF ALLEGIANCE TO THE FLAG:

The Pledge of Allegiance was led by City Council Member Tyler Button.

ROLL CALL: (City Council)

Present: City Council Members Ambriz, Button, Cale, Mayor Pro Tem Raymond, and Mayor Nelson

Absent: None

Staff Present: City Manager Hoem, City Attorney Splendorio, Deputy City Manager Thompson, Police Chief Salvador, Finance Director Nicholas, City Clerk Billings, Assistant City Clerk Martin

CEREMONIAL MATTERS:

- Special Presentations

City of Atwater Christmas parade trophies were presented to the following winners:

Third place – McSwain 4-H

Second Place – Castle Family Health Care

First Place – Atwater Youth Football and Cheer

City of Merced, Police Chief Stanfield, Assemblywoman Soria, and Pastor Miller made presentations to Police Chief Salvador regarding his upcoming retirement.

MINUTES: (City Council)

November 12, 2024 – Regular meeting

MOTION: City Council Member Button moved to approve the minutes as listed. The motion was seconded by Mayor Pro Tem Raymond and the vote was: Ayes: Cale, Ambriz, Raymond, Button, Nelson; Noes: None; Absent: None. The motion passed.

NOVEMBER 5, 2024 ELECTION RESULTS:

Certifying the Canvassing of Votes in the November 5, 2024, General Municipal Election (City Manager Hoem)

City Manager Hoem provided background information on this item.

Mayor Nelson opened public comment regarding this item.

No one came forward to speak.

Mayor Nelson closed public comment.

MOTION: City Council Member Button moved to approve the minutes as listed. The motion was seconded by Mayor Pro Tem Raymond and the vote was: Ayes: Cale, Ambriz, Raymond, Button, Nelson; Noes: None; Absent: None. The motion passed.

OUTGOING CITY COUNCIL MEMBER COMMENTS:

City Council Member Button provided his outgoing comments.

CEREMONIAL MATTERS:

Presentation of plaque to Tyler Button for his years of service as City Council Member to the City of Atwater.

OATH OF OFFICE:

Select community members administered the ceremonial oaths of office to the newly elected City Council Members John G. Cale and Kalisa Rochester, City Clerk Kory J. Billings and City Treasurer Mark Borba.

ROLL CALL: (City Council)

Present: City Council Members Ambriz, Cale, Mayor Pro Tem Raymond, Rochester, and Mayor Nelson

Absent: None

Staff Present: City Manager Hoem, City Attorney Splendorio, Deputy City Manager Thompson, Police Chief Salvador, Finance Director Nicholas, City Clerk Billings, Assistant City Clerk Martin

SUBSEQUENT NEED ITEMS: None

APPROVAL OF AGENDA AS POSTED OR AS AMENDED:

MOTION: Mayor Pro Tem Raymond moved to approve the agenda as posted. The motion was seconded by City Council Member Ambriz and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

CEREMONIAL MATTERS:

Oath of Office - Police Officer

Police Chief Salvador administered the ceremonial oath of office to the newly appointed Police Officer: Ana Reyes

CONSENT CALENDAR:

Mayor Nelson opened public comment regarding items on the Consent Calendar.

No one came forward to speak.

Mayor Nelson closed the public comment.

MOTION: Mayor Pro Tem Raymond moved to approve the Consent Calendar as posted. The motion was seconded by City Council Member Cale and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

WARRANTS

3. a. November 12, 2024

b. December 9, 2024

ACTION: Acceptance of reports as listed.

MINUTES: (Planning Commission)

4. October 16, 2024 – Regular meeting

ACTION: Acceptance of minutes as listed.

AGREEMENTS:

5. Approve a Purchase Agreement (Purchase Order) with Aqueous Vets for Granulated Activated Carbon Exchange at Central Site (Public Works Director Vinson)

ACTION: Approving a Purchase Agreement (Purchase Order) to Aqueous Vets of Danville, California for Granulated Activated Carbon (GAC) Exchange at Central Site, in an amount not to exceed \$77,400.24; and authorizes and directs the City Manager or his designee to execute the Agreement (Purchase Order) on behalf of the City.

RESOLUTIONS:

6. Adopting the Recognized Obligation Payment Schedule 25-26 for the July 1, 2025 through June 30, 2026 period and adopting the Administrative Budget for Fiscal Year 2025-26 (Treasurer of the Successor Agency Nicholas)

ACTION: Adoption of SA No. 2024-2 adopting the Recognized Obligation Payment Schedule 25-26 for the July 1, 2025 through June 30, 2026 period and adopting the Administrative Budget for Fiscal Year 2025-26.

7. Adopting City of Atwater Salary Schedule B-25 Effective January 1, 2025, Conforming to State of California Minimum Wage Increase (Human Resources Director Sousa)

ACTION: Adoption of Resolution No. 3512-24 Adopting City of Atwater Salary Schedule B-25 Effective January 1, 2025, Conforming to State of California Minimum Wage Increase.

8. Amending Resolution No. 3073-19 Regarding the Time for Audit and Finance Committee Meetings (City Manager Hoem)

ACTION: Adoption of Resolution No. 3510-24 Amending Resolution No. 3073-19 Regarding the Time for Audit and Finance Committee meetings.

OTHER ACTIONABLE ITEMS:

9. Accepting the 2025 Regular Meeting Schedule which cancels the second City Council meeting of the month in July, November and December (Assistant City Clerk Martin)

ACTION: Accepts the 2025 Regular Meeting Schedule which cancels the second meeting of the month in July, November and December 2025; and authorizes and directs the Mayor and/or the City Manager to sign any documents required to maintain essential City services. Said documents shall be reviewed by the City Attorney and be scheduled for ratification by the entire City Council at the next regularly scheduled City Council meeting.

10. 2025 City Council Reorganization/Mayor's Committee Assignments

- Mayor Pro Tem
- Merced County Association of Governments (1 representative and 1 alternate)
- League of California Cities Central Valley Division (1 representative and 2 alternates)
- City Audit and Finance Committee (2 representatives)
- LAFCO (1 representative)
- USP/Atwater Community Liaison Group (1 representative and 1 alternate)
- Atwater Community Services/Neighborhood Watch (1 representative)
- 4th of July Committee (1 representative)
- San Joaquin Valley Air Pollution Control District (1 representative and 1 alternate)
- MIUGSA (1 Staff representative and 1 alternate)
- MIRWMA (1 Staff representative and 1 alternate)
- ACE Train (1 Representative and 1 alternate)
- One Voice (1 representative and 1 alternate)
- Atwater Historical Society/Bloss House (2 representatives)
- City Christmas Parade (2 representatives)

ACTION: Ratifies the Mayor's Committee Assignments.

PUBLIC HEARINGS:

Appeal of the Planning Commission non approval on November 20, 2024 regarding application for a Conditional Use Permit No. 24-24-0100 and Site Plan No. 24-24-0200 for mini storage, located at Bell Drive between Truckee Drive and Shasta Drive, Atwater (APN 001-134-012) (Deputy City Manager/Community Development Director Thompson)

Mayor Nelson opened the public hearing on this item and provided direction to the City Council and audience on the hearing procedure.

Deputy City Manager/Community Development Director Thompson provided background information on this item.

Pat Corrigan (appellant) spoke regarding the item.

City Council provided their questions to City staff and the appellant.

Andy Krotik spoke regarding the project.

**Bell Crossing Community Member spoke regarding the project.
Seth Fisher spoke regarding the project.**

Ernie Ochoa spoke regarding the project.

Sally Moss spoke regarding the project.

Donna Perring spoke regarding the project.

Jose spoke regarding the project.

Adam Reed spoke regarding the project.

Robert spoke regarding the project.

Bell Crossing Community Member spoke regarding the project.

No one else came forward to speak.

Pat Corrigan (appellant) provided a rebuttal argument.

City Council Members provided further questions to staff.

Mayor Nelson closed the public hearing.

MOTION: Mayor Pro Tem Raymond moved to Grant the Appeal of the Planning Commission decision of November 20, 2024 regarding an application for Conditional Use Permit No. 24-24-0100 and Site Plan No. 24-24-0200 for mini storage, located at Bell Drive between Truckee Drive and Shasta Drive, Atwater (APN 001-134-012). The motion was seconded by City Council Member Cale and the vote was: Ayes: Cale, Raymond, Rochester, Nelson; Noes: Ambriz; Absent: None. The motion passed.

REPORTS AND PRESENTATIONS FROM STAFF:

Request City Council Direction on Potential Modifications to the Existing Improvement Plans for the Fruitland Avenue Phase 3 Reconstruction Project (City Manager Hoem)

City Manager Hoem provided background information on this item.

Mayor Nelson opened public comment regarding this item.

Roger Wood spoke regarding the project

Jim Price spoke regarding the project

Kory Billings spoke regarding the project.

No one else came forward to speak.

Mayor Nelson closed public comment.

MOTION: City Council Member Ambriz moved adopt a resolution authorizing the change to design and construction as depicted in the attached exhibit and authorizes and directs the City Manager to execute a funding agreement with the property owner at 1200 Fruitland Avenue wherein said property owner would pay for the actual costs associated with design and construction modifications. The motion was seconded by City Council Member Ambriz and the vote was: Ayes: Ambriz; Noes: Cale, Raymond, Rochester, Nelson; Absent: None. The motion failed.

Police Chief Employment Agreement (City Manager Hoem)

City Manager Hoem provided background information on this item.

Mayor Nelson opened public comment regarding this item.

No one came forward to speak.

Mayor Nelson closed public comment.

MOTION: City Council Member Rochester moved to adopt Resolution No. 3513-24 to ratify Police Chief Employment Agreement in the annual amount of \$174,512.45 plus benefits with Richard McEachin, in a form approved by the City Attorney; and authorize and direct the City Manager to execute the Agreement on behalf of the City. The motion was seconded by Mayor Pro Tem Raymond and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

COMMENTS FROM THE PUBLIC:

Notice to the public was read.

Mayor Nelson clarified that under the Brown Act, members of the public are entitled to directly address the City Council and are not entitled to address their comments

to other members of the public or to staff.

Mayor Nelson opened public comment.

Sally Moss spoke regarding roads in the city.

Linda Dash spoke regarding a public records request.

Chief Michael Salvador spoke regarding his career at the City of Atwater.

Jim Price spoke regarding Measure B.

Pastor Rich Miller gave a Welcome and Thank you to various staff.

Chi Chi Wood spoke regarding the Christmas Parade.

Kory Billings spoke regarding the elections process.

Mayor Nelson closed the public comment.

CITY COUNCIL REPORTS/UPDATES:

City Council comments

City Council Cale spoke regarding the Christmas parade and all that prepared for it. He thanked Chief Salvador, City Council Member Button and reminded all to remember the reason for the season.

City Council Member Ambriz spoke regarding the Christmas parade and thanked Chief Salvador.

Mayor Nelson spoke regarding the Tri Tip fundraiser and wished best of luck to Chief Salvador.

Mayor Pro Tem Raymond welcomed everyone, thanked Chief Salvador and reminded all to remember the reason for the season.

City Council Member Rochester spoke regarding the Remembering Loved One Ceremony.

CITY MANAGER REPORTS/UPDATES:

Updates from the Office of the City Manager

City Manager Hoem reported the following:

- *Atwater City Fire Department Open House*

- *Reminder to drive careful in the fog*

ADJOURNMENT:

Mayor Nelson adjourned the meeting at 8:45 PM.

APPROVED:

MIKE NELSON
MAYOR

ATTEST:

JANELL MARTIN
ASSISTANT CITY CLERK



CITY OF ATWATER

SPECIAL MEETING CITY COUNCIL

ACTION MINUTES

January 13, 2025

CALL TO ORDER:

The City Council of the City of Atwater met in Special Session this date at 5:16 PM in the City Council Chambers located at the Atwater Civic Center, 750 Bellevue Road, Atwater, California; Mayor Nelson presiding.

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was postponed to the next Regular Session.

ROLL CALL:

Present: City Council Members Ambriz, Cale, Raymond, Rochester,
Mayor Nelson

Absent: None

Staff Present: City Manager Hoem, Deputy City Manager/Community
Development Director Thompson, Assistant City Clerk Martin

PUBLIC COMMENT:

Notice to the public was read.

No one came forward to speak.

COMMISSIONER MEMBER INTERVIEWS:

Interviews for one (1) scheduled vacancy on the City of Atwater Planning Commission, for the term of four (4) years, ending December 31, 2028.

The City Council interviewed the qualified candidate.

COMMISSIONER MEMBER NOMINATION AND APPOINTMENT:

Appointment of one (1) Commissioner Members to the scheduled vacancies on the City of Atwater Planning Commission, for the term of four (4) years, ending December 31, 2028.

Mayor Nelson and Assistant City Clerk Martin provided background information on the nomination process.

Assistant City Clerk Martin opened the nomination period.

City Council Member Raymond nominated Shawn Conour.

Assistant City Clerk closed the nomination period.

NOMINATION: Mayor Pro Tem Raymond moved to appoint candidate Shawn Conour to fill the scheduled vacancy on the City of Atwater Planning Commission to the City of Atwater Planning Commission, for the term of four (4) years, ending on December 31, 2028. The motion was seconded by City Council Member Cale and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

ADJOURNMENT:

Mayor Nelson adjourned the Special Meeting at 5:23 PM.

APPROVED:

MIKE NELSON
MAYOR

ATTEST:

JANELL MARTIN
ASSISTANT CITY CLERK



CITY OF ATWATER

CITY COUNCIL
ACTION MINUTES

January 13, 2025

REGULAR SESSION: (Council Chambers)

The City Council of the City of Atwater met in Regular Session this date at 6:00 PM in the City Council Chambers located at the Atwater Civic Center, 750 Bellevue Road, Atwater, California; Mayor Nelson presiding.

INVOCATION:

The Invocation was led by Andrew Buenrostro, Buhach Colony High School Boys' Water Polo Team.

PLEDGE OF ALLEGIANCE TO THE FLAG:

The Pledge of Allegiance was led by Jaden Mesa, Juniper Elementary Student Body President.

ROLL CALL: (City Council)

Present: City Council Members Ambriz, Cale, Raymond, Rochester and Mayor Nelson

Absent: None

Staff Present: City Manager Hoem, City Attorney Splendorio, Deputy City Manager Thompson, Police Chief McEachin, Finance Director Nicholas, City Clerk Billings and Assistant City Clerk Martin

SUBSEQUENT NEED ITEMS: **None**

APPROVAL OF AGENDA AS POSTED OR AS AMENDED:

MOTION: City Council Member Raymond moved to approve the agenda as posted. The motion was seconded by City Council Member Ambriz and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

PRESENTATIONS:

Buhach Colony Men's Water Polo team

Mayor Pro Tem Cale on behalf on the City Council presented certificates to the Buhach Colony Men's Water Polo Team for winning the Central California League of the Sac-Joaquin Section title and qualifying for the California Interscholastic Federation (CIF) NorCal playoffs.

Oath of Office - Chief of Police

City Clerk Billings administered the ceremonial oath of office to the newly appointed Chief of Police: Richard McEachin.

Mid Valley Disposal Verbal presentation

Billie Hansen, Recycling Programs Manager, presented their annual report and the 2024 Recycler of the Year Award.

CONSENT CALENDAR:

Mayor Nelson opened public comment regarding items on the Consent Calendar.

No one came forward to speak.

Mayor Nelson closed the public comment.

MOTION: City Council Member Raymond moved to approve the Consent Calendar as amended. The motion was seconded by City Council Member Rochester and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

Item #6 was pulled from the consent calendar for separate action and possible direction.

WARRANTS

4. a.) December 23, 2024
b.) January 13, 2025

ACTION: Acceptance of reports as listed.

AGREEMENTS:

5. Approve a General Services Agreement with Allways Towing, LLC for Police

Special Tow Services (Police Chief McEachin)

ACTION: Adoption of Resolution No. 3515-25 awarding a General Service Agreement, in a form approved by the City Attorney, to Always Towing, LLC, of Winton, CA for Police Special Tow Services, for an amount not to exceed \$30,000 over the course of the contracted three (3) year term; and to authorize and direct the City Manager to execute the Agreement on behalf of the City.

RESOLUTIONS:

This item was removed from the consent calendar for separate action and possible direction.

Resolution Approving a Budget Amendment to Allocate Funding for City Wide Traffic Signal Synchronization (Deputy City Manager/Community Development Director Thompson)

Deputy City Manager/Community Development Director Thompson provided background information on this item.

Mayor Nelson opened public comment regarding this item.

No one came forward to speak.

Mayor Nelson closed public comment.

MOTION: City Council Member Raymond moved to Adopt Resolution No. 3516-25 approving Budget Amendment No. 8, amending Fiscal year 2024-25 Budget to allocate funding for City Wide Traffic Signals Synchronization in the amount not to exceed \$143,707.00. The motion was seconded by City Council Member Ambriz and the vote was: Ayes: Cale, Ambriz, Raymond, Button, Nelson; Noes: None; Absent: None. The motion passed.

REPORTS AND PRESENTATIONS FROM STAFF:

Resolutions Approving Budget Amendment and Awarding a General Construction Contract for the Castle Sewer Interceptor Rehabilitation/Replacement Project (Public Works Director Vinson)

Public Works Director Vinson provided background information on this item.

Mayor Nelson opened public comment regarding this item.

Linda Dash spoke regarding the Castle Sewer agreement.

Andy Krotik spoke regarding the Castle Sewer agreement.

No one else came forward to speak.

Mayor Nelson closed public comment.

MOTION: City Council Member Raymond moved to Adopt Resolution No. 3517-25 approving Budget Amendment No. 9 amending the Fiscal Year 2024- 25 budget; and Motion to Adopt Resolution No. 3518-25 awarding a General Construction Agreement, in a form approved by the City Attorney, to Mountain Cascade, Inc. of Livermore, California, for the Castle Sewer Interceptor Rehabilitation/Replacement Project, City Project 19-09, in an amount not to exceed \$1,714,880.00 and authorize construction contract change orders up to an aggregate amount of \$171,488.00 (10%); and authorizes and directs the City Manager or his designee to execute all contract documents on behalf of the City. The motion was seconded by City Council Member Ambriz and the vote was: Ayes: Cale, Ambriz, Raymond, Rochester, Nelson; Noes: None; Absent: None. The motion passed.

COMMENTS FROM THE PUBLIC:

Notice to the public was read.

Mayor Nelson clarified that under the Brown Act, members of the public are entitled to directly address the City Council and are not entitled to address their comments to other members of the public or to staff.

Mayor Nelson opened public comment.

Adam Reed spoke regarding the Fruitland Avenue project.

Linda Dash spoke regarding a public records request and an article in a local newspaper.

Jim Price spoke regarding an article in a local newspaper.

Adam Conour spoke regarding an article in a local newspaper.

Mayor Nelson closed the public comment.

CITY COUNCIL REPORTS/UPDATES:

City Council Member Rochester spoke regarding the fires in California and the support of the local toy drive.

City Council Raymond spoke regarding his trash services.

City Council Member Ambriz had nothing to report.

City Council Member Cale thanked Jaden Mesa and Buhach Colony Water Polo.

Mayor Nelson wished everyone a Happy New Year and spoke of his support for the Police Chief.

CITY MANAGER REPORTS/UPDATES:

Updates from the Office of the City Manager

City Manager Hoem reported the following:

- **Translation (Spanish) services provided at the City Council meetings**

CLOSED SESSION: (Conference Room A)

**Pursuant to Government Code Section 54956.8, Conference with Real Property Negotiators
Property: APN 156-060-011
Agency Negotiator: City Manager Hoem Negotiating
Parties: NNN REIT
Under Negotiation: Price and Terms of Payment**

Mayor Nelson invited public comment on Closed Session items.

No one came forward to speak.

Mayor Nelson adjourned the meeting to Conference Room A for Closed Session at 6:59 PM. Closed Session was called to order at 7:10 PM.

MAYOR OR CITY ATTORNEY REPORT OUT FROM CLOSED SESSION:

City Attorney Splendorio reported the City Council received information were provided direction, and there was no reportable action.

ADJOURNMENT:

Mayor Nelson adjourned the meeting at 7:24 PM.

APPROVED:

MIKE NELSON
MAYOR

ATTEST:

JANELL MARTIN
ASSISTANT CITY CLERK



CITY COUNCIL AGENDA REPORT

CITY COUNCIL

Mike Nelson, Mayor
Danny Ambriz Brian Raymond
John Cale Kalisa Rochester

MEETING DATE: February 10, 2025
TO: Mayor and City Council
FROM: Greg Thompson, Deputy City Manager/Community Development Director
PREPARED BY: Jim Vang, Civil Engineering Assistant
SUBJECT: **Resolution Approving the Merced Regional Active Transportation Plan** (Deputy City Manager/Community Development Director Thompson)

RECOMMENDED COUNCIL ACTION

Adoption of Resolution No. 3519-25 approving the Merced Regional Active Transportation Plan.

I. BACKGROUND/ANALYSIS:

Merced County Association of Governments (MCAG) is taking strides in its efforts of building and maintaining safe and connected bicycle, pedestrian, and transit networks to meet the community's need to improve the existing roadway networks, reduce fatalities and serious injuries throughout the county, improve public health, and reduce dependency on single occupancy vehicles through the development of a comprehensive Regional Active Transportation Plan (ATP). The purpose of this plan is to improve the quality of life in Merced County for everyone – children, young adults, the elderly, people with disabilities, and future generations – through connecting the pedestrian and bicycle network and making travel safer, more convenient, and more comfortable.

The plan complies with the California Transportation Commission 2025 Active Transportation Program Guidelines and is in compliance with the 2022 Merced County Association of Government Regional Transportation Plan and Sustainable Communities Strategy. The plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and completed network of trails, walkways, and bikeways that provide safe, convenient, and enjoyable connections to key destinations and neighborhoods in Atwater. It also promotes pedestrian and bicyclist safety and collision reduction.

Approval of ATP will improve the accessibility of funding for pedestrian and bicycle related improvements. The ATP meets the eligibility requirements for Active

Transportation Program funding.

II. FISCAL IMPACTS:

None by this action.

III. LEGAL REVIEW:

This item was reviewed by the City Attorney's office.

IV. EXISTING POLICY:

The approval of the Merced Regional Active Transportation Plan is consistent with the circulation element of the City's adopted General Plan to enhance pedestrian and roadway safety.

V. ALTERNATIVES:

N/A

VI. INTERDEPARTMENTAL COORDINATION:

This item has been reviewed by all necessary departments.

VII. PUBLIC PARTICIPATION:

The public will have an opportunity to provide comments on this item prior to City Council action.

VIII. ENVIRONMENTAL REVIEW:

This item is not considered a project under the California Environmental Quality Act (CEQA) as this activity does not cause either direct physical change in the environment, or a reasonable foreseeable indirect physical change in the environment, pursuant to Public Resources Code Section 21065.

IX. STEPS FOLLOWING APPROVAL:

Following adoption by city council, City Clerk shall sign the resolution approving the Regional Active Transportation Plan.

Submitted by:



Greg Thompson, Deputy City Manager/Community Development Director

Approved by:



Chris Hoem, City Manager

Attachments:

1. Resolution approving Regional Active Transportation Plan - MCAG
2. MCAG_Active_Transportation_Plan_Document (1)



**CITY COUNCIL
OF THE
CITY OF ATWATER**

RESOLUTION NO. XXXX-25

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF ATWATER APPROVING THE MERCED
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Merced Regional Active Transportation Plan complies with the California Transportation Commission 2025 Active Transportation Program Guidelines; and

WHEREAS, the Merced Regional Active Transportation Plan is in compliance with the 2022 Merced County Association of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Merced Regional Active Transportation Plan is an implementation tool to the Atwater General Plan Circulation Element; and

WHEREAS, the Merced Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Atwater; and

WHEREAS, the Merced Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Merced Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in Atwater; and

WHEREAS, approval of the Merced Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Atwater does hereby approve the Merced Regional Active Transportation Plan.

The foregoing resolution is hereby adopted this 10th day of February 2025.

**AYES:
NOES:
ABSENT:**

APPROVED:

ATTEST:

MIKE NELSON, MAYOR

KORY J. BILLINGS, CITY CLERK



REGIONAL **ACTIVE** **TRANSPORTATION** **PLAN**

prepared for



April 3, 2024

FEHR & PEERS

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Executive Summary

MCAAG is taking strides in its efforts of building and maintaining safe and connected bicycle, pedestrian, and transit networks to meet the community's need to improve the existing roadway networks, reduce fatalities and serious injuries throughout the county, improve public health, and reduce dependency on single occupancy vehicles through the development of a comprehensive Regional Active Transportation Plan (ATP). Active transportation describes a means of getting around that is primarily powered by human energy, such as walking and bicycling. Throughout this document, all references to pedestrians are inclusive of persons with disabilities who use mobility aids (such as, scooters, manual and powered wheelchairs) to access public pedestrian walkways. Land use, the current state of the economy, institutionalized practices, and society can shape the active transportation experience. These factors play into the decision of how people travel: to get groceries, to go to school, to get to work, and to upkeep a healthy lifestyle.

This Plan is a regional document that takes a countywide look at the pedestrian and bicycle networks and how MCAAG and its member agencies can support active transportation through education, equity, policy, and implementation. Walking and biking recommendations are made for the following jurisdictions in the region:

The cities of:

- Atwater
- Dos Palos
- Livingston
- Los Banos
- Merced

Larger unincorporated communities within Merced County:

- Delhi
- Hilmar
- Planada
- Santa Nella
- South Dos Palos
- Winton

The City of Gustine completed an Active Transportation Plan in 2021, the primary projects of which are included for reference.

This plan is structured to provide a guiding vision and set of goals, a comprehensive overview existing conditions for bicyclists and pedestrians, and specific projects, strategies, and actions to advance and encourage walking and bicycling.

- **Chapter 1: Vision and Guiding Principles** provides insight to the purpose and need for an Active Transportation Plan for Merced County, including the plan development process, as well as the overall vision and goals that grounds the Plan.
- **Chapter 2: Where the Region Stands** includes a summary of each of the jurisdictions existing bicycle and pedestrian infrastructure, major barriers in the network, an overview of bicycle and pedestrian related collision trends, and an overview of the presence of disadvantaged communities countywide and associated equity analysis.
- **Chapter 3: Engaging the Community** highlights the various outreach efforts and activities conducted to solicit feedback and input on the development of this plan.
- **Chapter 4: Active Transportation Toolbox** includes a primer on national best practices around design and policy, as well as infrastructure and non-infrastructure countermeasures
- **Chapter 5: Building Out a Regional Network** provides a list of recommended improvements for jurisdictions to consider for implementation. Each project was prioritized based on various considerations including feasibility, safety, access, equity, and connectivity.
- **Chapter 6: Implementation and Accountability** includes potential funding opportunities, how to track progress of enhancing the transportation network, and strategies for MCAG and its member jurisdictions to coordinate to create a safer, complete, and connected active transportation network.

Collectively, the recommended plans and policies in this document reflect a vision where people of all ages and abilities have access to safe, connected, and robust facilities for bicycling and walking.





1

Vision and Guiding Principles

What we now consider “active transportation” is very different from when transportation was limited to walking and bicycling. Active transportation today also includes using a skateboard, electric bicycle or scooter, a wheelchair, or roller skates. Even when we drive or take transit, every trip we make begins and ends with active transportation.

The obligation for MCAG and its partner agencies is to build and maintain a transportation system that serves every person, helps the State reach its goals to improve public health, reduce dependency on single occupancy vehicles, and rectify historic discrimination inequity in land use decision-making. The Merced Regional Active Transportation Plan provides a foundation for the development and evolution of the local and regional active transportation network. As decision makers take on the task of preparing yearly budgets and identifying the critical needs of each partner agency, identifying and prioritizing active transportation needs is more crucial than ever. Ultimately, the purpose of this Plan is to improve the quality of life in Merced County for everyone – children, young adults, the elderly, people with disabilities, and future generations – through connecting the pedestrian and bicycle network and making travel safer, more convenient, and more comfortable.

Plan Purpose and Need

The Merced County Regional Active Transportation Plan is the blueprint for enhancing active transportation in the region. It is a combined pedestrian and bicycling plan which builds off previous projects and programs established through both local and regional plans. This ATP intends to:

- Identify and support how active transportation contributes to the County's health, environmental, economic, and land use goals
- Acknowledge and address the effects of infrastructure decisions on safety and mobility, with an emphasis in communities that have been historically underserved
- Provide decision makers with information in making policy decisions that affect people walking and biking
- Provide recommendations on where to invest in bicycle and pedestrian infrastructure

Embracing the Safe System Approach as part of this ATP aligns with the 2022 National Safety Strategy released by the US DOT,¹ and Caltrans' commitment with the most recent Strategic Highway Safety Plan. Committing to and providing a Safe System, especially for vulnerable road users, committing to providing a Safe System, especially for vulnerable road users, is a priority for the region.

¹ https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

Plan Development Process

The Plan was developed to serve as a resource for local agencies to plan and implement walking and biking improvements, and for MCAG to prioritize and implement improvements of countywide significance. The content of the plan and its recommendations were informed by several inputs:

- Adopted local plans
- Existing data related to walking and biking
- Identified barriers to walking, biking, and accessing transit through walk audits
- Benchmark on Safe System best practices and where challenges may exist
- Input from community members through a thorough engagement process



Establishing a Safe System Policy

Safe System Approach is an international, national, and state best practice framework, and a foundation for improving roadway safety. A Safe System acknowledges the vulnerability of the human body—in terms of the amount of kinetic energy transfer a body can withstand—when designing and operating a transportation network to minimize serious consequences of crashes. According to the World Health Organization, the goal of a Safe System is to ensure that if crashes occur, they “do not result in serious human injury.”

The MCAG Local Roadway Safety Plan also acknowledges the Safe System approach. Through these two plans, MCAG and its member agencies are committing to addressing safety problems, and identifying and facilitating changes that need to be implemented to create a safer environment for pedestrians and bicyclists.

MCAG and its member agencies can adopt a Safe System Policy, which would commit them to, as a matter of policy, prioritize the safety of vulnerable users over multimodal operations in instances where a tough trade-off decision between the two is necessary. This can work to ensure a safe and equitable roadway network.

Priorities

Prioritizing walking, bicycling, and transit allows people to get to and from their jobs, schools, retail centers, recreational areas, and all around the community. Facilitating an increase in active transportation can confer a variety of benefits such as improved safety, comfort, health, air quality, economic vitality, and quality of life. Increased walking and bicycling will also support the region’s commitments to state climate goals, including the reduction of vehicle miles traveled (VMT).

Benefits of Active Transportation

Walking, biking, and other forms of active transportation are integral to the health of individuals and communities. The benefits of active transportation include:

- Connecting people to schools, retail, recreational, and transit centers, jobs, and other members of the community
- Improving health and reducing the incidence of disease and obesity
- Reducing air pollution and greenhouse gas production
- Supporting local businesses and economic vitality
- Creating more vibrant and lively streets
- Saving people money on gas and car maintenance

Health

In recognition of the importance of physical activity for health, the United States Surgeon General and the Centers for Disease Control (CDC) encourage communities to design streets to make walking and biking safe and easy.² Using active modes of transportation is a low-cost and effective way to incorporate physical activity into daily routines. Benefits to both physical and mental health from moderate amounts of daily exercise include lowered risk of heart disease, adult-onset diabetes, high-blood pressure, and stress, as well as more energy, flexibility, and muscle strength. Physical activity can also help combat obesity and lower asthma rates.

This advice is pertinent to Merced County, where health outcomes rank poorly compared to statewide indicators on a number of fronts. Merced County has higher obesity rates for both adults and children than statewide and nationwide averages, with children in particular being significantly less likely to be physically active. In terms of diabetes, Merced County has the highest age-adjusted death rate for diabetes in the San Joaquin Valley, and the fifth-highest amongst California counties. Merced County also sees a higher prevalence of chronic lower respiratory diseases like asthma than statewide averages.³

² Centers for Disease Control (CDC), “The 3 D’s: Design. Develop. Deliver.” Retrieved from <https://www.cdc.gov/physicalactivity/inactivity-among-adults-50plus/infographic.pdf>

³ “Merced County 2023 Community Health Assessment.” Retrieved from <https://www.countyofmerced.com/DocumentCenter/View/12213/Merced-County-Community-Health-Assessment>.

Equity

Active transportation gives people who cannot or choose not to drive more and affordable options for getting around independently to meet their daily needs. Those who benefit most from improvements to walking and biking include children (particularly for going to school); many seniors and people with disabilities; and low-income families, for whom the cost of owning and operating a car can be prohibitive

Economy

Active transportation can benefit the bottom line of households, businesses, and cities. The economic benefits of walking and biking include lower transportation costs for individuals and families, increased property values in traffic-calmed neighborhoods, savings to cities from less wear and tear on streets, less demand for roadway improvements and parking lots, and a greater ability for communities to attract new residents and employers. .

Livability

Enabling people to make shorter trips on foot or by bicycle can help communities improve quality of life in important ways. More trips out of the car shifted to walks and bike rides leads to more interaction with neighbors. Local streets become calmer and safer, but also livelier with the increased presence of pedestrian and bicyclists activity. The most discussed, and perhaps most critical, environmental benefits of active transportation are reduced air pollution and emissions of greenhouse gases. Other environmental benefits include energy savings, less noise pollution, less water pollution, and even reduced pressure to develop agricultural and open space.



Vision

The Merced Region is a place where people of all ages, abilities, and backgrounds can safely, conveniently, and comfortably walk, bike, and roll to wherever their destinations may be. The active transportation system promotes healthy communities, improved quality of life, and equitable access to job and educational opportunities.

Guiding Principles



Safety

Create and maintain a safe environment for people walking, biking, and rolling



Mode Shift

Increase the share of trips made using active modes throughout the region



Equity

Prioritize active transportation investments in underserved communities



Connectivity

Create a pedestrian and bicycle network that connects people to key destinations and public transit

Relevant Plans

The following is a review and analysis of existing policies and programs at the state and local levels. These plans and documents contain goals and policies as well as specific requirements related to active transportation. The following summarizes the plans and identifies how they will support the efforts of this ATP.

State Plans and Policies

Caltrans District 10 Active Transportation Plan (2021)

The District 10 Active Transportation Plan identifies needs on the State Highway System and establishes a baseline for assessing future progress by focusing on four goals: mobility, safety, equity, and preservation.

This Plan supports the District 10 ATP by building off its existing conditions, identifying walking and bicycling needs, and funding to meet active transportation needs.

Caltrans Complete Streets Evaluation Policy (2021)

The Caltrans Complete Streets Evaluation Policy focuses on providing comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.

Regional Plans

Regional Transportation Plan (RTP) / Sustainable Communities Strategy for Merced County (SCS) (2022)

The RTP/SCS seeks to ensure that the Merced County transportation system will continue to operate efficiently over the next 25 years with sufficient capacity to meet demand and that mobility options are available for all of Merced County's residents.

Merced County Regional Bicycle Transportation Plan (2008)

The purpose of MCAG's Merced County Regional Bicycle Transportation Plan is to provide a comprehensive long-range view for the development of an extensive regional bikeway network that connects cities and unincorporated areas countywide.

Local Plans

Relevant local plans were reviewed to consider strategies for developing a complete and connected walking and bicycling network that promotes walking and bicycling access and safety. This ATP aims to link ideas from local plans and align with them in both incorporated and unincorporated areas; however, it is the responsibility of each jurisdiction to fully implement their respective plans. Plans reviewed include the Gustine Active Transportation Plan (2022), City of Merced Active Transportation and Safe Routes to School Plan (2019), City of Los Banos Bicycle Pedestrian Plan (2018), Planada Pedestrian Improvement Plan (2014), Franklin-Beachwood Safe Routes to School Plan (2014), City of Merced Bike Transportation Plan (2013), and City of Livingston Bicycle Plan (2005).



Relevant Regional and Local Policies

In recent years, communities across the region have adopted policies related to active transportation.

Notable policies at the county level include:

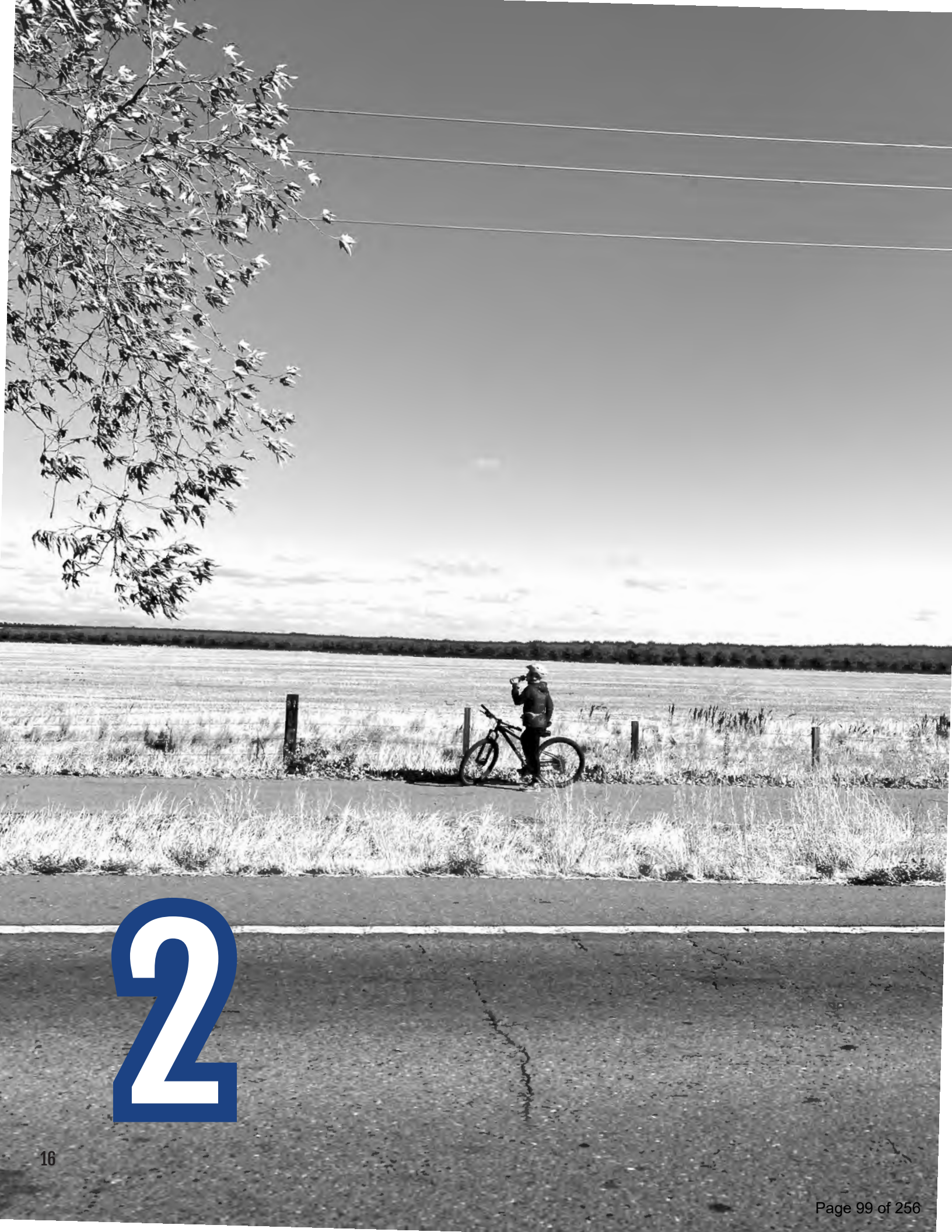
- *MCAG's Regional Transportation Impact Fee* enacted in 2005 provides additional revenue to mitigate transportation impacts on the regional road network.
- *Measure V* is MCAG's 30-year 1/2 cent transportation sales tax for the Merced County region that was passed by voters in November 2016. The measure is estimated to generate \$15 million in new revenue annually and \$450 million over the life of the measure. The Expenditure Plan requires jurisdictions spend at least 20% of their funding on alternative modes projects for biking, walking, and other alternative modes to single-occupant vehicle use.
- *MCAG's Regional Transportation Plan/Sustainable Communities Strategies for Merced County (RTP/SCS, 2022)* identifies policies to support a regional transportation system and build out pedestrian and bicyclist facilities where they do not currently exist. Many of the RTP/SCS goals align with state regulatory frameworks, including the California Complete Streets Act (AB1358). The RTP/SCS policies focus on actively pursuing funding for active transportation projects countywide.
- *The 2030 Merced County General Plan (2013)* identifies policies to design an efficient transportation network, promote alternative modes of transportation, and develop Complete Streets improvements to support multimodal travel. The General Plan requires all new or major reconstructed

streets within Urban Communities to accommodate travel by pedestrians and bicyclists, and coordinating bicycle lane standards, active transportation amenities, and funding between the County's incorporated and unincorporated communities.

- *MCAG's Regional Bicycle Transportation Plan (2008)* includes strategies and policies to connect bikeways throughout the county.

Notable policies at the local level include:

- *The City of Merced's Bicycle Transportation Plan (2013)* establishes a comprehensive system of Complete Streets policies to address all modes of transportation. Policies are tailored to design streets consistent with circulation function, transit-oriented development, or site design that promotes walking, bicycling, and transit usage. The Complete Streets policies are revisited in the City of Merced's Active Transportation and Safe Route to School Plan in 2019.
- *The City of Gustine's Active Transportation Plan (2021)* includes a policy to integrate bicycle and pedestrian network and facility needs into city planning documents and capital improvement projects where applicable. In order to do so, the plan recommends adopting a Complete Streets resolution or ordinance as a commitment to developing bicycle and pedestrian facilities throughout the City.
- *The City of Los Banos Bicycle Pedestrian Plan (2018)* uses the City's 2030 General Plan as its basis for transportation goals. Tiering off of the General Plan, the City aims to incorporate Complete Streets policies into local planning efforts.



2

Where The Region Stands

Merced County encompasses over 1.2 million acres, with 81 percent of available land dedicated to agricultural uses and populations concentrated throughout six incorporated cities and numerous unincorporated communities. While the region's population remains under 300,000, the MCAG 2022 Regional Transportation Plan estimates the County will increase by approximately 82,000 persons, 27,000 jobs, and 34,000 households by 2046.

A growing population needs a robust transportation network to support all modes of travel. Today, driving remains the primary and main mode choice for many residents. At the countywide level, only 2.3 percent and 0.4 percent of the population walks and bikes to work, respectively. This reflects the existing regional transportation system, which has historically prioritized vehicles over the safety, comfortability, and accessibility for bicyclists and pedestrians. Understanding the conditions of the transportation network and barriers provides insight on potential countermeasures that can be used to mitigate connectivity and safety issues in the network.

This chapter provides information on the current state of bicycling and walking through a discussion of the existing facilities, barriers to travel, collision data, and disadvantaged community metrics.

Existing Facilities

Safe and connected active transportation facilities promote the mode shift from vehicles to walking and bicycling and provide the first- and last-mile connection from transit facilities to destinations such as retail centers, work, school, parks, and many more facilities. When developing an Active Transportation Plan for such a large geographical area, the active transportation landscape can vary significantly for each unincorporated community. For instance, the transportation needs of more densely populated areas, such as the City of Merced, differ from those of lower-density or more rural communities, such as Planada in unincorporated Merced County. Therefore, understanding user needs is a nuanced process that must take local context and land use (as documented in [Appendix A](#)) into consideration.

Multimodal facilities primarily consist of sidewalks, trails, multi-use paths, and bicycle facilities. Multimodal facilities support people walking, biking, and all other non-motorized modes of travel. Currently, Merced County has approximately 42.1 miles of multi-use paths and 108.3 miles of roadway with designated bicycle facilities, as listed in [Table 2](#). While the exact length of existing sidewalks is unavailable, sidewalks are provided in most new developments but are intermittent or missing in many older neighborhoods and rural communities.

Bicycle Facilities

Several types of bikeways and supporting facilities come together to form a complete bicycle network.

Bicycle parking requirements are provided in various City and County development codes. While bike parking is installed at most municipal buildings and schools, these facilities in some instances do not meet the standards or quality that residents expect.

Bikeways are classified in Chapter 1000 of the Highway Design Manual (Caltrans, 2015) into four primary types:

- Class I bike paths (including shared-use paths and trails)
- Class II bike lanes (including Class IIB buffered bike lanes)
- Class III bike routes (including Class IIIB bicycle boulevards)
- Class IV separated bikeways

Bicycle facilities throughout the region are mapped in **Figures 5-10**.

Table 2
Existing Bicycle Facilities in
Merced County by Facility Type

Facility Type	Mileage
Class I shared-use paths	42.1
Class II bike lanes	69.1
Class III bike routes	39.2
Class IV separated bikeways	0

Class I Shared-Use Path

Bike Paths, often referred to as shared-use paths or trails, are off-street facilities that provide exclusive use for nonmotorized travel, including bicyclists and pedestrians, as shown in **Figure 1**. Bike paths have minimal cross flow with motorists and are typically located along landscaped corridors. Bike paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other nonmotorized forms of travel. They are frequently designed to offer a benefit to users, such as a connection not previously included in the bicycle or pedestrian network or traversing a barrier such as a freeway or river. Unless specifically allowed by local laws, equestrians are generally prohibited from using bike paths. If horses and riders are allowed to use the facility, paths should be designed to accommodate all users, typically with wider widths than traditional multiuse paths.

Class I bike paths currently exist in a few locations in the county, typically alongside canals or waterways or adjacent to busier roadways. In Los Banos, Class I bike paths run along portions of the Main Canal, Prairie Springs Drive, and Ward Road. In Gustine, Class I bike paths run along Meredith Avenue to Harry Schmidt Park. In Atwater, Class I bike paths run along N Buchach Road and E Juniper Avenue. The City of Merced and its surrounding areas have the most robust Class I bike path network in the County, with facilities along Black Rascal Creek, Fahrens Creek, Bear Creek, and Cottonwood Creek. Class I paths also exist along Lake Road and Campus Parkway.



Figure 1
Class I shared-use paths on either side of a large arterial



Figure 2
Class IIB buffered bike lanes along a three-lane collector

Class II Bike Lane & Class IIB Buffered Bike Lane

Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bike lanes are located adjacent to motor vehicle traffic. Well-designed bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists. The majority of existing bicycle facilities throughout the region are categorized as Class II bicycle lanes, with most located in the urbanized areas of Los Banos and Merced.

Class IIB, or buffered bike lanes, are standard bike lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane, as shown in **Figure 2**. This type of bikeway provides greater distance between vehicles and bicycles, space for bicyclists to pass each other, and greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane; and encourages bicycling by contributing to the perception of safety.



Figure 3
A neighborhood residential
street designated as a
Class IIIB bike boulevard

Class III Bikeways: Bike Route and Bike Boulevard

Bike routes are streets with signage and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles. Class III bike routes are best suited for low-speed and low-volume streets, to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with Class III bike routes.

Bicycle boulevards, as shown in **Figure 3**, are designated in this Plan as Class IIIB. They are similar to bike routes in that they are routes shared with automobile traffic. They are located on low-speed and low-volume streets, such as those found in residential neighborhoods, and can close important gaps in the bicycle network on roads with insufficient space for dedicated lanes. Bicycle boulevards are distinct from typical bike routes in that further enhancements are provided to slow speeds and discourage non-local vehicle traffic via traffic diverters, chicanes, traffic circles, and/or speed tables. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.

Most bicycle routes run throughout the City of Gustine and in the City of Merced providing connections to Class II bike lanes.

Class IV Separated Bikeway

Class IV separated bikeways, commonly known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way but provide comfort similar to Class I bike paths.

The key feature of a separated bikeway, as shown in **Figure 4**, is a vertical element that provides further separation from motor vehicle traffic. Common vertical elements used for separation include a vertical curb, a painted buffer with flexible posts, parked cars, a landscaped area, large planters, or a fixed barrier. Separated bikeways may also be constructed by creating a bike lane at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both. No Class IV separated bikeways currently exist in the region.



Figure 4
Class IV separated bikeways, featuring plastic bollards installed in a painted buffer, running along a five-lane arterial

Figure 5
Existing Bicycle Network
Los Banos

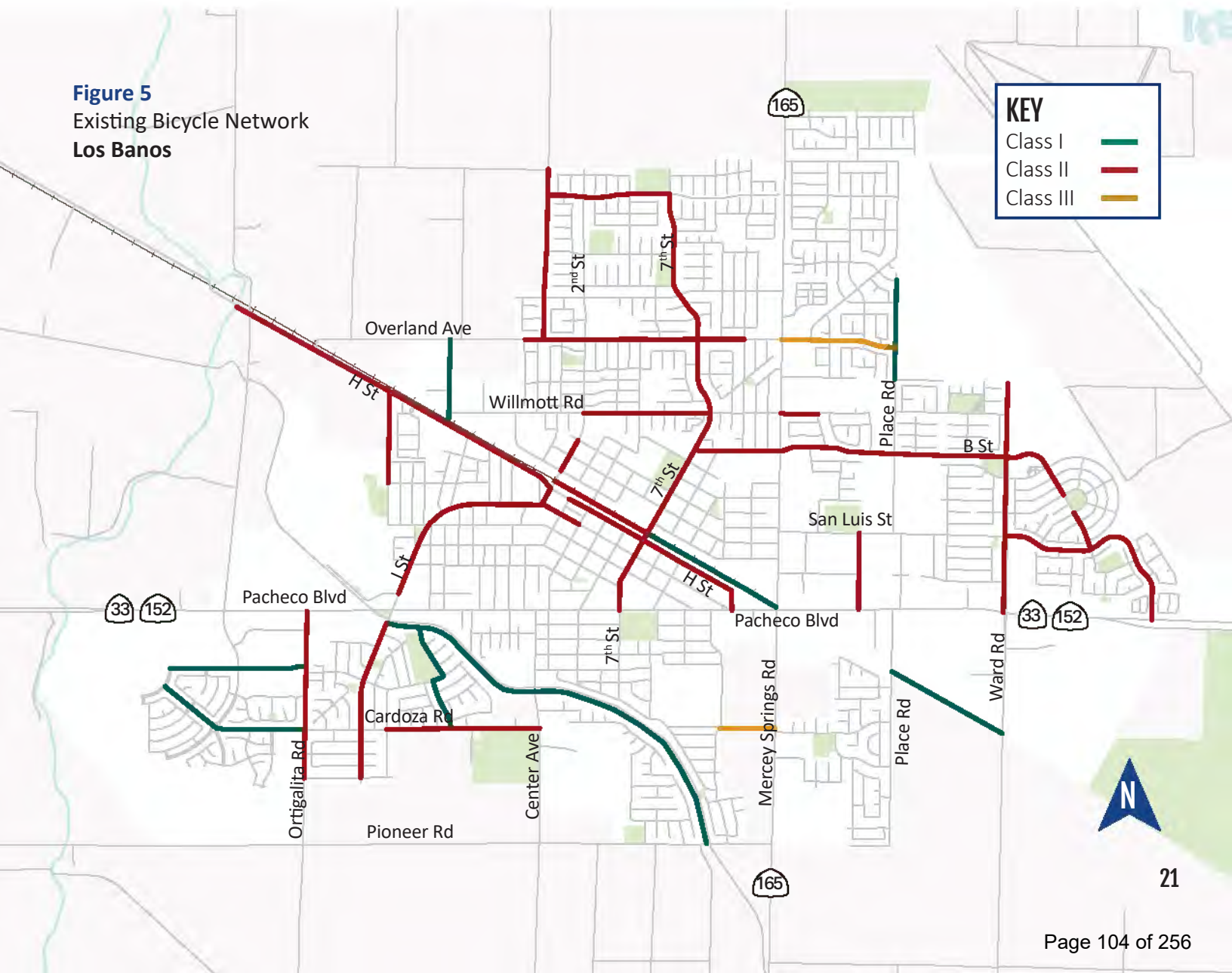
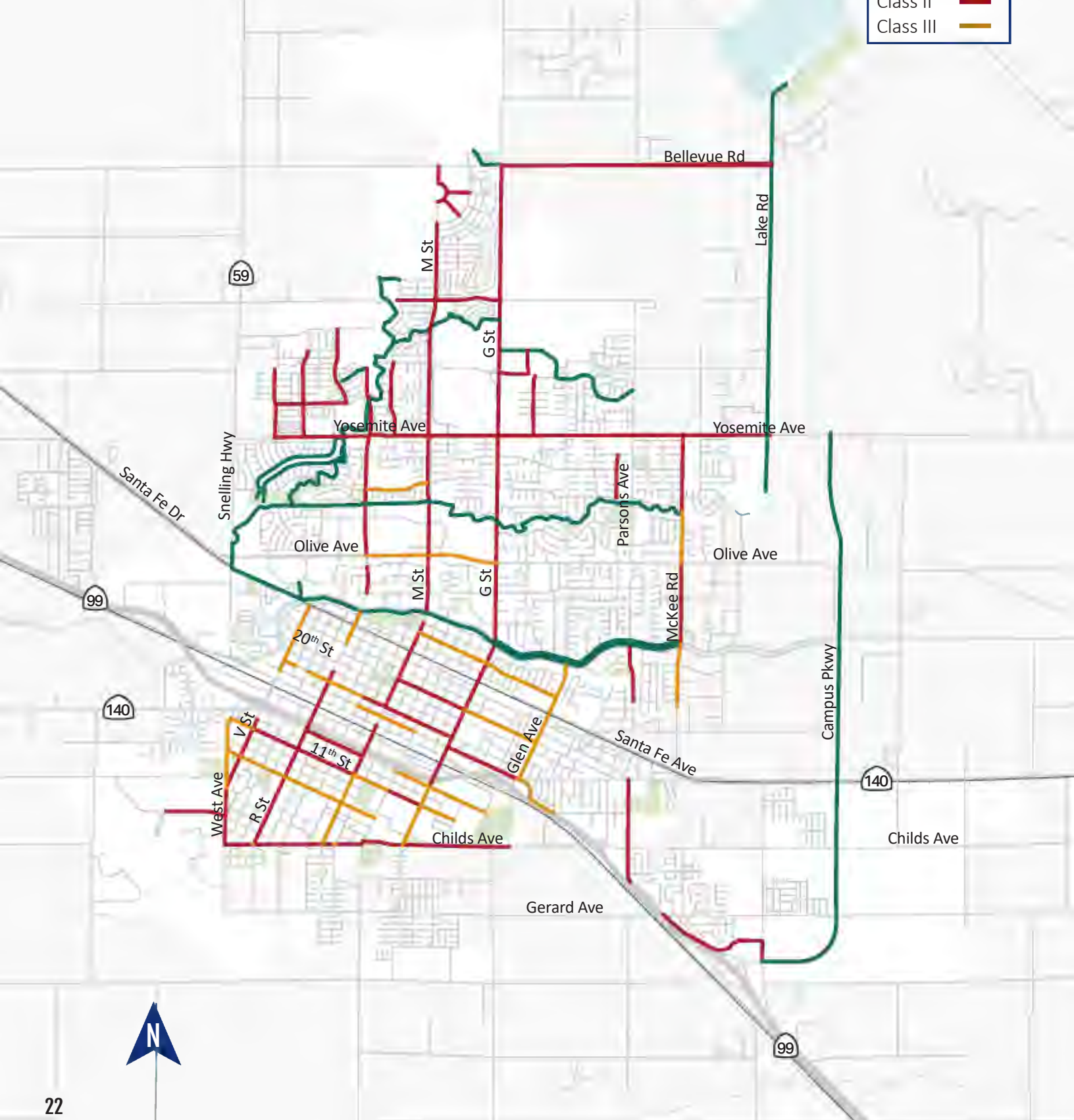


Figure 6
Existing Bicycle Network
City of Merced

KEY	
Class I	
Class II	
Class III	









KEY	
Class I	
Class II	
Class III	

Figure 7
Existing Bicycle Network
Gustine



Figure 8
Existing Bicycle Network
Livingston

KEY	
Class I	
Class II	
Class III	

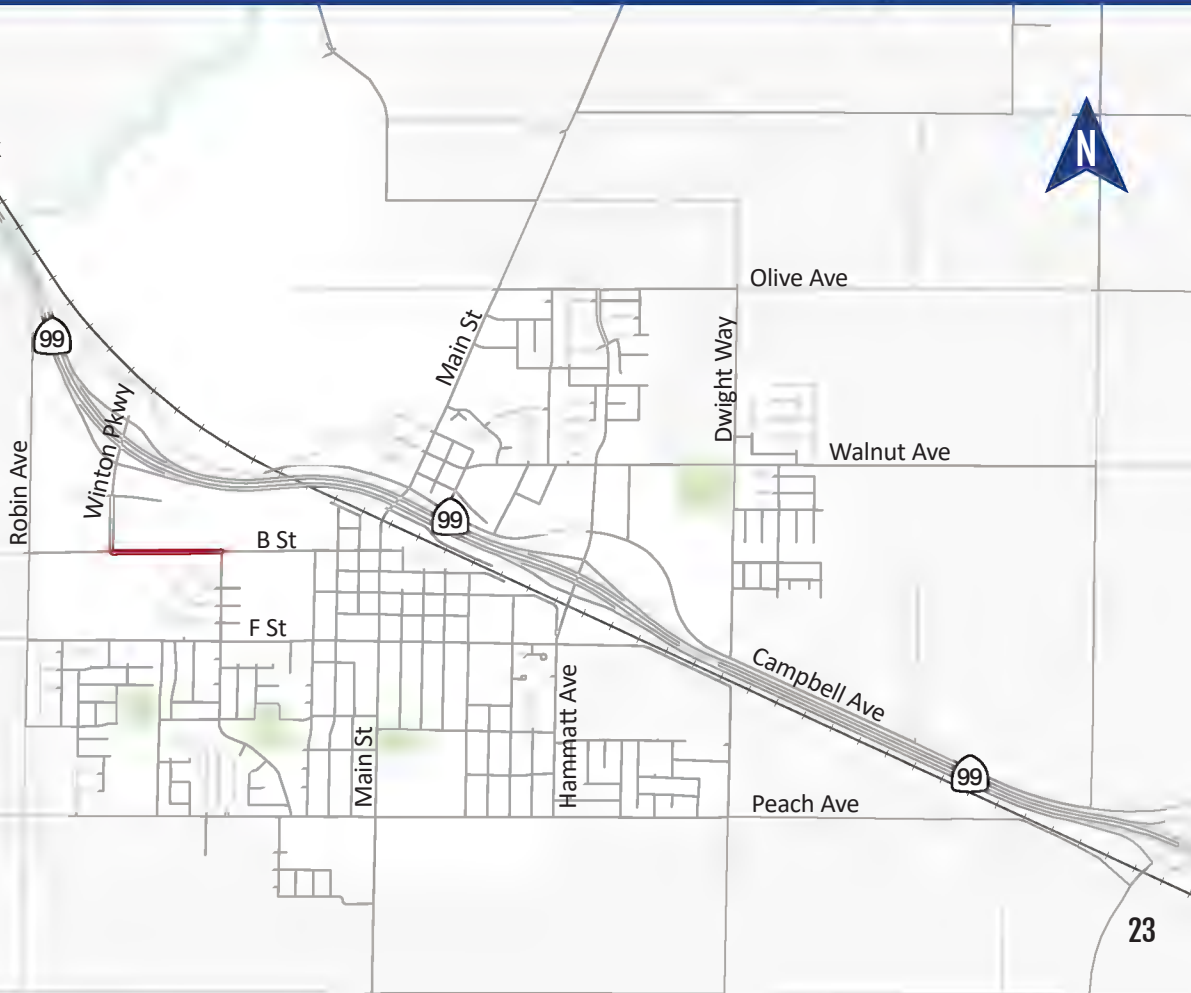


Figure 9
Existing Bicycle Network
Atwater and Winton

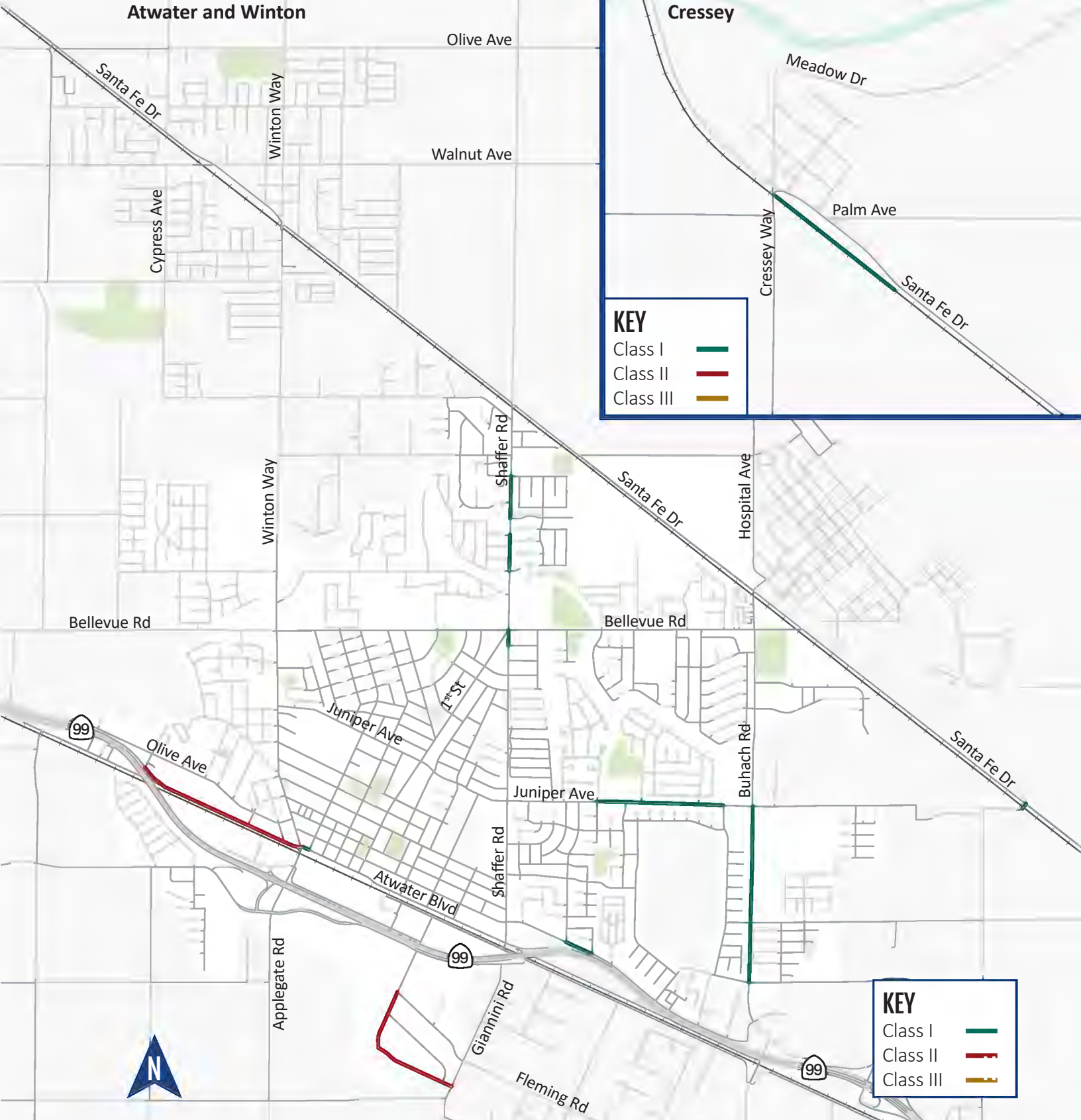
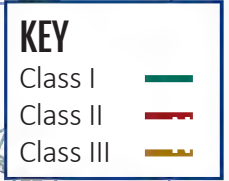
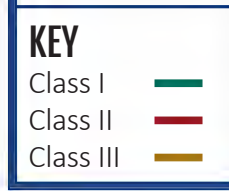


Figure 10
Existing Bicycle Network
Cressey





Pedestrian Facilities

Pedestrian facilities provide connections for those rolling and traveling by foot, and include shared-use paths and trails, sidewalks, and crosswalks.

Class I bikeways, discussed previously, are also used by pedestrians, and thus frequently known as shared-use paths or multi-use trails.

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians and may be used by people riding bicycles unless prohibited. Unlike shared-use paths, they are directly adjacent to the main right-of-way. As with trails, shade is important to encourage walking in Merced County's hot summer climate.

A legal crosswalk, whether marked or unmarked, in California is designed as the extension of the sidewalk as a desire line across the road at an intersection. Marked crosswalks feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

- *Controlled crosswalks* are located at intersections with stop signs or traffic signals. They provide the most protection for pedestrians since they require drivers to come to a complete stop for to people in the crosswalk. Sharks teeth, or yield markings, are often installed before a marked crossing without stop control to notify motorists to stop and yield to pedestrians. Opportunities for enhancement may include adding pedestrian countdowns during the "Flash Don't Walk" signal phase; providing the walk phase during each signal cycle without having to press the push button (also referred to as "pedestrian recall"); prohibiting right turn on red; and automatically giving pedestrians a leading pedestrian interval (LPI) at crossings.
- *Uncontrolled crosswalks* are located at intersections without stop signs or traffic signals. In some cases, uncontrolled crosswalks are also found in the middle of a larger block to provide quicker access between streets. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Gaps in sidewalks, missing links in the bikeway network, and missing crosswalk links are commonplace in Merced County and pose significant challenges and barriers to active transportation.

Connectivity Across Other Modes

Wayfinding

Wayfinding provides orientation and spatial relationships for users, particularly bicyclists and pedestrians. While there are a handful of wayfinding signs in the City of Merced's downtown core, wayfinding signage is scarce in the rest of Merced County.

Roadway Network

Merced County is served by a multimodal transportation system that incorporates roadways, railways, airports, pedestrian and bicycle facilities to aid in the movement of people and goods throughout the region. Interstate 5 (I-5) and State Route 99 (SR 99) provide the primary connection to major cities within the region and link the county to other parts of California and beyond. Other state highways in the County include SR 33, SR 140, SR 152, and SR 165.

Merced County contains a mix of roadway types that vary in right-of-way, number of travel lanes, median type, design speed, and bicycle and pedestrian infrastructure. The Transportation and Circulation Element in the County General Plan identifies all major roadways that provide connections throughout the County.

SR 99 is the primary limited-access highway serving most of Merced County, directly serving the communities of Delhi, Buhach, Franklin, and the Cities of Atwater, Livingston, and Merced.

However, for the communities that it serves, SR 99 also bisects them and acts as a physical barrier between neighborhoods. Freeway crossings are infrequent, and the crossing points that do exist are often at interchanges featuring heavy, fast-moving traffic as well as complex intersection geometries and traffic patterns, all of which pose safety risks, especially for bicyclists and pedestrians.

In addition to SR 99, the region is connected by many arterials that serve large volumes of traffic, often at high speeds. Some of these are state routes controlled by Caltrans, while other roads are controlled by Merced County or local jurisdictions. In addition to serving as regional connectors, these roads also pass through cities and towns around the County, where they sometimes also serve as main streets in city business districts. When passing through these districts, the roads serve pedestrians, bicyclists, and local vehicle traffic as well as traffic moving between communities. While posted speed limits on arterial roadways are generally lower when they pass through cities and towns, actual observed speeds and traffic volumes are nonetheless high, which pose safety risks. In addition, because they are often designed to prioritize high volumes of through traffic, they often do not feature sufficient crossing facilities in terms of quantity and frequency or quality. Careful design is required to ensure that these roads serve all users, are safe for all users, and do not serve as a barrier to bicyclists and pedestrians.



Transit

A well-planned bicycle and pedestrian network can facilitate transit use by supporting access to transit routes and creating first- and last-mile connections between transit stops and destinations. However, as a result of the barriers present in the roadway network, significant obstacles exist for accessing transit stations and stops in Merced County, with the active transportation network leading to and from transit services facing many of the same issues facing roadways countywide. The robust roadway network, critical for travel and goods movement, likewise creates challenges in connectivity.

Transit service is provided via both bus and rail within the region.

Bus

The Bus, Merced’s Regional Transit System, is the single public transportation service provider for all of Merced County. The Bus operates on 15 fixed-route lines and two deviated fixed routes throughout the region and provides paratransit service for qualifying individuals who cannot access the fixed-route service. The Bus fixed route services operate from 6:00 a.m. to 8:00 p.m. Monday through Friday, and from 8:00 a.m. to 6:00 p.m. on weekends.

The Bus also operates “The Micro Bus” an on-demand microtransit service providing local rides within the communities of Dos Palos, Los Banos, Santa Nella, and Gustine. Users can make a reservation via a dispatch phone number, website, or The Micro Bus application on smartphones. The Micro Bus operates from 6:00 a.m. to 7:30 p.m. Monday through Friday, and from 8:00 a.m. to 5:30 p.m. on weekends.

In addition to The Bus, there are other transit providers in the area providing connections to Yosemite Park. These operators include the Yosemite Area Regional Transportation System (YARTS), VIA Trailways, and Greyhound.



Rail

Passenger rail service is currently provided by Amtrak on the San Joaquins route, which connects the City of Merced on a route that runs from Bakersfield to Stockton, with connecting services via transfer to Los Angeles, Sacramento, and the Bay Area. The San Joaquins run seven days a week, with six trains in each direction.

In addition to passenger rail operated by Amtrak, various freight railroads run through Merced County, including the Union Pacific Railroad (UP), California Northern Railroad (CFNR), and BNSF Railway currently operate within the region. Most of the railroad crossings in the County are at-grade, and at-grade rail crossings can pose significant barriers for bicyclists and pedestrians. They may have a hard time navigating at-grade crossings not designed with bicycle and pedestrian accessibility in mind, such as those missing key features such as sidewalks. Furthermore, with increases in freight traffic and, in particular, lengths of freight trains, at-grade rail crossings can often be blocked for significant lengths of time, which can pose obstacles for travel and make rail lines barriers in the communities they pass through.

The development of passenger rail in the region is poised for significant future investment through the expansion of the Altamont Corridor Express (ACE) train service into Merced County from the north, and California High Speed Rail

(HSR) from the south. ACE will establish service via new stations in Livingston, Atwater, and Merced. The Merced Station will also be utilized by HSR through a proposed elevated track facility.

While increasing investments in passenger rail will come with many benefits for mode choice, proper accommodations for pedestrians and bicyclists will be necessary at proposed double-tracked rail lines and new station locations to avoid the creation of additional crossing and accessibility barriers.



Canals and Waterways

Merced County is crisscrossed by a network of waterways and irrigation canals. While they are critical to the region’s agricultural industry, the canals that cover much of Merced County often suffer from insufficient crossings – the same issues as the region’s freeways. Moreover, many crossings that do exist are narrow and lack sufficient bicycle and pedestrian infrastructure, and erosion and environmental are also factors in the long-term durability of existing facilities,

such as the Bear Creek Trail in the City of Merced. Many of the existing irrigation canals are already used informally as walking routes, such as in the City of Dos Palos as a connection to O’Banion Park. Formalizing additional paths along canals may present an opportunity to expand the trail network if thoughtfully developed to accommodate both agricultural and transportation uses.



Mode Share and Trip Lengths

The American Community Survey (ACS) collects statistics on Means of Transportation to Work for every Census geography level larger than a block. This dataset estimates the local share of home-based work travel for workers 16 years and older by foot and bike as well as other modes. Because the ACS only polls a representative sample of residents in each geography per year (on average, about 1% of the local population), its metrics are bounded by a margin of error. This analysis only refers to the ACS mode share metrics at the county level, city level, and unincorporated community (“Census-designated place (CDP)”) level, where sample sizes are large enough and margins of error small enough for reasonably precise analysis. The ACS Means of Transportation to Work dataset is undoubtedly useful for understanding home-based work commute mode share in residential areas, but it is less appropriate for estimating active mode share for all trip types and beyond residential areas. For example, the ACS metrics will fail to reflect recreational active

travel in rural areas, active travel by students from homes to schools, and work-related active travel to residential areas by domestic workers.

Commute Mode Choice

As seen in **Table 3**, the walk and bike mode share for most communities is relatively small, in the range of zero to three percent. The majority of residents, 82.7%, commute by car each day.

Zero Vehicle Households

The choice to walk or bike may be impacted by whether a household has a vehicle available for trips. If a household has two commuters but one vehicle, one of the commuters must find another mode of transportation to work unless the household carpools. In Merced County, most households have at least two vehicles available. Approximately 49.4 percent of households have over three vehicles available while only 2.6 percent do not have any vehicles available.

Table 3 Means of Transportation to Work (2022 5-Year Average)

Location	Total Population of Workers	Walk		Bike		Drive Alone	
		#	%	#	%	#	%
Merced County (As A Whole)	106,381	2,481	2.3%	396	0.4%	92,217	87.2%
Merced County (Unincorporated)	20,514	446	2.2%	0	0%	17,481	87%
Merced County (Cities)	72,109	1,028	1.4%	391	0.5%	63,069	87.6%

Source: US Census Bureau American Community Survey (ACS) 2018-2022 5-Year data

Level of Traffic Stress in Bicycle Facilities

Cities and counties around California and nationwide are using a “level of traffic stress” (LTS) analysis to help determine the comfort of bicycling in their communities. An LTS analysis takes different travel corridor characteristics into consideration, including the number of travel lanes, speed of traffic, number of vehicles, presence of bike lanes, width of bike lanes, and presence of physical barriers providing protection from traffic. Based on these variables, a bicycle facility can be rated with an LTS ranging from 1 to 4.

The most comfortable (least stressful) facilities are given an LTS 1 rating. Facilities with this rating are typically shared-use paths, separated bikeways, low-volume and low-speed bike routes, and bike lanes on calm and narrow streets. The most stressful (least comfortable) facilities are given an LTS 4 rating. Facilities with this rating are typically major arterials with multiple lanes of traffic (with or without bicycle lanes in some cases, depending on speeds) or narrower streets with higher speed limits.

Addressing comfort is one of the most important actions any community can take to create a more bicycle-friendly transportation system. Studies have shown that a community’s interest in biking can be increased by providing comfortable streets with lower-stress environments, such as providing protected and off-road bike facilities, and slowing traffic on corridors without such facilities.

Attitudes Towards Bicycling

People typically fall into one of four categories as bicyclists, as shown in **Figure 11**. When planning a bicycle network, these categories can help determine which type of facilities will

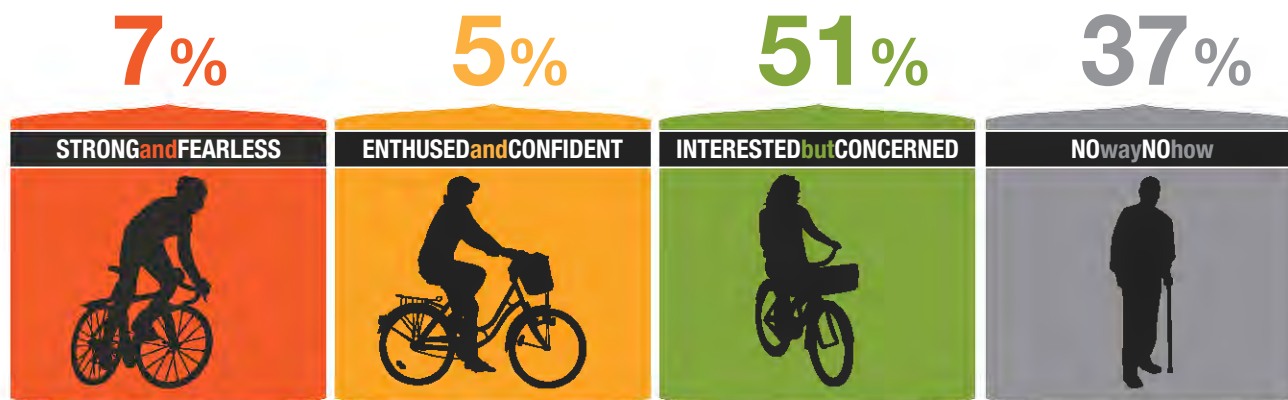
provide the most comfortable experience for riders, thereby encouraging use and mode shift:

- *Strong and Fearless* People in this group are highly skilled and have the most riding experience. They will use their bicycles on arterials even when there are no bikeways present. Studies suggest that “strong and fearless” riders represent less than 1% of people in a community. This group of riders will feel comfortable using facilities with any LTS rating.
- *Enthused and Confident* This group consists of skilled riders who are also comfortable sharing the road but prefer using bikeways when they are available. “Enthused and confident” riders make up about 7% of people in a community. They typically feel comfortable using facilities with an LTS rating of 1, 2, or 3.
- *Interested but Concerned* This group of people is curious about bicycling and enjoys riding but are concerned about safety and therefore do not ride regularly. They typically avoid riding their bicycles on major arterials unless there are facilities that provide a high degree of protection. “Interested but concerned” riders represent the majority in a community (around 60%). Riders in this group may only feel comfortable using facilities with an LTS rating of 1 or 2.
- *No Way No How* People in this group are simply not interested in riding a bicycle. Riding a bicycle may not appeal to them for several reasons. It may be inconvenient, or they may not be physically able to ride. This group represents approximately 33% of people in a community.



Figure 11 Cycling Comfort and Level of Traffic Stress (LTS)

THE FOUR TYPES OF BICYCLISTS



LEVEL OF TRAFFIC STRESS

Level of traffic stress (LTS) is a way to evaluate the stress a bike rider will experience while riding on the road. It is used to categorize roads by the types of riders above who will be willing to use them based on:



- LTS 1** Most children can feel safe riding on these streets.
- LTS 2** The mainstream “interested but concerned” adult population will feel safe riding on these streets.
- LTS 3** Streets that are acceptable to “enthused and confident” riders who still prefer having their own dedicated space.
- LTS 4** High-stress streets with high speed limits, multiple travel lanes, limited or non-existent bikeways, and long intersection crossing distances.





Collision Analysis

Making streets safer for people walking and bicycling is a key goal of this Plan. Analysis of collision records is one way to assess traffic safety in a community and can help identify key areas for infrastructure or programmatic changes that improve safety and comfort for people walking and bicycling. This section summarizes the pedestrian- and bicycle-involved collision trends and high-risk locations in Merced County. This analysis utilizes data on injury collisions from 2012 through 2021 available through the Transportation Injury Mapping System (TIMS); this represents the most recent ten years of data available on TIMS at the time of the analysis. TIMS reports injury collisions from the Statewide Integrated Traffic Records System (SWITRS), but excludes collisions that cause property damage only (PDO) and no injuries. Geographically, the data includes all collisions that occur within both incorporated and unincorporated areas of Merced County. The data excludes collisions that occur on limited-access roadways (such as freeways) but include collisions on all other roadways, including State highways and other Caltrans-maintained roadways, as well as privately-maintained roadways.

A Note on the Data Source

While collision databases like TIMS remain the best source of collision data, they have been found to have certain reporting biases, including:

- Collisions involving people walking, on bicycles, or on motorcycles are less likely to be reported than collisions with people driving
- Younger victims are less likely to report collisions
- Alcohol-involved collisions may be underreported

Race, income, immigration status, and English proficiency may also impact reporting, but there is limited research on these factors.

Overall Trends

Collisions involving active modes are more likely to result in severe injury and fatality.

During the ten-year analysis period there were 13,539 collisions resulting in injuries in the study area. Of these collisions, 794 (6%) were pedestrian collisions and 688 (5%) were bicycle collisions. These 1,482 collisions involving active modes are the subject of analysis for this Active Transportation Plan.

As shown in **Table 4**, of these 1,482 collisions involving active modes, 330, or 22%, are KSI collisions, collisions that result in someone being killed or severely injured. However, as shown in **Figure 12**, the proportion is significantly lower at 13% for all injury collisions across all modes (that is, including injury collisions involving vehicles only). This speaks to the fact that people walking or biking are particularly vulnerable in the event of a collision, as they lack the protection afforded to them by being inside a motor vehicle. As a result, collisions involving active modes are more likely to result in injury and fatality.

Table 4 Collision Summary by Year and Mode

	Bicycle	Pedestrian	Total
2012	80	71	151
2013	64	66	130
2014	86	61	147
2015	56	87	143
2016	78	100	178
2017	68	81	149
2018	82	97	179
2019	63	89	152
2020	55	54	108
2021	56	88	143
Total	688	794	1,482

Figure 12

Percent of KSI Collisions Among Bicycle and Pedestrian Injury Collisions, 2012-2021

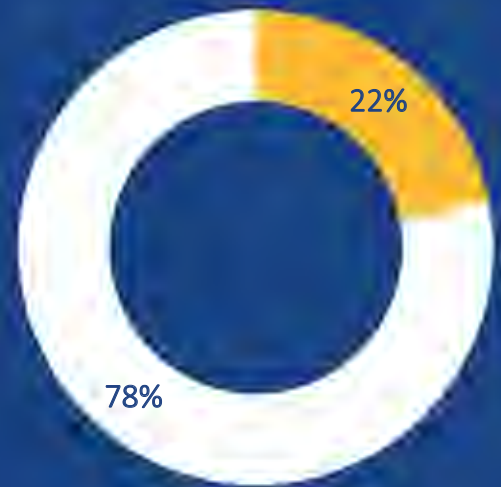


Figure 13

Percent of KSI Collisions Among All Injury Collisions, 2012-2021

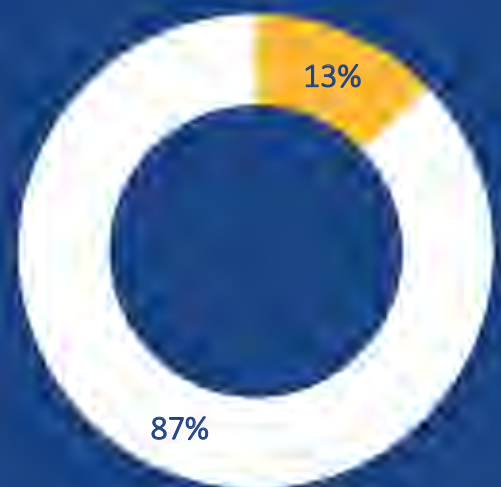




Figure 14
Bicycle and Pedestrian Injury
Collisions by Year, 2012-2021

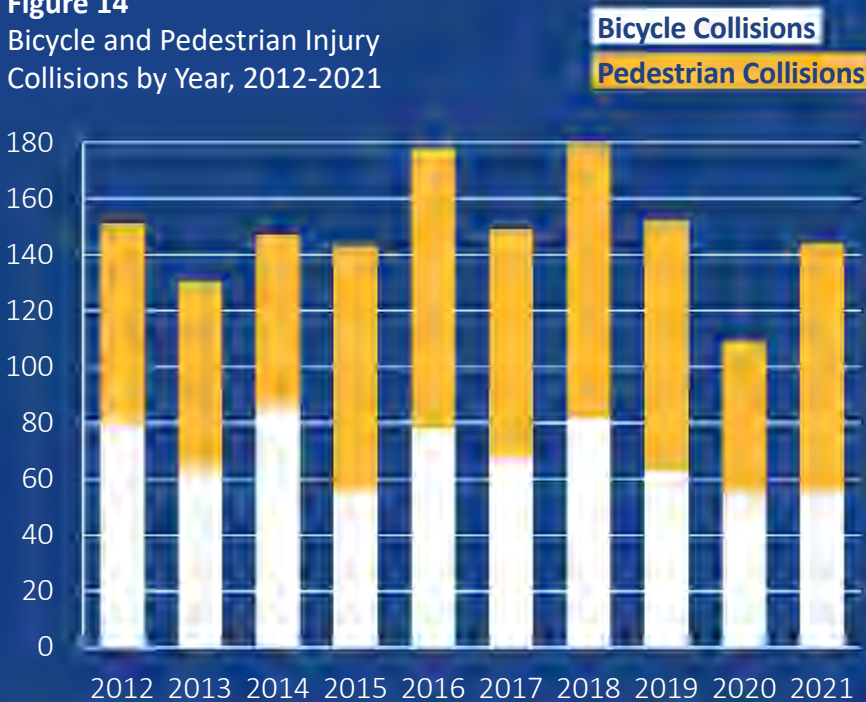
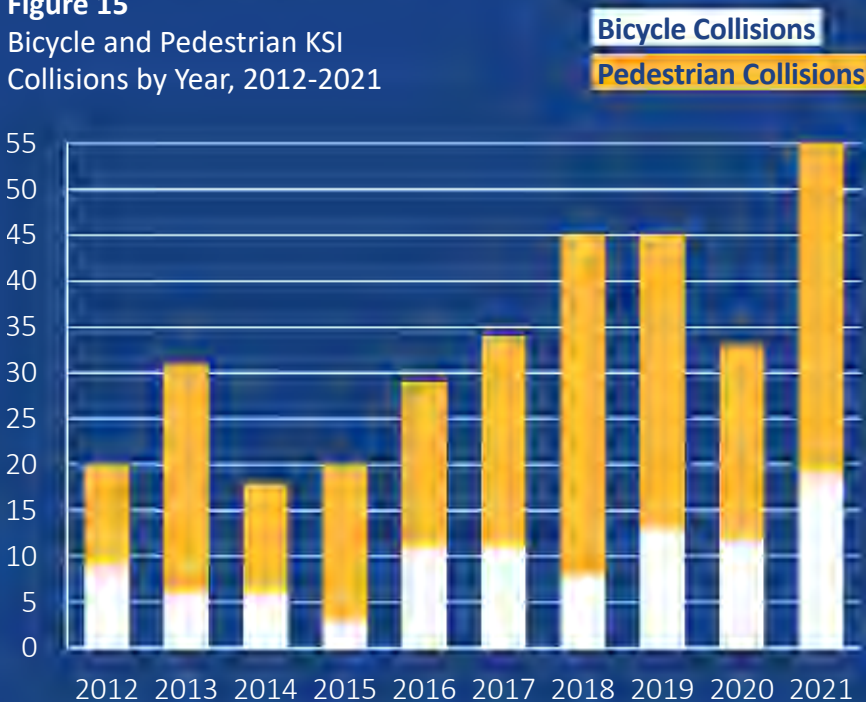


Figure 15
Bicycle and Pedestrian KSI
Collisions by Year, 2012-2021



Figures 14 and 15 show the temporal trends of collisions involving active modes in Merced County. As shown, both the total number of injury collisions and the number of KSI collisions have both trended upwards between 2012 and 2019. While both the number of all injury collisions and the number of KSI collisions dropped between 2019 and 2020, this may reflect traffic trends during the peak of the COVID-19 pandemic. The number of all injury collisions rebounded upwards in 2021, and the number of KSI collisions hit a new high in 2021.

Geographic Distribution

The geographic distribution of bicycle and pedestrian collisions resulting in injury is uneven, with some communities around Merced County having higher rates of collisions than others.

Table 5 tabulates these comparisons for each of the six incorporated cities within Merced County, the unincorporated County as a whole, and major unincorporated communities.

The following sections explore particular areas and contexts of concern for these collisions.

Areas Near Schools

Areas adjacent to schools account for the vast majority of collisions involving active modes.

Countywide, 52% of collisions involving active modes occur within a quarter mile of K-12 schools, and 82% occur within a half mile. Comparatively, the percentages of roadway network within a quarter and half mile of K-12 schools are only 14% and 26%, respectively.

Despite having a small geographic footprint, areas adjacent to schools are typically focal points of communities with high levels of bicycle and pedestrian activity and account for the vast majority of collisions involving active modes.

Table 5 Collision Summary by Mode, Severity, and Location

Community	Population	Bicycle Collisions		Pedestrian Collisions		Total Collisions		Collisions Per 10,000 Residents	
		Injury	KSI	Injury	KSI	Injury	KSI	Injury	KSI
Atwater	31,970	61	6	82	11	143	17	44.7	5.3
Dos Palos	5,798	0	0	1	1	1	1	1.7	1.7
Gustine	6,110	0	0	1	1	1	1	1.6	1.6
Livingston	14,172	7	1	25	8	32	9	22.6	6.4
Los Banos	45,532	81	9	114	36	195	45	42.8	9.9
City of Merced	86,333	438	59	403	104	841	163	97.4	18.9
Delhi	10,656	6	0	20	6	26	6	24.4	5.6
Hilmar	5,164	3	0	9	0	12	0	23.2	N/A
Le Grand	1,592	0	0	1	0	1	0	6.3	N/A
Planada	4,164	5	1	4	1	9	2	21.6	4.8
South Dos Palos	1,747	3	2	4	2	7	4	40.1	22.9
Santa Nella	2,211	1	0	5	2	6	2	27.1	9.0
Winton	11,709	9	2	23	9	32	11	27.3	9.4
Unincorporated County Total	91,287	101	23	168	71	269	94	29.5	10.3
Countywide	281,202	688	98	794	232	1,482	330	52.7	11.7

Source: Transportation Injury Mapping System (TIMS), 2012-2021



Driving Under the Influence (DUI)

As shown in **Figure 16**, drug or alcohol impairment was involved in 3% of bicycle-involved collisions and 10% of bicycle KSIs. Drug or alcohol impairment was also involved in 5% of bicycle-involved collisions and 14% of bicycle KSIs in Merced County outside Merced and Los Banos.

As shown in **Figure 17**, there was drug or alcohol impairment involved in 11% of pedestrian-involved collisions and 22% of pedestrian KSIs.

Drug or alcohol impairment was also involved in 14% of pedestrian-involved collisions and 32% of pedestrian KSIs in Merced County outside Merced and Los Banos.

Data suggests that KSI collisions are over-represented among collisions involving drug or alcohol impairment. This suggests that reducing driving under the influence may reduce the severity of collisions for bicyclists and pedestrians, especially in rural areas.

Figure 16
Bicycle-Involved Collisions by Intoxication Involvement

DUI Collisions

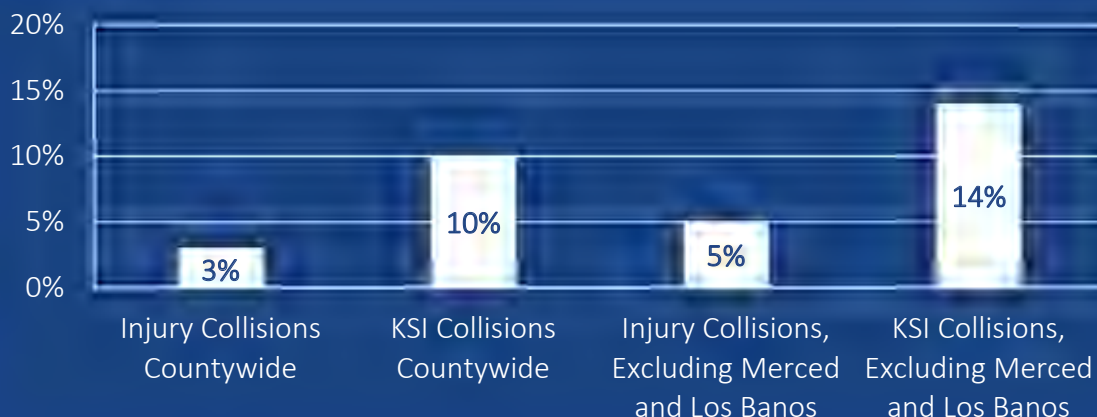
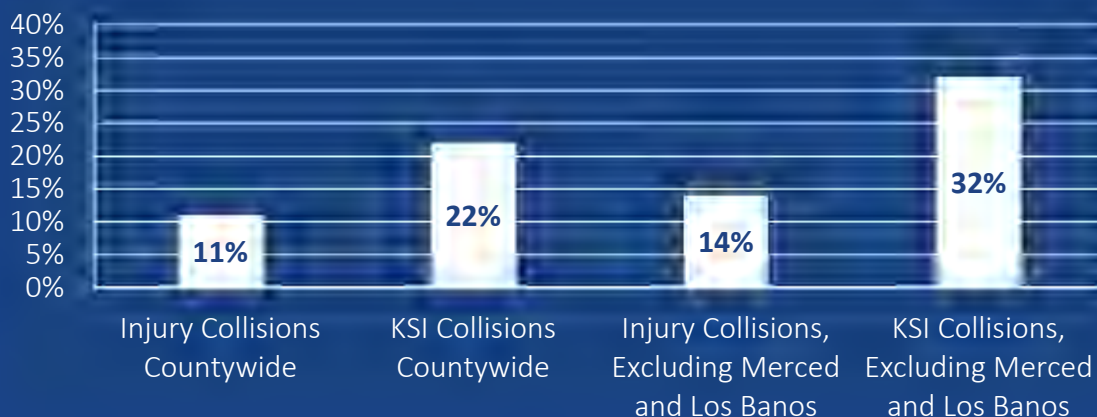


Figure 17
Pedestrian-Involved Collisions by Intoxication Involvement

DUI Collisions

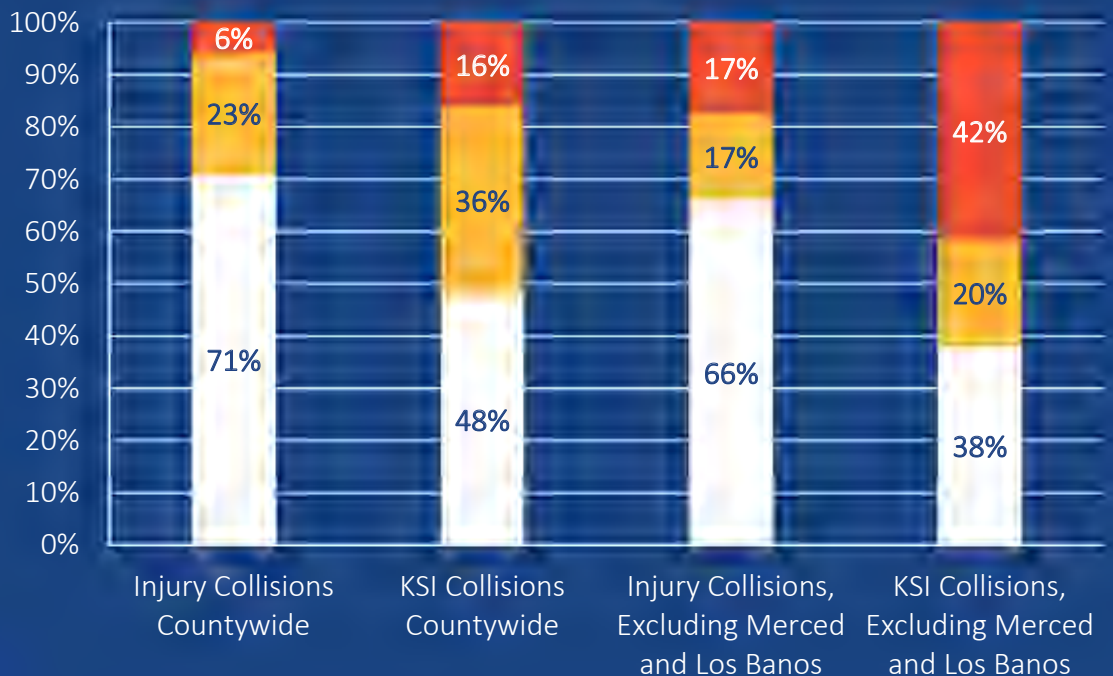


Lighting Conditions

Data shows that large shares of collisions involving active modes, and especially pedestrian and KSI collisions, are occurring in the dark. The lack of lighting is an especially pressing concern for these KSI collisions.

As shown in **Figure 18**, 71% of bicycle-involved injury collisions occurred in daylight, with the remaining 29% of collisions occurring in the nighttime – that is, in either dusk, dawn, or fully dark conditions. Of these, 20% occurred where there were no streetlights. However, among bicycle KSI collisions, the number of nighttime collisions are significantly higher, with a majority – 52% – occurring at nighttime. Of these, 31% occurred where there were no streetlights. Moreover, outside the larger population centers within the region, Merced and Los Banos, the rate of nighttime collisions are higher still, and the proportion occurring in locations without streetlights is also noticeably higher. Among bicycle-involved collisions outside Merced and Los Banos, 66% occurred in daylight, and 34% occurred in the nighttime. Of these, 51% occurred where there were no streetlights.

Figure 18
Bicycle-Involved Collisions by Lighting





Among bicycle KSI collisions outside Merced and Los Banos, just 38% occurred in daylight, and a full 62% occurred at nighttime. Of these, 67% occurred where there were no streetlights.

As shown in **Figure 19**, among pedestrian-involved collisions, a majority overall – 53% – occurred during the nighttime. Of these, 30% occurred where there were no streetlights. Among pedestrian-involved KSIs, more than three-quarters – 76% – occurred in the nighttime. Of these, 38% occurred where there were no streetlights. Outside of Merced and Los Banos, a similar majority of 54% of pedestrian collisions occurred during the nighttime. Of these, however, 54% occurred where there were no streetlights. Among pedestrian KSI collisions outside Merced and Los Banos, four in five occurred in the nighttime, with just 20% occurring in daylight.

Of the nighttime collisions, 67% occurred where there were no streetlights.

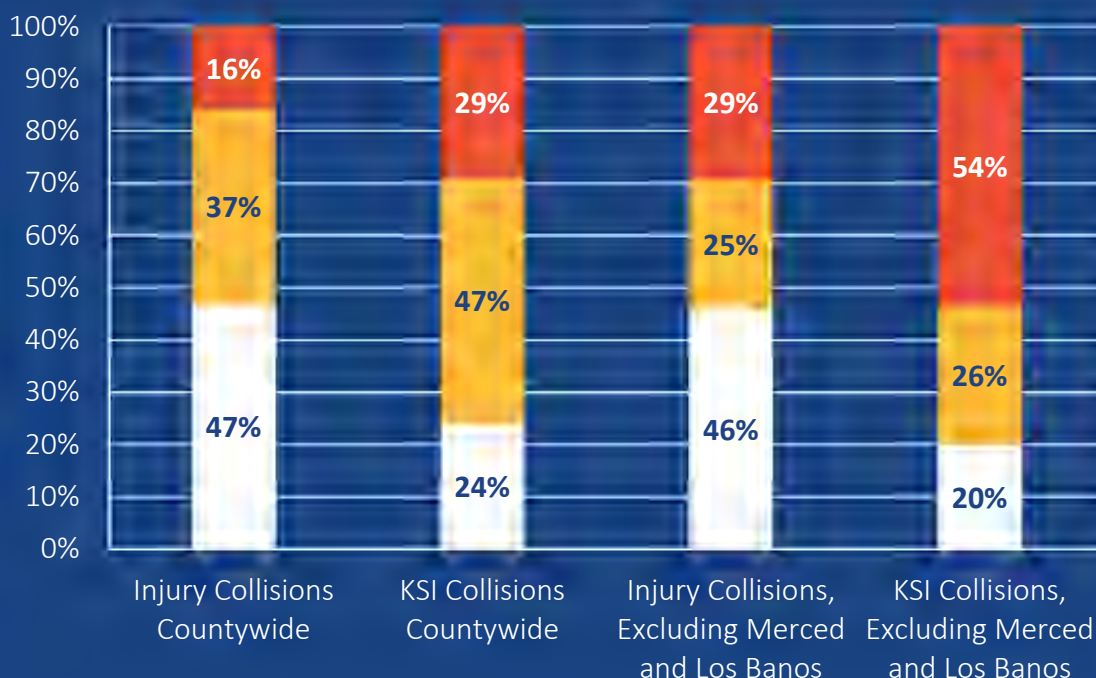
Data suggests that a large share of bicycle- and especially pedestrian-involved collisions are occurring during the nighttime, and KSI collisions are especially overrepresented among these. Furthermore, it suggests a major issue with the availability of street lighting in Merced County, especially in areas outside major population centers. Moreover, even when collisions are reported as occurring where streetlights are present and functional, lack of adequate lighting may still be a major contributing factor. The quality of lighting can vary widely: streetlights can be insufficiently bright, placed too widely apart, or have poor coverage of people walking and bicycling outside the main travel lanes.

Figure 19
Pedestrian-Involved Collisions by Lighting

Nighttime Collisions, Streetlights Not Present

Nighttime Collisions, Streetlights Present

Daytime Collisions



Demographic Metrics

Disadvantaged communities see disproportionate numbers of bicycle- and pedestrian-involved collisions.

Population analysis identifies the size, structure, and distribution of people in a study area and helps understand trends to estimate future needs. This is particularly important in a diverse and growing region like Merced County. **Table 6** provides a countywide and incorporated cities' breakdown of population, age, and racial identity followed by jurisdictional descriptions.

There are a number of demographic metrics considered as part of this Plan to identify disadvantaged communities, including the Healthy Places Index, CalEnviroScreen 4.0, median household income, and rate of eligibility for free or reduced priced meals in the National School Lunch Program. The California Transportation Commission (CTC) identifies these metrics as qualifiers for communities being disadvantaged in the 2025 Active Transportation Program Guidelines. This project uses the metrics for disadvantaged communities identified by the CTC to identify whether collisions are happening disproportionately in them. Cross-referencing collision data indicates that disadvantaged communities see disproportionate numbers of bicycle- and pedestrian-involved collisions.

In addition, the Federal government has introduced a number of tools that it uses to identify disadvantaged communities. Two of these, the Climate and Economic Justice Screening Tool (CEJST) and the Equitable Transportation Communities (ETC) Explorer, are explored in this section.

Free or Reduced Price Meals

Eligibility to receive free or reduced-price meals under the National School Lunch Program is an indicator of child poverty. CTC qualifies areas where at least 75% of public-school students are eligible to receive free or reduced-price meals as disadvantaged.

Areas in Merced within a quarter mile of a school with 75% or more of students eligible for free or reduced-price meals are home to 46% of pedestrian- and bicycle-involved collisions, but only 10% of the roadway network. Areas in Merced within a half mile of a school with 75% or more of students eligible for free or reduced-price meals are home to 75% of pedestrian- and bicycle-involved collisions, but only 22% of the roadway network.

A Note on Funding

SB99 specifies that 25% of funds for active transportation plans must directly benefit disadvantaged communities. To fulfil this requirement, a proposed project must be located within or be within reasonable proximity to a disadvantaged community.



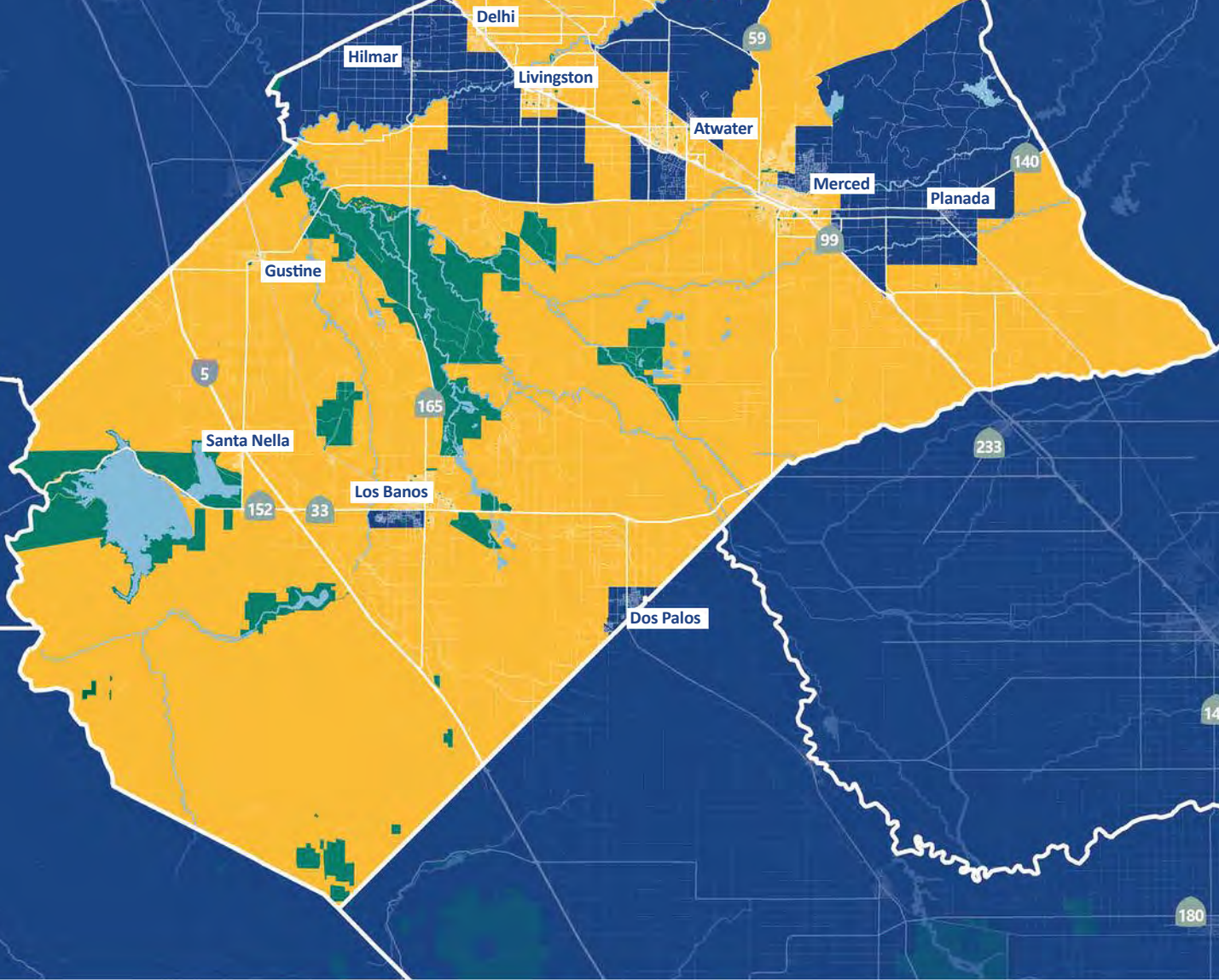
Table 6 Merced County Population Statistics, 2021

Characteristic		Merced County	Merced County (Incorporated Areas Only)
Age Group	0-14	24%	25%
	15-24	16%	16%
	25-34	15%	15%
	35-54	24%	24%
	55+	21%	20%
Racial Identity	Hispanic/Latinx	61%	63%
	White	26%	23%
	Black	3%	3%
	Native American	0.30%	0%
	Asian American or Pacific Islander	8%	8%
	Other	2%	0%
Speaks English Less Than Very Well		22%	22%

Source: US Census Bureau American Community Survey (ACS) 2018-2022 5-Year data



Figure 20
CalEnviroScreen 4.0 Scores
Areas in **yellow** score in the
75th percentile or higher



CalEnviroScreen

CalEnviroScreen 4.0 aggregates a variety of metrics to identify communities that are disproportionately vulnerable to pollution and environmental burdens. The CTC qualifies areas that scores in CalEnviroScreen's top quartile

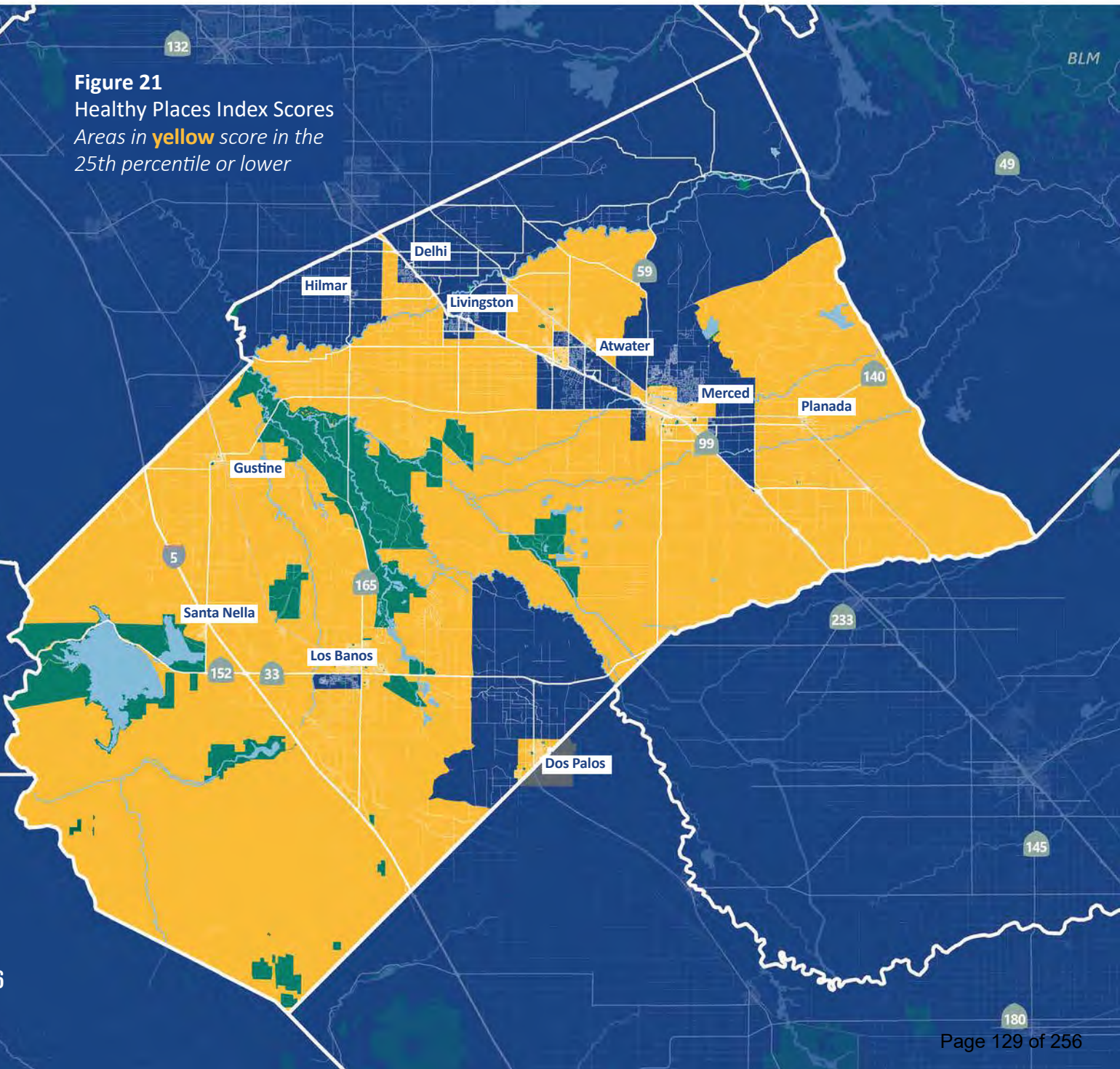
as disadvantaged communities. Areas with a CalEnviroScreen score above than the 75th percentile are home to 79% of pedestrian- and bicycle-involved collisions, but only 65% of the roadway network.

Healthy Places Index (HPI)

The Healthy Places Index uses 25 community characteristics to define a composite score of an area's health. The CTC qualifies areas that scores in the Healthy Places Index's bottom quartile as

disadvantaged communities. Areas with a Healthy Places Index score below the 25th percentile are home to 70% of pedestrian- and bicycle-involved collisions, but only 56% of the roadway network.

Figure 21
Healthy Places Index Scores
Areas in **yellow** score in the
25th percentile or lower



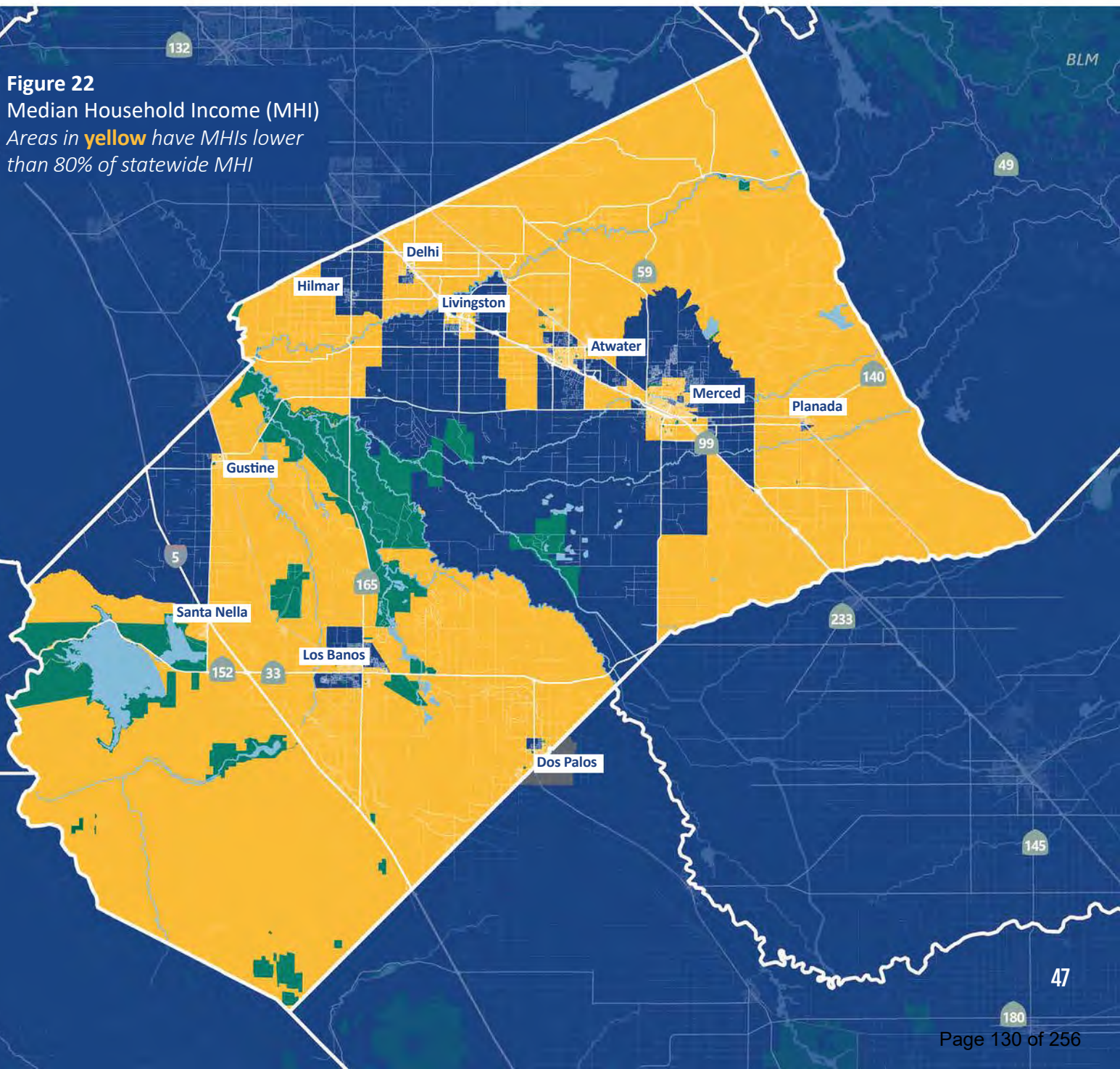


Median Household Income

CTC qualifies areas where the median household income is less than 80% of the statewide median income as disadvantaged communities. California's median household income in 2018 was \$71,228,

and 80% of this is \$56,982. Areas where the 2018 median household income was below \$56,982 are home to 75% of pedestrian- and bicycle-involved collisions, but only 55% of the roadway network.

Figure 22
Median Household Income (MHI)
Areas in **yellow** have MHIs lower than 80% of statewide MHI

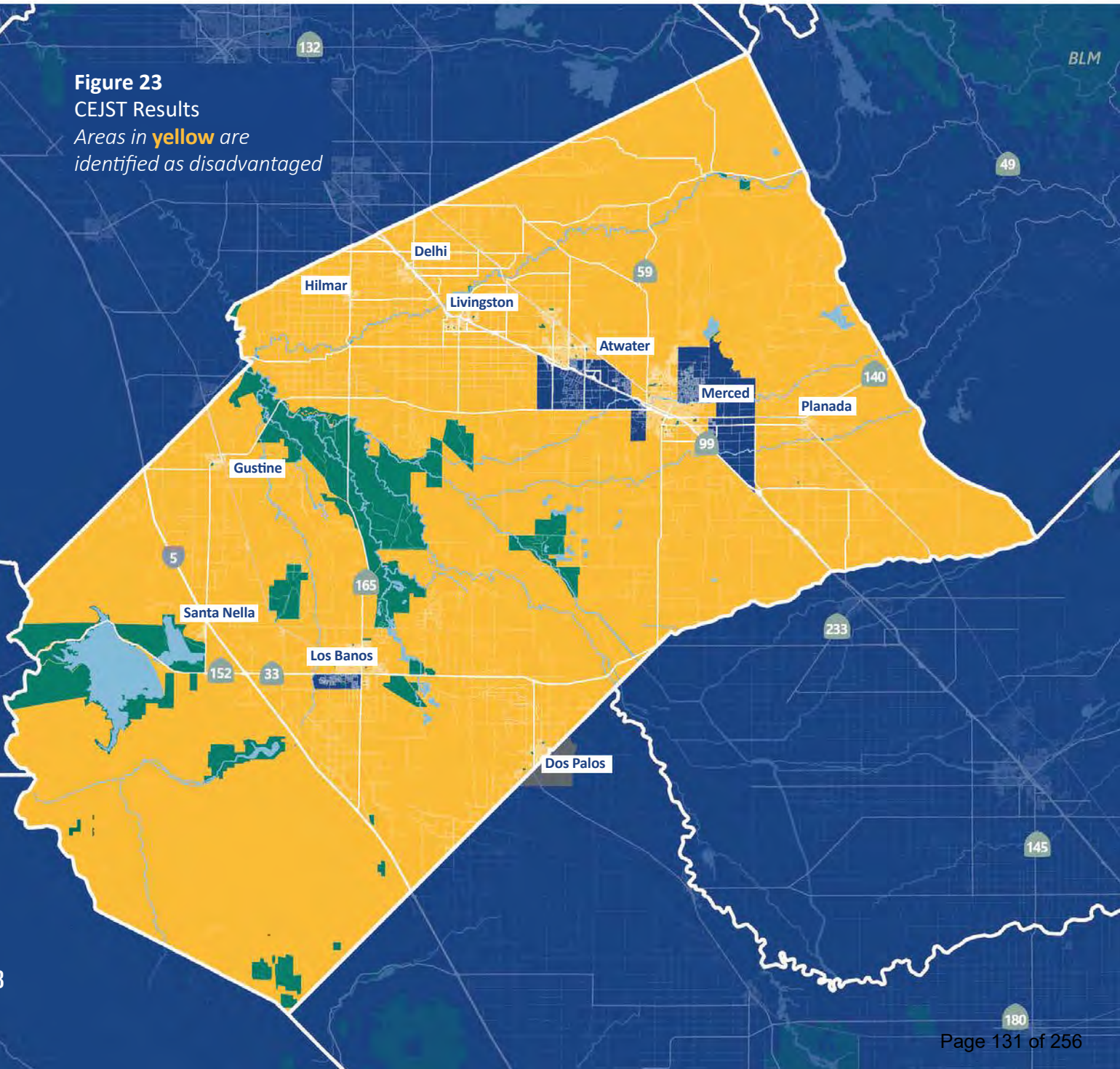


CEJST Results

The Climate and Economic Justice Screening Tool (CEJST) is maintained by the Federal Council on Environmental Quality and used by many Federal programs as a means of identifying disadvantaged communities. Census tracts are screened

based on a variety of factors, including climate, energy, health, housing, transportation, legacy pollution, waste, and workforce development. **Figure 23** shows areas in the region considered disadvantaged by the CEJST.

Figure 23
CEJST Results
Areas in **yellow** are
identified as disadvantaged



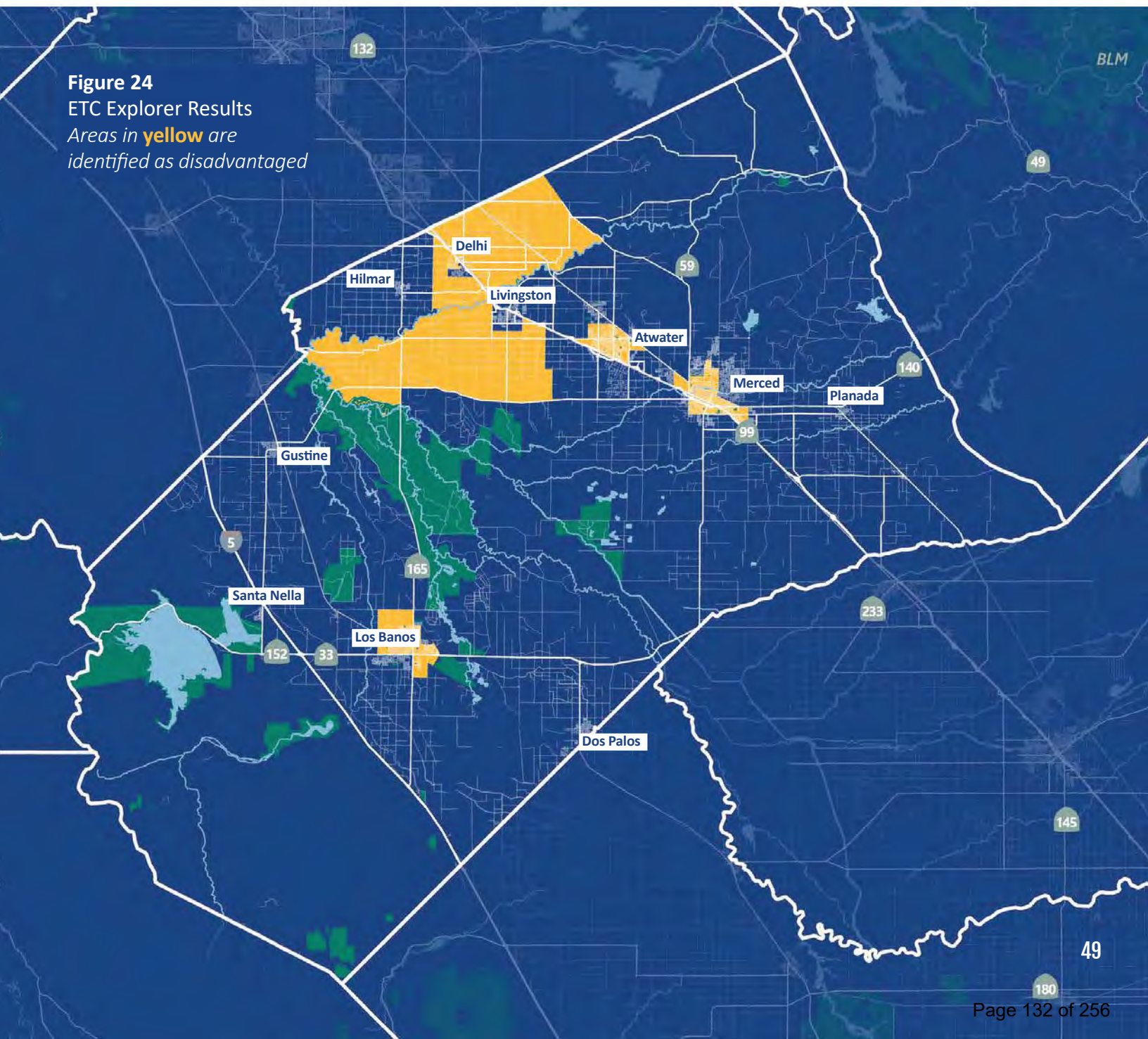


Equitable Transportation Communities

The US Department of Transportation (DOT) created Equitable Transportation Communities (ETC) Explorer as part of its Justice40 initiative to complement the CEJST by providing additional insight into transportation factors specifically. The

ETC Explorer is meant to capture the cumulative burden of underinvestment in transportation in a community. **Figure 24** shows areas in the region considered to be disadvantaged.

Figure 24
ETC Explorer Results
Areas in **yellow** are
identified as disadvantaged





3

Engaging The Community

Input from residents and stakeholders of the diverse communities across the region was a fundamental part of the ATP development process. Comprehensive engagement is critical to ensure that recommended projects serve the walking and biking needs of the community. Outreach to the public helped to identify locations for needed improvements, important destinations for access, and refine preferences for

types of treatments. Participation was solicited through in-person and virtual workshops and focus groups with community members, a landing page on the MCAG website that links to the project website, which was produced in English and Spanish and includes a link to a survey and interactive webmap, as well as various in-person events throughout the region.



Mayor's Bike Ride
Merced, 5/20/2023

Project Website

A website for the project, accessible from phones, tablets, and computers, was created in English and Spanish. The project website included an overview of the project, dates and times for outreach events, and an interactive map and survey that allowed the public to identify where there are existing challenges to safety walk or bike and help prioritize the recommendations included in this plan.

Overall, 195 responses were received on the survey and 84 comments were received on the project website.

Feedback provided on the website illustrated the following themes:

- *Safe Routes to School* There is broad support for creating better routes for children to access schools.
- *Speeding* Insufficient measures in place to prevent cars from speeding.
- *Need for Sidewalks* Need for more sidewalks throughout the region to complete the pedestrian network and decrease barriers for walking.
- *Insufficient Lighting* Insufficient streetlights throughout the region, with a particular emphasis on rural rounds surrounding the City of Merced.
- *Poor Road Infrastructure* The conditions of some roads makes travel feel dangerous due to potholes, steep slope changes, and a lack of pavement.
- *Difficult Crossings and Intersections* A handful of locations throughout the region lack safe crossings and proper signage or control devices.
- *Bike Lane Quality* Existing bike lanes are too narrow and often times are on roads with potholes and uneven surfaces.
- *Bike Parking* Bicycle parking is insufficient or in some instances has been removed without replacement. Respondents have called for the need of also increasing safety measures to prevent bicycle theft.
- *Bike/Ped Connectivity* Numerous segments throughout the region that have gaps in the network or end abruptly, impairing the comfort for bicyclists and pedestrians.
- *ADA Accessibility* Insufficient opportunities to cross for users with disabilities.
- *Sight Difficulties* The topography of the street such as dips or curves increases the discomfort for driving and difficulty of identifying pedestrians and bicyclists.
- *Separation of Traffic* It is difficult for bicyclists and vehicles to share the roads due to road width and lack of protection.
- *Traffic Flow* Some of the control devices throughout the region are not optimized for efficiency, leading to longer queues.



Stakeholder Focus Groups

A series of Stakeholder Focus Groups were conducted in February 2023 as part of the existing conditions analysis. The goal of these meetings was to obtain feedback on existing challenges for biking and walking for various interest groups, to build community relationships and inform future engagement efforts, and to discuss goals and measures of success for the project overall. Invitations were sent to representatives from approximately 45 stakeholder organizations and 119 school sites. Participants in the focus group meetings included representatives from schools, social service organizations, transit providers, non-profits, and agency staff including local jurisdictions and Caltrans.

Key themes that emerged from these meetings included:

- Staff resources are limited at local agencies which makes it challenging to advance projects
- Lack of knowledge about available funding and how to pursue competitive grants
- Desire for better connectivity to transit, including stops for local services and access to upcoming rail projects
- Need for better crossings over railroad tracks, which are challenging for people in wheelchairs or using mobility devices
- Overall lack of accessible pedestrian treatments countywide, and a particular need for ramps and audible signals at busy intersections
- Concern over post-crash care in rural communities that have long response times, or don't have ambulance or emergency services readily available
- General support for more robust, lower-stress treatments that separate bicyclists and pedestrians from traffic
- Support for raised crosswalks as a way to calm traffic and increase pedestrian visibility
- Support for programs that promote bicycling skills and education at all levels of school
- Improvements to social and physical health should be a goal/outcome of this project
- Desire for safe ways to access places like the Merced River or more regional recreational facilities

Community Pop-Ups

To meet people where they are, rather than requiring them to come to a meeting specifically for the ATP, project staff hosted booths at local events whenever available. These events provided the opportunity for the engagement of a broader cross-section of the public than that which would attend a typical project-specific public meeting. Pop-ups were held at the following events.

- Merced Mercado
November 3, 2022
- Delhi Community Meeting with Leadership Counsel for Justice and Accountability
January 19, 2023
- Merced County Taskforce – Virtual Meeting
January 20, 2023
- South Merced Community Meeting with Leadership Counsel for Justice and Accountability
January 26, 2023
- Merced County Spring Fair in Los Banos
May 3-7, 2023
- Mayor’s Bike Ride in Merced
May 20, 2023
- Atwater Bike Rodeo
May 26, 2023
- Atwater Town Hall
May 30, 2023
- Merced County Fair in Merced
June 7-11, 2023
- City of Merced Bicycle and Pedestrian Advisory Commission Meeting & Workshop
June 27, 2023

Project Development Field Review

A series of in-person field visits were conducted in each jurisdiction and unincorporated communities during the project development phase. The project team met directly with agency staff and toured focus areas for each community on foot and by car. Field observations and feedback from staff directly informed project development, as discussed in Chapter 5.

Draft Plan Virtual Workshops

To solicit feedback on the draft plan, virtual workshops were held on March 27 and 28 to present the proposed improvements and gather feedback from the public. The virtual workshops were publicized on the project website and MCAG outreach channels, as well as through the standing committees of MCAG.

Public comment on the draft plan was solicited for 30 days. Changes were incorporated into the final version of this plan based on comments received, including:

- Minor editorial update---s to text
- Revisions to the City of Livingston project list and maps
- Project additions in the City of Merced
- Inclusion of projects and maps from the City of Gustine Active Transportation Plan
- Planning level costs for each proposed project



Staff Walk Audit
Livingston, 6/27/2023



Merced County Spring Fair
Los Banos, 5/4/2023



Town Hall
Atwater, 5/30/2023



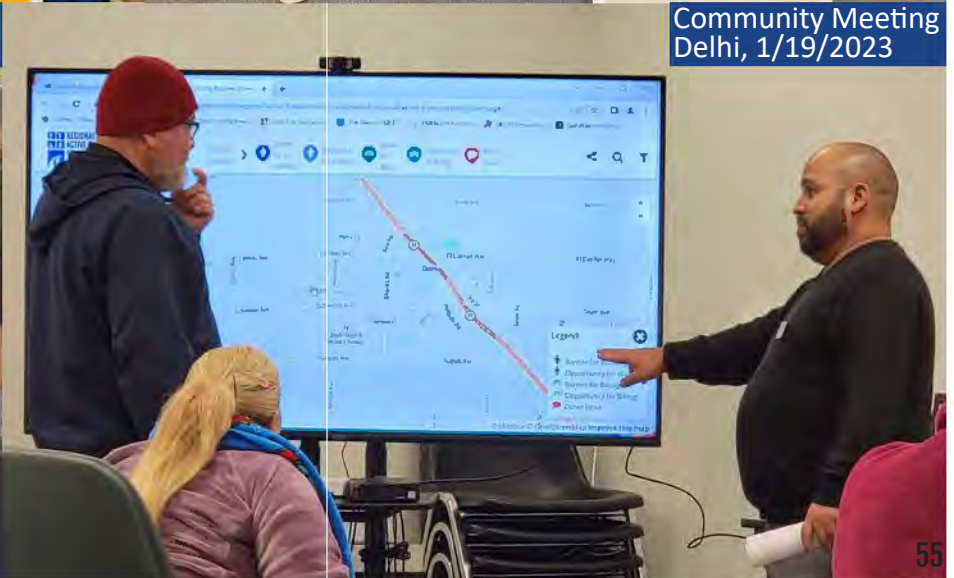
BPAC Workshop
Merced, 6/27/2023



Mayor's Bike Ride
Merced, 5/20/2023



Community Meeting
Delhi, 1/19/2023





4

Active Transportation Toolbox

This chapter discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for the shared contextual characteristics of communities around the region. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include:

- Talking to the community to understand their desires and priorities
- Implementing new types of facilities incrementally to generate feedback and support
- Publicizing projects and educating the public on the changes to be implemented and their benefits

This toolbox draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

What Are Complete Streets?

Complete Streets are designed to prioritize safety, comfort, and access to destinations for users of all ages and abilities, and for all modes of travel, including active transportation modes. Complete Streets are unique to a community's context and the needs of the surrounding area. A complete street design often balances benefits for those walking, biking, and taking transit, including improvements such as safety enhancements at crosswalks, better bus stop waiting areas, and enhanced bicycle facilities.

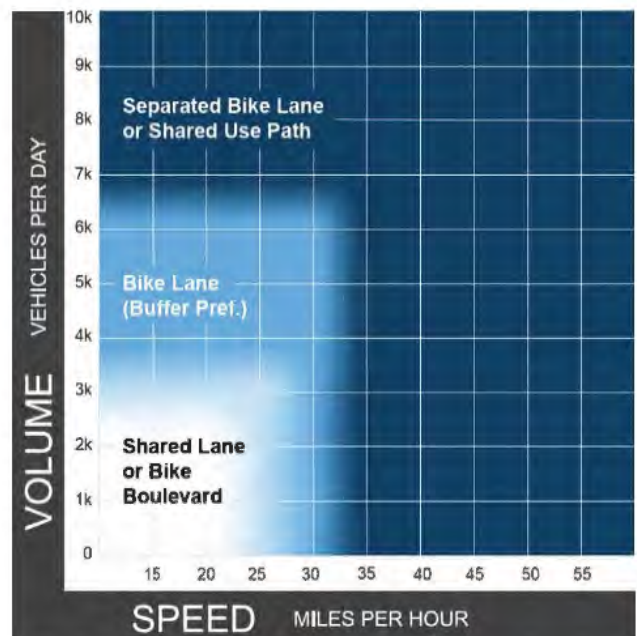
The best practices discussed in this Toolbox will contribute to the development of Complete Streets in the region.

Resources

This chapter is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- NACTO Urban Bikeway Guide, 2nd Edition (add years for all)
- NACTO Urban Streets Design Guide
- NACTO Transit Street Design Guide
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
- FHWA Small and Rural Multi-Modal Networks Guide
- FHWA Separated Bicycle Lane Planning and Design Guide
- FHWA Bikeway Selection Guide (2019)
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- Caltrans Highway Design Manual
- Caltrans Design Information Bulletin (DIB) 94
- Caltrans Class IV Bikeway Guidance DIB 89-02
- League of American Bicyclists Benchmarking Bike Networks
- Design Manual for Bicycle Traffic (CROW Manual) (2017)
- ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges
- Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Figure 25
FHWA Bikeway Selection Guidance



Source: Federal Highway Administration (FHWA)



Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

- Class I shared-use paths (bike paths)
- Class IV separated bikeways (cycle tracks)
- Class II bike lanes (includes buffered bike lanes)
- Class III bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

- **Safety:** Reducing the frequency and severity of crashes and minimizing conflicts between users.
- **Comfort:** Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
- **Connectivity:** Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

Figure 25 is a graphic excerpted from the guide that indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include:

- Unusually high peak hour motor vehicle volumes
- High percentages of trucks and buses
- High parking turnover or curbside activity
- Frequent driveways or intersections
- High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered trespassing.

Class I Bikeway: Shared-Use Path

Design Principles

- Use where maximum separation from traffic is desired and right-of-way is available.
- Best in locations with little cross-flow.
- For a two-way path, provide a width of at least eight feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
- For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least five feet and a two-foot shoulder.
- Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
- At freeways, highways, and railroads, consider grade-separated crossings.
- Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
- Ensure adequate path width, sight distance, and drainage.
- Include wayfinding signs for easier navigation.
- Provide shade to encourage use.
- Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance

- Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
- Refresh faded striping and repair or replace damaged or faded signage.
- Maintain adequate vegetation clearance.

Class II Bikeway: Shared-Use Path

Design Principles

- Provide a width of at least five feet. At least three feet should be clear of any gutter pan.
- Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- As available roadway width for the bike lane increases beyond five feet, consider use of painted buffers:
- Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
- Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.



Class III Bikeway: Bike Route

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Design Principles

- Shoulders are preferable but not required.
- Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris
- Refresh faded striping and repair or replace damaged or faded signage.

Class IV Bikeway: Separated Bikeway

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Design Principles

- Preferred bike lane width is seven feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- Minimum buffer width should be 18 inches, or three feet with parked cars.
- Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- Require wider right-of-way than Class II bike lanes.
- Require careful design of appropriate intersection treatments.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance

- Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- Maintain posts, bollards, or other physical buffer.
- Refresh faded striping and repair or replace damaged or faded signage.



Figure 26
A Bike Lane painted green
through a conflict zone

Complementary Bicycle Treatments

Green-Colored Pavement

Green markings used in high volume intersections and busy driveway locations. Use skipped green in weaving areas or conflict zones. May be installed with either paint or thermoplastic. Thermoplastic is initially more expensive, but less expensive when considering maintenance life cycle costs. Although not yet incorporated into the California Manual on Uniform Traffic Control Devices (MUTCD), the FHWA MUTCD provides guidance on its use. Approach, it is important to focus on vulnerable populations such as school children and seniors.

Use

Supplemental marking in high conflict areas to improve safety.

Benefits

Calls attention to vehicle/bicycle conflict areas.

Challenges

Less effective if overused.

Through Bike Lanes

Through bike lanes reduce conflicts at intersections by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. Through bike lanes should be placed to the left of the right-turn only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

Use

Intersections where vehicle lanes conflict with bike lanes.

Benefits

Reduce conflict between through bicyclists and turning vehicles.

Challenges

Typically used with Class II bike lanes and not appropriate for use with Class IV separated bikeways.

Figure 27 Bicycle Box



Bicycle Boxes

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Use

At signalized intersections with a high volume of bicycles, especially those making left turns.

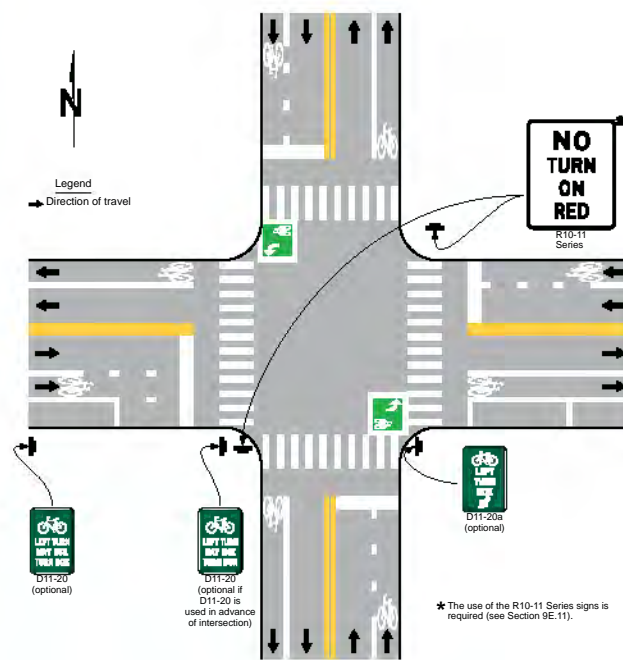
Benefits

Facilitate left-turn movements for bicyclists, reduce right-hook conflicts with right-turning vehicles and also reduces vehicle encroachment into crosswalks.

Challenges

Requires restriction of right turns on red and colored pavement increases maintenance costs.

Figure 28
MUTCD Guidance for Two-Stage Turn Boxes
Source: MUTCD, 11th Edition



Two-Stage Turn Box

Space outside of the vehicle path for bicyclists to make a left turn. During the green signal, bicyclists proceed through the intersection until reaching the box on the right-hand side. The bicyclist will be able to turn left in the bicycle box and wait for the green signal to continue through the intersection, thus making a left turn.

Use

At signalized intersections on roadways with high speeds and multiple lanes.

Benefits

Increase safety for left turning cyclists.

Challenges

Requires restriction of right turns on red and colored pavement increases maintenance costs.

Bicycle Parking

Several types of bikeways and supporting Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

New bicycle parking should meet the standards discussed above. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with the City to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Short-Term Bicycle Parking

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

Long-Term Bicycle Parking

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather.

Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- *Bike lockers* are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- *Bike cages* are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- *Bicycle rooms* are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.



Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists. Each of these facilities are described earlier in this toolkit:

- Class I shared-use path
- Class III bike route with multi-use shoulder

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design Principles

- Usable width should generally be five feet or more
- Crossings of driveways should be at grade
- Street trees and landscaping provide shade and comfort
- Slower vehicle speeds on the adjacent roadway increase comfort
- Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours.

Marked Crosswalks

Feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

- **Controlled:** With vehicle stop signs or traffic signals.
- **Uncontrolled:** Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design Principles

- Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- Of the six designs below from the California MUTCD, all except the Standard markings are considered to be high visibility, more easily discerned by drivers.
- Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.



Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments, visualized as the matrix shown in **Figure 29**. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic

(AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application. The Guide also provides information on pedestrian collision analysis and selection of countermeasures base on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Figure 29
FHWA
Matrix for
Improving
Pedestrian
Safety and
Uncontrolled
Crossing
Locations

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9	① ③ 4 5 7 9	① ③ 5 7 9	① ③ 5 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, "Using Table 1 and Table 2 to Select Countermeasures," for more information about using multiple countermeasures.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Source: FHWA

Figure 30 Curb Extensions at an Intersection



Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits

Reduces time pedestrians are exposed to vehicles.

Challenges

Potential for higher cost due to drainage accommodations.

Figure 31 Median Refuge Island



Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design Principles

- Use on roadways with few gaps in traffic.
- Consider in locations with existing medians.
- If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

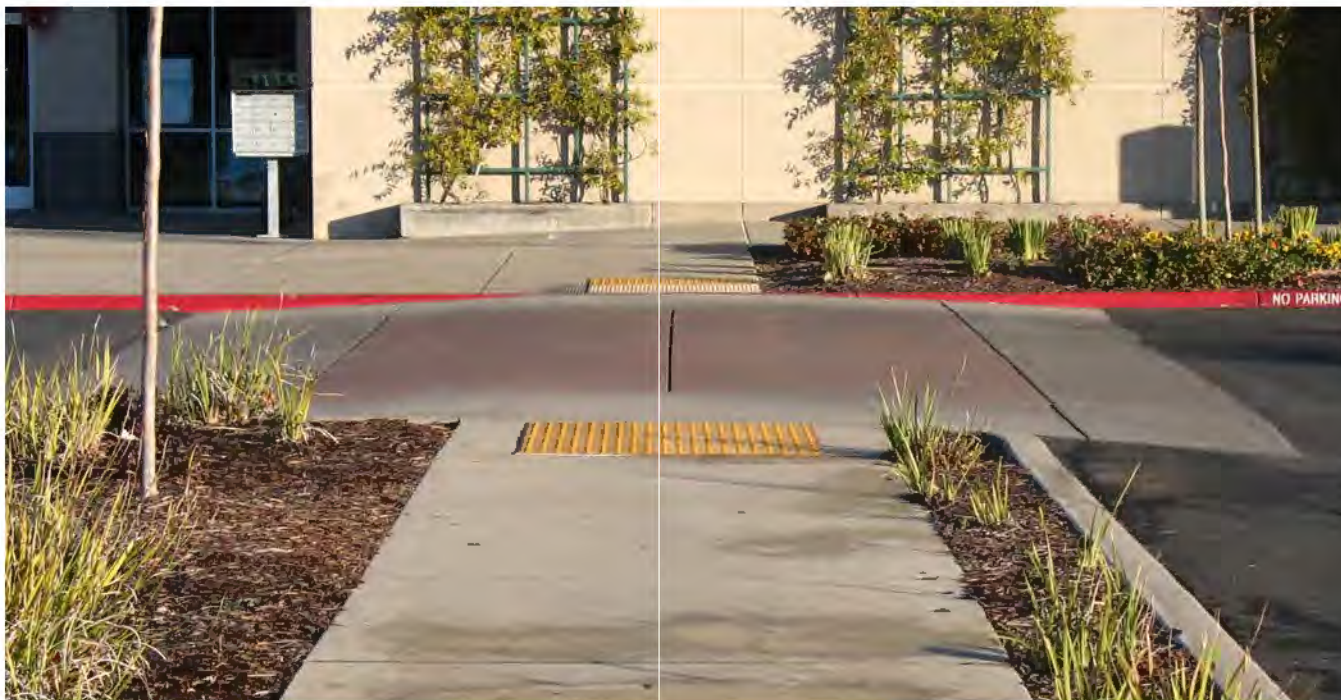
Benefits

Reduce time pedestrians are exposed to vehicles and narrows roadway, reducing speeds.

Challenges

May restrict or inhibit left turning vehicles.

Figure 32 Raised Crosswalk



Warning Signage

Improves visibility of crosswalks and increase the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present. An example from the MUTCD demonstrating use of both pavement markings and signs is shown below.

Design Principles

- In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- Should not be constructed on streets with sharp curves or steep grades.
- Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

Effective in reducing vehicle speed and allows pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

May be have higher costs due to drainage infrastructure.

Figure 33 Rectangular Rapid Flashing Beacon



Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Requires pedestrian activation and does not stop traffic, but require vehicles to yield.

Traffic Signal

When warranted based on the applicable signal warrants in the California MUTCD, a traffic signal to allow pedestrians to utilize a marked crosswalk safely may be appropriate. Countdown pedestrian signal heads should be used at all traffic signals, except where pedestrian crossing is prohibited.

Use

At signalized intersections on roadways with high speeds and multiple lanes.

Benefits

Reduces pedestrian-vehicle conflict points.

Challenges

May increase waiting times for pedestrians and drivers and high cost.

Figure 34 Pedestrian Hybrid Beacon



Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crossWalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that are higher speeds and volumes than a rectangular rapid flashing beacon, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The MUTCD provides details on use of PHBs.

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – Signal is dark when not actuated

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Similar cost to a pedestrian signal

Figure 35

An intersection with Leading Pedestrian Interval implemented, showing red for vehicles but walk for pedestrians



Leading Pedestrian Interval

A leading pedestrian interval (LPI) allows pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.

Benefits

Makes pedestrians more visible and emphasizes pedestrian right-of-way.

Challenges

May increase waiting times for drivers.

Tighten Curb Radii

Tighter curb-return radii require vehicles to slow to turn more sharply at intersections. Reduced vehicle speeds increase driver awareness and thus reduce collision frequency. Slower vehicle speeds also decrease injury severity when collisions occur.

Design Principles

- Design should limit turning speeds to 15 miles per hour or less.
- Land use context and design vehicles should be considered when reducing radii; industrial areas with frequent truck traffic may require larger radii than commercial or residential areas.

Benefits

Reduce vehicle speeds and reduces pedestrian crossing distances.

Challenges

Can be costly to retrofit on existing streets and drainage and storm sewers need to be considered especially when retrofit.

Figure 36
Pedestrian Scramble at an Intersection



Pedestrian Scramble

Intersection treatments that include a pedestrian-only phase in the traffic signal cycle, when pedestrians are able to cross in all directions including to the opposite corner by traveling through the middle of the intersection. Pedestrian scrambles and diagonal crosswalks allow pedestrians to cross more efficiently, directly to their destination. Recommended for intersections with high pedestrian volumes crossing multiple crosswalks.

Benefits

Allows pedestrians to cross more directly, emphasizes pedestrian right-of-way and eliminates conflict between turning vehicles and pedestrians.

Challenges

Pedestrian-only phase may increase vehicle waiting time.



Other Treatments & Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right of way for painted medians, center turn lanes, bicycle lanes, or parking.



Road Diets

Road diets reduce the number of travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design Principles

Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits

Helps to reduce speeds, reduces conflicts at crossings, can increase the separation of pedestrians from traffic.

Challenges

Can be expensive.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.

Lighting

Sufficient lighting on bicycle and pedestrian facilities prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Figure 37

Street Lighting featuring dedicated illumination for both the roadway and the sidewalk



Non-Infrastructure Best Practices

In addition to physical changes to the transportation system, other programs can also benefit pedestrians and bicyclists.

Education

Bicycle and Pedestrian Education for Children

Safe Routes to School (SRTS) programs are effective ways to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Creation of a SRTS Program typically includes identifying local stakeholders, identification of issues and solutions, and creation of a plan including encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach³.

Educating school-aged children on safe bicycling is important to establish active habits and travel behaviors early in life. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling. Kidical Mass is one event, which closes sections of roadway to vehicles, usually a route near the local elementary school, to allow families to ride their bikes without traffic. This empowers kids and families to get on their bikes and familiarizes them with the bike route to school⁴.

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (<http://bikeleague.org/quickguide>) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently. For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips for biking safely including maintenance and trail etiquette⁵.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include Fort Collins, Missoula, and Washington, DC⁶.



Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Programs such as “walking school buses,” a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.

Training

It is important for the police department to include collision reporting and bicycle and pedestrian rules of the road into their training. There are a number of resources from other communities and national sources that can be used, such as a video resource created by the National Highway Traffic Safety Administration (NHSTA).⁷

Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.

Bicycle Patrol Units

Bicycle fleet officers improve the relationship between officers and bicyclists and improve the effectiveness of enforcement for all modes as it affects bicyclists’ safety.

3 Information on Safe Routes To School is located at <http://guide.saferoutesinfo.org/steps/index.cfm>

4 Information on Kidical Mass is located at <http://kidicalmassdc.blogspot.com/p/abcs-of-family-biking.html>

5 Information on the League of American Bicyclists is located at <http://bikeleague.org/content/smart-cycling-tips-0>

6 Information on Bicycle Ambassadors in Fort Collins is located at <http://bicyclembassadorprogram.org/>, in Missoula is located at <http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604>, and in Washington, DC is located at <http://www.waba.org/programs/d-c-bike-ambassador/>

7 http://www.nhtsa.gov/multimedia/bicycles/bicycle_safety_LE.wmv

Figure 38 Speed Feedback Sign



Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.



Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

California Vehicle Code (CVC) designates three classes of e-bikes (CVC Section 312.5):

- Class 1 – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- Class 2 – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- Class 3 – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- There is no minimum age to ride.
- Helmets are required for ages 17 and under.
- Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- Riders must be 16 years of age or older.
- A helmet is required for all riders.
- They are allowed on Class II bike lanes or Class III bike routes, but not allowed on Class I shared-use paths or Class IV protected bikeways (CVC Section 21207.5).

Electric Scooters

The CVC defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (CVC Section 407.5). Limitations on their use include:

- Riders must use Class II bike lanes when they are present (CVC Section 21229).
- Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a Class II bike lane or Class IV separated bikeway (CVC section 21235). This prohibition includes street designated as Class III bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.
- Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- A helmet is required for all riders under 18 years of age.
- A valid driver’s license or instruction permit is required.
- Speeds are limited to 15 miles per hour,
- Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- Riders must be 16 years of age or older.
- A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term “electric personal assistive mobility device” (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. “Pedestrian” includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282)



Table 7 State Restrictions* on Electric Mobility Devices by Facility Type

Device Type	Facility Type:	Class I shared use paths	Class II bike lanes	Class III bike routes	Class IV separated bikeways
Class 1 E-Bike		Allowed	Allowed	Allowed	Allowed
Class 2 E-Bike		Allowed	Allowed	Allowed	Allowed
Class 3 E-Bike		Prohibited	Allowed	Allowed	Prohibited
Electric Scooter**		Allowed**	Allowed**	Allowed**	Allowed**
Electrically Motorized Board		Allowed	Allowed	Allowed	Allowed

* Local jurisdictions may enact further restrictions.

** Prohibited on roadways with speed limits above 35 miles per hour

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in **Table 7**.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or “shared” systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently “dockless” systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated at lower cost than docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing “corrals,” marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

- Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
- Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
- Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
- Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expected to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include:

Maintain existing access as allowed by state law.

This option provides the most mobility and accessibility for those who use these transportation options.

Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.

- This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
- This option would result in more e-devices mixing with motor vehicle traffic.
- In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.

For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.

- This option provides the greatest restriction and separation.
- This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

- Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
- Develop data sharing agreements in conjunction with permitting new shared services.





5

Network Recommendations

This chapter discusses the recommended networks for walking, bicycling, and supportive facilities for each city and the unincorporated county.

Project Development

The proposed projects represent a long-term vision of active transportation facilities for the region. This includes shared-use paths and trails, bike lanes and boulevards, sidewalks, and crossing enhancements. A focus is placed on safe routes to school, connections across barriers, access to destinations, closing gaps, and recreational opportunities. The recommended project type is based on the design considerations and best practices discussed in chapter 4. In general, project locations were identified based on the following considerations:

- Connectivity to destinations such as schools, parks, trails, and civic institutions
- Gaps in or upgrades to the existing network
- Collision history
- Priority projects from previously adopted plans
- Community input
- Feedback from jurisdiction staff

Prioritization and Cost

Prioritizing projects provides an understanding of how to target investments to meet community needs and strategically position projects for competitive grants. Project prioritization reflects the overall goals of the ATP by focusing on safety, access to schools and community destinations, equity, and connectivity. Each project was scored by a set of factors, then weighted by significance and normalized to provide a total score for each project by jurisdiction. These factors are aligned with the eligibility criteria for the California Active Transportation Program, which remains the primary statewide source of funding for the implementation of bicycle and pedestrian projects. Details of the prioritization process can be found in [Appendix C](#). Prioritization factors include:

Safety

- History of fatal or severe injury collisions
- Presence on Bike/Ped high injury network

Access and Connectivity

- Contributes to low stress network or closes critical gap
- Proximity to schools
- Population density
- Proximity to libraries, parks, and transit stops

Equity and Disadvantaged Community Factors

- Student poverty (schools with high rates of free and reduced-price meal eligibility)
- Healthy Places Index
- CalEnviroScreen
- Median Household Income
- Climate and Environmental Justice Screening Tool (CEJST)
- Equitable Transportation Community ranking (ETC)

Projects range in cost and effort and may be years-long efforts. Feasibility is also dependent upon the availability, reallocation, and/or acquisition of funding. Additionally, although projects are prioritized based on the criteria noted above, projects may be integrated into maintenance projects and undertaken for a lower cost than if implemented separately. In these cases, some lower priority projects may be implemented before higher priority projects.

Projects requiring land acquisition, utility relocation, or substantial drainage modifications may require extra time to implement. Detailed feasibility and design studies based on local conditions will also be necessary for the implementation of many projects. To give a general idea of the anticipated costs to implement and support funding procurement, cost estimates were developed at a planning level for each project.

Prioritized project lists that correspond to the maps in this chapter are provided in [Appendix D](#).

Unit cost estimates for projects are listed below in [Table 8](#). The cost ranges are based on construction costs from recent bid documents throughout California, recognizing regional variations on construction costs throughout the state and fluctuations in material and labor costs over time. The cost estimates are in 2024 dollars, and also assume a 25% contingency, 60% for miscellaneous items, and 55% for soft costs. Land acquisition, road widening, and utility relocation costs that may be needed are not included in the cost estimates.



Table 8 Cost Estimates by Improvement Type

Improvement Type	Assumptions	Cost
Class I shared-use paths/trails	1 mile of asphalt path (10' path + 2' shoulder), with landscaping (trees) and pedestrian-scale lighting	\$4,800,000
Class II bike lanes	1 mile with 4 unsignalized intersections: Bike lane striping, wayfinding signage, green conflict zones, two-stage turn boxes, bicycle detection-loop	\$260,000
Class IIB buffered bike lanes	1 mile with 4 unsignalized intersections: Buffered bike lane striping, wayfinding signage, green conflict zones, two-stage turn boxes, bicycle detection-loop	\$415,000
Class III bike lanes	1 mile with 8 unsignalized intersections: Green-backed sharrows, wayfinding signage	\$120,000
Class IIIB bike boulevards	1 mile with 8 unsignalized intersections: Green-backed sharrows, bicycle boulevard wayfinding signage and striping	\$200,000
Class IV separated bikeways	1 mile with 8 unsignalized intersections: In-roadway cycle track with paint and plastic improvements such as striped buffers, wayfinding signage, green conflict zones, two-stage turn boxes, bicycle detection-loop, soft hit posts Green-backed sharrows, bicycle boulevard wayfinding signage and striping	\$485,000
Sidewalk	1 mile per each side of roadway	\$1,100,000
Intersection Improvements (High Effort)	May include improvements including high visibility striping, raised curb extensions, ADA accessible curb ramps, new signal for a 4 leg intersection	\$1,400,000
Intersection Improvements (Medium Effort)	May include improvements including high visibility striping, raised curb extensions, ADA accessible curb ramps, PHB, existing signal modifications (Signal head modifications, installing APS, yellow backplate, switching out signal heads, countdown ped heads, detection, timing upgrades (e.g. LPI) for a 4 leg intersection	\$550,000
Intersection Improvements (Low Effort)	May include improvements including high visibility striping, painted curb extensions, ADA accessible curb ramps at an unsignalized intersection	\$250,000
Crossing Improvements (Midblock/RRFB)	May include improvements such as high visibility striping, RRFB, raised curb extensions, additional signage, median island, and ADA accessible curb ramps for 1 crossing	\$125,000
Bike/Ped Bridge Railroad	Construction of a new bicycle and pedestrian bridge	\$15,000,000
Crossing Improvements	Bike/ped crossing gates, improvements to smooth cross-ing area	\$550,000

All project cost estimates are high-level, and detailed study of individual projects will be required to refine them. Costs are not inclusive of engineering, drainage, contingency, and mobilization costs, as well as any land acquisition, road widening, and utility relocation costs that may be needed.

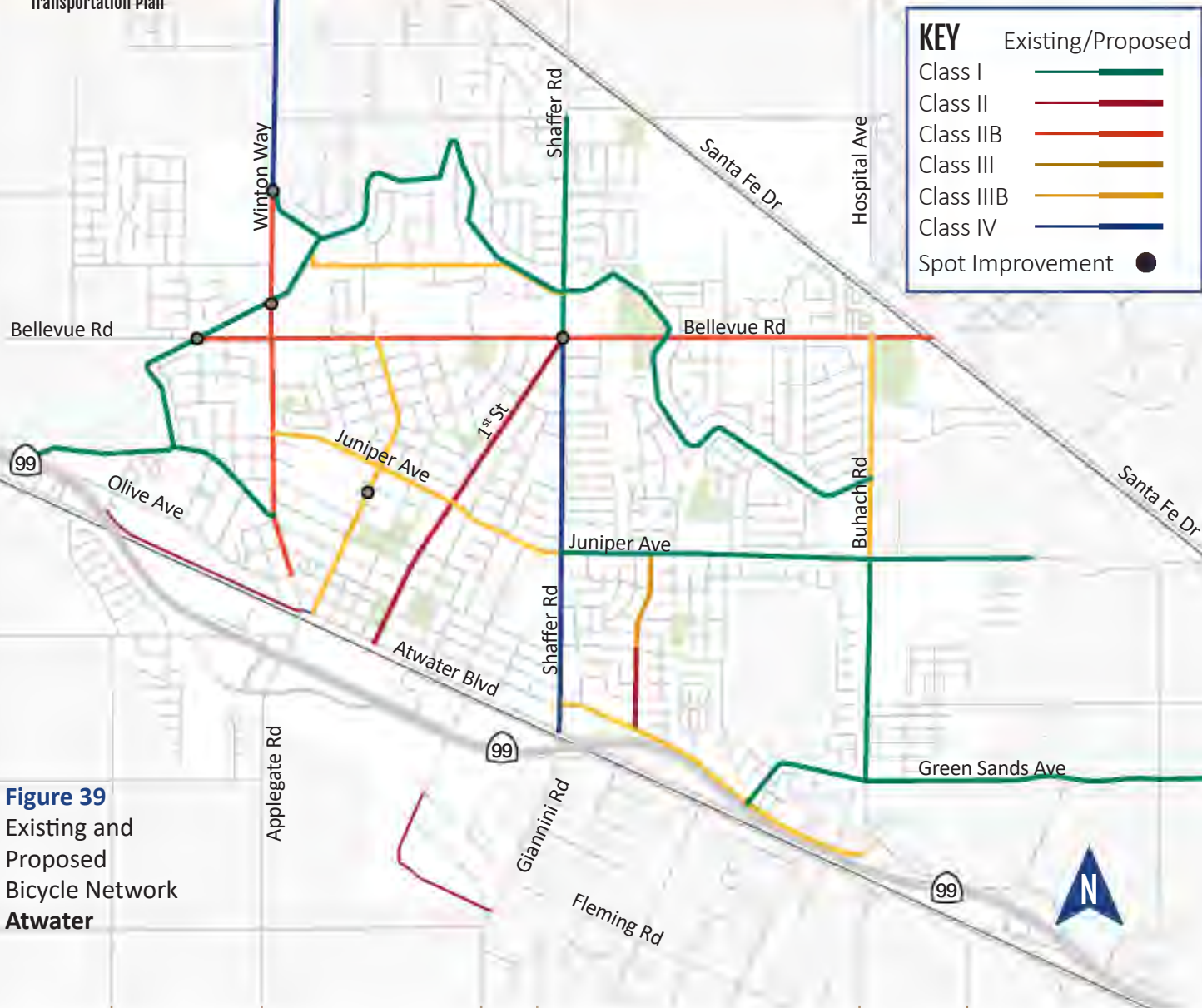


Figure 39
Existing and Proposed Bicycle Network Atwater

Atwater

The City of Atwater has a population of 31,401 as of 2021 making it the county’s third most populous city. Its population is expected to increase by 29 percent by 2046.

Atwater is located proximate to the City of Merced and to the unincorporated community of Winton. It is served by SR 99, which runs along the southern fringe of the city and connects it to the City of Merced. Winton Way is a five-lane arterial that connects Atwater

to Winton. Other major corridors in Atwater include Shafter Road, Bellevue Road, Juniper Avenue, Shafter Road, Winton Way, Buhach Road, First Street, and Atwater Boulevard.

Atwater’s bicycle facilities are limited to Class I shared-use paths along portions of Shafter Road north of Bellevue Road and along Buhach Road between Juniper and Green Sands Avenues, as well as Class II bike lanes along a small stretch of Atwater Boulevard on the west side of the

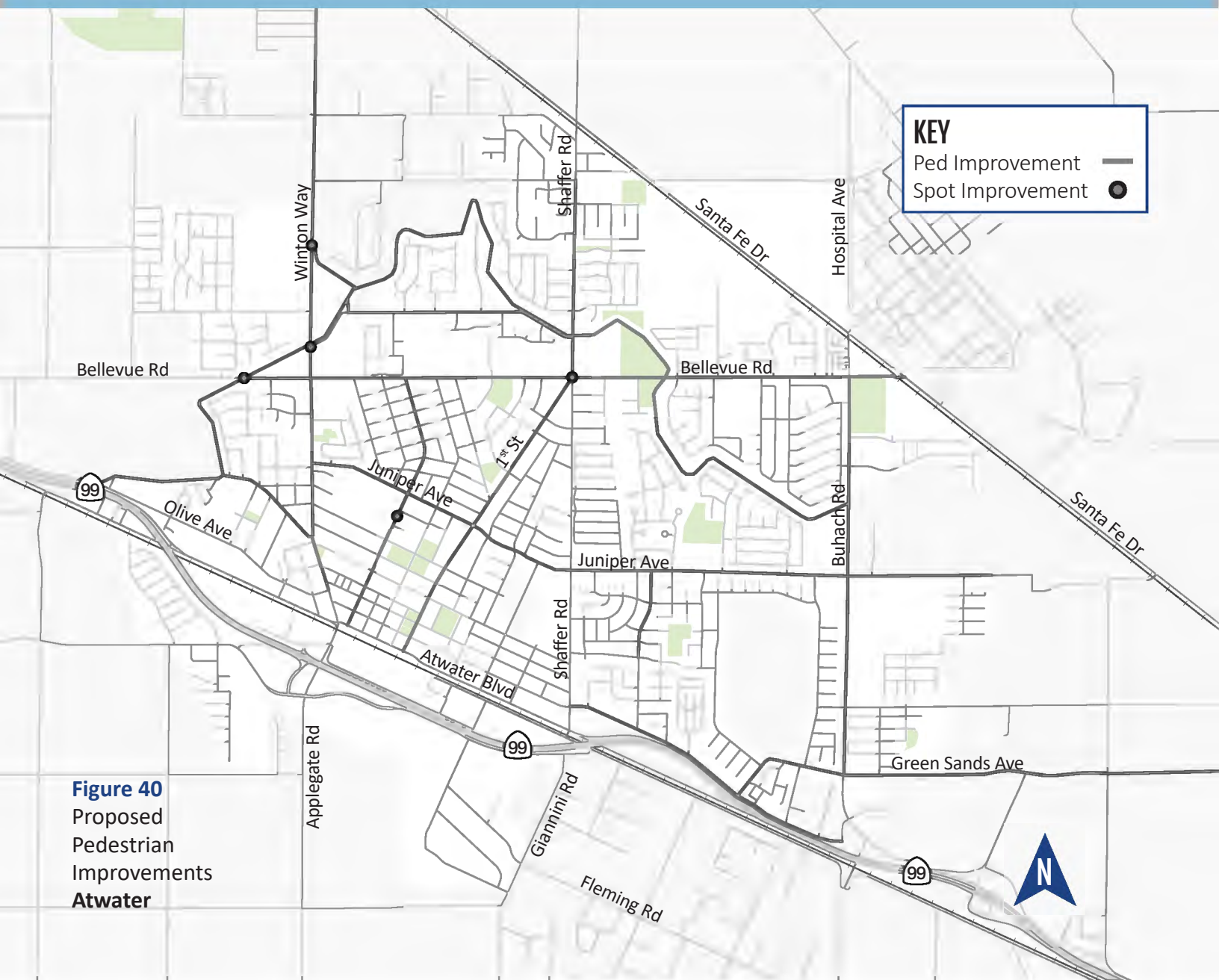


Figure 40
Proposed
Pedestrian
Improvements
Atwater

city. It lacks a comprehensive network of bicycle facilities that serve the whole city, and most areas in the city are not currently served by bicycle facilities.

Key activity centers in the city include the Atwater Flea Market, Castle Air Museum, Atwater Skate Park, Atwater Memorial Ballpark, and the Bellevue Bowling Alley.

Figure 41
Existing and Proposed Bicycle Network
Dos Palos and South Dos Palos

KEY	
Existing/Proposed	
Class I	
Class II	
Class IIB	
Class III	
Class IIIB	
Class IV	
Spot Improvement	

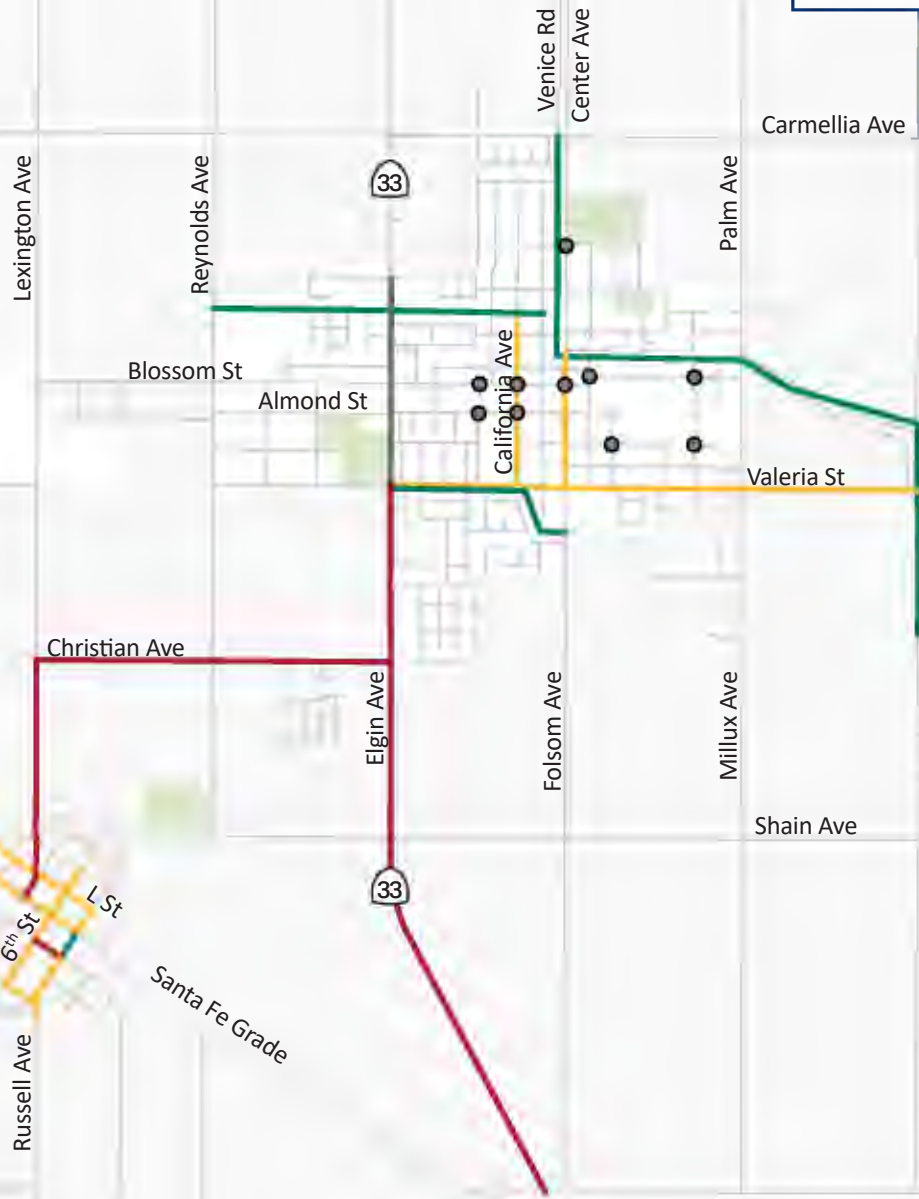
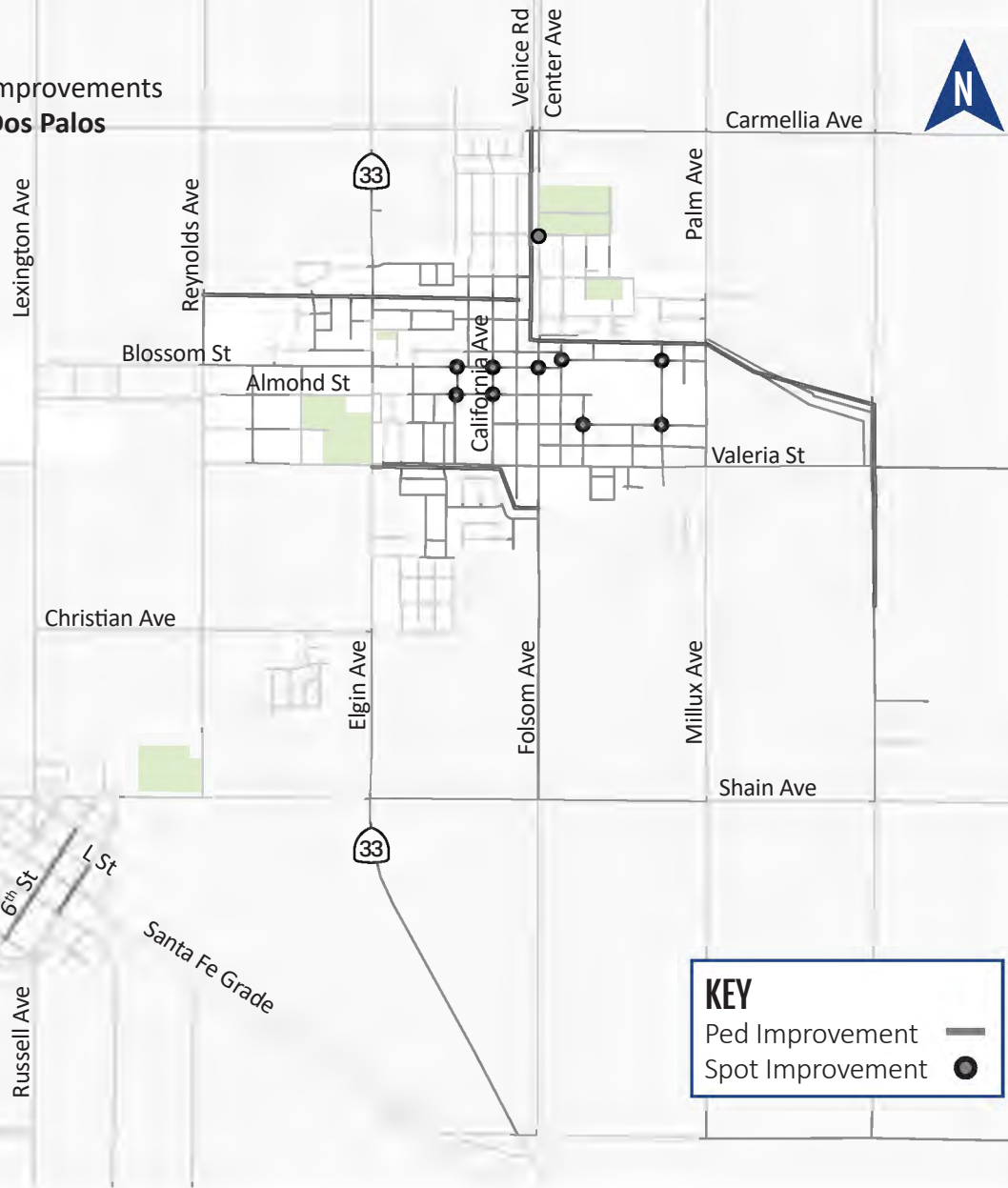


Figure 42
Proposed Pedestrian Improvements
Dos Palos and South Dos Palos



Dos Palos

The City of Dos Palos has a 2021 population of 5,651, making it the smallest incorporated city in the county. The unincorporated community of South Dos Palos is located just south.

Despite countywide investments in the county’s active transportation network, Dos Palos does not have any existing bicycle facilities and limited pedestrian facilities. SR 33/Elgin Avenue is the primary highway in the city, serving both

local and through traffic. It cuts through the city from the west, alternating between two and four lanes, and between speed limits of 45 and 50 miles per hour. There are no signal-controlled intersections along this stretch, and one all-way stop controlled intersection at Blossom Street.

In addition to SR 33, other primary corridors in the city include Valeria Street, Blossom Street, Center Avenue, and Almond Street.

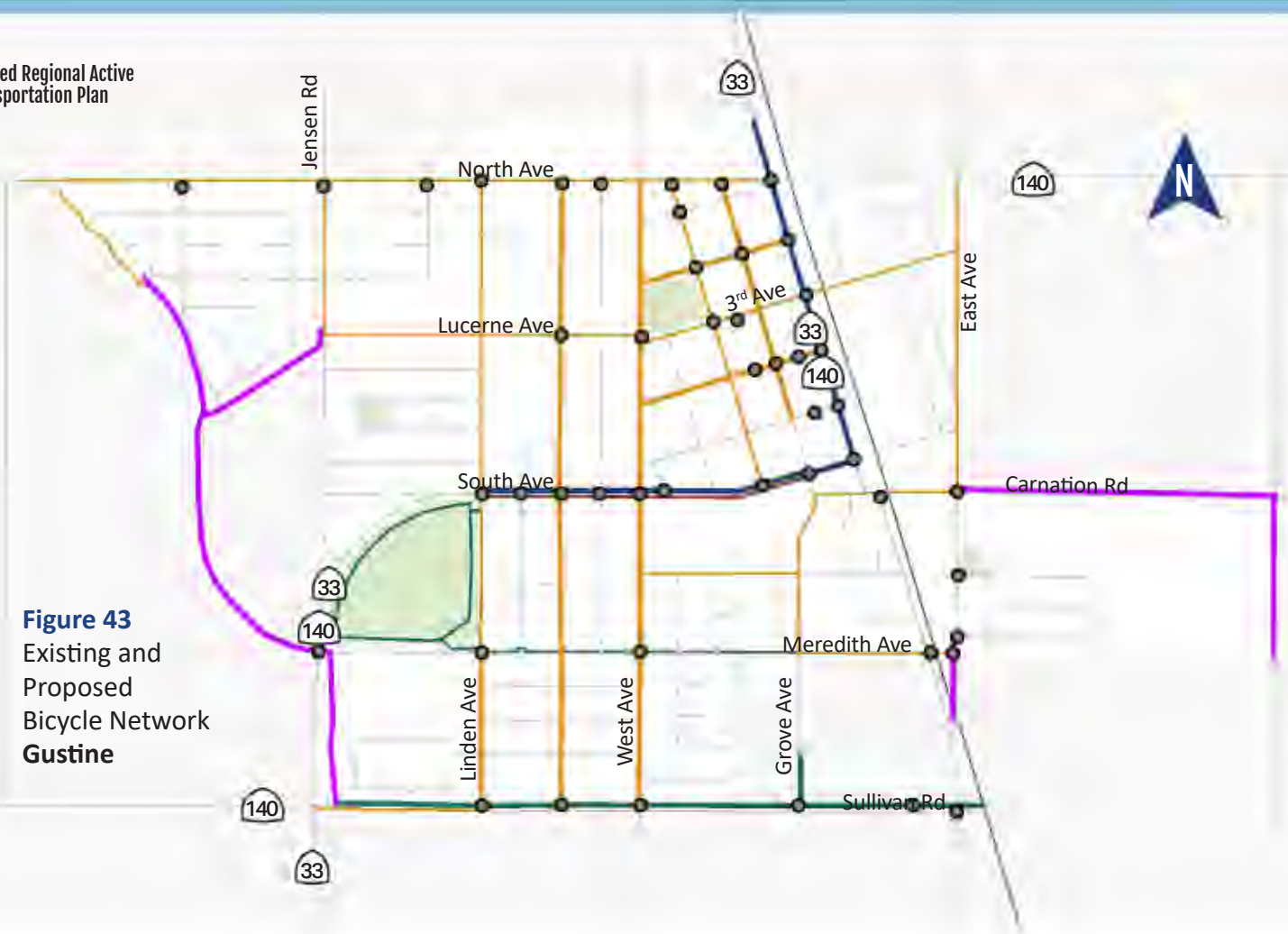


Figure 43
Existing and Proposed Bicycle Network Gustine

KEY	Existing/Proposed	Existing/Proposed	Project for Further Study
Class I		Class III	
Class II		Class IIIB	Spot Improvement
Class IIB		Class IV	

Gustine

The City of Gustine has a population of 5,990 as of 2021. The city is located in the northwest part of the county, and is located at the intersection of SR 33 and SR 140. The two highways share a single alignment through the city along South Avenue and 4th Street, which serves both through traffic and as the main local arterials. Other major roadways include North Avenue, West Avenue, and 5th Street.

While a smaller city, Gustine is home to the Gustine Municipal Airport, and is near the Kesterson National Wildlife Refuge. The city’s parks and schools can be reached through some

pedestrian and bicycle facilities. These include Class III bicycle routes along Sullivan Road, Linde Avenue, Meredith Avenue, Grove Avenue, East Avenue, North Avenue, West Avenue, 6th Street, and 3rd Avenue; as well as Class I shared used paths along Meredith Avenue and around Harry Schmidt Park.

The City of Gustine recently completed the development of a citywide Active Transportation Plan, which was adopted in December 2021. As such, the ATP does not include new projects for Gustine and instead defers to the locally-developed plan.

Figure 44
Proposed
Pedestrian
Improvements
Gustine

KEY

- Ped Improvement ———
- Spot Improvement ●
- Project for Further Study ———

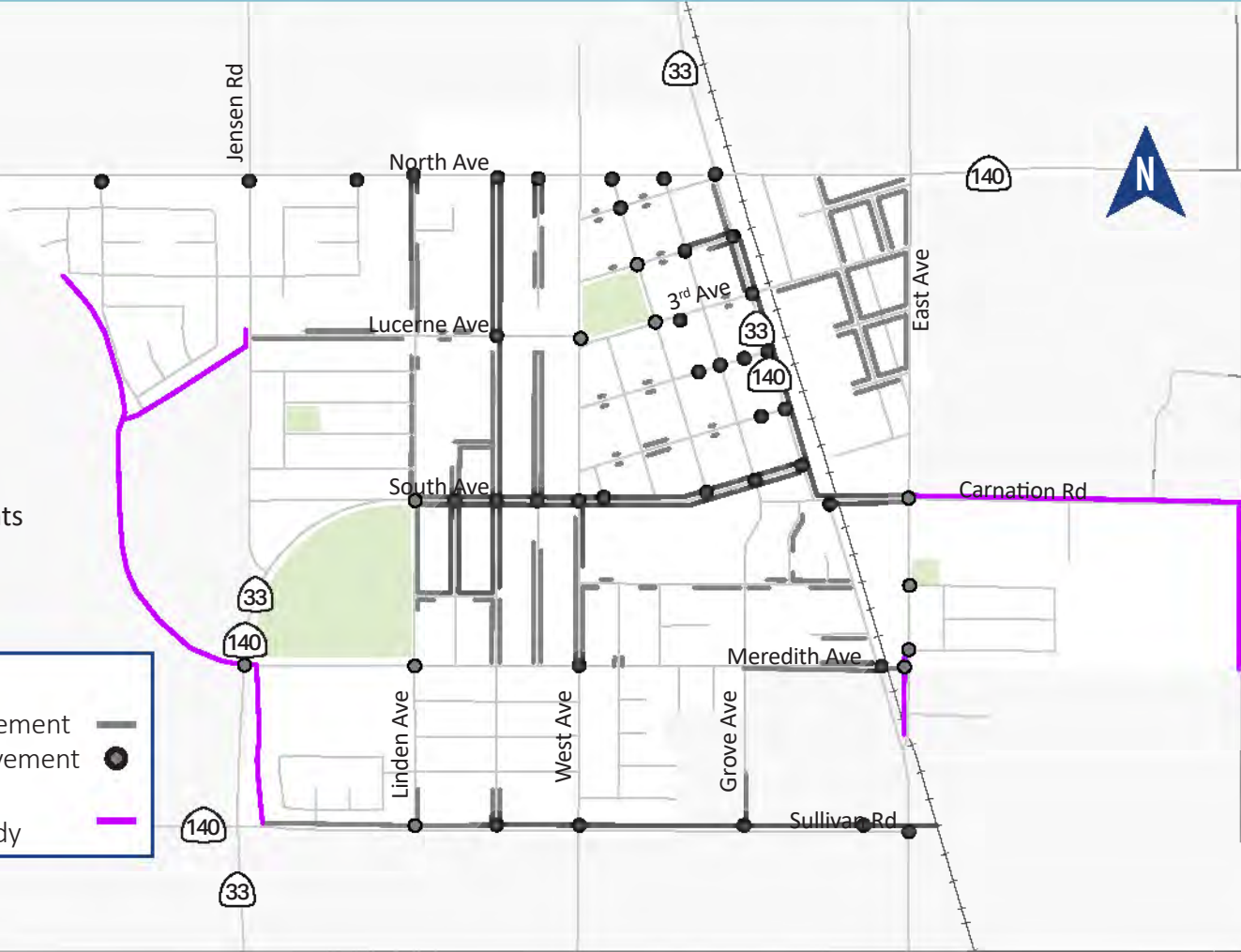




Figure 45
Existing and Proposed
Bicycle Network
Livingston



KEY Existing/Proposed		Existing/Proposed		Spot Improvement
Class I		Class III		
Class II		Class IIIB		
Class IIB		Class IV		

Livingston

The City of Livingston has a 2021 population of 14,078. It is located in northern Merced County, northwest of Atwater. The city is served by SR 99 as its primary highway. Other key commercial corridors in the city include B Street, Winton Parkway, Main Street, Davis Street, C Street, and Hammatt Avenue.

The city has a mix of residential and commercial areas, as well as numerous parks. Small segments of Class II bike lanes have been provided on one block segments on recently widened roadways, such as B Street, but the city otherwise lacks formal bicycle facilities.

Sidewalks are provided on most residential streets. The SR 99 freeway, which bisects the city, poses a major barrier for access and connectivity between the two sides of the city. Residents also report numerous challenges with crossing SR 99, as well as issues with accessibility over the railroad tracks.

Livingston is expected to receive passenger rail service through ACE in the coming decade. The anticipated development of a platform and associated infrastructure in the downtown area underscore the need for greater pedestrian and ADA accessibility in this area.

KEY
 Ped Improvement —
 Spot Improvement ●



Figure 46
 Proposed Pedestrian
 Improvements
 Livingston





Los Banos

The City of Los Banos has a population of 44,421 as of 2021, making it the second largest city in the county. It is located on the west side of the county near I-5, but is directly served only by SR 165, SR 152, and SR 33. All three bisect the city on arterial roadways that serve both local and through traffic. SR 165 runs north-south along Mercey Springs Road, which cuts through the east side of the city. SR 152 and SR 33 run concurrently through the city along Pacheco Boulevard, which runs east-west, bisecting the city while also serving as its primary commercial corridor. Other major roadways in the city include Overland Avenue, West H Street / H Street, B Street, 7th Street, Ward Road, I Street, and Ortigalita Road.

Los Banos has a substantial network of bicycle facilities. Class I facilities in the city include the Rail Trail and the H.G. Fawcett Canal Trail, as well as a shared path along a stretch of Place Road. These are complemented by a network of Class II bike lanes around the city, including along B, H, and I Streets, 7th Street, Willmot Avenue, Nantes Avenue, Overland Road, and Cardoza Road. However, in many such cases, existing Class II facilities require upgrades to better match the current character of the roadways as well as travel needs of people bicycling throughout the city.

Key activity centers in and around the city include the AG Sports Complex and Dog Park, Los Banos Wildlife Area, the 7th Street Ballfields, Los Banos Historical Museum, Fairgrounds Park, and Los Banos Municipal Airport.

KEY Existing/Proposed	
Class I	
Class II	
Class IIB	
Class III	
Class III B	
Class IV	
Spot Improvement	

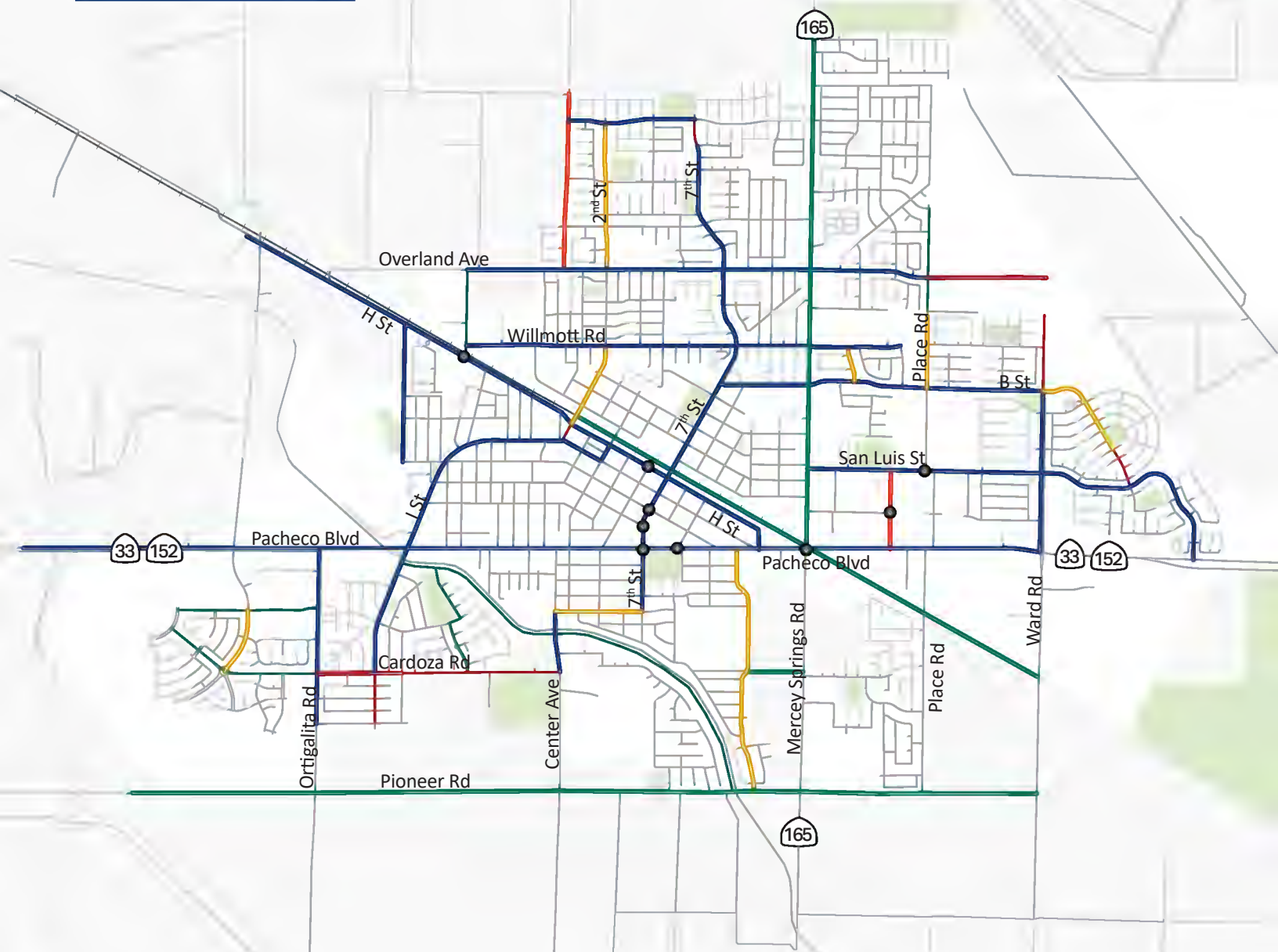
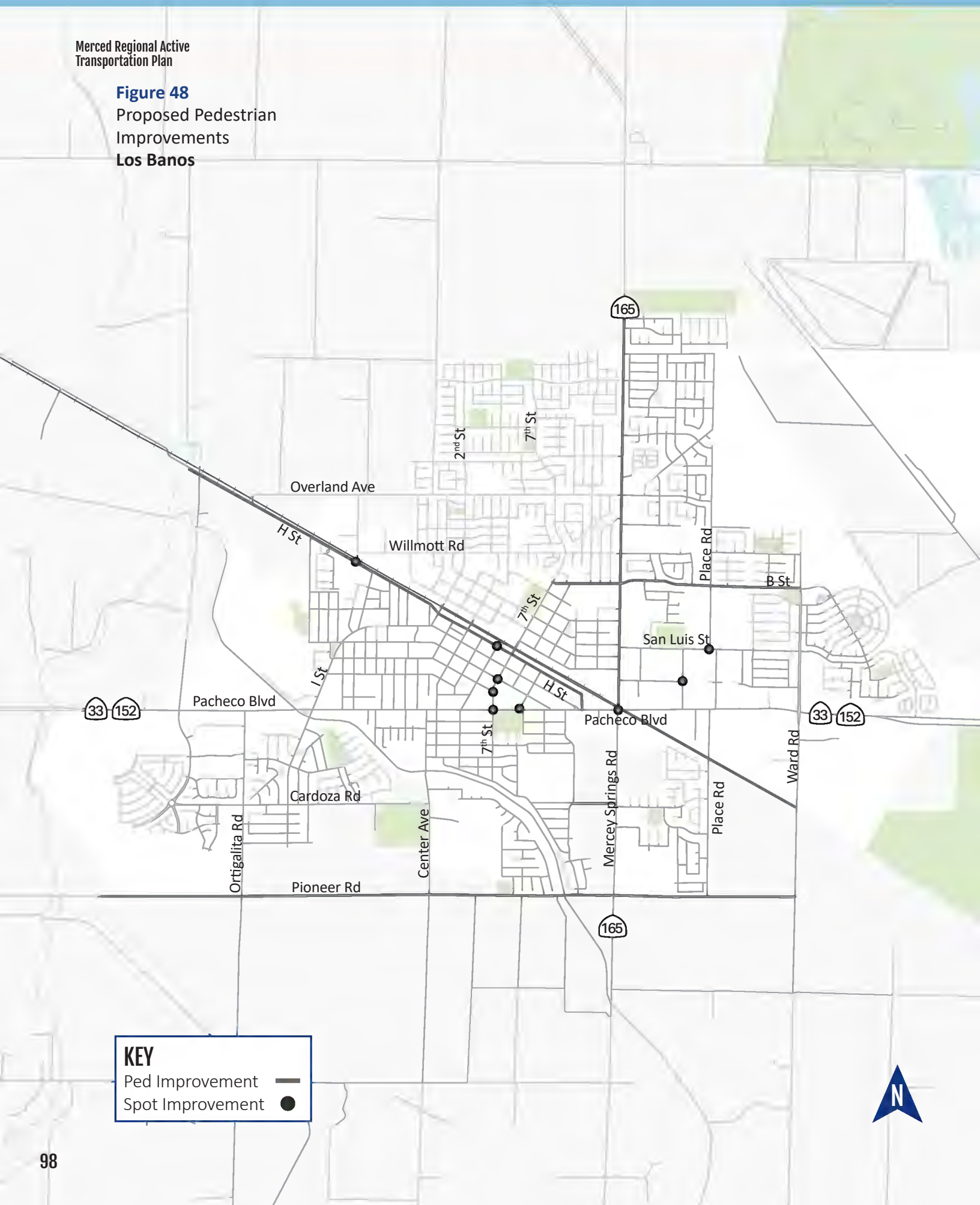


Figure 47
Existing and Proposed
Bicycle Network
Los Banos



Figure 48
Proposed Pedestrian Improvements
Los Banos





Merced

The City of Merced had a population of 85,993 in 2021, making it the largest city in the county by both population size and land area. In addition to serving as the seat of Merced County and home to many of its government institutions, it is also home to the newest campus in the University of California (UC) system, UC Merced, and its attached medical center. Other key activity centers in the city include its Senior Community Center, the Applegate Park Zoo, Applegate Skate Park, Joe Herb Park and Ball Field, McNamara Park and Ball Field, Fahrens Park, Merced Flea & Farmers Market, Lake Yosemite Park, and Merced Mall. The City of Merced continues to experience geographic and population growth, especially fueled by UC Merced's continual expansion.

Merced is served by SR 99, SR 59, and SR 140. SR 99 runs along a fully controlled-access freeway alignment and is the city's main highway connection. SR 140 and SR 59 run mainly along large arterials such as Yosemite Parkway and Martin Luther King Jr. Way. However, all three highways run concurrently along the freeway segment through the central part of the city, which bisects it and creates obstacles for access and connectivity between north and south sides of the city. Other key commercial corridors in the city include 16th and 18th Streets; G, M, and R Streets; Main Street; Olive Avenue; and Yosemite Avenue.

As the biggest city in the county, Merced has the most expansive bicycle and pedestrian facilities. The city has a mix of Class I, II, and III bicycle facilities throughout the city along with a trail network connecting to recreational areas outside of the city.

A core network of class I paths are located along many of the creek corridors that travel through Merced, including segments of Bear

Creek, Black Rascal Creek, Fahrens Creek, and Cottonwood Creek. These multi-use paths serve as important routes for both commuting and recreational bicycling while preserving the natural environment. Regional class I facilities on Lake Road and Campus Parkway, while located outside of city limits, nevertheless serve as important connectors for residents traveling to destinations such as the UC Merced campus.

In addition to the trail network, Class II bicycle lanes are located on many arterial streets and within new developments throughout Merced. Class II bike lanes are located on many major corridors crossing the city, including Yosemite Avenue, R Street, M Street, and G Street. In some instances, as development or adjacent land uses have changed the character of these roadways, existing Class II facilities require upgrades to better match the current character and travel needs of people bicycling throughout the city. Class II facilities are located on Buena Vista Drive, W Olive Avenue, McKee Road, W 26th Street, Glen Avenue, E 21st Street, W Main Street, E 13th Street, E 11th Street, and W 8th Street.

Existing Class III bicycle routes are located throughout the city and are found on sections of both collectors and arterials, despite only being appropriate for lower speed streets, such as in residential areas, to serve specific destinations such as schools or to close gaps in the broader bicycle network. Class III facilities are found on Bellevue Road, Lake Road, G Street, M Street, Cardella Road, San Jose Avenue, Mercy Avenue, Mansionette Drive, Yosemite Ave, McKee Road, W 21st Street, W 18th Street, E Main Street, W 13th Street, W 11th Street, R Street, V Street, N West Avenue, and W Childs Avenue. Community feedback reflect that some of these routes have not been able to provide sufficiently comfortable user experience for bicyclists.

KEY		Existing/Proposed
Class I		
Class II		
Class IIB		
Class III		
Class III B		
Class IV		
Ped Improvement		
Spot Improvement		

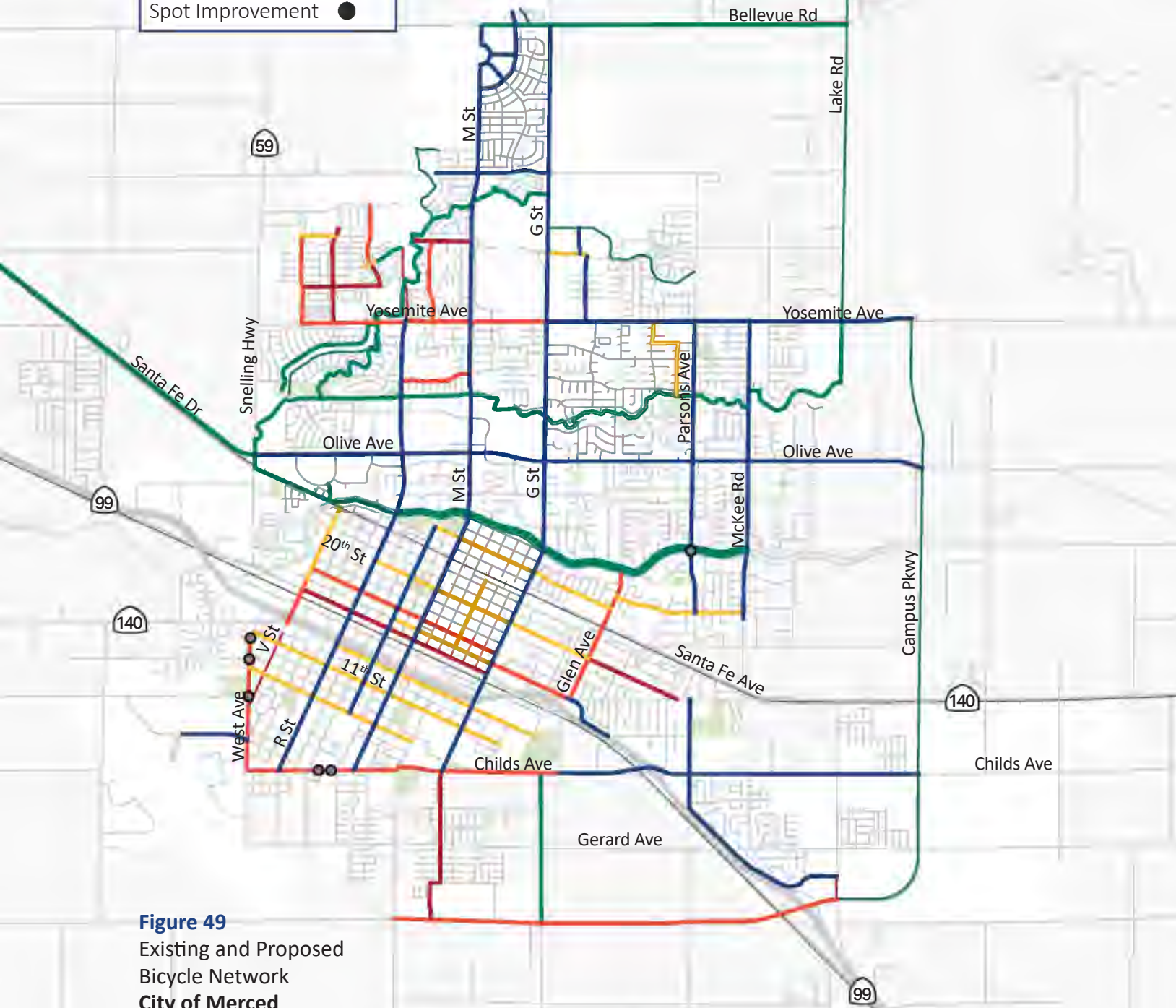
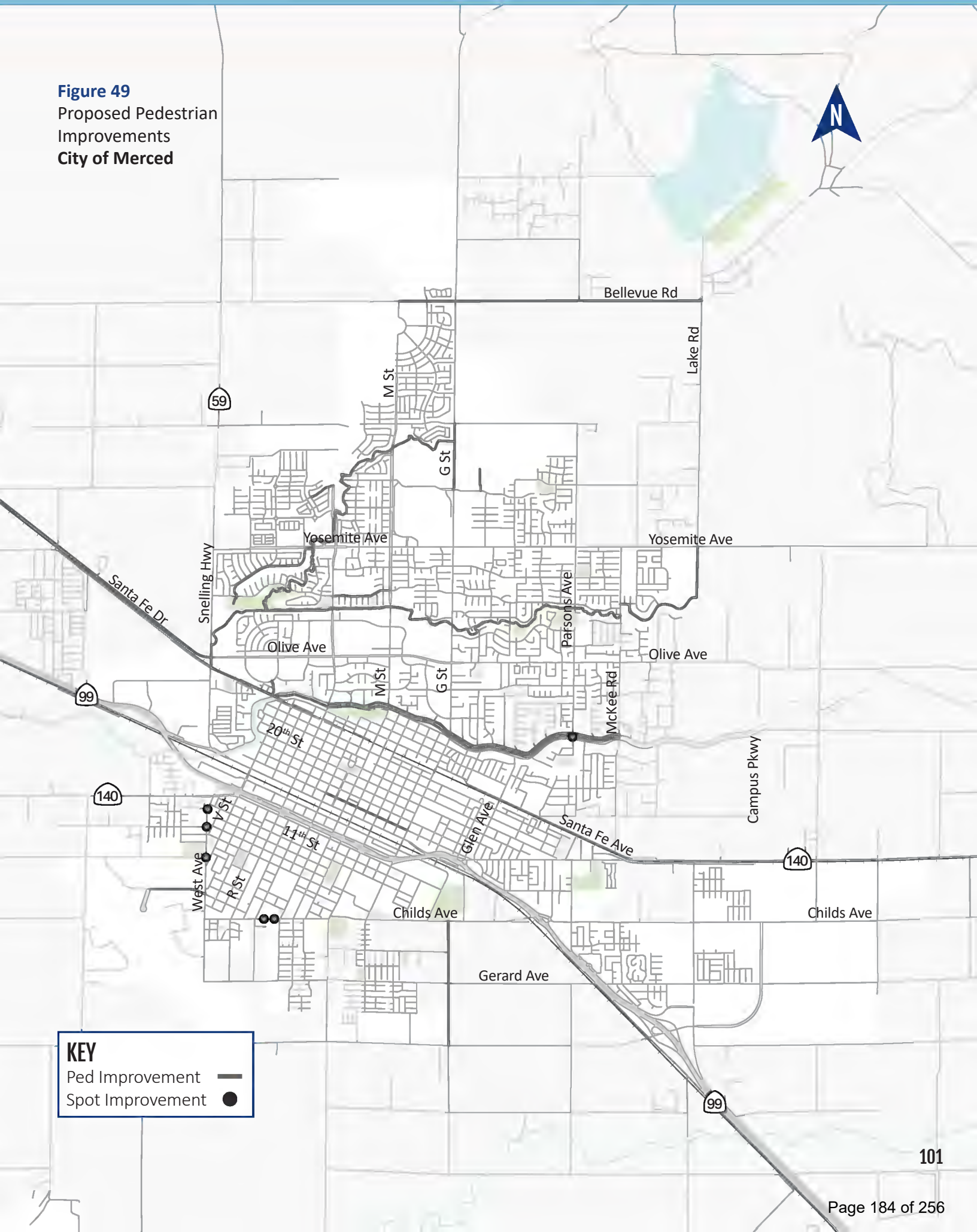


Figure 49
Existing and Proposed
Bicycle Network
City of Merced

Figure 49
Proposed Pedestrian
Improvements
City of Merced



KEY
Ped Improvement —
Spot Improvement ●

Figure 51
Unincorporated Communities
with Proposed Improvements

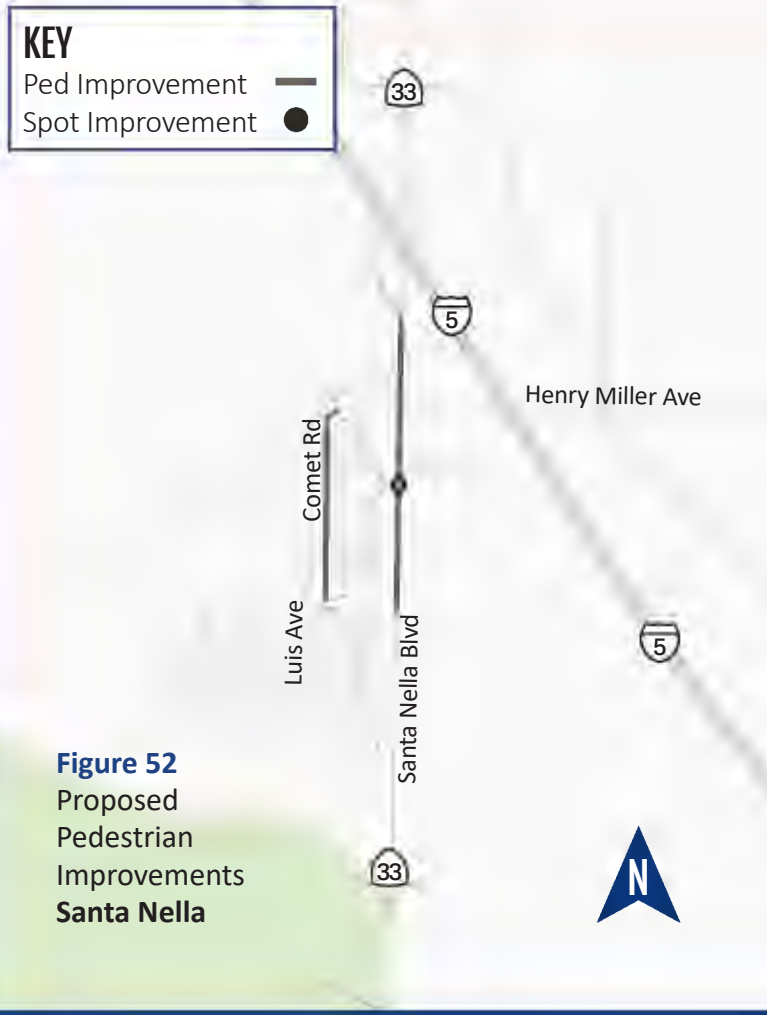
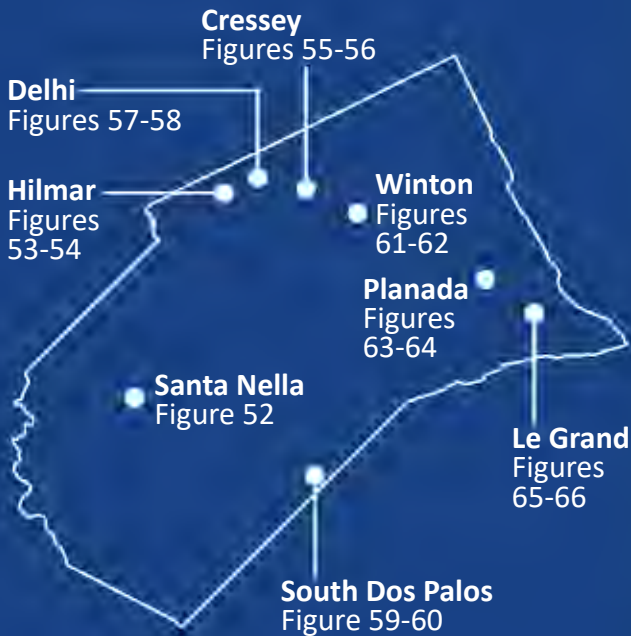


Figure 52
Proposed
Pedestrian
Improvements
Santa Nella

Merced County

The unincorporated portion of Merced County has an approximate population of 91,616. Most of that population resides within a number of small, unincorporated communities, including Ballico, Cressey, Delhi, Franklin-Beachwood, Hilmar, Le Grand, McSwain, Planada, Santa Nella, Snelling, South Dos Palos, Stevinson, Volta, and Winton.

Each of the unincorporated communities serves as major activity centers for their residents and have one to two major corridors per community connecting commercial activity, residential areas, parks, and schools. Many major corridors

connect multiple unincorporated communities including Santa Fe Drive, Winton Way, Santa Fe Avenue, Henry Miller Avenue, Bradbury Road, and August Avenue. These communities are also served by highways, including SR 140, SR 33, SR 59, SR 165, SR 99, and I-5, which also serve the incorporated cities.

Focused community plans with an active transportation emphasis have been recently undertaken for the Winton and Franklin-Beachwood communities, which have resulted in the planning and ongoing implementation of a variety of improvements, with many focused around safe routes to schools.

Figure 53
Existing and Proposed
Bicycle Network
Hilmar

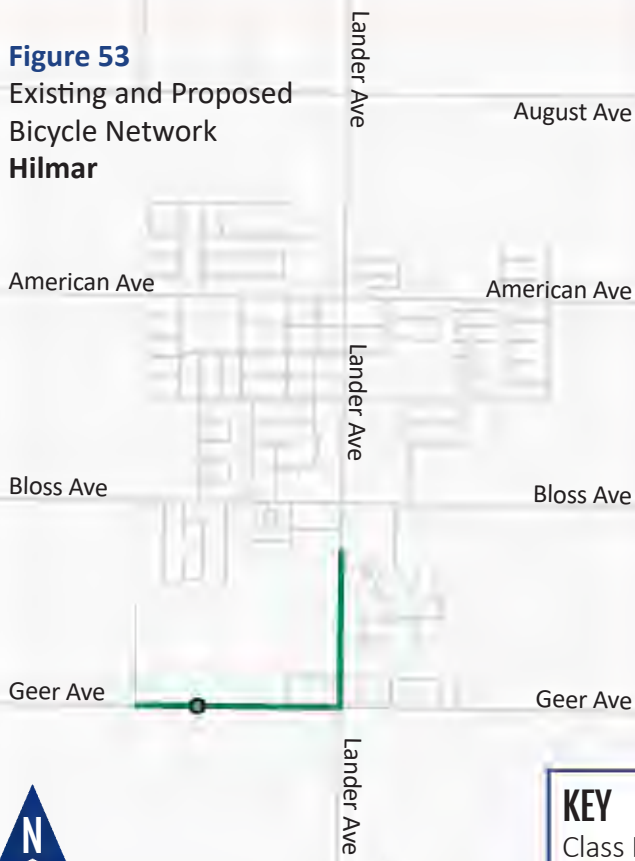


Figure 55
Existing and Proposed
Bicycle Network
Cressey



Figure 54
Proposed Pedestrian
Improvements
Hilmar

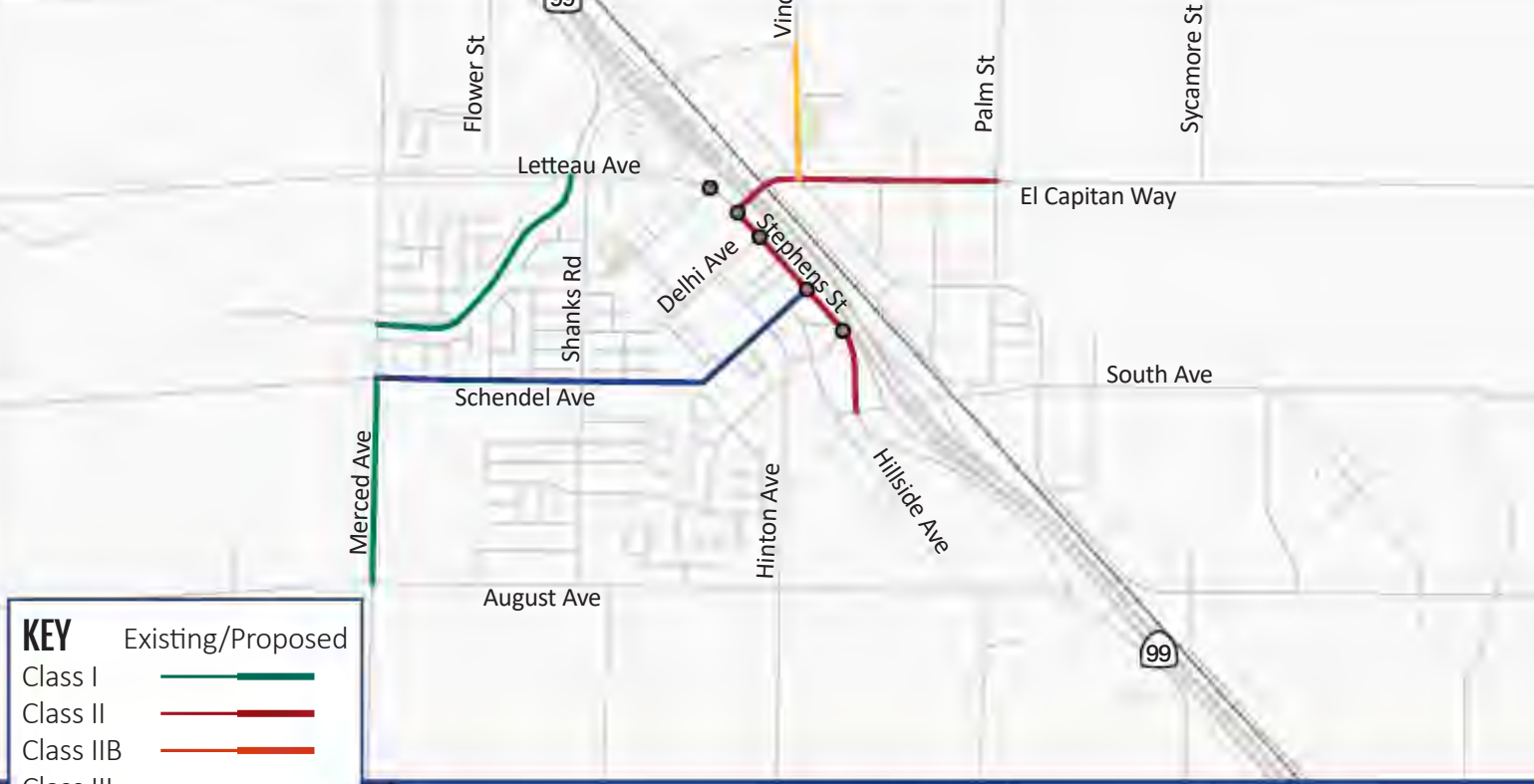


Figure 56
Proposed Pedestrian
Improvements
Cressey



KEY	
Existing/Proposed	
Class I	
Class II	
Class IIB	
Class III	
Class III B	
Class IV	
Ped Improvement	
Spot Improvement	

Merced Regional Active Transportation Plan
Figure 57
 Existing and Proposed Bicycle Network
Delhi



KEY	Existing/Proposed
Class I	
Class II	
Class IIB	
Class III	
Class IIIB	
Class IV	
Ped Improvement	
Spot Improvement	

Figure 58
 Proposed Pedestrian Improvements
Delhi

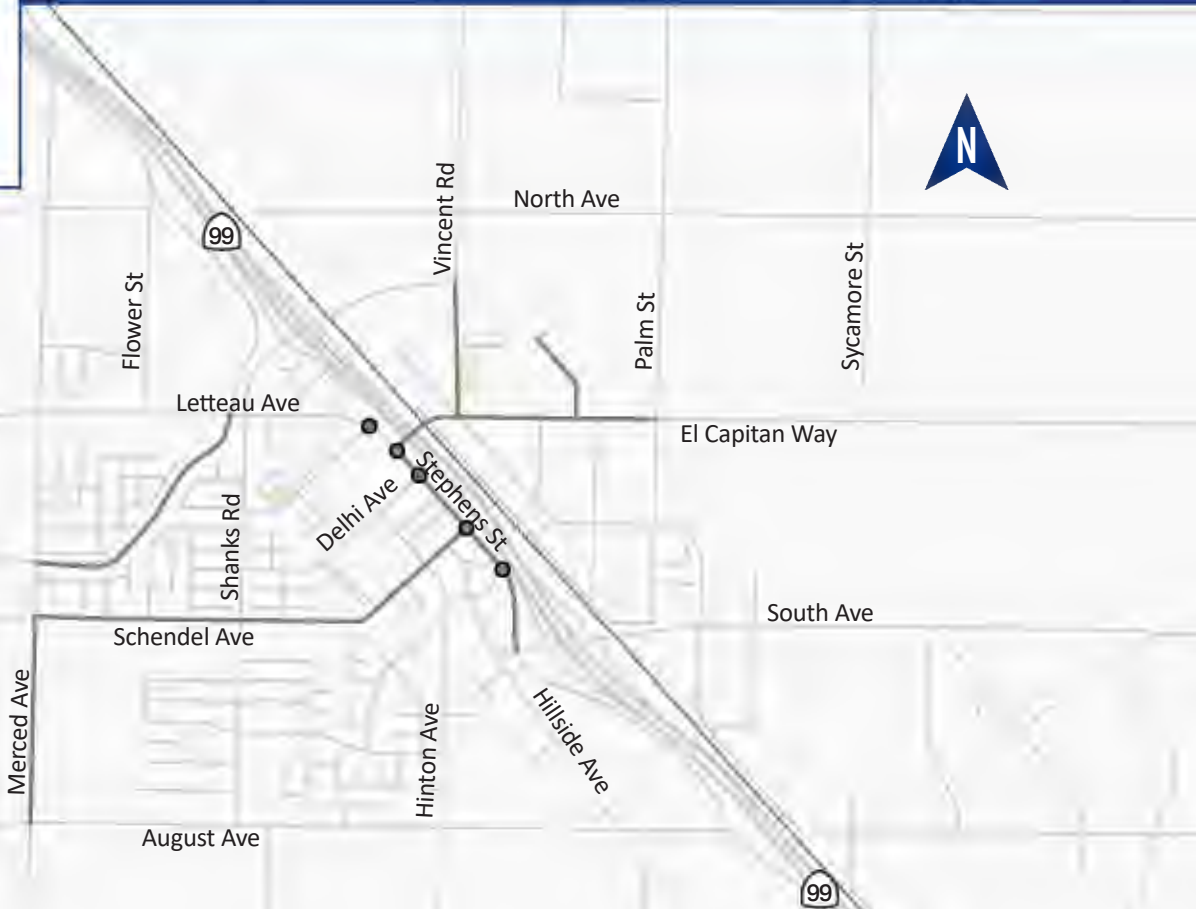






Figure 59
Existing and Proposed
Bicycle Network
South Dos Palos

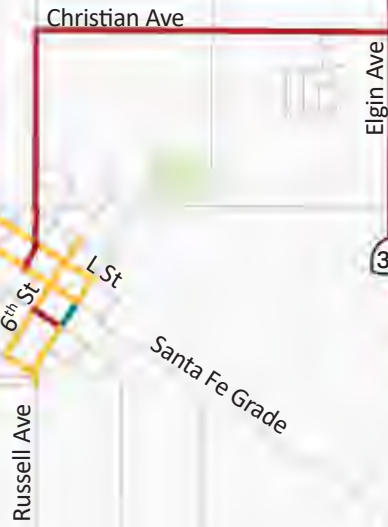


Figure 60
Proposed Pedestrian
Improvements
South Dos Palos



Figure 61
Existing and Proposed
Bicycle Network
Winton

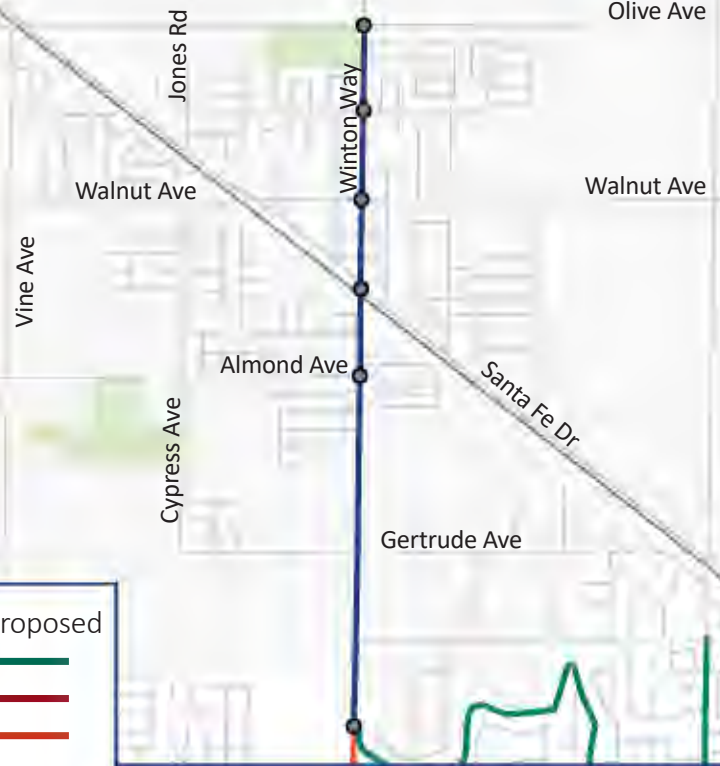


Figure 62
Proposed Pedestrian
Improvements
Winton



KEY	
Existing/Proposed	
Class I	
Class II	
Class IIB	
Class III	
Class III B	
Class IV	
Ped Improvement	
Spot Improvement	

Figure 63
Existing and Proposed
Bicycle Network
Planada



Figure 64
Proposed Pedestrian
Improvements
Planada



KEY Existing/Proposed

Class I	
Class II	
Class IIB	
Class III	
Class IIIB	
Class IV	
Ped Improvement	
Spot Improvement	

Figure 65
Existing and Proposed
Bicycle Network
Le Grand

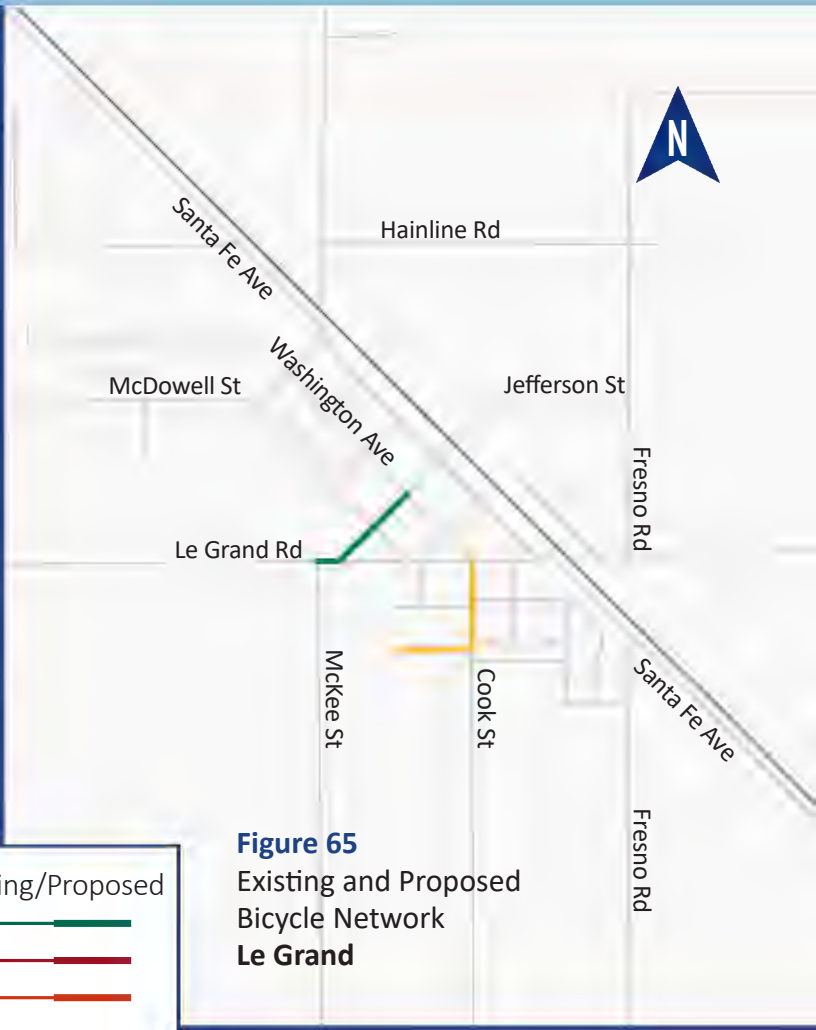
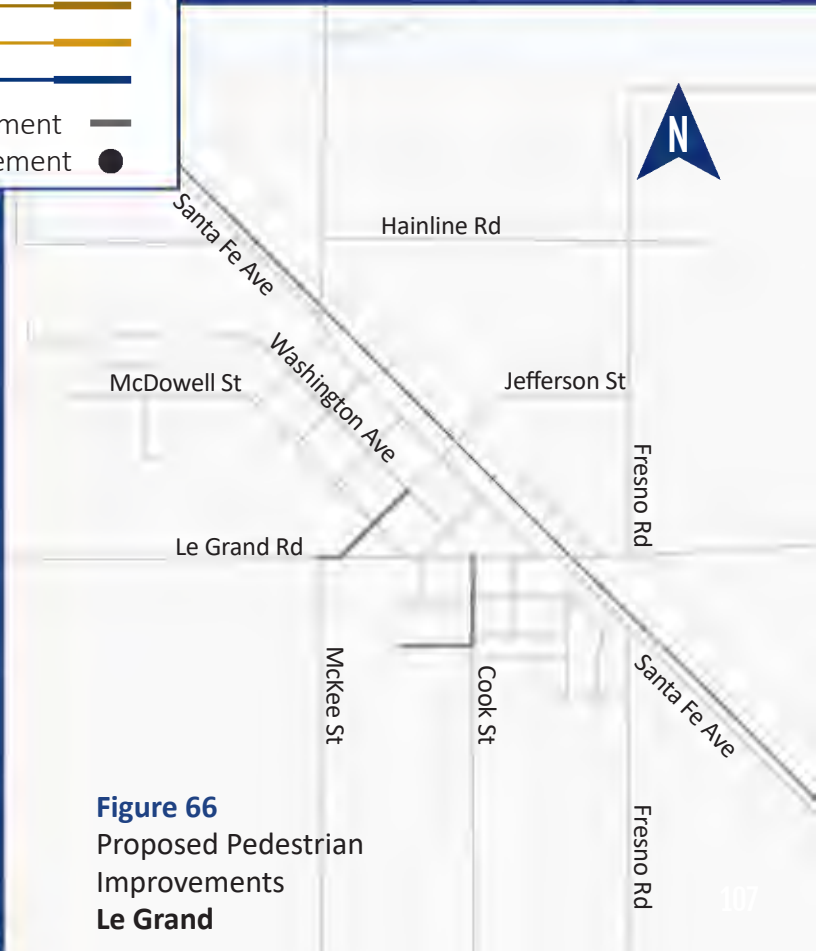


Figure 66
Proposed Pedestrian
Improvements
Le Grand





6

Implementation & Accountability

The active transportation network will be implemented in a few ways:

- through individual projects;
- in conjunction with adjacent land development projects; and
- in conjunction with maintenance and other capital projects.

Recommendations in this report will be implemented by local jurisdictions and through coordination and collaboration with MCAG and other partners, including Caltrans, the San Joaquin Regional Rail Commission (ACE Rail), the San Joaquin Joint Powers Authority (SJJPA), the California High-Speed Rail Authority (CHSRA), Amtrak, and other advocacy and community organizations in Merced County and throughout the Central Valley.

Completion of projects in this plan will be reported through periodic reports on completion by jurisdiction staff to the city councils and board of supervisors, and on each agency's website. MCAG will periodically update this plan to reflect the evolving needs and progress towards completion.

As discussed previously, implementation will depend on the availability of funding and in some cases occur over many years, with priority projects being targeted for implementation in the next five years. This chapter provides an overview of available funding sources at the time of publication, along with recommendations for ongoing collaboration and accountability.

Funding

Multiple federal, state, regional, and local funding sources are available for bicycle and pedestrian projects and programs. A full resource table is provided in **Table 9**. Some of the funding sources most relevant to this plan include the following:

Measure V is a half-cent regional transportation sales tax measure that is designed to fund transportation maintenance and improvements in the Merced region. Local jurisdictions must spend at least 20 percent of their local Measure V funding on alternative mode projects, such as bicycle and pedestrian projects. As such, this plan may be used as a resource to identify these projects.

The *Active Transportation Program (ATP)* consolidates diverse transportation initiatives into a single program with an annual budget of around \$123 million from state and federal sources. ATP aims to increase walking and biking trips, enhance safety for non-motorized users, support regional greenhouse gas reduction efforts, promote public health, and provide a range of projects benefiting various user groups, including disadvantaged communities.

Sustainable Transportation Planning Grants are offered by Caltrans to encourage local and regional planning goals that support the implementation of Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) projects. These funds can be used for a variety of focused community planning projects, including those that support rural active transportation, temporary demonstration projects, and community needs assessments.

The *Congestion Mitigation and Air Quality Improvement (CMAQ) Program* allocates funds to states for transportation projects aimed at alleviating traffic congestion and enhancing air quality, especially in regions of the country struggling to meet national air quality standards.

The *Highway Safety Improvement Program (HSIP)* is a federal-aid initiative designed to achieve a significant reduction in traffic fatalities and serious injuries across all public roads, including non-state-owned roads and tribal land. California's Local HSIP focuses on infrastructure projects with recognized crash reduction benefits. Funding can be used for preliminary engineering, right of way, and construction.

The *Safe Streets and Roads for All (SS4A)* grant program has a budget of \$5 billion in appropriated funds spanning from 2022 to 2026. The SS4A program supports regional, local, and tribal endeavors through grants to prevent roadway fatalities and severe injuries. Projects with a direct link to bicycle and pedestrian safety will be eligible for funding as the MCAG Multijurisdictional Local Road Safety Plan is completed in 2024.

Local Development Fees collected on land development projects can provide match funding or full implementation of projects where there is a nexus to the project.

Federal and State Earmarks present an opportunity to secure funding at both the federal and state level. Earmarks often have short timelines for consideration; proactively creating fact sheets with funding needs and benefits of potential projects can support engagement with Federal and State legislators.



Table 9
Relevant Local, Statewide, and Federal Funding Sources

LOCAL FUNDING SOURCES	
Measure V	https://www.mcagov.org/315/Measure-V
STATEWIDE FUNDING SOURCES	
Affordable Housing and Sustainable Communities (AHSC)	https://sgc.ca.gov/programs/ahsc/
Active Transportation Program (ATP)	https://catc.ca.gov/programs/active-transportation-program
Clean California (Clean CA)	https://cleancalifornia.dot.ca.gov/
Local Highway Safety Improvement Program (HSIP)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Local Partnership Program (LPP)	https://catc.ca.gov/programs/sb1/local-partnership-program
Reconnecting Communities: Highways to Boulevards (RC:H2B)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Road Maintenance and Rehabilitation Account (RMRA) & Highway Users Tax Account (HUTA)	https://sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Sustainable Transportation Planning (STP) Grant	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants
FEDERAL FUNDING SOURCES	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	https://arb.ca.gov/resources/documents/congestion-mitigation-and-air-quality-improvement-cmaq-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	https://transportation.gov/RAISEgrants
Reconnecting Communities and Neighborhoods Grant Program	https://www.transportation.gov/grants/rcnprogram
Rural Surface Transportation Grant (RSTG)	https://transportation.gov/grants/rural-surface-transportation-grant
Strengthening Mobility and Revolutionizing Transportation (SMART)	https://transportation.gov/grants/SMART
Safe Streets and Roads for All (SS4A)	https://transportation.gov/grants/SS4A
Surface Transportation Block Grant (STBG)	https://fhwa.dot.gov/specialfunding/stp/

Potential Outcomes

By implementing the planned networks and supporting programs, significant improvements may be realized in the share of trips made by walking or bicycling. By increasing the facilities available to users and emphasizing low stress bikeways and connectivity to destinations, mode share is anticipated to increase. While specific increases in mode share depend on many factors, usage may increase to levels seen in cities with comparable characteristics and thus looking at the walk and bike mode share of other cities provides a reasonable comparison.

Sacramento is a city in the Central Valley with a comparable climate to that of the Merced County region. Sacramento currently has a 3.0% walking mode share and a 1.5% bicycling mode share. Though no single city is exactly comparable, this comparison provides a reasonable target to achieve by implementing the ATP. Achieving comparable mode shares in Merced County jurisdictions would result in significant increases in the number of walk and bike trips, as displayed in **Table 10**. As discussed

in **Chapter 2**, these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time. Thus, the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, it is also anticipated that collisions involving bicyclists and pedestrians may be reduced. A target for the reduction of injuries and fatalities in roadway users is being established as part of the MCAG Comprehensive Safety Action Plan (2024), which will build upon the countermeasures and projects recommended in this plan. In addition to these direct health improvements due to collision reduction, implementation will also improve health outcomes associated with increased physical activity by region residents, such as reduced incidence of heart disease, high blood pressure, Type 2 diabetes, and obesity.

Table 10
Means of Transportation to Work (2022 5-Year Average)

Location	Walking				Bicycling			
	Current Number	Current Percent	Goal Number	Goal Percent	Current Number	Current Percent	Goal Number	Goal Percent
Merced County (As A Whole)	2,481	2.3%	4,255	4%	396	0.4%	1,596	1.5%
Merced County (Unincorporated)	446	2.2%	821	4%	0	0%	308	1.5%
Merced County (Cities)	1,028	1.4%	2,163	3%	391	0.5%	1,082	2%

Source: US Census Bureau American Community Survey (ACS) 2018-2022 5-Year data. Workers aged 16 years and older, excludes percentage of employees that work from home.



Measures of Effectiveness and Tracking Progress

This plan establishes a framework for improving active transportation across the region.

However, monitoring of progress must occur to understand whether the goals of this plan are being achieved and those who walk, bike, and roll feel safe and comfortable using the active transportation network. This requires ongoing collaboration, with roles for local jurisdictions, MCAG, and the community.

As the regional transportation planning agency, MCAG serves in a number of transportation planning roles in Merced County based on local, state, and federal designations. These designations offer increased funding and responsibility for MCAG in transportation planning, including oversight of several programs that can contribute to the expansion and safety of active transportation networks throughout the region. Without a dedicated funding source, project implementation will typically rely on federal or state funding or capital improvement funding that can include roadway safety enhancements. MCAG will continue to serve as the convenor for local agencies, and play a role in regional facilitation, including support for priority projects identified in this ATP.

Communities in which members of the public, elected officials, and agency staff are all on the same page of understanding trade-offs to operations and safety see the most success. Local jurisdictions have a critical role to play in building out the region's active transportation network, shifting more trips to active modes, and reducing traffic collisions that kill or seriously injure people. Cities and the County own, operate, and maintain the streets and roadways within the region, except those owned by Caltrans, and will ultimately prioritize, fund, build, and permit the construction of most non-freeway roadway projects in the region. Dedicated staff time is critical to coordination of improvements, relaying project benefits to agency staff, elected officials, and public, and keeping a project moving forward. This also includes maintaining policy and design standards that align with industry best practices.

A sample framework for implementation has been provided on the following pages. This framework aligns with the guiding principles of the ATP, and includes suggested practices and recommendations that jurisdictions may choose to adopt or pursue to reduce barriers to implementation, and track progress over time. Both individual and collaborative actions by jurisdictions will aid in meeting the responsibility agencies have for implementing projects in a way that is fiscally responsible and yields the greatest benefit to the health, mobility, and livelihoods of the residents and communities of Merced County.

1 Safety

Create and maintain a safe environment for people walking, biking, and rolling

Traffic-related and personal safety issues are a barrier for people bicycling and walking. Increase opportunities for people of all ages and abilities to easily access local streets and pathways and reduce the number, rate, and severity of collisions involving people walking, biking, and rolling.

Objective 1.1

Reduce pedestrian and bicyclist related collisions.

Baseline Data

Existing bicycle/pedestrian.

Recommended Strategies

- Adopt a Vision Zero commitment and action plan, which identifies strategies to eliminate all traffic fatalities and severe injuries, consistent with in-progress Comprehensive Safety Action Plan (MCAG) and Local Road Safety Plan (County).
- Develop an annual review process for bicycle and pedestrian crash data (including causes) to implement ongoing infrastructure improvements throughout the transportation system.
- Install safety enhancements to improve conditions for the most vulnerable road users, such as people using mobility devices youth, and older people.
- Prioritize safety improvements, such as high visibility crosswalks, at intersections and corridors with high numbers of bicycle and pedestrian crashes.

Objective 1.2

Reduce traffic stress for non-motorized roadway users (as measured by Level of Traffic Stress or LTS).

Baseline Data

- Percentage of roadways at the highest levels of LTS 3 and 4 (least comfortable) vs those at lowest levels of LTS 1 and 2 (most comfortable).
- Percentage of residents living within ¼-mile of low-stress facilities (LTS 1 or 2).

Recommended Strategies

- Provide more physically separated active transportation facilities, such as class I bikeway shared-use paths, class IV separated bikeways, and sidewalks.
- Provide alternative facilities on lower-stress neighborhood streets, such as well-connected bicycle boulevards.
- Design existing roads to accommodate active transportation modes.



Objective 1.3

Follow best practices in transportation facility planning and design.

Recommended Strategies

- Update public works documents that guide facility development (for example, Improvement Standards and Specifications) every 10 years to reflect current Caltrans, Manual on Uniform Traffic Control Devices (MUTCD), and best practice guidance, such as guidelines from the National Association of City Transportation Officials (NACTO).
- Adopt a Complete Streets ordinance and corresponding cross-sections for different street typologies to guide construction of new streets and retrofitting of existing streets.
- Provide wider class I bikeway shared-use paths (approximately 12' or more where possible) in areas of high activity.
- Consider the addition and/or improvement of bikeways, where feasible, when improving existing roads.

Objective 1.4

Make travel to school via active modes safe, comfortable, and convenient for students and families.

Baseline Data

Mode split for students traveling to schools via tallies and/or surveys.

Recommended Strategies

- Coordinate with agencies such as The Bus and Merced County Public Health to implement a comprehensive Safe Routes to School educational program.
- Prioritize active transportation improvements in close proximity to schools throughout Merced County.

2 Mode Shift

Increase the percent of trips made using active modes throughout the region

Creating walkable and bikeable communities can reduce greenhouse gas (GHG) emissions by encouraging people to use active transportation rather than drive, particularly for short trips. Integrating the implementation of separated and low stress facilities into development and land use processes can make communities more resilient in the face of climate change impacts.

Objective 2.1

Align local implementation of regional Sustainable Communities Strategies by tracking transportation-related greenhouse gas emissions at the County level, and conduct cost/benefit analyses of transportation projects using GHG emissions as a criterion.

Baseline Data

Framework and methodology for tracking Greenhouse Gas emissions related to transportation.

Recommended Strategies

- Make a public commitment to reducing GHG emissions.
- Rely upon GHG emission reduction calculations as a metric for guiding investment decisions.
- Modify cost/benefit analyses to incorporate and consider the GHG emission impact of transportation investments.

Objective 2.2

Reduce overall Vehicle Miles Traveled (VMT).

Baseline Data

- Number of Vehicle Miles Traveled per capita.
- ACS Mode share.

Recommended Strategies

- Complete VMT-based traffic impact analysis in compliance with SB743 on residential and office land use projects, when applicable.
- Support compact growth and integrated transportation/land use planning.
- Encourage large-scale trip generators, including County and City facilities, to create and implement Transportation Demand Management programs that emphasize the importance of walking to employees and visitors.
- Ensure all facilities where public employees work enforce the State's parking cash-out law that requires employers who provide subsidized parking for their employees to also offer a cash allowance in lieu of a parking space.
- Encourage the use of DIBS Rideshare Program, including carpooling, vanpooling, and public transportatio



Objective 2.3

Develop shared-use facilities along canals and off-road easements.

Baseline Data

Linear miles of canals or levees with maintenance roads viable for shared-use facilities.

Recommended Strategies

When upgrading or enhancing irrigation, levee, and flood control facilities throughout the region, look for opportunities to implement shared-use pathways as feasible in conjunction with maintenance/access needs.

Objective 2.4

Set a goal to increase active mode share of all trips.

Baseline Data

Percentage of active transportation mode share of trips.

Recommended Strategies

- Promote active travel as a viable transportation option.
- Implement proposed active transportation infrastructure improvements via local CIPs to create a better-connected network.

3 Equity

Prioritize active transportation investments in underserved communities

Bicycle and pedestrian facilities provide affordable, healthy transportation solutions, regardless of ethnicity, age, or income. However, access to transportation options may not be equal across all communities. This Plan increases opportunities for the active transportation network to address current and historic inequities and improves economic opportunities for residents.

Objective 3.1

Improve opportunities for residents to engage in active transportation.

Baseline Data

- Healthy Places Index.
- Number of existing programs serving residents.

Recommended Strategies

- Promote existing active transportation facilities through community events and programs, signage, and education campaigns.
- Provide educational materials on the benefits of physical activity.
- Implement proposed active transportation improvements throughout disadvantaged and disconnected communities and neighborhoods.

Objective 3.2

Address current and historical inequities in the provision of active transportation infrastructure.

Baseline Data

- Rates of poverty.
- Median household income.
- Employment statistics from the most recent 5 years.
- Mileage of low-stress bikeways in low-income neighborhoods.

Recommended Strategies

Prioritize the implementation of planned projects identified in this Active Transportation Plan based on historical lack of investment and current need.



Objective 3.3

Make the transportation planning and implementation process more transparent and open to all community members.

Baseline Data

- Number of events and programs related to active transportation.
- Number of participants in events and programs related to active transportation

Recommended Strategies

- Develop outreach materials with context and in languages that are community-specific; host community meetings at locations that are convenient with respect to time and location as well as accessible by multiple forms of transportation.
- Host engagement events in areas that attract significant numbers of people, such as community events and gatherings
- Ensure information on how to request public services is available online, in multiple languages for access by non-English proficient residents, and that the website is ADA compliant.
- Develop multilingual education campaigns to communicate the rights and responsibilities of all roadway users.
- Develop environmental justice components in a collaborative fashion with local groups and stakeholders.

4 Connectivity

Create a pedestrian and bicycle network that connects people to key destinations and public transit

Implementing bicycle and pedestrian infrastructure allows residents to access local and regional destinations safely and comfortably on bicycle or by foot.

Objective 4.1

Develop a robust and well-connected active transportation network to provide regional and local connections throughout communities.

Baseline Data

- Number of miles of existing Class I bikeway shared-use paths and other active transportation facilities within and between communities.
- Number of marked pedestrian crossing opportunities.

Recommended Strategies

- Utilize existing maintenance roads on irrigation canals for building shared-use paths.
- Identify and track the number of existing and new marked pedestrian crossing locations.
- Identify and develop Mobility Hubs; provide adequate active transportation facilities and wayfinding to connect to Mobility Hubs.

Objective 4.2

Provide low-stress access to key destinations such as employment destinations, grocery stores, transit stops, parks, libraries, and other community destinations.

Baseline Data

Number of key destinations that are within ¼ mile of the low-stress active transportation network.

Recommended Strategies

Prioritize the implementation of pedestrian and bicycle infrastructure that connects to schools, parks, healthcare, community services, employment centers, grocery stores, and other key destinations.

Objective 4.3

Develop a comprehensive facility identification and wayfinding program.

Baseline Data

Existing network of directional signage directed towards active transportation users.

Recommended Strategies

- Inventory existing signage and implement wayfinding program.
- Develop branding and deploy wayfinding signage to major destinations and between transportation facilities.



Objective 4.4

Provide adequate end-of-trip facilities for active transportation users.

Baseline Data

- Number of short-term bike parking facilities (for example, bicycle racks and corrals).
- Number of long-term bike parking facilities (for example, bicycle lockers and storage rooms).

Recommended Strategies

- Install secure, long-term bicycle parking and storage at major transit hubs.
- Encourage bike parking facilities in new developments and redevelopment projects beyond those in the California Building Code (CBC) and other applicable standards and guidelines; provide assessment-based incentives, where feasible, on a case-by-case basis.
- Conduct a baseline inventory of end-of-trip facilities in each community.

Objective 4.5

Allow for modes of active transportation and electric-powered micromobility to expand options for residents and visitors.

Baseline Data

Percentage of county population using active transportation and other travel modes to include emerging trends such as scooters, e-bikes, neighborhood electric vehicles (NEVs), and other non-human powered micro mobility options.

Recommended Strategies

Incorporate design flexibility into public spaces, including bus stops and transit hubs, to allow for new mobility devices in the future.





ATWATER

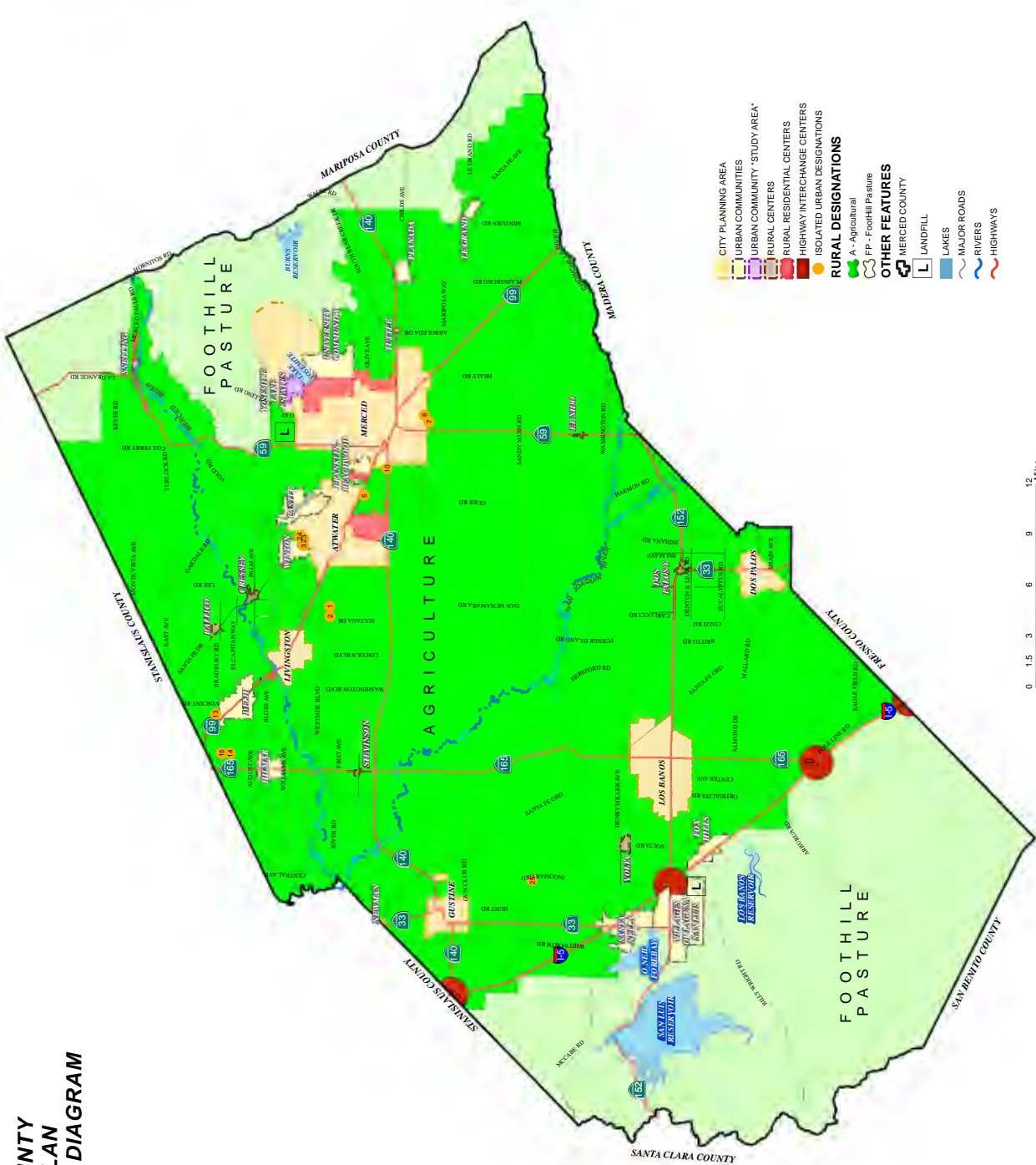
A

Appendix A Land Use Maps

General plan land use maps for cities and the county are provided in this appendix.

Please see the County of Merced's General Plan Zoning Maps website to see the general plan land use maps of additional communities.

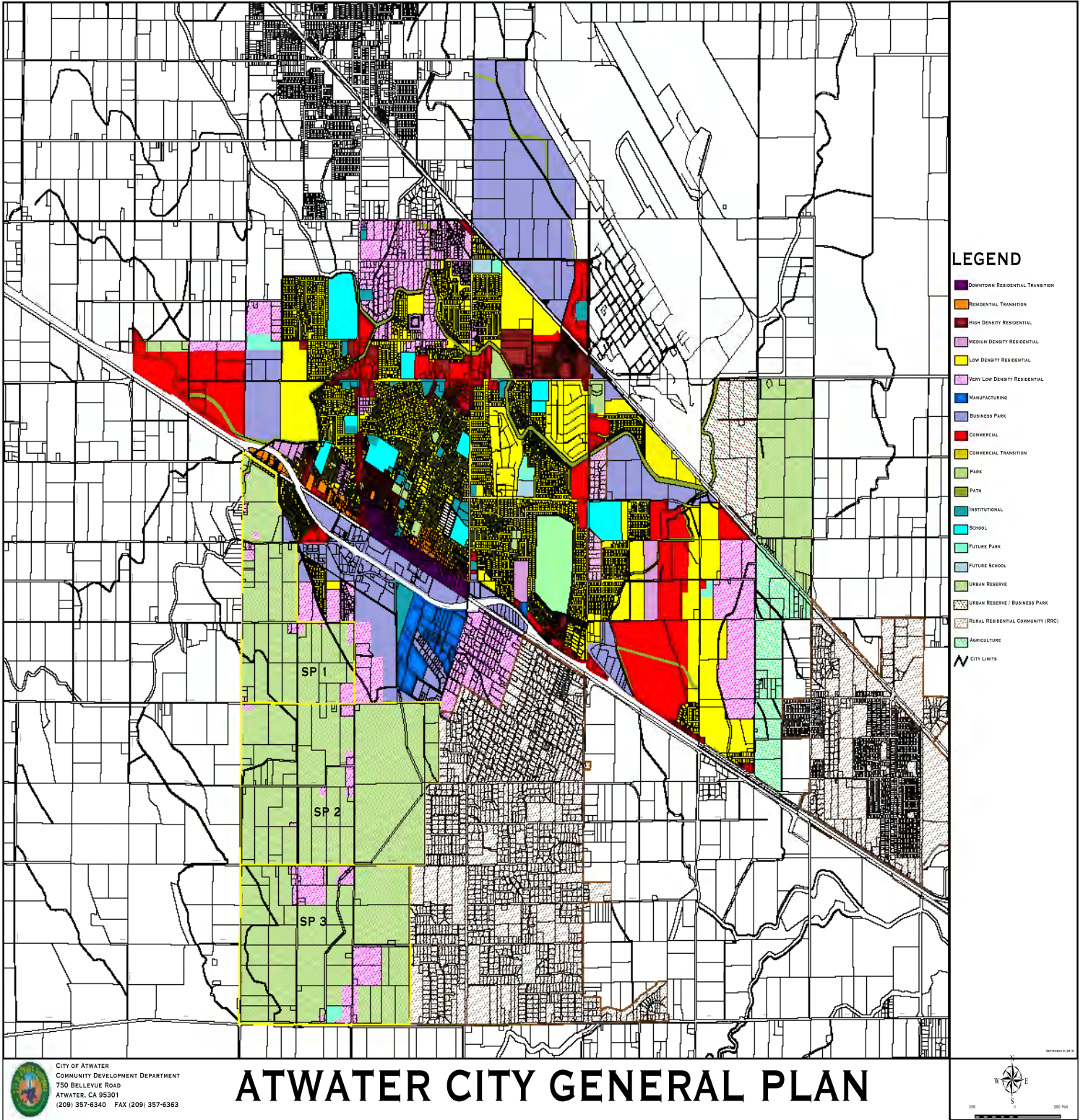
[https://www.countyofmerced.com/437/
General-Plan-Zoning-Maps](https://www.countyofmerced.com/437/General-Plan-Zoning-Maps)



- CITY PLANNING AREA
- URBAN COMMUNITIES
- URBAN COMMUNITY "STUDY AREA"
- RURAL CENTERS
- RURAL RESIDENTIAL CENTERS
- HIGHWAY INTERCHANGE CENTERS
- ISOLATED URBAN DESIGNATIONS
- RURAL DESIGNATIONS**
- A - Agricultural
- FP - Foothill Pasture
- OTHER FEATURES**
- MERCED COUNTY
- LANDFILL
- LAKES
- MAJOR ROADS
- RIVERS
- HIGHWAYS



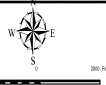
**MERCED COUNTY
GENERAL PLAN
LAND USE POLICY DIAGRAM
Figure LU-1**



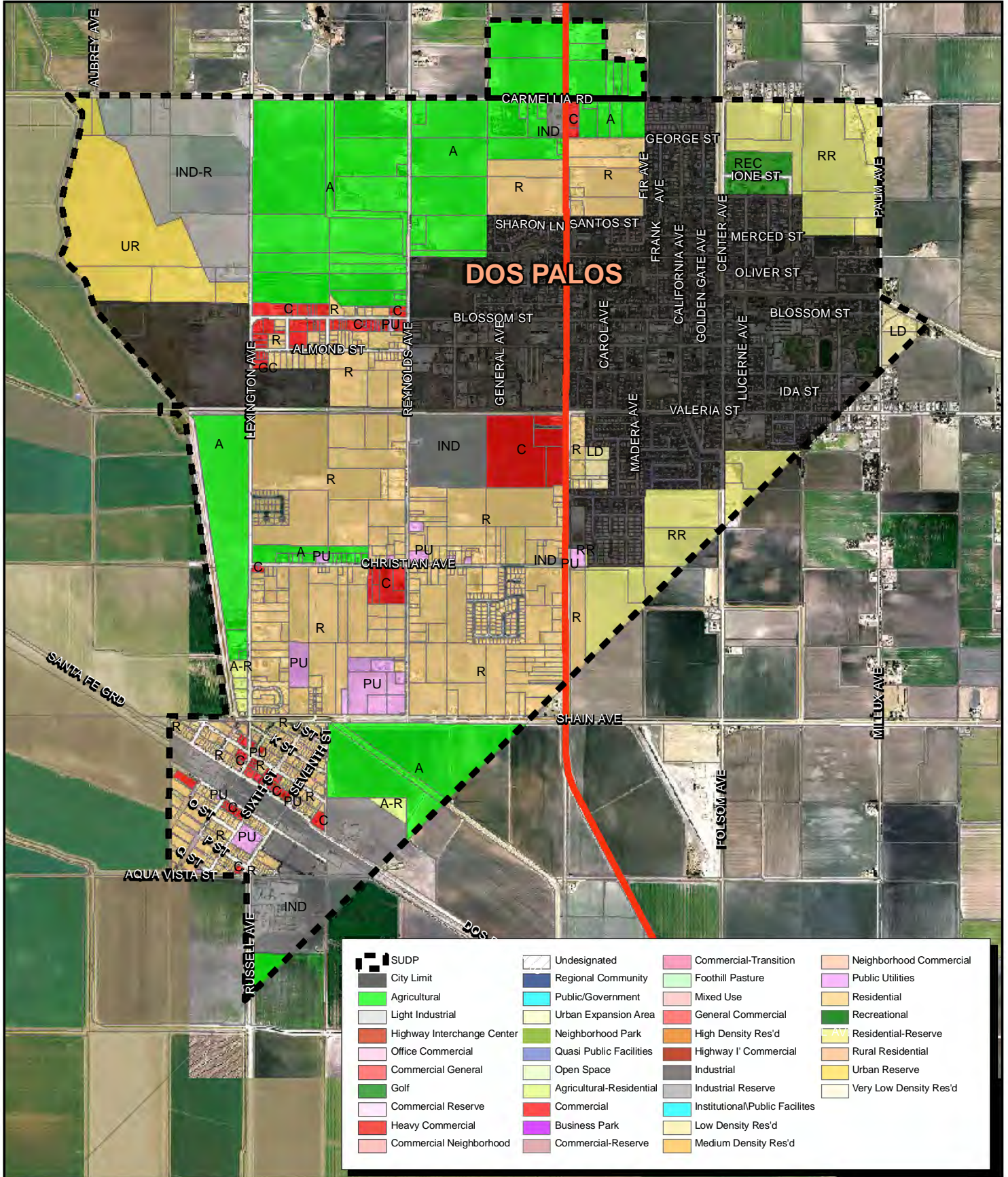
- LEGEND**
- DOWNTOWN RESIDENTIAL TRANSITION
 - RESIDENTIAL TRANSITION
 - HIGH DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
 - VERY LOW DENSITY RESIDENTIAL
 - MANUFACTURING
 - BUSINESS PARK
 - COMMERCIAL
 - COMMERCIAL TRANSITION
 - PARK
 - PATH
 - INSTITUTIONAL
 - SCHOOL
 - FUTURE PARK
 - FUTURE SCHOOL
 - URBAN RESERVE
 - URBAN RESERVE / BUSINESS PARK
 - RURAL RESIDENTIAL COMMUNITY (RRC)
 - AGRICULTURE
 - CITY LIMITS

CITY OF ATWATER
 COMMUNITY DEVELOPMENT DEPARTMENT
 750 BELLVIEW ROAD
 ATWATER, CA 95301
 (209) 357-6340 FAX (209) 357-6363

ATWATER CITY GENERAL PLAN



General Plan - Dos Palos Area

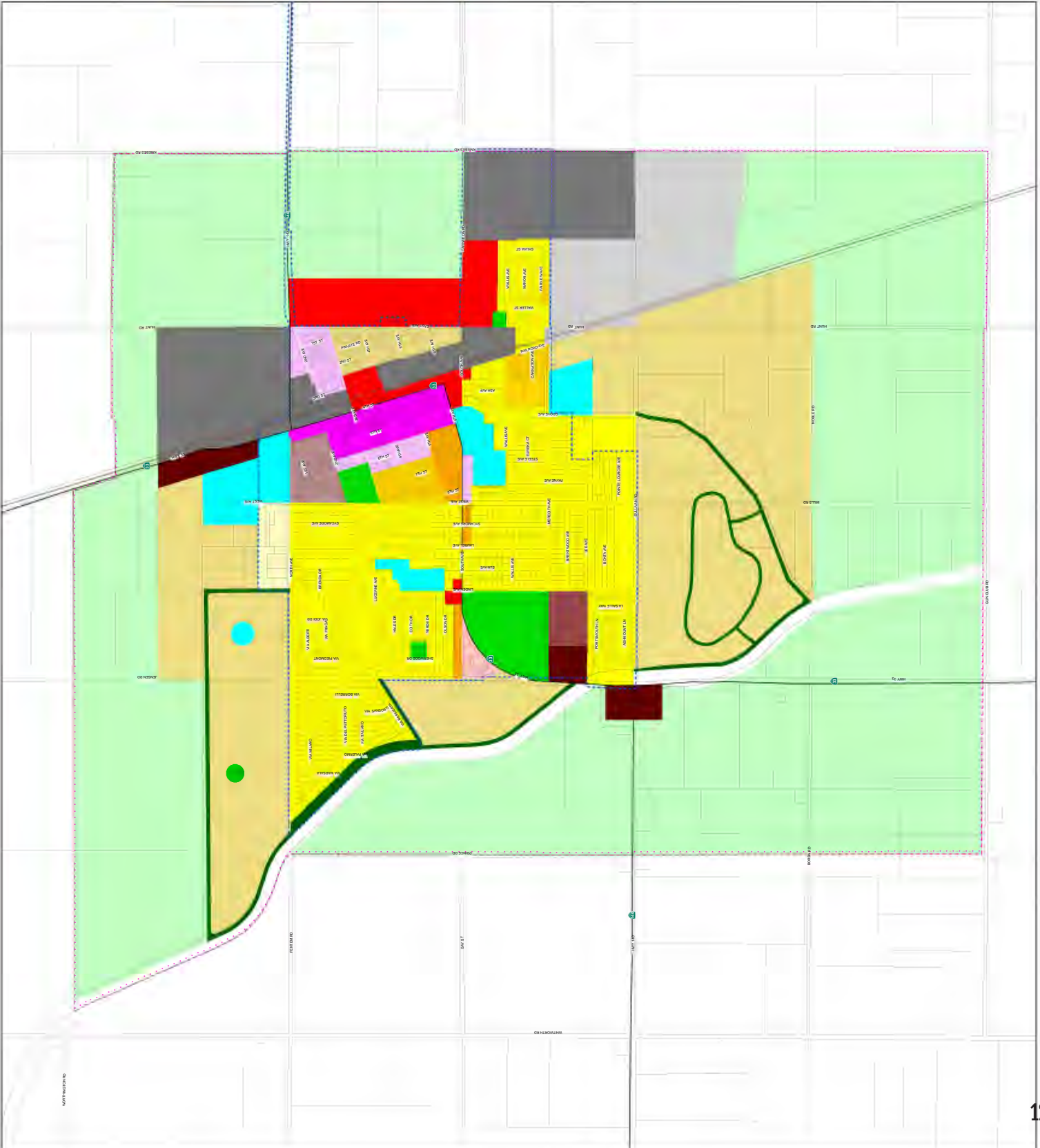


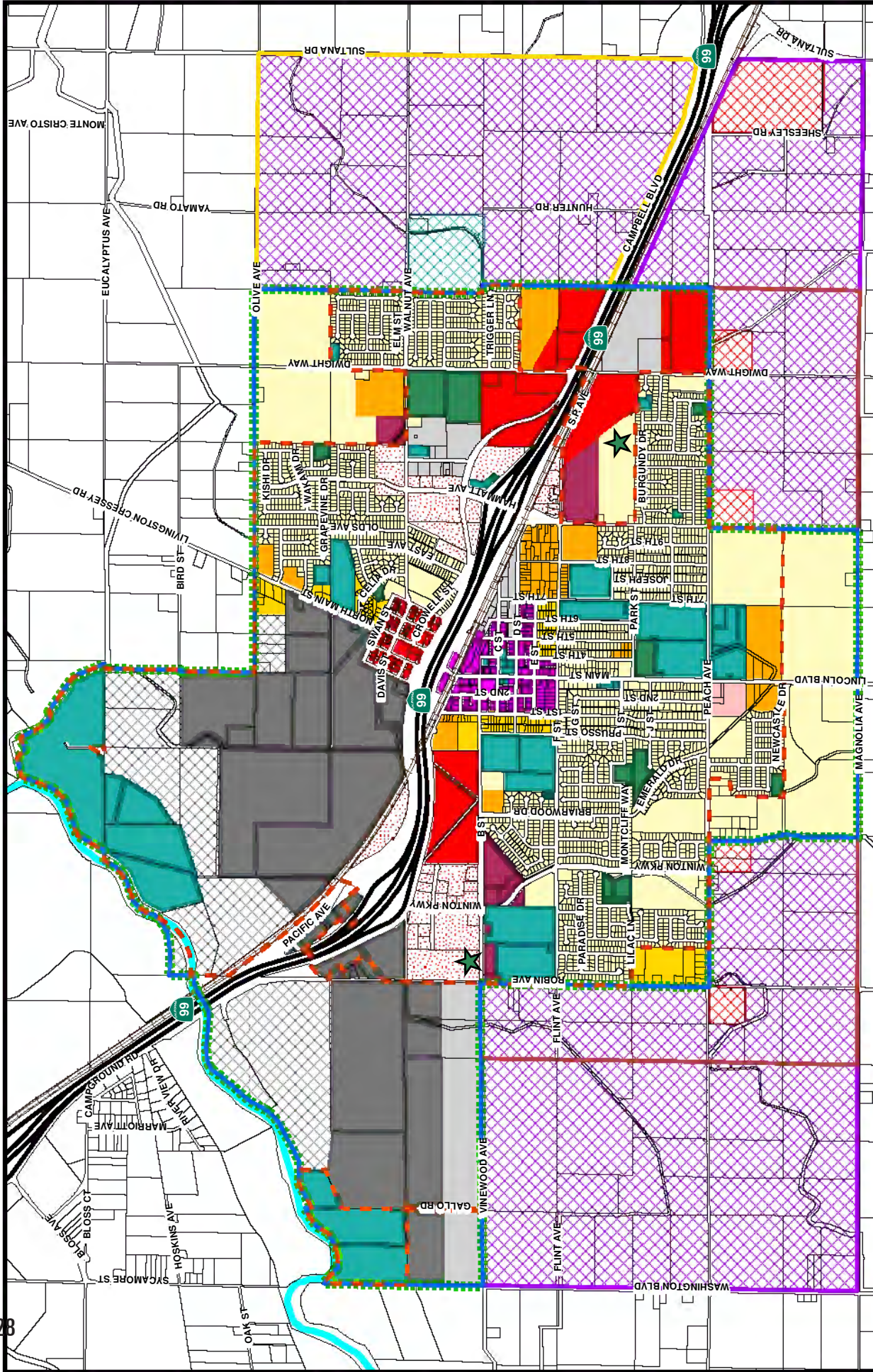
SUDP	Undesignated	Commercial-Transition	Neighborhood Commercial
City Limit	Regional Community	Foothill Pasture	Public Utilities
Agricultural	Public/Government	Mixed Use	Residential
Light Industrial	Urban Expansion Area	General Commercial	Recreational
Highway Interchange Center	Neighborhood Park	High Density Res'd	Residential-Reserve
Office Commercial	Quasi Public Facilities	Highway I' Commercial	Rural Residential
Commercial General	Open Space	Industrial	Urban Reserve
Golf	Agricultural-Residential	Industrial Reserve	Very Low Density Res'd
Commercial Reserve	Commercial	Institutional/Public Facilities	
Heavy Commercial	Business Park	Low Density Res'd	
Commercial Neighborhood	Commercial-Reserve	Medium Density Res'd	

<h2>Gustine General Plan</h2>	
Sphere of Influence City Limits	<p>RESIDENTIAL</p> <ul style="list-style-type: none"> Residential Estate Low Density 2.0 - 6.0 dw/ac Medium Density 6.1 - 10.0 dw/ac High Density 10.1 - 15.0 dw/ac Mobile Home Park Planned Development <p>COMMERCIAL</p> <ul style="list-style-type: none"> Retail Business District Office Neighborhood Mixed Use Highway General Service <p>PUBLIC USES</p> <ul style="list-style-type: none"> Park School Greenway <p>INDUSTRIAL</p> <ul style="list-style-type: none"> Manufacturing Controlled Industrial <p>AGRICULTURAL</p> <ul style="list-style-type: none"> Agricultural-Commercial <p> Railroad</p>


MDSS
 MERCED DATA SPECIAL SERVICES
 Prepared by: Merced Data Special Services, Inc.
 269 West 18th Street Merced CA 95340
 209-723-3153

0 500 1,000 1,500 Feet
 September 10, 2012






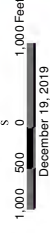
City of Livingston General Plan



City of Livingston
400 S. California Ave
Livingston, CA
(209) 394-8941
FAX: (209) 394-4192



December 19, 2019

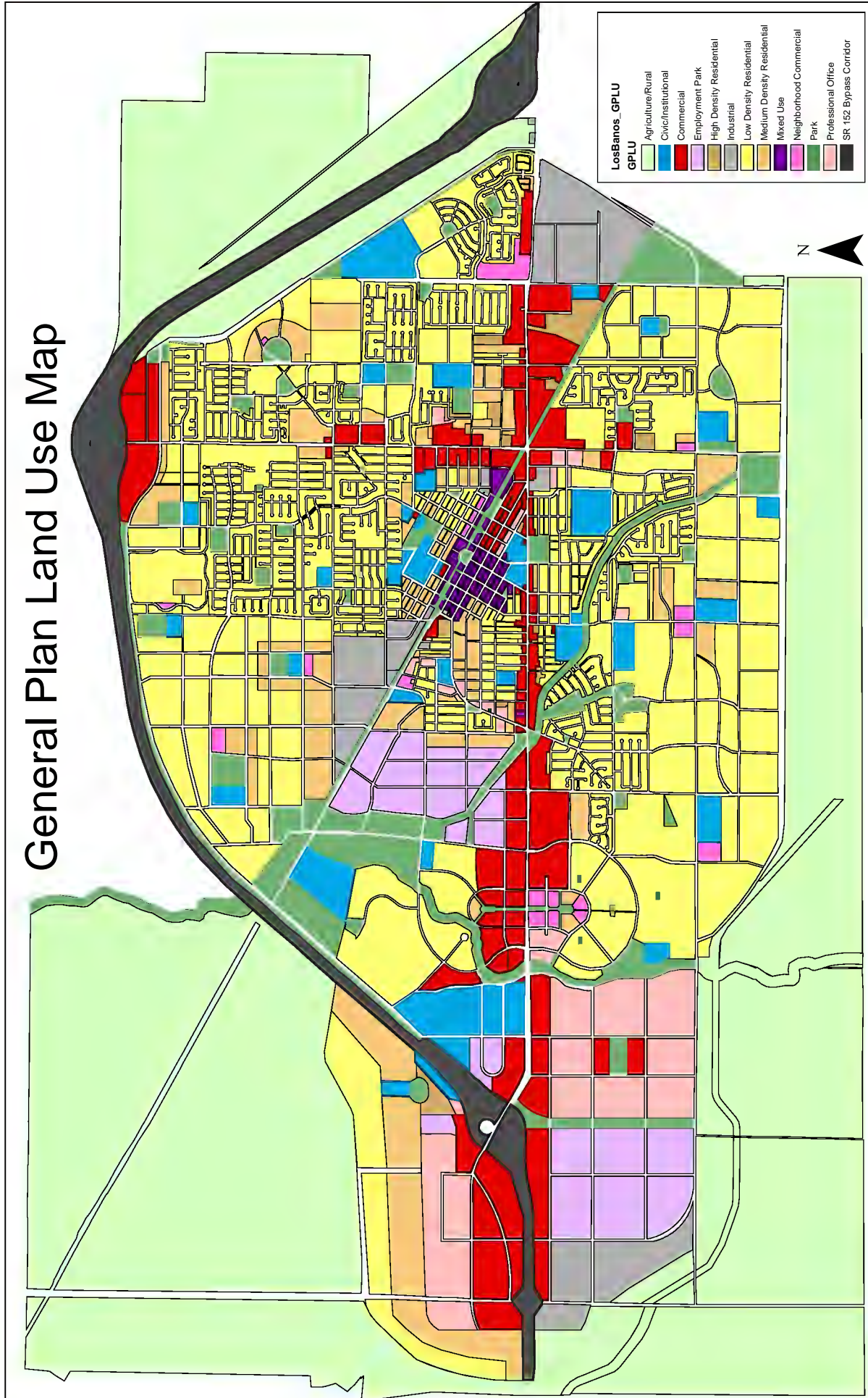


1,000 500 0 1,000 Feet

Legend

<ul style="list-style-type: none"> Railroad River Highway City Limits Growth Boundary - Year 2020 Growth Boundary - Year 2030 Growth Boundary - Year 2040 Growth Boundary - Year 2050 Sphere of Influence 	<ul style="list-style-type: none"> SC - Service Commercial NC - Neighborhood Commercial CC - Community Commercial CR - Commercial Reserve DC - Downtown Commercial HC - Highway Commercial LI - Limited Industrial GI - General Industrial IR - Industrial Reserve 	<ul style="list-style-type: none"> LD - Low Density Residential MD - Medium Density Residential HD - High Density Residential P - Park/Open Space PF - Public Facility PFR - Public Facility Reserve UR - Urban Reserve Park Reserve
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General Plan Land Use Map



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CITY HALL

2174

B

Appendix B

Survey Results

A website for the project, accessible from phones, tablets, and computers, was created in English and Spanish. The project website included an overview of the project, dates and times for outreach events, and an interactive map and survey that allowed the public to identify where there are existing challenges to safety walk or bike and help prioritize the recommendations included in this plan.

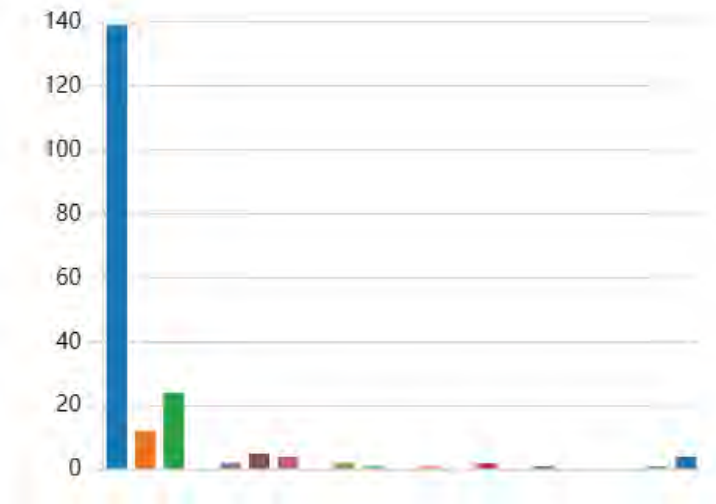
Overall, 195 responses were received on the survey and 84 comments were received on the project website.

Detailed results from this outreach are attached in this appendix

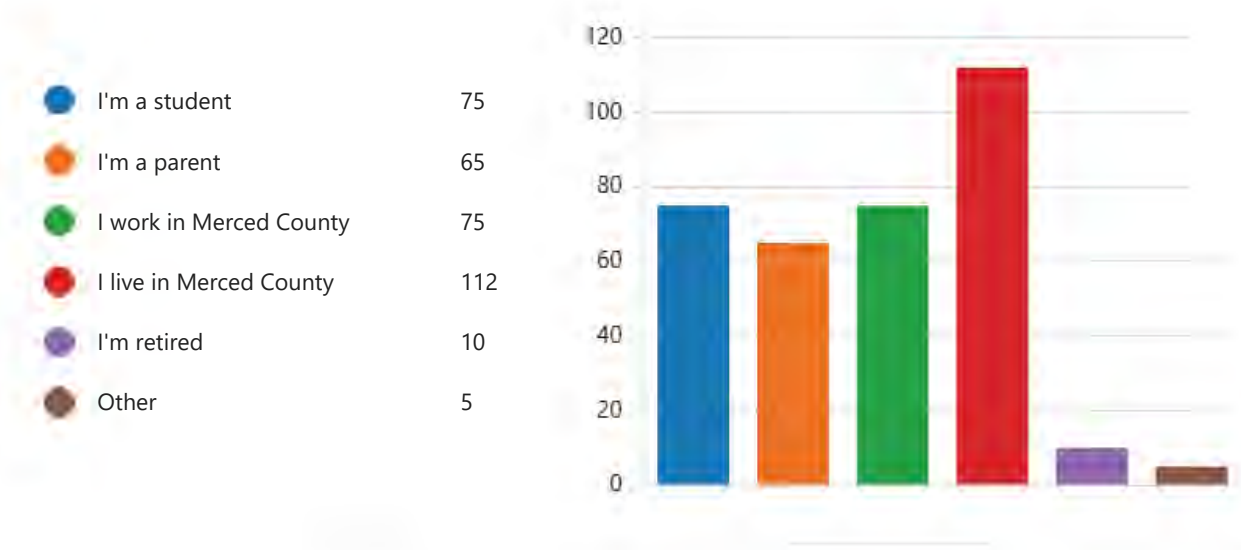
MCAG Project Survey

1. What community do you live in?

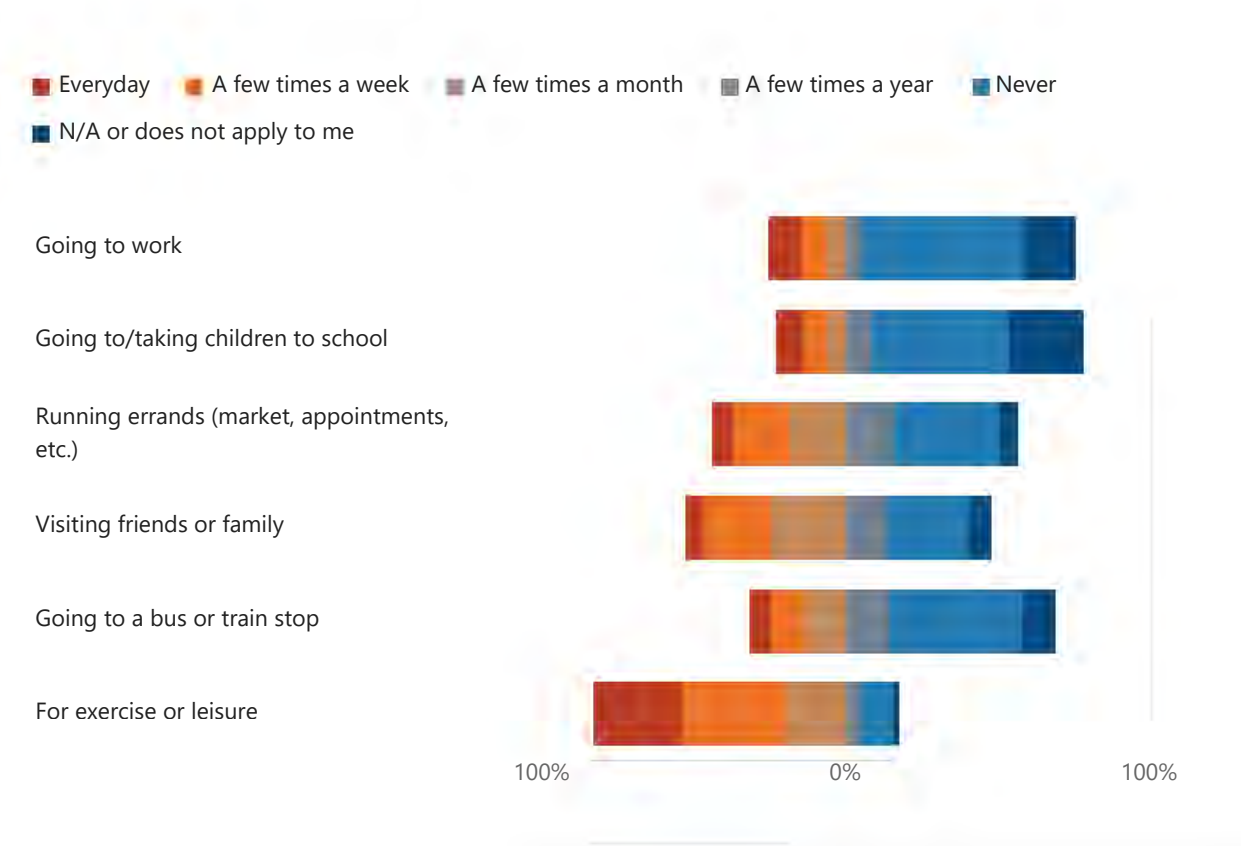
Merced	139
Atwater	12
Livingston	24
Gustine	0
Dos Palos	2
Los Baños	5
Planada	4
McSwain	0
Santa Nella	2
Franklin-Beachwood	1
South Dos Palos	0
Le Grand	1
Volta	0
Hilmar	2
Stevinson	0
Delhi	1
Cressey	0
Ballico	0
Snelling	0
Winton	1
Other	4



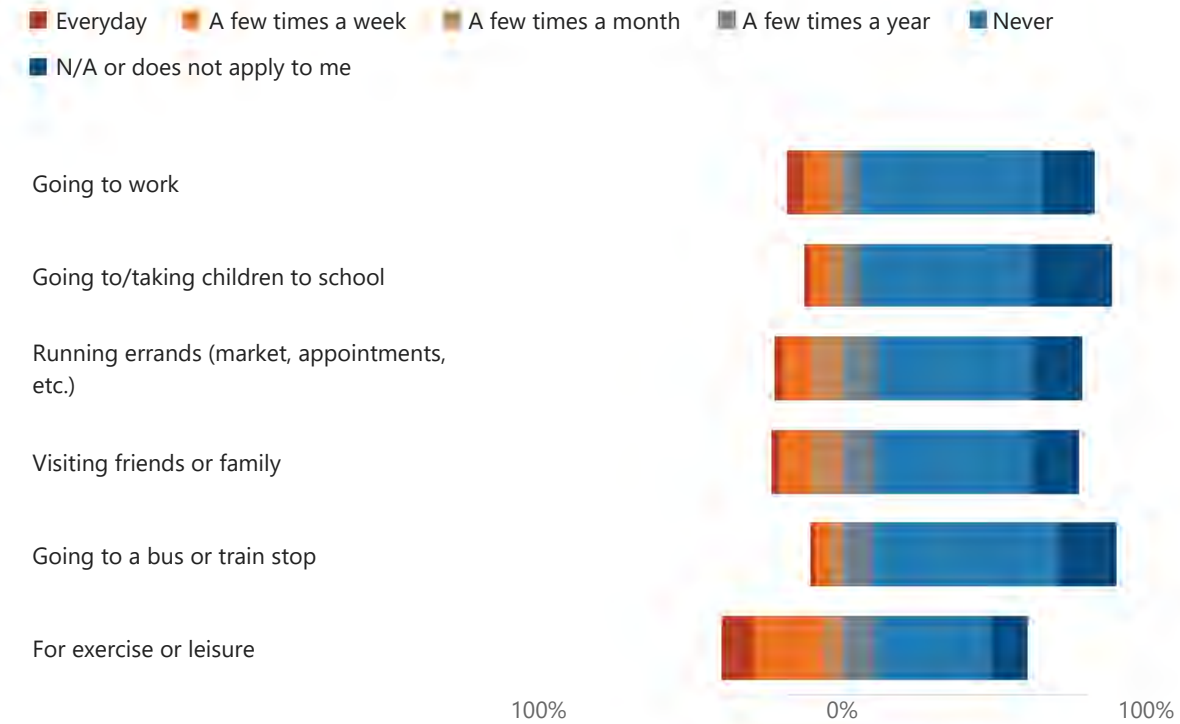
2. Please tell us a bit about yourself - check all that apply



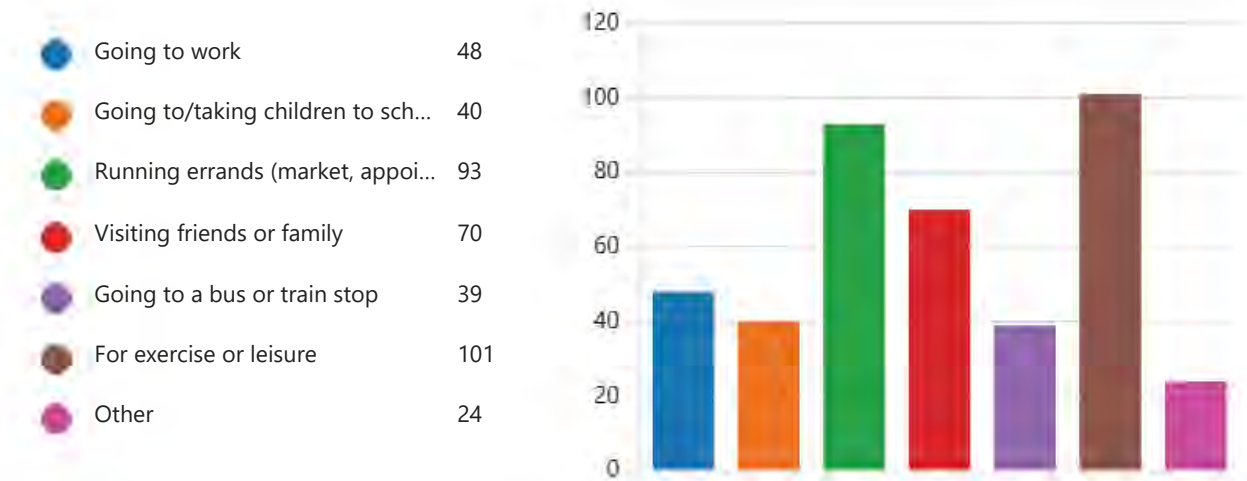
3. How often are you walking to the following places?



4. How often are you biking to the following places?

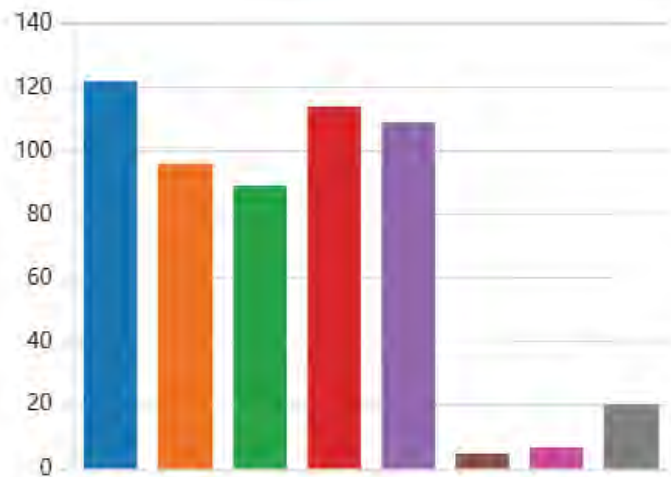


5. Are there places you would like to walk or bike to that you are not currently? (Select all that apply)



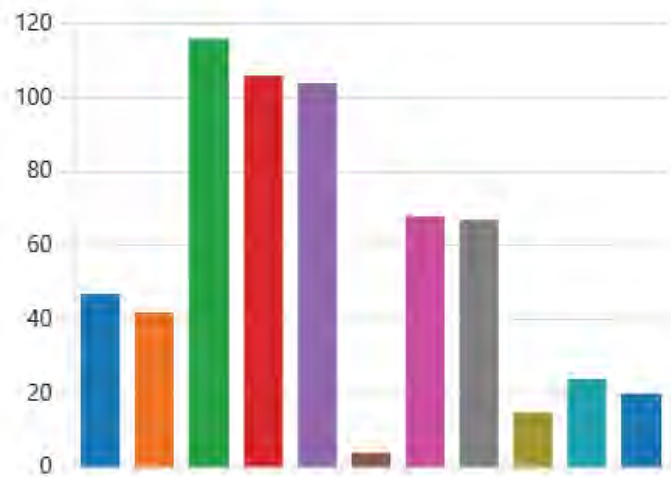
6. What are the top three (3) reasons preventing you from walking? (Select all that apply)

Distances between destinations	122
It takes too long to walk to whe...	96
Fear of traffic collision or other ...	89
Concern for personal safety	114
Lack of sidewalks/crossings or p...	109
I am pregnant or have children/...	5
I am disabled/unable to walk	7
Other	20



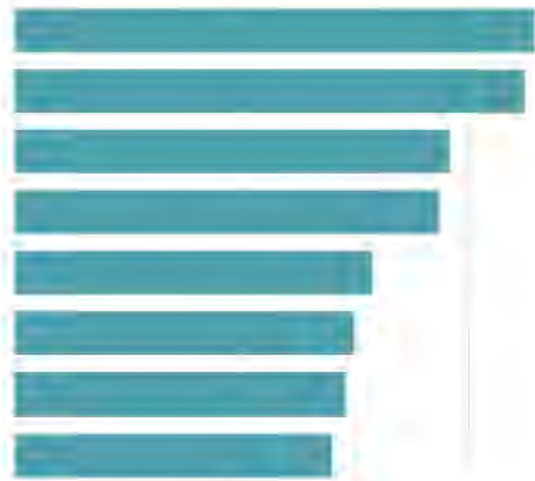
7. What are the top three (3) reasons preventing you from biking? (Select all that apply)

Distances between destinations	47
It takes too long to bike to wher...	42
Fear of traffic collision or other ...	116
Concern for personal safety	106
Lack of bike infrastructure or po...	104
I am pregnant or have children/...	4
I do not have a bicycle	68
Lack of secure bike parking	67
My route includes hilly terrain	15
Climate/weather makes biking d...	24
Other	20



8. What design considerations are important to you? (Rank: Less Important to Very Important)

- 1 Separating trails or bike lanes fr...
- 2 Enhancing crossing opportunities
- 3 Providing safe routes for walkin...
- 4 Lowering vehicle speeds
- 5 Reducing congestion and delays...
- 6 Keeping on-street parking
- 7 Bicycle parking
- 8 Connecting regional pathways t...



9. Is there anything else you'd like to tell us about your experience walking and biking across Merced County?

- You need more bike and walking paths in the north. Also more nature parks and reserves.
- More sidewalk. Maintenance needed on sidewalks to allow for safe standing at intersections.
- Walking and Biking should be separated with at least a painted line. Biking can be a commuting option if bike lanes are treated like lanes.
- I truly like the fact that Merced has biking trails linked throughout town. Our family of 5 went on long bike rides each day during the Covid lockdown which gave us much needed exercise and became an activity that we all enjoyed as a family.
- Put more money on all road in Merced. Roads are horrible.
- Siento mucho preocupacion para mi comunidad, mas para los ninos que van a la escuela porque no tenemos banquetas or reductores de velocidad. No hay luz en nuestra calles so con todo esto se hace dificil caminar en mi calle: South P St. Invitamos que ustedes vayan a hacer encuestas con residentes en mi comunidad.
- There needs to be more sidewalks in north and south merced, also there needs to be bigger bike lanes.
- There are tons of potholes in county roads, we live in the border of county and city limits.
- I have waked Bear Creek, Black Rascal Creek, and the bike path behind Lehigh Dr in Merced. All have become riddled with homeless people and it isn't pleasant to see anymore. They leave garbage everywhere and poop and urinate under bridges. This is why I don't enjoy the biking and walking in Merced anymore.
- Current rail trails need to be cleaned up. They are nice but too many homeless and feels unsafe.
- I wish we could clean up our community and have shelters for the homeless instead of loitering parks, trails, and shopping centers.
- Need more trails and security.
- From my experiences when walking around Merced everything is pretty far, including bus stops. As a student, this makes it difficult for us to run errands because we have to walk a lot between destinations and waiting for the bus makes our trips even longer too which can take away lots of our day. Another thing that affects our experience is the fact that there is no city bus on the weekends. We have to walk a lot to our destinations, and have to find the bus stops for the university bus, which are more confusing than the city bus.
- It is difficult to walk most places due to distance.
- The community does not feel safe to walk around in.
- When walking/biking across the Merced County I noticed that there is no real space to bike or walk as there is not a lot of sidewalks.
- I just haven't really figured out where I want to walk yet because most of the time, driving makes more sense.
- When I exercise it is usually later in the day and most streets lack sufficient lighting.
- Don't go onto the streets of county too often, so I can't speak on that.
- The road has many potholes, many cars speeding, and not enough room for bikes to traverse the road safely, especially at night with little street lighting.
- Walking around Merced is tiring.
- Some of the roads are cracked which make it harder to walk/bike without the thought of getting hurt.
- Not enough lights night walks, need more walking trails. Safety for walkers need to be addressed.
- Some sidewalks need to be redone due to large cracks.

- It is rare to see biking in the area I live and walking tends to be more popular and I live near a bike trail as well so I wonder if it has more do with crossing opportunities.
- I feel like the city should create a bigger bike lane on Bellevue Rd, it is very tight for cars and for bikes. When I drive I drive the slowest I can when passing next to the Bicyclists. I also think there should be more lights to see people walking late at night. It will help create security.
- I wish it was safer and also more secure when locking bikes.
- Merced is not a walking friendly nor really biking friendly place. As beautiful and as expansive as Merced is, it is hard to move around or get anywhere without a car.
- There isn't many bike lanes in Merced, so biking can be a hassle at times.
- Commuting from UC Merced to the city is relatively far.
- Bike shops in Merced ??
- Could use more lights for major intersections.
- The road quality is horrible and unsafe.
- I like how there is always a bike lane and buttons for pedestrians to press with an audio.
- My experience in walking and biking in Merced county has always been a beautiful scenery, beautiful nature and sunrises/ sunsets. But one of the problems that is very concerning is when walking at night. Recently, since the sun sets earlier, it becomes really dark at 5pm, and the problem is the Merced county doesn't have enough street lamps or enough post lights to help illuminate the neighbors. As a woman living in Merced, I would feel much safer being able to feel less frightened if there were more lights instead of walking in a pitch black neighbor in Merced.
- The sidewalks (or lack of) along Franklin Road and Ashby Roads is troublesome, at best. The speeds at which cars are driving on Franklin Road are scary. Congestion during school drop-off/pick-up times is horrific. What happened to the roundabout that was supposed to be installed at Franklin Road and Ashby Road? The congestion at the stop light at Santa Fe and Franklin Road could be easily mitigated by allowing cars in one direction to go while the other waits at a red light (stop lights on Bear Creek are an example of this).
- Traffic speeds along M street can feel uncomfortably fast even though there are residential neighborhoods along M.
- The area I walk is downtown, even though it's the most walkable part of town it's still car oriented. Just asking for a crosswalk on K St. has gone nowhere. It's a street with many apartments and pedestrians, disable folks and parents with kids.
- Please keep us safe. Please remove homeless encampments. Please clean up the paths.
- There is a lack of safe places to ride. Bike lanes are not maintained to the extent roadways, often they fill with water from sprinkler, trash and other items that can damage bike tires.
- I highly recommend securing funding to draft and develop a County wide "Shared Mobility Program" that would include Technical Assistance, Grant writing support and Project Implementation monies for local jurisdictions or at least a implement three-year shared mobility pilot program in a County City to learn from.
- It was about 3-4 years that I was walking in my community and fell because of a broken sidewalk. This sidewalk was on Lewis & Circle. My injury was so bad that I had to go to the hospital and the injury still affects me today. There are a lot of outdated/broken sidewalks in my community that make it hard to walk.
- Reduce street size to slow down speeding especially in rural residential streets, e.g. Cone Ave.
- As Education and Outreach Coordinator for the Merced Bicycle Coalition, as a League of American Bicyclists licensed instructor, and having chaired the City's BPAC for eight years, I'm happy to share my experiences and hopes for active transportation in Merced.

- Sometimes I like to walk around but I do not have a bike at this moment.
- No me siento segura, aparte esta el problema de homeless.
- It's very dangerous doing so because of the constant big rigs and cars traveling near restaurants and in our community. Road are not safe, pot holes. Nothing gets fixed.
- Know several people who have biked and been hit by car, county roads dangerous to bike.
- Since we lack on bike trails we need more speed bumps throughout the neighborhoods. A lot of speeding happens throughout the neighborhoods and drivers do not pay attention. I would walk my children to school but there is a lack of sidewalk at the end of Main Street, I am always fearful when my son walks to the High School.
- Folks driving cars are often too careless about people walking or on their bike. It is often scary to see this behavior and it has stopped from walking or biking in my city, especially with small children.
- The railroad crossing on Main St. by True value is very dangerous. So many stray dogs that chase after people. Not enough street lights there are so many dark streets especially in the older areas of town.
- NEED MORE OF IT. Car dependency sucks. Prioritize people not cars.
- It would be nice to have safe bike paths in our community.
- The road conditions are gross the patch work is done half ass so that the pot hole appears again and the county road works can keep re-patching (job security).
- En mi comunidad de Dos Palos Y , ni tenemos ni banquetas ni alumbrado público, mucho menos espacios para andar en bicicleta, los ciclistas usan las carreteras
- No sidewalks, no actual trails for walking.
- I'm Dos Palos Y , no tenemos banquetas ni alumbrado público.
- Since my disability it has mad it almost impossible for me to walk or bike anywhere.
- At a very minimum, every neighborhood where students live too close for busing to school should have a sidewalk and bikeable options. Golden Valley High School and the Weaver USD really lack options for many of the students.
- Two huge areas of concern for cyclists right now are G Grade between Snelling and Merced. This route is the most used route and the pavement is horrible and the bike lane is very unmaintained. The cycling community would love to see an 8 foot bike lane between Merced and Snelling. Secondary, McKee Road in its entirety and Olive between McKee and the new parkway.
- It would be very nice to have a actual bike lane from Merced to Snelling. For example, Highway 140 on the west side after Applegate Road has a generous bike lane both directions. Also the new section of Childs Avenue between Plainsburg Road and to be has an adequate bike lane on each side. We need the same thing to/from Snelling.
- 8 foot bike lane from Merced to Snelling.
- Cars are driven as if they're the only ones on the road, too fast and get really close to cyclists. We need a large bike path to Snelling and slow cars down on Snelling Road.
- Merced/Atwater are not so big they cannot be commuted by bike, as well as around town.
- Sidewalks are non existent and may sometimes be small. Gutters are NOT bike lanes. Crosswalks need to stand out more via reflective paint and signs. Safer and wider bike lanes out to Snelling (8 ft. Wide).
- I enjoy the Bear Creek Bike Path, I hope it will be repaired so that we can safely use it again.
- Safety from drivers is bigger concern. Not enough supportive infrastructure. Start with downtown area and make it an example.

- Need more bike path, connections.
- I love the idea of regional foot/bike paths connecting cities. This network could create large-scale recreational opportunities like marathons, bicycling events, etc.
- No sidewalk attached from Yosemite crossings shopping center to Bellevue ranch nor El Capitan high school.
- Need more and safer routes/pathways to parks, businesses and schools.
- When walking, there are many sidewalks that end abruptly. When biking, there is a lack of adequate and secure bike parking to allow me to feel comfortable leaving my bike to go inside where I will no longer be able to watch my bike.
- When, the City Los Banos, will start working to Reopening the Anza Way?
- More bike paths connected to public transport. We cannot grow without bike paths.
- No bike/walking path closer to the UC.
- Bike paths that are just paint in the road are not safe. Drivers ignore them, people park in them. I am safer in a lane than crammed in a shoulder where I'm not seen by cars.
- The streets need to be repaired in many areas. It is incredibly rough on bike tires and having to avoid rocks and holes can be very dangerous.
- Too many stray dogs, chased me while biking. Scared when walking.
- Merced is SO close to becoming a fully connected, bike-able city — there are just a few major connecting routes that are in dire need of bike/walk infrastructure (e.g., McKee).
- Don't make bike routes along two way stop intersections across large roads.
- Bumpy.
- Reinforce safety, add more bike lanes, wider sidewalks. Better crosswalks.
- Some areas don't feel safe.
- Where we live we don't have sidewalks. The terrain is uneven and with heavy traffic it makes it dangerous to walk.it makes it dangerous to walk.
- Some places it's hard for me to get to unless a friend drives me there . There should be more bus routes.
- Feels unsafe sometimes.
- Wider roads. More signs. More patrols.
- We were trying to start a neighborhood watch but law enforcement were not responding to our calls. More speed bumps are needed.
- Cross streets walking sometimes take long time.
- Provide more lighting.
- Bike path need to kept clean of debris.
- It's often very beautiful and relaxing.
- I'd like the major bike paths to connect. More north South bike paths separate from road.
- We need a regional bike lane that starts in Merced and ends in Turlock.
- There are a lot of un experience drivers that do not care and are never reprimanded for their actions.
- There is not many trails and it's pretty dangerous.
- It's very hard to walk with small sidewalks.
- Safety.
- Drivers can be reckless.
- More sidewalks can park areas.
- To many bumps on paths.
- More trails.

- Love.
- Sidewalks need maintenance and lines need repainting.
- Whenever I have the opportunity to walk I take it but sometimes it difficult considering distance and the dangers of street animals.
- More things to do on the path.
- More ducks that eat peas.
- Good.
- Make more sidewalks.
- Please add more bike lanes and more safety for pedestrians, this city one does not feel safe with all the homeless camping on the bike trails and traffic being horrible on the street.
- Fun.
- Too many homelessness.
- Need better sidewalks.
- While the bike paths in North Merced are lovely and an important community resource, they are better designed for recreation than for transportation. There should still be well delineated bike lanes on all major thruways for cyclists trying to get to and from work. For example the bike lane only runs East-West and there are not good options North-South. Olive does not have a good bike lane, despite being a central commercial area.
- Please look into bike valets at concerts or large shopping venues. Knowing someone is watching over my bike would allow me to enjoy whatever I'm doing fully.
- Livingston-Cressy road has no sidewalks and no busses go down that road so I have to walk into town on the street.
- I think there aren't too many sidewalks with proper spacing so this doesn't really encourage me to try and walk around more because it doesn't feel safe.
- It's scary to cross the road sometimes. some roads in Merced is really dark so a lamp would be helpful.
- There are not enough bike road.
- I would like better sidewalk conditions and more cross intersections for pedestrians.
- It would be great if there were clearer bike lanes along certain roads/streets.
- this county neglects the unique aspects of its wildlife preserves by not providing hiking and bicycle access. This is not a large County, yet it has unique environmentally significant areas not easily accessible. This region can be a healthier region if people are enticed to hike and bicycle more between cities and town within the County.
- We have some beautiful bike paths; it would be nice if they were patrolled like they were a few years go with police office on segways. It would let families feel safe and maybe deter the elements that haunt the creek paths. This would encourage more bicycling and pedestrians walking if they knew they were safe on the paths. We are thankful for the effort that has been put into place preserving some of these paths. I believe if we make it more accessible to everyone then it will be utilized more and become a normal way of life in Merced.
- Not safe with speeding cars and unprotected bike lanes. crossing at intersections even with traffic lights is VERY scary. Fear for my kids who would otherwise love to be more independent.



Appendix C

Prioritization Process

Prioritization of the projects identified in the MCAG Active Transportation Plan provides an understanding of community needs, targets investments, and strategically positions projects for competitive grants. Potential factors for prioritization are proposed in this appendix in **Table 11**. These factors are aligned with the eligibility criteria for the California Active Transportation Program.

Prioritization factors consider safety, access to schools and community destinations, equity, and connectivity. Each factor will be weighted by significance, then scores for all factors will be summed and normalized to provide a total score for each proposed project. A list of proposed factors for consideration is presented in **Table 11**.

MCAG staff may also wish to consider additional factors to prioritize based on the potential for mode shift, and/or the difficulty of implementation. Low-stress, separated facilities, such as a trail, Class I path, or cycletrack are more likely to contribute to mode shift in the long term and see additional safety benefits by separating users from vehicles. However, these projects also can involve more difficult implementation considerations, such as tradeoffs around the reallocation of roadway space and higher construction costs. Similarly, projects such as bicycle boulevards, which involve the addition of traffic calming elements on low-speed roadways, may have lower implementation costs but are less likely to increase mode shift.

Table 11 List of Prioritization Factors

Input Factor	Source	Range of Factor	Variable Score	Significance
<i>Safety – 40%</i>				
Fatal or severe injury collisions within 250 feet	UC Berkeley SAFETREC TIMS / Points	2+ collisions	2	High
		1 collision	1	
Presence on Bike/Ped High Injury Network	MCAG Local Road Safety Plan and County Local Road Safety Plan	Yes	1	High
<i>Need (Access & Connectivity) – 40%</i>				
Proximity to Schools	CA Dept. of Education / Points	Within ¼ mile	2	High
		Within ½ mile	1	
Proximity to Libraries & Parks	Points	Within ¼ mile	2	Medium
		Within ½ mile	1	
Proximity to Transit (Bus) Stops	GTFS / Points	Within ¼ mile	2	Medium
		Within ½ mile	1	
<i>Disadvantaged Communities – 20%</i>				
Schools with large share (75%) of students eligible for free and reduced-price meals	CA Dept. of Education / Polygons	0-0.25 miles	4	High
		0.25-0.5	2	
		0.5-1	1	
Health Places Index	Polygons	Within 25th percentile or less	1	High
CalEnviroScreen 4.0	Polygons	Within top 25%	1	High
Low-income communities	ACS / Polygons	Income below 80% statewide median	1	High
Climate and Environmental Justice Screening Tool (CEJST)	USDOT / Polygons	Identified as disadvantaged	1	High
Equitable Transportation Community (ETC) Explorer	USDOT / Polygons	Identified as disadvantaged	1	High

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D

Appendix D Project List

Prioritized project lists that correspond to the maps in **Chapter 5**, broken down by jurisdiction, are provided in this appendix.

Atwater

Location	From	To	Facility Type	Length	Priority	Cost Estimate
Almador Terrace	Juniper Ave	Clinton Ave	3B	0.34		\$30,000
Almador Terrace	Clinton Ave	Broadway Ave	2	0.27		\$30,000
Atwater Canal	N Buhach Rd	Olive Ave	1	4.82	High	\$8,880,000
Ave Two	City Limits	N Buhach Rd	1	0.55		\$1,010,000
Bellevue Rd	Atwater Canal	Santa Fe Rd	2B	2.52	High	\$1,040,000
Broadway Ave	N Buhach Rd	Shaffer Rd	3B	1.18		\$100,000
Buhach Rd	Bellevue Rd	Juniper Ave	3B	0.76		\$60,000
Fifth St	Bellevue Rd	Atwater Blvd	3B	1.03	High	\$80,000
First St	Bellevue Rd	Atwater Blvd	2	1.23	High	\$130,000
Fruitland Ave	Shaffer Rd	Atwater Canal	3B	0.94		\$80,000
Green Sands Ave	City limits	Broadway Ave	1	0.91		\$1,670,000
Juniper Ave	Shaffer Rd	Winton Way	3B	1.08	High	\$90,000
Juniper Ave	Shaffer Rd	Buhach Rd	1	1.06	High	\$1,950,000
Mitchell Ave	N Winton Way	Atwater Canal Path	1	0.43	High	\$800,000
N Buhach Rd	Green Sands Ave	Juniper Ave	1	0.76		\$1,400,000
N Winton Way	City Limits	Olive Ave	2B	1.32	High	\$210,000
Shaffer Rd	Camellia Dr	E Bellevue Rd	1	0.75		\$1,390,000
Shaffer Rd	Bellevue Rd	Atwater Blvd	4	1.34	High	\$260,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
5th St	Midblock south of Ivy Ave	Traffic Calming	\$250,000
Bellevue Rd	Atwater Canal	Trail Crossing	\$130,000
Bellevue Rd	Shaffer Rd	Traffic Calming	\$1,400,000
N Winton Way	Fruitland Ave	Trail Crossing	\$130,000
Winton Way	Livingston Canal	Install RRFB	\$130,000

Dos Palos

Location	From	To	Facility Type	Length	Priority	Cost Estimate
Bryant Ave	Carmelia Ave	Valeria Ave	1	1.87		\$3,440,000
Bryant MS		Valeria St	1	0.41		\$760,000
California Ave	Colony Branch Three Canal	Valeria St	3B	0.49	High	\$40,000
Center Ave	Dora St	Valeria St	3B	0.39		\$30,000
Colony Branch Three Canal	Golden Gate Ave	Reynolds Ave	1	0.94		\$1,720,000
Elgin Ave	Valeria St	Santos St	0	0.59	High	\$250,000
SR-33	Valerie St	County limits	2	2.12	High	\$220,000
Valeria St	Bryant Ave	Elgin Ave	3B	1.50	High	\$120,000
Valeria St	Center Ave	Elgin Ave	1	0.57	High	\$1,060,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
California Ave	Almond St	Intersection Upgrades	\$250,000
California Ave	Blossom St	Intersection Upgrades	\$250,000
Center Ave	Blossom St	Intersection Upgrades	\$550,000
E Blossom St	Leonard Ave	Crossing Enhancement	\$250,000
E Blossom St	Lucerne Ave	Install RRFB	\$130,000
Frank Ave	Almond St	Intersection Upgrades	\$250,000
Frank Ave	Blossom St	Intersection Upgrades	\$250,000
Loraine St	Center Ave	Intersection Upgrades	\$250,000
Palo Alto St	Leonard Ave	Crossing Enhancement	\$250,000
Palo Alto St	Mabel Ave	Crossing Enhancement	\$250,000

Gustine

The City of Gustine recently completed the development of a citywide Active Transportation Plan, which was adopted in December 2021. As such, the ATP does not include new projects for Gustine and instead defers to the locally- developed plan.

The following tables reproduce Appendix C of that 2021 plan.

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	1st Avenue	Alley between West Ave and 6th St		76 ft	18	\$9,800
New Sidewalk	1st Avenue	Alley between 5th and 6th Streets		80 ft	13	\$10,400
New Sidewalk	1st Street	2nd Avenue	3rd Avenue	810 ft	3	\$105,200
Class III Bicycle Boulevard	2nd Avenue	West Avenue	SR 33/140 (4th St)	0.24 mi	11	\$4,900
New Sidewalk	2nd Avenue	Alley between 5th and 6th Streets		80 ft	15	\$10,400
New Sidewalk	2nd Avenue	Alley between West Ave and 6th St		40 ft	13	\$5,200
New Sidewalk	2nd Avenue	2nd Street	East Avenue	1,177 ft	3	\$153,000
New Sidewalk	2nd Avenue	5th Street	4th Street (SR 33/140)	498 ft	3	\$64,700
New Sidewalk	2nd Street	North Avenue	5th Avenue	2,205 ft	3	\$286,700
New Sidewalk	3rd Avenue	Alley between 4th and 5th Streets		80 ft	10	\$10,400
New Sidewalk	3rd Avenue	Railroad tracks	East Avenue	988 ft	8	\$128,400
Class III Bicycle Boulevard	4th Avenue	West Avenue	4th Street	0.29 mi	6	\$5,700
New Sidewalk	4th Avenue	Alley between West Ave and 7th St		85 ft	13	\$11,100
New Sidewalk	4th Avenue	Alley between 6th and 7th Streets		109 ft	13	\$14,200
New Sidewalk	4th Avenue	Alley between 2nd and 3rd Streets	East Avenue	972 ft	3	\$126,300
New Sidewalk	5th Avenue	Alley between 7th & 8th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	Alley between 6th and 7th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	Alley between 5th and 6th Streets		80 ft	8	\$10,400
New Sidewalk	5th Avenue	7th Street	Alley between 6th and 7th Streets	280 ft	5	\$36,400

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	5th Avenue	Alley between 3rd and 2nd Streets	East Avenue	726 ft	3	\$94,400
Class III Bicycle Boulevard	5th Street	SR 33/140	North Avenue	0.39 mi	15	\$7,800
New Sidewalk	Ash Avenue	South Avenue	Wallis Avenue	360 ft	11	\$46,800
New Sidewalk	Carnation Avenue	355 Carnation Ave	Railroad Avenue	338 ft	11	\$43,900
Study	Carnation Road	East Avenue	Kniebes Road	0.50 mi	0	Varies
New Sidewalk	Carolyn Drive	Elm Avenue	Laurel Avenue	559 ft	8	\$72,700
Study	Drainage Canal Access Road	Drainage Canal (West side of Gustine)	Via del Pettoruto	0.92 mi	10	Varies
New Sidewalk	East Avenue	2nd Avenue	5th Avenue	1252 ft	3	\$162,800
Study	East Avenue	Fairview Avenue	Railroad Avenue	0.13 mi	5	Varies
New Sidewalk	Elm Avenue	Carolyn Drive	SR 33/140 (South Ave)	624 ft	18	\$81,100
New Sidewalk	Elm Avenue	SR 33/140 (South Ave)	Wallis Avenue	1,404 ft	16	\$182,500
Class I Multi-Use Path	Grove Avenue	430' north of Sullivan Rd	Sullivan Road	0.08 mi	13	\$212,100
Study	Kniebes Road	Carnation Road	Meredith Avenue	0.25 mi	0	Varies
Class III Bicycle Boulevard	Laurel Avenue	North Avenue	Sullivan Road	0.98 mi	11	\$19,600
New Sidewalk	Laurel Avenue	Meredith Avenue	SR 33/140	2,359 ft	16	\$306,700
Class III Bicycle Boulevard	Laurel Avenue	North Avenue	Sullivan Road	0.98 mi	11	\$19,600
New Sidewalk	Laurel Avenue	Meredith Avenue	SR 33/140	2,359 ft	16	\$306,700
New Sidewalk	Laurel Avenue	Bonta Avenue	Sullivan Road	557 ft	11	\$72,400
New Sidewalk	Laurel Avenue	SR 33/140	North Avenue	4,874 ft	8	\$633,700
Class III Bicycle Boulevard	Linden Avenue	Sullivan Road	SR 33/140	0.25 mi	11	\$5,000

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	Linden Avenue	SR 33/140	Wallis Avenue	785 ft	21	\$102,000
New Sidewalk	Linden Avenue	SR 33/140	Lucerne Avenue	998 ft	20	\$129,700
New Sidewalk	Linden Avenue	Lucerne Avenue	North Avenue	1,131 ft	13	\$147,000
New Sidewalk	Linden Avenue	Bonta Avenue	Sullivan Road	289 ft	6	\$37,600
New Sidewalk	Lucerne Avenue	Jensen Road	West Avenue	2,544 ft	20	\$330,700
New Sidewalk	Lucerne Avenue	Jensen Road	West Avenue	1,271 ft	15	\$165,300
New Sidewalk	Meredith Avenue	Railroad Avenue	Gustine Elementary east property line	407 ft	16	\$52,900
New Sidewalk	Meredith Avenue	Grove Avenue	Hunt Road	1,441 ft	11	\$187,400
New Sidewalk	Payne Avenue	Meredith Avenue	Start of existing sidewalk on Payne Avenue	137 ft	11	\$17,800
Study	Railroad Avenue	North Avenue	Sullivan Road	1.07 mi	13	Varies
New Sidewalk	South Avenue	4th Street	East Avenue	1,296 ft	13	\$168,400
Class IV Bikeway	South Avenue (SR 33/140)	Linden Avenue	4th Street	0.60 mi	18	\$450,300
Sidewalk Improvements	South Avenue (SR 33/140)	Linden Avenue	4th Street	6,165 ft	23	\$308,300
Study	South of Via Basilicata	Proposed Trail/ West City Limits	Lucerne Avenue	0.24 mi	5	Varies
Class IV Bikeway	SR 33/140	6th Avenue	Gustine High School	0.56 mi	13	\$416,900
New Sidewalk	SR 33/140	North Avenue	Carnation Road	3,012 ft	12	\$391,500
Class I Multi-Use Path	Sullivan Road	Jensen Road	Proposed Rail Trail	1.02 mi	16	\$2,671,800
New Sidewalk	Sycamore Avenue	North Avenue	Sycamore Cul-de-sac	1,299 ft	18	\$168,900

Gustine

Improvement	Location	Start	End	Length	Priority Score	Cost Estimate
New Sidewalk	Sycamore Avenue	SR 33/140 (South Ave)	Sycamore Ave (north cul-de- sac)	2,376 ft	13	\$308,900
New Sidewalk	Sycamore Avenue	Meredith Avenue	697 Sycamore Avenue	1,850 ft	11	\$240,400
New Sidewalk	Wallis Avenue	Linden Avenue	Laurel Avenue	810 ft	16	\$105,300
New Sidewalk	Wallis Avenue	150' east of Payne Ave	Railroad Avenue	1,508 ft	11	\$196,000
New Sidewalk	Wallis Avenue	West Avenue	Payne Avenue	209 ft	11	\$27,100
Class III Bicycle Boulevard	West Avenue	North Avenue	Sullivan Road	0.99 mi	13	\$19,900
New Sidewalk	West Avenue	SR 33/140 (South Ave)		1,156 ft	11	\$150,300
New Sidewalk	West Avenue	SR 33/140 (South Ave)	Meredith Avenue	1,093 ft	11	\$142,000

Spot Improvement Projects

Improvement	Location	Cross Street	Priority Score	Cost Estimate
Crossing Improvement	1st Avenue	6th Street	8	\$1,900
Curb Ramp Improvement	2nd Avenue	6th Street	15	\$20,000
Curb Ramp Improvement	2nd Avenue	5th Street	15	\$20,000
Crossing Improvement	3rd Avenue	5th Street	15	\$9,200
Curb Ramp Improvement	3rd Avenue	Alley between 5th and 6th Streets	13	\$20,000
Curb Ramp Improvement	4th Avenue	Alley between 5th and 6th Streets	8	\$20,000
Curb Ramp Improvement	4th Avenue	Alley between 4th and 5th Streets	8	\$20,000
Curb Ramp Improvement	5th Avenue	Alley between 5th and 4th Streets	8	\$20,000
Crossing Improvement	6th Street	North Avenue	10	\$3,300
Crossing Improvement	6th Street	SR 33/140	8	\$22,300
Crossing Improvement	8th Street	SR 33/140	8	\$22,300
Crossing Improvement	East Avenue	E Wallis Avenue	13	\$2,300
Crossing Improvement	East Avenue	Fairview Avenue	8	\$4,600
Crossing Improvement	Hunt Road	Sullivan Road	10	\$54,600
Crossing Improvement	Hunt Road	Railroad tracks	8	Varies
Crossing Improvement	Jensen Road	North Avenue	5	\$2,300
Crossing Improvement	Lucerne Avenue	West Avenue	15	\$3,000,000

Gustine

Spot Improvement Projects

Improvement	Location	Cross Street	Priority Score	Cost Estimate
Crossing Improvement	Lucerne Avenue	Laurel Avenue	8	\$1,900
Crossing Improvement	Meredith Avenue	Linden Avenue	20	\$9,200
Crossing Improvement	Meredith Avenue	Railroad Avenue	10	Varies
Crossing Improvement	Meredith Avenue	West Avenue	8	\$9,200
Crossing Improvement	North Avenue	5th Street	10	\$6,900
Crossing Improvement	North Avenue	Laurel Avenue	7	\$22,300
Crossing Improvement	North Avenue	Sycamore Avenue	7	\$22,300
Crossing Improvement	North Avenue	Linden Avenue	5	\$4,600
Crossing Improvement	South Avenue	East Avenue	10	\$4,600
Crossing Improvement	South Avenue	Railroad Avenue	5	\$2,300
Study	SR 33/140	Linden Avenue	18	\$96,900
Crossing Improvement	SR 33/140	Canal Trail Crossing	3	Varies
Crossing Improvement	SR 33/140 (4th St)	3rd Avenue	9	\$16,100
Crossing Improvement	SR 33/140 (4th St)	4th Avenue	5	\$4,600
Crossing Improvement	SR 33/140 (4th St)	5th Avenue	5	\$54,600
Crossing Improvement	SR 33/140 (4th St)	2nd Avenue	5	\$4,600
Crossing Improvement	SR 33/140 (South Ave)	5th Street	10	\$9,200
Crossing Improvement	SR 33/140 (South Ave)	Elm Avenue	18	\$1,900
Crossing Improvement	SR 33/140 (South Ave)	Sycamore Avenue	13	\$4,600
Crossing Improvement	SR 33/140 (South Ave)	Laurel Avenue	10	\$9,200
Crossing Improvement	SR 33/140 (South Ave)	West Avenue	8	\$96,900
Crossing Improvement	Sullivan Road	Middle School Entry	10	\$52,300
Crossing Improvement	Sullivan Road	Grove Avenue	10	\$2,300
Crossing Improvement	Sullivan Road	Linden Avenue	5	\$2,300
Crossing Improvement	Sullivan Road	Laurel Avenue	5	\$2,300
Crossing Improvement	Sullivan Road	West Avenue	5	\$2,300
Crossing Improvement	Via Jodi	North Avenue	5	\$2,300
Crossing Improvement	Via Palermo	Fentem Road (North Ave)	5	\$22,300

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Livingston

Location	From	To	Facility Type	Length	Priority	Cost Estimate
7th St	F St	D St	3B	0.14		\$30,000
7th St	Peach Ave	Park St	3B	0.24		\$50,000
B St	Robin Ave	Main St	2	0.98		\$260,000
Briarwood Sr	Montcliff Way	F St	3B	0.23		\$50,000
Campbell Dr	Stefani Ave	Hammatt Ave	1	0.68		\$3,260,000
Campbell Dr	Hammatt Ave	New Trail	2	0.21		\$60,000
Canal Trail	Joseph Gallo Ct	Main St	1	0.69		\$3,310,000
Celia Dr	N Main St	Walnut Ave	3B	0.26	High	\$60,000
D St	7th St	Prusso St	3B	0.44		\$90,000
Dwight Way	Walnut Ave	Trigger Ln	1	0.28		\$1,330,000
Emerald Dr / Arena Canal	Montcliff Way	Peach Ave	1	0.37		\$1,790,000
F St	Prusso St	Robin Ave	2	0.81		\$220,000
F St	Hammat Ave	Prusso St	3	0.70	High	\$90,000
Hammatt Ave	Peach Ave	Park St	3	0.24	High	\$30,000
Hammatt Ave	Olive Ave	Walnut Ave	2B	0.50		\$210,000
Hammatt Ave	Park St	Walnut Ave	2	0.78		\$210,000
I St	Main St	Amarone Way	3B	0.28		\$60,000
Joseph Gallo Ct	Winton Parkway	Canal Trail	2	0.26		\$70,000
Main St	Peach Ave	D St	2	0.64	High	\$170,000
Main St	Court St	D St	3B	0.24		\$50,000
Main St	Court St	Olive Ave	2B	0.71	High	\$300,000
Montcliff Way	Montelena Ave	Winton Pkwy	3B	0.28		\$60,000
Montelena Ave	Amarone Way	Latour Way	3B	0.16		\$40,000
Olive Ave	Main St	Ohki St	2B	0.40		\$170,000
Park St	Hammatt Ave	Main St	3B	0.51	High	\$110,000
Peach Ave	Dwight Way	Main St	2	1.00	High	\$270,000
Peach Ave	Main St	Robin Ave	3	1.01	High	\$130,000
Prusso St	F St	B St	3B	0.26		\$60,000
Ravenswood Dr / Arena Canal	Briarwood Dr	F St	1	0.37		\$1,760,000
Trigger Ave	Campbell Dr	Dwight Way	1	0.21		\$1,030,000
Walnut Ave	365 ft east of Sycamore St	Stefani Ave	2B	1.01	High	\$420,000
Winton Pkwy	Campbell Blvd	Peach Ave	2B	1.27		\$530,000

Livingston

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
Celia Dr	Hickory Ave	Install RRFB	\$130,000
Celia Dr	230ft SE of Lucero Park	Traffic Calming	\$250,000
F St	Hilltop Ave	Crossing Enhancement	\$130,000
Livingston Cressey Rd	Celia Dr	Crossing Enhancement	\$130,000
Main St	I St	Install RRFB	\$250,000
Main St	300ft N of Peach Ave	Crossing Enhancement	\$130,000
N Main St	Campbell Blvd	Crossing Enhancement	\$250,000
N Main St	Railroad Tracks	Crossing Enhancement	\$550,000
Park St	5th St	Intersection Upgrades	\$130,000
Park St	7th St	Intersection Upgrades	\$250,000
Peach Ave	7th St	Crossing Enhancement	\$250,000

Los Banos

Location	From	To	Facility Type	Length	Priority	Cost Estimate
11th St	Pioneer Rd	Pachecho Blvd	3B	1.03		\$210,000
7th St	Madison Ave	Willmott Ave	4	1.20	High	\$590,000
B St	Ward Rd	7th St	4	1.35	High	\$660,000
Badger Flat Rd	Prarie Springs Dr	Cardoza Rd	3B	0.28		\$60,000
Cabernet St	Overland Ave	Vineyard Dr	3B	0.61		\$130,000
Carrdoza Rd	Fir Dr	Ortigalita Rd	2	0.35		\$100,000
Center Ave	Madison Ave	Cardoza Rd	4	0.25		\$130,000
Colorado Ave	J St	H St	4	0.57		\$280,000
Fourth St	I St	F St	2B	0.08		\$40,000
H St	Pachecho Blvd	Ingomar Grade	4	2.54	High	\$1,230,000
I St	4th St	Cardoza Rd	4	1.63	High	\$800,000
Madison Ave	Center Ave	Seventh St	3B	0.36		\$80,000
Mercey Springs Rd	Del Rio Dr	Pacheco Blvd	1	2.16	High	\$10,360,000
Miller Lane	Pacheco Blvd	San Luis St	2B	0.33		\$140,000
Nantes Ave	Overland Ave	Capri Ave	2B	0.73		\$310,000
Ortigalita Rd	Sandra St	Pachecho Blvd	4	0.72		\$350,000
Overland Ave	Okace Rd	Johnson Rd	4	1.92	High	\$930,000
Overland Ave	Place Rd	Ward Rd	2	0.49		\$130,000
Pacheco Blvd	Ward Rd	Merced College	4	4.22	High	\$2,050,000
Page Trail	Mercey Springs Rd	Page St/S 11th St	1	0.23		\$1,130,000
Pioneer Rd	New West Connector	Ward Rd	1	3.75		\$18,020,000
Place Rd	Mission Dr	B St	3B	0.30		\$60,000
Rail Trail	Ward St	2nd St	1	2.22	High	\$10,650,000
San Luis St	Pachecho Blvd	Mercey Springs Rd	4	1.90	High	\$930,000
Second St	H St	Willmott Ave	3B	0.37		\$80,000
Snow Goose Dr	Fallbrook Dr	Ward Rd	3B	0.43		\$90,000
Stonewood Dr	Willmott Ave	Woodbridge St	4	0.88		\$430,000
Vineyard Dr	Nantes Ave	Stonewood Dr	4	0.53		\$260,000
Ward Rd	Pachecho Blvd	Snow Goose Dr	4	0.67	High	\$330,000
Willmott Ave	Johnson Rd	Las Palmas St	4	1.80	High	\$880,000
Wisteria Ave	B St	Willmott Ave	3B	0.15		\$30,000

Los Banos

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
7th St	J St	Intersection Upgrades	\$250,000
7th St	K St	Intersection Upgrades	\$250,000
E Pachecho Blvd	7th St	Intersection Upgrades	\$1,400,000
E Pachecho Blvd	9th St	Crossing Enhancement	\$250,000
E Pachecho Blvd	Mercey Springs Rd	Intersection Upgrades	\$1,400,000
H St	6th St	Intersection Upgrades	\$130,000
Miller Ln	Canal Farm Ln	Intersection Upgrades	\$550,000
Place Rd	San Luis St	Intersection Upgrades	\$130,000
W H St	Johnson Rd	Railroad Crossing	\$550,000

City of Merced

Location	From	To	Facility Type	Length	Priority	Cost Estimate
26th St	Glen Ave	O St	3B	1.31	High	\$270,000
Ahwahnee Dr	Cascade Creek Ave	Joerg Ave	3B	0.18		\$40,000
Bancroft Dr	Barclay Way	M Cir	4	0.17		\$90,000
Barclay Way	Portico Dr	M St	4	0.66		\$330,000
Bear Creek Trail N	McKee Rd	R St	1	2.53		\$12,150,000
Bear Creek Trail S	McKee Rd	W 25th St	1	2.97	High	\$14,260,000
Bellevue Rd	N Lake Rd	M St	1	2.46		\$11,830,000
Buena Vista Dr	M St	R St	2B	0.47		\$200,000
Cardella Rd	G St	Freemark Ave	4	0.76		\$380,000
Cascade Creek Ave	Black Rascal Creek	Ahwahnee Dr	3B	0.36		\$80,000
Cassis Dr	San Augustine Ave	El Redondo Dr	3B	0.23		\$50,000
Cottonwood Creek Trail	Penn Ct / Cottonwood Creek Trail	G St	1	1.18		\$5,650,000
Creekview Dr Path	N Lake Rd	Creekview Dr	1	1.22		\$5,860,000
Dominican Dr	Cottonwood Creek	Mercy Ave	4	0.18		\$90,000
E 21st St	Yosemite Pkwy	Glen Ave	2	0.66	High	\$180,000
E 27th St	McKee Rd	Glen Ave	3B	0.88		\$180,000
E Childs Ave	Campus Pkwy	DeLong St	4	2.44	High	\$1,190,000
E Main St	Glen Ave	G St	2B	0.57	High	\$240,000
E Yosemite Ave	Campus Pkwy	G St	4	2.47		\$1,200,000
El Redondo Dr	W Yosemite Ave	Avignon Dr	2	0.64		\$170,000
El Redondo Dr Path	Santa Fe Park / Fahrens Creek Trail	W Yosemite Ave	1	0.93		\$4,470,000
Fahrens Creek Path	Cottonwood Creek Trail / Theresa Ct	Black Rascal Creek Path	1	1.96		\$9,420,000
G St	Childs Ave	Bellevue Rd	4	5.17	High	\$2,510,000
G St	E Mission Ave	E Childs Ave	2	1.07		\$280,000
G St	W Cardella Rd	Mercy Ave	1	0.54		\$2,600,000
Glen Ave	Bear Creek Trail	E Main St	2B	0.91	High	\$380,000
Grogan Ave	West Ave	MacReady Dr	4	0.45		\$230,000
Horizons Ave	Horizons Ave End	Pacific Dr	2B	0.40		\$170,000
Joerg Ave	Ahwahnee Dr	E Yosemite Ave	3B	0.15		\$30,000
Lehigh Dr	Cottonwood Creek Trail	M St	2	0.38		\$100,000
M St	Childs Ave	Bellevue Rd	4	5.27	High	\$2,560,000
Mandeville Ln	Barclay Way	M Cir	4	0.17		\$90,000
Mansionette Dr	Mercy Ave	E Yosemite Ave	4	0.44		\$220,000
MLK Jr. Blvd	Main St	24th St	3B	0.50		\$100,000

City of Merced

Location	From	To	Facility Type	Length	Priority	Cost Estimate
McKee Rd	E 27th St	E Yosemite Ave	4	2.05		\$1,000,000
Mercy Ave	Mansionette Dr	G St	3B	0.27		\$60,000
Mission Ave	SR-59	S Coffee St	2B	3.01		\$1,260,000
Motel Dr	Almond Ave	Glen Ave	4	0.41	High	\$200,000
N Parsons Ave	Yosemite Ave	E 27th St	4	1.92		\$940,000
O St	26th St	8th St	4	1.39	High	\$680,000
Olive Ave	Campus Pkwy	R St	4	4.52	High	\$2,200,000
Orion Dr	Twilight Ave	Horizons Ave	3B	0.10		\$20,000
Orion Dr Path	R St	Twilight Ave	1	0.19		\$930,000
Pacific Dr	San Augustine Ave	Horizons Ave	2	0.69		\$180,000
R St	W Childs Ave	W Yosemite Ave	4	3.23	High	\$1,570,000
Rascal Bike Path	McKee Rd	Snelling Hwy	1	4.20	High	\$20,150,000
S Parsons Ave	S Coffee St	Yosemite Pkwy	4	1.95	High	\$950,000
San Augustine Ave	Cassis Dr	W Yosemite Ave	2B	0.59		\$250,000
San Jose Ave	Lehigh Dr	W Yosemite Ave	2B	0.55		\$230,000
Sullivan Bike Path	Snelling Hwy	Devonwood Dr	1	0.71		\$3,390,000
Tyler Rd	E Mission Ave	E Childs Ave	1	1.01		\$4,870,000
V St	W 24th St	W Main St	3B	0.52		\$110,000
V St	W Main St	SR-140	2B	0.33	High	\$140,000
W 11th St	D St	X St	3B	1.82	High	\$370,000
W 13th St	B St	R St	3B	1.45	High	\$300,000
W 16th St	G St	V St	2	1.37	High	\$360,000
W 18th St	G St	V St	2B	1.37	High	\$570,000
W 21st St	Glen Ave	R St	3B	1.58	High	\$320,000
W 8th St	MLK Jr Way	West Ave	3B	1.20	High	\$250,000
W Childs Ave	De Long St	N West Ave	2B	2.10	High	\$880,000
W Main St	G St	O St	3B	0.73	High	\$150,000
W Yosemite Ave	G St	San Augustine Ave	2B	1.66	High	\$690,000
West Ave	W Childs Ave	W 11th St	2B	0.94	High	\$400,000

Spot Improvement Projects

Location	Cross Street	Project Type	Cost Estimate
Heritage Dr	West Ave	Install RRFB	\$130,000
Parsons Ave	Bear Creek	New Bike/Ped Bridge	\$15,000,000
W 7th St	West Ave	Intersection Redesign	\$250,000
W Childs Ave	Reyes Elementary School	New Crossing	\$130,000
W Lopes Ave	West Ave	Install RRFB	\$130,000

Unincorporated County

Community	Location	From	To	Facility Type	Length	Priority	Cost Estimate
County/ Atwater/ Merced	Santa Fe Dr	City of Atwater	City of Merced	1	4.00	High	\$19,230,000
Cressey	3rd St	Cressey St	Crocker Ave	1	0.07		\$360,000
Cressey	Cressey St	Cressey Way	3rd St	1	0.09		\$460,000
Cressey	Cressey Way	Crocker Ave	Cressey St	1	0.10		\$470,000
Cressey	Crocker Ave	3rd St	Cressey Way	1	0.15		\$730,000
Delhi	5th St	El Capitan Way	Sierra St	1	0.50	High	\$2,420,000
Delhi	El Capitan Way	Palm St	Stephens St	2	0.66	High	\$180,000
Delhi	Merced Ave	August Ave	Schendel Ave	0	0.23	High	\$260,000
Delhi	Oslo Rd	Letteau Ave	Merced Ave	1	0.66	High	\$3,170,000
Delhi	Schendel Ave	Stephens St	Merced Ave	4	1.14	High	\$560,000
Delhi	Stephens St	Johnson St	El Capitan Way	2	0.60	High	\$160,000
Delhi	Vincent Rd	El Capitan Way	Shanks Rd	3B	0.33	High	\$70,000
Hilmar	Geer Ave	Lander Ave	Scholar Way	1	0.49		\$2,360,000
Hilmar	Lander Ave	Lateral Number 7	Geer Ave	1	0.38		\$1,830,000
Le Grand	Brice St	Brice St	Cook St	3B	0.12	High	\$30,000
Le Grand	Jefferson St	Washington St	Le Grand Rd	1	0.15	High	\$750,000
Le Grand	S Cook St	E Brice St	Le Grand Rd	3B	0.14	High	\$30,000
Le Grand	S McKee St		Jefferson St	1	0.04	High	\$180,000
Planada	Broderick Ave	Fremont St	Santa Fe Dr	3B	0.21		\$50,000
Planada	Fremont St	Stanford Ave	Broderick Ave	3B	0.17		\$40,000
Planada	Plainsburg Rd	Santa Fe Dr	Gerard Ave	4	0.84	High	\$410,000
Planada	Santa Fe Dr	Broderick Ave	Stanford Ave	3B	0.34		\$70,000
Planada	Stanford Ave	Fremont St	Santa Fe Dr	3B	0.37		\$80,000
Santa Nella	SR-33	I-5	Centinella Ave	0	0.71	High	\$780,000
Santa Nella	W Comet Rd	S Jupiter St	Neptune St	0	0.47		\$520,000
South Dos Palos	6th St	K St	P St	3B	0.39	High	\$80,000
South Dos Palos	7th	Santa Fe Grade	L St	3B	0.08	High	\$20,000
South Dos Palos	7th St	Santa Fe Grade	N St	1	0.09	High	\$430,000
South Dos Palos	7th St	N St W	Rice Drain	3B	0.18		\$40,000

Unincorporated County

Community	Location	From	To	Facility Type	Length	Priority	Cost Estimate
South Dos Palos	Adobe St	L St	Santa Fe Grade	3B	0.08		\$20,000
South Dos Palos	Christian Ave	SR-33	Lexington Ave	2	1.01		\$270,000
South Dos Palos	L St	7th St	Adobe St	3B	0.36		\$80,000
South Dos Palos	Lexington Ave	Christian Ave	Santa Fe Grade	2	0.68		\$180,000
South Dos Palos	N St	7th St	6th St	2	0.09		\$30,000
South Dos Palos	P St	6th St	7th St	3B	0.10		\$30,000
South Dos Palos	Santa Fe Grade	Adobe St	7th St	3B	0.36	High	\$80,000
Winton	Winton Way	Atwater City Limits	Olive Ave	4	2.00	High	\$970,000

Spot Improvement Projects

Community	Location	Cross Street	Project Type	Cost Estimate
Delhi	Stephen St	El Capitan Way	Intersection Upgrades	\$250,000
Delhi	Stephen St	King St	Intersection Upgrades	\$250,000
Delhi	Stephen St	Schendel Ave	Intersection Upgrades	\$250,000
Planada	E Childs Ave	Freemont St	Crossing Enhancement	\$250,000
Planada	E Childs Ave	Hupp St	Crossing Enhancement	\$250,000
Santa Nella	SR-33	Comet St	New Crossing	\$550,000
Winton	N Winton Way	Almond Ave	Crossing Enhancement	\$550,000
Winton	N Winton Way	Myrtle Ave	Crossing Enhancement	\$250,000
Winton	N Winton Way	Olive Ave	Crossing Enhancement	\$250,000
Winton	N Winton Way	Santa Fe Dr	Crossing Enhancement	\$1,950,000
Winton	N Winton Way	W Walnut Ave	Crossing Enhancement	\$250,000



E

Appendix E

Sample Resolution

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF [CITY NAME] APPROVING THE MERCED REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Merced Regional Active Transportation Plan complies with the California Transportation Commission 2025 Active Transportation Program Guidelines; and

WHEREAS, the Merced Regional Active Transportation Plan is in compliance with the 2022 Merced County Association of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Merced Regional Active Transportation Plan is an implementation tool to the [City Name] General Plan Circulation Element; and

WHEREAS, the Merced Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in [City Name]; and

WHEREAS, the Merced Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Merced Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in [City Name]; and

WHEREAS, approval of the Merced Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of [City Name] hereby approves the Merced Regional Active Transportation Plan.



F

Appendix F ATP Checklist

Page numbers that correspond to the appropriate Caltrans Active Transportation Plan Checklist items are provided in this appendix.

Checklist Item		Description	Page
A	Mode Share	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from the implementation of the plan.	31
B	Description of Land Uses/ Destinations	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals and ferry docks and landings.	Existing: 17 (Appendix A), 88-102 Proposed: 88-102
C	Pedestrian Facilities	A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 25 Proposed: 88-107
D	Bicycle Facilities	A map and description of existing and proposed bicycle transportation facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 18- 24 Proposed: 88-107
E	Bicycle Parking	A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments. Also, include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 18 Proposed: 64, 121
F	Wayfinding	A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 26 Proposed: 75, 120
G	Non-Infrastructure	A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	76-78
H	Collision Analysis	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan	35-37

Checklist Item		Description	Page
I	Equity Analysis	Identify census tracts that are considered disadvantaged or low income and identify bicycle and pedestrian needs of those disadvantaged or lowincome residents, including lack of connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	42-49
J	Community Engagement	A description of the extent of community involvement in the development of the plan, including disadvantaged and underserved communities.	51-55
K	Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	14-15, 51-54
L	Prioritization	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	86-87, Appendix C
M	Funding	A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources, and potential funding for bicycle and pedestrian uses.	110-111, Appendix D
N	Implementation	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	113-121
O	Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	60-61
P	Resolution	A resolution showing the adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district, or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E



GOVERNING BOARD MEETING SUMMARY

January 16, 2025

Directors Present: Scott Silveira, Josh Pedrozo, Shane Smith, Katy Reed, Pat Nagy, Mike Nelson, Daron McDaniel, Lloyd Pareira, Michael Amabile, Gurpal Samra, Jim Pacheco

Directors Absent: None

The MCAAG Governing Board:

- Authorized the Executive Director to enter into a contract for consultant services to prepare the Sustainable Communities Strategy for the 2026 Regional Transportation Plan in the amount of \$248,394 with LSA Associates, Inc.
- Authorized the Executive Director to enter into a contract for consultant services to prepare a Program Environmental Impact Report for the 2026 Regional Transportation Plan and Sustainable Communities Strategy in the amount of \$161,034 with VRPA Technologies.
- Approved the 2025 Federal Transportation Improvement Program Amendment No. 2.
- Elected Director Amabile as Board Chairperson to serve the remainder of the fiscal year 2024-25, effective upon the February Governing Board meeting, expiring on July 1, 2025.
- Approved transportation overall work program priorities for fiscal year 2025-26.
- Approved the 2025 Governing Board meeting calendar.

The MCRWMA Governing Board:

- Received an update for the Highway 59 landfill infrastructure improvements and Billy Wright landfill phase 3 surface impoundment.
- Received an update on the new Battery Collection Program funded through the DOE Grant. Distribution of collection boxes across Merced County and training for responsible battery disposal to jurisdictional personnel has begun.

OTHER NOTABLE ITEMS:

- Anand Kapoor presented a project-specific Caltrans report.
- The upcoming City County Dinner will occur in Gustine on January 30, 2025.
- Registration for the Regional Policy Conference, April 9th – 11th, 2025 is open. Director’s if you wish to register and haven’t already done so, please contact Stephanie Jackson, stephanie.jackson@mcagov.org and she will register you.
- CMCP workshop engagement meetings are being held on February 20th, 26th and 27th. For registration information, you can email SR99CMCP@dot.ca.gov or call 559-272-4561.