

AGENDA

TEHACHAPI CITY COUNCIL REGULAR MEETING, TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING, TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING

**Beekay Theatre
110 South Green Street
Monday, June 18, 2012 - 6:00 P.M.**

Persons desiring disability-related accommodations should contact the City Clerk no later than ten days prior to the need for the accommodation. A copy of any writing that is a public record relating to an open session of this meeting is available at City Hall, 115 South Robinson Street, Tehachapi, California.

CALL TO ORDER

ROLL CALL

INVOCATION

Participation in the invocation is strictly voluntary. Each City Councilmember, city employee, and each person in attendance may participate or not participate as he or she chooses.

PLEDGE TO FLAG

CONSENT AGENDA/OPPORTUNITY FOR PUBLIC COMMENT

All items listed with an asterisk (*) are considered to be routine and non-controversial by city staff. Consent items will be considered first and may be approved by one motion if no member of the council or audience wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in listed sequence with an opportunity for any member of the public to address the city council concerning the item before action is taken. Staff recommendations are shown in caps. Please turn all cellular phones off during the meeting.

AUDIENCE ORAL AND WRITTEN COMMUNICATIONS

The City Council welcomes public comments on any items within the subject matter jurisdiction of the Council. We respectfully request that this public forum be utilized in a positive and constructive manner. Persons addressing the Council should first state their name and area of residence, the matter of City business to be discussed, and the organization or persons represented, if any. To ensure accuracy in the minutes, please fill out a speaker's card at the podium. Comments directed to an item on the agenda should be made at the time the item is called for discussion by the Mayor. Questions on non-agenda items directed to the Council or staff should be first submitted to the City Clerk in written form no later than 12:00 p.m. on the Wednesday preceding the Council meeting; otherwise response to the question may be carried over to the next City Council meeting. No action can be taken by the Council on matters not listed on the agenda except in certain specified circumstances. The Council reserves the right to limit the speaking time of individual speakers and the time allotted for public presentations.

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING
MONDAY, JUNE 18, 2012 - 6:00 P.M. - PG. 2**

1. General public comments regarding matters not listed as an agenda item.
2. Mayor to present a Certificate of Recognition to the Tehachapi Police Explorers.

CITY CLERK REPORTS

Tehachapi City Council Unassigned Res. No. 19-12
Tehachapi City Council Unassigned Ord. No. 12-01-709
Tehachapi Redevelopment Successor Agency Unassigned Res. No. 06-12
Tehachapi Public Financing Authority Unassigned Res. No. 01-12

- *3. **ALL ORDINANCES SCHEDULED FOR INTRODUCTION OR ADOPTION AT THIS MEETING SHALL BE READ BY TITLE ONLY**
- *4. Minutes for the Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority, and the Tehachapi City Financing Corporation regular meeting on June 4, 2012 and special meeting on June 4, 2012 - **APPROVE AND FILE**
- *5. The Tehachapi Heritage League has submitted a special event application for the Step Back in Time to Old Tehachapi event. The event will be held on Sunday, June 24, 2012 from 10 a.m. to 5 p.m. They are requesting the closure of Green Street from E Street to the alley between D and E Street – **APPROVE THE STEP BACK IN TIME TO OLD TEHACHAPI SPECIAL EVENT APPLICATION AND ASSOCIATED STREET CLOSURE, SUBJECT TO CITY CONDITIONS.**
6. The Tehachapi City Council will appoint two members to the City of Tehachapi Airport Commission to fill the vacancies created by Commissioner Rex Moen and Jerry Koszyk's expiration of terms on June 30, 2012. The terms will expire on June 30, 2016. The City Clerk's office received applications from four qualified applicants, Rex Moen, Jerry Koszyk, Larry Ozier and Michelle Hughes – **APPOINT TWO MEMBERS TO THE CITY OF TEHACHAPI AIRPORT COMMISSION TO COMPLETE A TERM TO EXPIRE ON JUNE 30, 2016**
7. Francisco Pineda, owner of 24 hrs Cab Taxi Service, submitted a Taxi Permit Application on May 14, 2012 and at the May 21, 2012, Council meeting the application was set for a public hearing – **OPEN HEARING; NOTICE OF PUBLIC HEARING AND CORRESPONDENCE; STAFF REPORT; RECEIVE PUBLIC COMMENT; CLOSE HEARING; DIRECT THE CITY CLERK TO ISSUE TAXICAB PERMIT AFTER APPLICANT HAS MET ALL CITY CONDITIONS**

FINANCE REPORTS

- *8. Disbursements, bills, and claims for May 23, 2012 – June 07, 2012 – **AUTHORIZE PAYMENTS**

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING,
TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND
TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING
MONDAY, JUNE 18, 2012 - 6:00 P.M. - PG. 3**

- *9. In February 2009, the Governmental Accounting Standards Board issues Statement No 54 (GASB 54), Fund Balance Reporting and Governmental Fund Type Definitions. The implementation of GASB 54 by local governments was required beginning with the fiscal year ending June 30, 2011. The first step in the City's implementation of GASB 54 was the formal adoption of a Fund Balance Policy. This resolution is the City Council's formal commitment of an amount of fund balance to be set aside specifically for emergency contingencies defined as a state or federal state of emergency or declaration of a local emergency. The amount set for fiscal year end of 2011/12 is \$757,662 – **ADOPT THE RESOLUTION TO COMMIT A GENERAL FUND EMERGENCY CONTINGENCY FUND BALANCE AS REQUIRED BY GASB 54**

ASSISTANT CITY MANAGER REPORTS

- *10. An agreement with the Blue Mustard for entertainment at the July 4th Hotdog Festival at Coy Burnett Stadium. Payment for this entertainment will be in the amount of \$250.00 – **APPROVE THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND BLUE MUSTARD**
- *11. An agreement with Geezers on the Loose for entertainment at the July 4th Hotdog Festival at Philip Marx Central Park. Payment for this entertainment will be in the amount of \$250.00 – **APPROVE THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND GEEZERS ON THE LOOSE**
12. On April 16, 2012, pursuant to Resolution No. 12-02, the Tehachapi Comprehensive General Plan was adopted by the City Council. The General Plan Update includes an implementation process that requires a series of follow-up actions which include the development of a Bicycle Master Plan which will further enhance and reinforce the Mobility Element. – **PRESENTATION; ADOPT THE TEHACHAPI BICYCLE MASTER PLAN AND ASSOCIATED RESOLUTION**
13. On April 5, 2012, the Valley Shoulder Widening Project, funded through a federal grant from the Highway Safety Improvement Program (HSIP), was bid. At the time, no bids were received. The project was rebid with a bid opening date of May 17, 2012. At the May 17, 2012 bid opening, one bid was received from WM Lyles Co. in the amount of \$166,923.00. Unfortunately the grant funds for construction are limited to \$64,000, with the City's match at 10% (or \$6,400). In an effort to remedy this situation, staff conferred with Caltrans local assistance and agrees that bundling this project with another, larger project, may reduce overall costs – **REJECT THE BID FROM WM LYLES CO., FOR THE HSIP VALLEY SHOULDER WIDENING PROJECT AND DIRECT STAFF TO BUNDLE THIS PROJECT WITH THE TEHACHAPI BLVD REHAB PROJECT FOR FUTURE REBIDDING**
14. The City will be constructing improvements at the storm water sump located within Tract 6507 on Applewood Dr. In order to construct these improvements, the Council must first accept the dedication of an easement from the property owner, Mark & Kilkenny, LLC. – **ACCEPT THE EASEMENT DEDICATION FOR THE STORM WATER SUMP LOCATED WITHIN TRACT 6507**

**TEHACHAPI CITY COUNCIL REGULAR MEETING,
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TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING
MONDAY, JUNE 18, 2012 - 6:00 P.M. - PG. 4**

15. On April 2, 2012, the City Council authorized staff to advertise and receive bids for the Tract 6507 Pump Station project. This project will complete necessary capital improvements at the storm water sump located on Applewood Dr., north of Pinon. These improvements are being funded with the proceeds from the settlement with Bond Safeguard for the Tract 6216 subdivision as this sump was designed to serve the storm water from Tract 6216 – **AWARD THE TRACT 6507 STORM WATER PUMP STATION PROJECT TO KERN PACIFIC CONSTRUCCION AND AUTHORIZE THE CITY MANAGER TO EXECUTE NECESSARY CONTRACT CHANGE ORDERS UP TO A MAXIMUM OF 5% OF THE ORIGINAL CONTRACT AMOUNT**

16. In February of 2012, City Staff solicited and received Statements of Qualifications from airport engineering firms wishing to serve as the City’s consultant engineer. Five submittals were received and a shortlist of firms was identified for interviews. Following interviews, Staff selected Tartaglia Engineering as the top ranked candidate and has subsequently worked to create an agreement with same – **APPROVE AND AUTHORIZE THE MAYOR TO SIGN THE AGREEMENT WITH TARTAGLIA ENGINEERING SERVICES, SUBJECT TO ANY MINOR REVISIONS BEING APPROVED BY THE CITY ATTORNEY**

17. Item 16 of this agenda requested authorization to enter into an agreement with Tartaglia Engineering. As a follow-up, Staff recommends the Council approve Service Amendment No. 1 pursuant to the agreement previously referenced relating to the design, bidding and construction administration for an upcoming capital improvement project at the Tehachapi Municipal Airport – **APPROVE AND AUTHORIZE THE MAYOR TO SIGN SERVICE AMENDMENT NO. 1 TO THE AGREEMENT WITH TARTAGLIA ENGINEERING, SUBJECT TO MINOR REVISIONS TO BE APPROVED BY THE CITY ATTORNEY**

CITY MANAGER REPORTS

- *18. On May 7, 2012, the City Council adopted Resolution Nos. 13-12 Initiating proceedings, 14-12 approving the preliminary engineer’s report and 15-12 declaring its intent to levy assessments for the Landscaping and Lighting District No. 1 for fiscal year 2012/2013. The total annual maintenance cost to the District is \$259,234.32. Annual maintenance costs are funded through the assessments placed on the property tax bills – **ADOPT A RESOLUTION AMENDING AND/OR APPROVING THE FINAL ENGINEER’S REPORT; ADOPT A RESOLUTION ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT # 1 FOR FISCAL YEAR 2012/2013**

- *19. The proposed resolution orders the levy of assessments within the Drainage Benefit Assessment District No. 1 for fiscal year 2012/2013. The total annual maintenance cost to the District is \$17,536.00. Annual maintenance costs are funded through the assessments placed on the property tax bills – **ADOPT A RESOLUTION AMENDING AND/OR APPROVING THE FINAL ENGINEER’S REPORT AND ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE DRAINAGE BENEFIT ASSESSMENT DISTRICT NO. 1 FOR FISCAL YEAR 2012/2013**

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MONDAY, JUNE 18, 2012 - 6:00 P.M. - PG. 5**

20. On June 4, 2012 the five-year budget for fiscal years 2012/13 through 2016/17 was presented to the council and the public. The final budget amount presented for fiscal year 2012/13 is \$17,947,198 and preliminary budget amounts for 2013/14, 2014/15, 2015/16 and 2016/17 are \$13,706,170, \$12,251,341, \$12,316,908 and \$12,354,586 respectively. Staff believes that all questions and concerns raised during the budget workshop were addressed and answered – **APPROVE AND ADOPT A RESOLUTION FOR THE CITY'S FINAL BUDGET FOR FISCAL YEAR 2012/13 AND PRELIMINARY BUDGET FOR FISCAL YEARS 2013/14 THROUGH 2016/17 AS PRESENTED**
21. During the budget workshop held on June 4, 2012, staff informed the Council of its intent to have employees pay 100% of the employees' portion of the retirement contribution. This is one of many proactive measures that the City is taking to remain fiscally solvent in future years. For the fiscal year 2012/13, staff recommends that employees under the miscellaneous category pay 2% and employees under the safety category pay 2.5% of the employee's portion of the retirement contribution. Over the next five years, employees will pay additional amounts each year with the full employee contribution being paid by the employee at the end of the five year period – **APPROVE AND ADOPT TWO RESOLUTIONS LOWERING THE EMPLOYER PAID MEMBER CONTRIBUTION FOR MISCELLANEOUS AND PUBLIC SAFETY EMPLOYEES**
22. Report to Council regarding current activities and programs – **VERBAL REPORT**

COUNCILMEMBER ANNOUNCEMENTS OR REPORTS

On their own initiative, a Councilmember may ask a question for clarification, make a brief announcement, provide a reference to staff or other resources for factual information, take action to have staff place a matter of business on a future agenda, request staff to report back at a subsequent meeting concerning any matter, or make a brief report on his or her own activities. (Per Gov't. Code §54954.2(a))

23. Mayor to appoint one Council Member to the East Kern Economic Alliance

CLOSED SESSION

1. Approval of closed session minutes of June 4, 2012.

ADJOURNMENT

MINUTES

TEHACHAPI CITY COUNCIL REGULAR MEETING, TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY REGULAR MEETING, TEHACHAPI PUBLIC FINANCING AUTHORITY REGULAR MEETING, AND TEHACHAPI CITY FINANCING CORPORATION REGULAR MEETING

BeeKay Theatre
110 South Green Street

Monday, June 4, 2012 – 6:00 P.M.

NOTE: Sm, Gr, Wi, Ni and Va are abbreviations for Council Members Smith, Grimes, Wiggins, Nixon and Vachon, respectively. For example, Gr/Sm denotes Council Member Grimes made the motion and Council Member Smith seconded it. The abbreviation Ab means absent, Abd abstained, Ns noes, and NAT no action taken.

ACTION TAKEN

CALL TO ORDER

Meeting called to order by Mayor Grimes at 6:00 p.m.

ROLL CALL

Roll call by Deputy City Clerk Ashley Whitmore

Present: Mayor Grimes, Mayor Pro-Tem Smith, Councilmembers
Wiggins, Nixon and Vachon

Absent: None

INVOCATION

By Pastor David Ofahengau of the Tehachapi United Methodist
Church

PLEDGE TO THE FLAG

Led by Mayor Pro-Tem Smith

CONSENT AGENDA

Approved consent agenda

Approved Consent Agenda
Sm/Wi Motion Carried

AUDIENCE ORAL COMMUNICATIONS

1. General public comments regarding matters not listed as an agenda item were received from:
 - a. Stan Beckham, City Resident

ACTION TAKEN

- 2. Presentation from Norman Andrews, Director for the Veterans Home of California—Lancaster – **GAVE PRESENTATION**
- 3. Mayor Grimes to present a Certificate of Appreciation to Rob Overton – **ROB OVERTON WAS NOT PRESENT**

Gave Presentation

Rob Overton Was Not Present

CITY CLERK REPORTS

*4. **ALL ORDINANCES SCHEDULED FOR INTRODUCTION OR ADOPTION AT THIS MEETING SHALL BE READ BY TITLE ONLY.**

All Ord. Read By Title Only
 Sm/Wi Motion Carried

*5. Minutes for the Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority, and the Tehachapi City Financing Corporation regular meeting on May 21, 2012 - **APPROVED AND FILED.**

Approved & Filed
 Sm/Wi Motion Carried

6. Esmaeel Yazdanipour, owner of Tehachapi Non-Medical Transportation and Delivery Services, submitted a Taxi Permit Application on April 9, 2012 and at the May 7, 2012, Council meeting the application was set for a public hearing – **OPENED HEARING AT 6:20 PM; NOTICE OF PUBLIC HEARING ON MAY 7, 2012 AND NO CORRESPONDENCE RECIEVED; DEPUTY CITY CLERK, ASHLEY WHITMORE, GAVE STAFF REPORT; RECEIVED NO PUBLIC COMMENT; CLOSED HEARING AT 6:26 PM;**

COUNCIL MEMBER NIXON ASKED THAT PERMANENT OR MAGNETIC SIGNAGE BE ON THE VEHICLE PRIOR TO USE.

DIRECTED THE CITY CLERK TO ISSUE TAXICAB PERMIT AFTER APPLICANT HAS MET ALL CITY CONDITIONS

Directed The City Clerk To Issue Taxicab Permit After The Applicant Has Met All City Conditions
 Ni/Sm Motion Carried

*7. A General Municipal Election, consolidated with the Statewide General Election, will be held in the City of Tehachapi on Tuesday, November 6, 2012, for the following Officers: Two (2) members of the City Council, all with full four (4) year terms; the City Clerk; and the City Treasurer. Additionally, it is desirable that the General Municipal Election be consolidated with the Statewide General Election to be held on the same date and that within this city, the precincts, polling places, and election officers of the two elections be the same, that the county election department of the County of Kern canvass the returns of the General Municipal Election, and that the election be held in all respects as if there were only one election – **ADOPTED RESOLUTION NO. 16-12 CALLING AND GIVING NOTICE OF THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 6, 2012, FOR THE ELECTION OF CERTAIN OFFICERS AS REQUIRED BY THE PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO GENERAL LAW CITIES; ADOPTED RESOLUTION NO. 17-12 REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF KERN TO**

Adopted Resolution No. 16-12 Calling and Giving Notice Of The Holding Of A General Municipal Election To Be Held On Tuesday, November 6, 2012, For The Election Of Certain Officers As Required By The Provisions Of The Laws Of The State Of California Relating To General Law Cities; Adopted Resolution No. 17-12 Requesting The Board Of Supervisors Of The County Of Kern To Consolidate A General Municipal Election To Be Held On November 6, 2012, With The Statewide General Election To Be Held On The Date Pursuant To Sec. 10403 Of The Elections Code
 Sm/Wi Motion Carried

CONSOLIDATE A GENERAL MUNICIPAL ELECTION TO BE HELD ON NOVEMBER 6, 2012, WITH THE STATEWIDE GENERAL ELECTION TO BE HELD ON THE DATE PURSUANT TO §10403 OF THE ELECTIONS CODE

8. City Council will need to appoint one member to the City of Tehachapi Planning Commission to fill the vacancy created by Commissioner Mary Lou Vachon's resignation. The City Clerk's office did not receive any applications for this position – **EXTENDED THE APPLICATION DEADLINE TO JULY 31, 2012 FOR THE TEHACHAPI PLANNING COMMISSION TERM TO EXPIRE JUNE 30, 2014**

Extended The Application
Deadline To July 31, 2012
For The Tehachapi Planning
Commission Term To Expire
June 30, 2014
Wi/Ni Motion Carried

FINANCE DIRECTOR REPORTS

- *9. Disbursements, bills, and claims for May 11, 2012 – May 22, 2012 – **AUTHORIZED PAYMENTS**
- *10. In November 1979 the voter of the State of California approved Proposition 4, commonly known as "appropriations limit" or "Gann Limit". The proposition created Article XIII B of the State Constitution, a law that requires the state and local governments to adopt an annual appropriation limit. The appropriation limit establishes a limit on the proceeds of taxes that may be appropriated for spending in a given fiscal year. The calculated appropriations limit for the City of Tehachapi for the City of Tehachapi for the Fiscal Year 2012-2013 is \$9,723,988.00 – **ADOPTED RESOLUTION No. 18-12 ESTABLISHING AN APPROPRIATION LIMIT FOR THE FISCAL YEAR 2012/13**

Authorized Payments
Sm/Wi Motion Carried

Adopted Resolution No. 18-12
Establishing An
Appropriation Limit For The
Fiscal Year 2012/13
Sm/Wi Motion Carried

ASSISTANT CITY MANAGER REPORTS

- *11. An agreement with the Tehachapi POPS Orchestra for entertainment at the July 4th Hotdog Festival at Philip Marx Central Park. Payment for this entertainment will be in the amount of \$500.00 – **APPROVED THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND THE TEHACHAPI POPS ORCHESTRA**
- *12. An agreement with the Tehachapi Community Orchestra for entertainment at the July 4th Hotdog Festival at Coy Burnett Stadium. Payment for this entertainment will be in the amount of \$500.00 – **APPROVED THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND THE TEHACHAPI COMMUNITY ORCHESTRA**
- *13. An agreement with Kiddie Amusements Inc. for entertainment at the July 4th Hotdog Festival for one bounce house, one giant slide, one obstacle course, one monkey motion and one rock climbing wall at Philip Marx Central Park – **APPROVED THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND KIDDIE AMUSEMENTS INC.**

Approved The Agreement
Between The City Of
Tehachapi And The
Tehachapi Pops Orchestra
Sm/Wi Motion Carried

Approved The Agreement
Between The City Of
Tehachapi And The
Tehachapi Community
Orchestra
Sm/Wi Motion Carried

Approved The Agreement
Between The City Of
Tehachapi And Kiddie
Amusements Inc.
Sm/Wi Motion Carried

*14. An Agreement with Pyro Spectaculars to initiate a fireworks display at the July 4th Hotdog Festival at the Airport. The cost of the fireworks display is \$20,000.00 which includes the full service production, liability insurance and necessary permits. This is a budgeted expense – **APPROVED THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND PYRO SPECTACULARS, INC.**

Approved The Agreement
Between The City Of
Tehachapi And Pyro
Spectaculars, Inc.
Sm/Wi Motion Carried

CITY MANAGER REPORTS

10. Report to Council regarding current activities and programs – **GAVE VERBAL REPORT.**

Gave Verbal Report

COUNCIL MEMBER ANNOUNCEMENTS OR REPORTS

1. Council Member Smith asked for an update from Chief Kermode regarding the Explorer competition.
2. Councilmember Nixon thanked the City for the flags placed downtown and gave an update on the National Night Out.
3. Councilmember Vachon commented on the partnership between the Tourism Commission and the City.

CLOSED SESSION

1. Conference with Legal Counsel regarding potential claim from the Broome Family Trust per Government Code Section 54956.9(c)
2. Conference with real property negotiator (City Manager) regarding price and terms of payment for purchase of property described as APN Nos. 223-500-17 through 223-500-24 per Government Code section 54956.8

No Reportable Action

No Reportable Action

ADJOURNMENT

The City Council/Boards adjourned at 6:32 pm to a Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority and Tehachapi City Financing Corporation Regular Meeting to be held on Monday, June 18, 2012, at 6:00p.m.

ASHLEY WHITMORE
City Clerk, City of Tehachapi

ACTION TAKEN

Approved this 18th day
Of June, 2012.

ED GRIMES
Mayor, City of Tehachapi

MINUTES

TEHACHAPI CITY COUNCIL SPECIAL MEETING, TEHACHAPI REDEVELOPMENT SUCCESSOR AGENCY SPECIAL MEETING, TEHACHAPI PUBLIC FINANCING AUTHORITY SPECIAL MEETING, AND TEHACHAPI CITY FINANCING CORPORATION SPECIAL MEETING

BeeKay Theatre
110 South Green Street

Monday, June 4, 2012 – 4:00 P.M.

NOTE: Sm, Gr, Wi, Ni and Va are abbreviations for Council Members Smith, Grimes, Wiggins, Nixon and Vachon, respectively. For example, Gr/Sm denotes Council Member Grimes made the motion and Council Member Smith seconded it. The abbreviation Ab means absent, Abd abstained, Ns noes, and NAT no action taken.

ACTION TAKEN

CALL TO ORDER

Meeting called to order by Mayor Grimes at 4:00 p.m.

ROLL CALL

Roll call by Deputy City Clerk Ashley Whitmore

Present: Mayor Grimes, Mayor Pro-Tem Smith, Councilmembers
Wiggins, Nixon and Vachon

Absent: None

PLEDGE TO THE FLAG

Led by Mayor Ed Grimes

BUSINESS

1. Five Year Preliminary Budget – **DISCUSSED**
2. Audience Comments On Agenda Items

Discussed

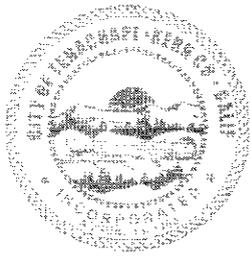
ADJOURNMENT

The City Council/Boards adjourned at pm to a Tehachapi City Council, Tehachapi Redevelopment Successor Agency, Tehachapi Public Financing Authority and Tehachapi City Financing Corporation Regular Meeting to be held on Monday, June 4, 2012, at 6:00p.m.

ASHLEY WHITMORE
Deputy City Clerk, City of Tehachapi

Approved this 18th day
Of June, 2012.

ED GRIMES
Mayor, City of Tehachapi



COUNCIL REPORTS

AGENDA SECTION: CITY CLERK

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

[Handwritten signature]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: ASHLEY WHITMORE, DEPUTY CITY CLERK

DATE: JUNE 14, 2012

SUBJECT: STEP BACK IN TIME TO OLD TEHACHAPI SPECIAL EVENT APPLICATION

APPLICANT AND ORGANIZATION

Charles White, Tehachapi Heritage League

EVENT DESCRIPTION

The Heritage League's Step Back in Time to Old Tehachapi will be held on 6/24/2012 starting at 10 am and ending at 5 pm. This event will be held on Green Street from E Street to the alley between E Street and D Street and is open to the public.

APPLICANT REQUESTS

- Closure of Green Street from E Street to the alley between E Street and D Street
- Street Barricades from Public Works Department

STAFF CONDITIONS

Administration: Event applicant will be responsible for making sure city property is properly cleaned after the close of the event.

RECOMMENDATION

APPROVE THE HERITAGE LEAGUE'S STEP BACK IN TIME TO OLD TEHACHAPI SPECIAL EVENT APPLICATION AND ASSOCIATED STREET CLOSURES, SUBJECT TO CITY CONDITIONS

RECEIVED

MAY 29 2012



TEHACHAPI

CALIFORNIA

Live Up.

City of Tehachapi

SPECIAL USE/EVENT APPLICATION

Organization Tehachapi Heritage League

Event Contact Charles White Phone Number 972-0958

Address 310 S. Green St

City Tehachapi State CA Zip Code 93561

E-mail Address charleswhite@shcglobal.net

Event Name Step Back in Time to Old Tehachapi

Event Location 310 S. Green Street

Event Date(s) June 24, 2012 Event Time(s) 12-4 (setup from 10-5)

Describe Event: (Street Closures, Activities, Participation, Etc.)
 Request closure of Green Street from S. side of E Street to alley between D and E Streets (alley to remain open) We will have craft demonstrations such as Butter churning, wood carving, weaving, a quilt show, etc. also our annual Ice Cream Social.

Is the event open to the Public? Yes No

Is event for money raising purposes? Yes No

If Yes, what will the proceeds be used for? Museum Operations

Will alcoholic beverages be served? Yes No

Will alcoholic beverages be sold? Yes No

If Yes, what is A.B.C. Permit No? _____

RECEIVED

Event Name Step Back in Time

Event Date(s) June 24, 2012

Please Describe How The Following Will Be Accomplished:

Street Barricades yes

Traffic Control no

Crowd Control not needed

Utility Services: Water, Sewer, Electric we will provide from the museum

Lights no

Dust Control no

Site Clean-up & Maintenance we will clean up

Security No

Site Facilities No

Health Dept. No

I understand that if I am utilizing a city-owned facility I am responsible to clean the above requested facility, by removing all rubbish, debris, etc., and restore the grounds/facility back to a clean and orderly condition. I further understand I may be required to pay a deposit, at the cities discretion, for clean-up of the grounds/facility, and upon inspection of the grounds/facility, the deposit, may be fully or partially refunded, depending upon the condition the facility is left in by the user.

I also understand that this application is not a guarantee of event approval.

I, the undersigned, have read the above statements, general regulations and insurance requirements attached to this contract, and understand them and agree fully.

Applicant Signature Charles E. White

Date 5/30/12

Office Use Only

Insurance Certificate List Of Vendors Meeting

Deposit Plot Plan Date

Time

<input type="checkbox"/> CM	<input type="checkbox"/> PW	<input type="checkbox"/> A	<input type="checkbox"/> HD
<input type="checkbox"/> CPM	<input type="checkbox"/> CD	<input type="checkbox"/> P	<input type="checkbox"/> BL
<input type="checkbox"/> LC	<input type="checkbox"/> BI	<input type="checkbox"/> F	<input type="checkbox"/> C

Notes _____

GENERAL REGULATIONS

Facility use agreements are issued in accordance with the policies outlined below as established by the City of Tehachapi. All reservation forms must be signed and returned, along with fees and deposits, before consideration of use approval. SUBMISSION OF RESERVATION REQUEST DOES NOT CONSTITUTE APPROVAL.

1. Any authorization and usage is understood to be at the City's discretion. The City will not be responsible for special condition, accommodations or other improvements for any granted request for use. Any special needs are the responsibility of the user with prior approval of the Public Works Director.
2. Groups or persons using a facility are responsible to pay for any damage to property or loss of property.
3. The City of Tehachapi is not liable for accidental injury to persons or loss or damage of group or individual property. The City requires proof of insurance coverage.
4. When, in the opinion of the City, activity conditions warrant the presence of one or more security personnel, the cost of such service shall be borne by the group or organization sponsoring the activity.
5. Permission to use City of Tehachapi facilities is granted subject to observance of regulations, and permits may be revoked for violation of regulations.
6. Permits may not be transferred, assigned or sublet.
7. Users of the facilities shall observe, obey and comply with all applicable City, County, State and Federal Laws, rules and regulations.

FOOD AND ALCOHOL REGULATIONS

1. The use of alcoholic beverages is by written permit only and must be requested at the time the facility use application is made. The City reserves the right to place restrictions on the use of alcoholic beverages in accordance with State Law.
2. The alcoholic beverage permittee will remove all beverages from the premises immediately following the approved function.
3. Food and refreshments, including alcoholic beverages, may be permitted in certain designated areas as determined by the City, or the designated representative.
4. Any function that is to be catered will be catered by an approved licensed caterer. All caterer's names and addresses will be provided upon request.
5. Any function where alcoholic beverages will be permitted shall require an additional (\$50.00) deposit.

ANY EXCEPTION TO THE ABOVE POLICIES WILL BE REFERRED TO THE CITY MANAGER.

FEE AND DEPOSIT SCHEDULE

The following guidelines and rules will govern the costs and procedures for City approvals.

1. Any part of an hour will be considered a full hour in determining City costs.
2. All fees must be paid to the City of Tehachapi located at 115 South Robinson Street.
3. All refunds will be mailed as soon as possible following conclusion of the activity.
4. No arrangements can be made for a time extension with personnel on duty the day of the activity.

SECURITY PERSONNEL

If, in the opinion of the City Manager or a designated representative an activity condition warrants the presence of one or more security personnel, the cost of such service shall be borne by the group or person sponsoring the activity. Proof of obtaining the required security personnel must be in the City Hall no later than ten (10) working days prior to the activity. Proof should be in the form of a receipt and/or contract from a bonded security agency. If proof is not in the City Hall by the required date, use of the facility may be denied.

IF AFTER PROOF OF SECURITY HAS BEEN SUBMITTED TO CITY, SAID SECURITY IS NOT PRESENT ON DATE OF ACTIVITY, THE CITY EMPLOYEE IN CHARGE MAY REQUEST THE GROUP TO DISCONTINUE ACTIVITY AND ASK THE GROUP TO LEAVE THE AREA.

LIABILITY INSURANCE REQUIREMENTS

Insurance requirements for persons or organizations wishing to use City facilities should be as follows:

The party requesting to use the facility ("applicant") shall secure and keep in force during the entire term of applicant's use of the facility and covering all of applicant's activities with respect to the facility a comprehensive general liability insurance policy with bodily injury, property damage, and contractual coverage of not less than \$1 million per occurrence and including a comprehensive coverage form, and coverages for premises/operation, operations hazard, complete operations, and products liability, and containing special endorsements providing substantially the following:

(1) That the City of Tehachapi, its agents, officers, employees and governing body and each member thereof are declared to be an additional named insured under the terms of the policy with reference to the activity described in the policy, whether such additional insured be actively or passively negligent or liable by operation of law;

(2) Contractual liability coverage underwriting the obligations of applicant to hold harmless, indemnify and defend each of the insureds provided herein;

(3) "Cross liability" or "Severability of Interest" coverage for all named insureds;

(4) That such insurance is primary, and that any other insurance maintained by the additional named insureds is excess and not contributing insurance with respect to the subject insurance policy;

(5) That the insurer waives all rights of subrogation against the additional named insureds;

(6) That the coverage afforded by such policy to the additional named insureds shall not be prejudiced in any way by any failure of the principal insured to comply with any notice requirements of such policy; and

(7) That such policy may not be canceled, coverage reduced or terms altered in any manner detrimental to the coverage except after delivery to the City of written notice not less than 15 days prior to the effective date of such cancellation, reduction or alteration. No such cancellation provisions in any such insurance policy shall be construed in derogation of the continuous duty of applicant to furnish insurance during the term of applicant's use of the facility. The lapse for any reason of insurance as required herein shall constitute breach of this requirement.

The facility shall not be used until applicant has provided City with a duly certificated certificate of insurance issued by an insurance company approved by City and evidencing that the policy has been issued, is effective, and complies with the foregoing requirements. Applicant must also provide City with a facsimile of the insurance policy and no use of the facility can be made until City has approved the policy.

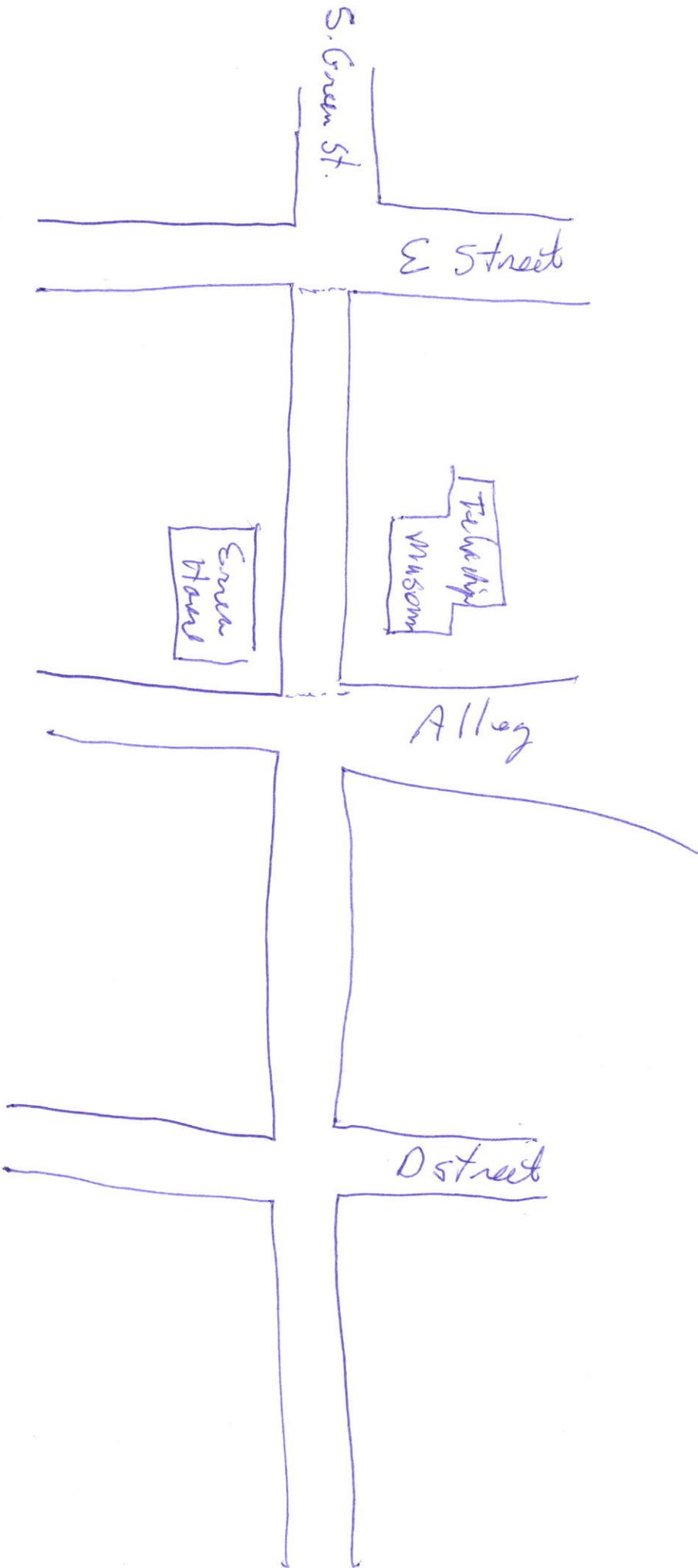
INDEMNIFICATION

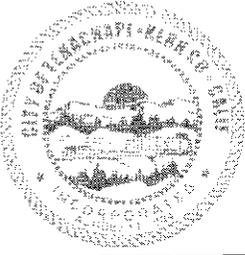
Applicant hereby agrees to indemnify, defend, and hold harmless the City, its Councilpersons, boards, commissions, officers, employees and agents from any and all claims, demands, suits, judgements, liability, damages, costs, and expenses arising out of or related to applicant's use or occupation of City's streets or facilities, including but not limited to, any act or omission to act on the part of City, its Councilpersons, boards, commissions, officers, employees, or agents, whether active or passive.

Charles E White
Applicant Signature
5/30/12
Date

Request closure of S. Green from E Street rally

--- Indicates the street closure





COUNCIL REPORTS

AGENDA SECTION: CITY CLERK

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

[Handwritten signature]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: ASHLEY WHITMORE, DEPUTY CITY CLERK

DATE: JUNE 14, 2012

SUBJECT: AIRPORT COMMISSION APPOINTMENT

Due to the expiration of terms for Rex Moen and Jerry Koszyk on June 30, 2012, the Tehachapi City Council will consider appointing two members to the Tehachapi Airport Commission. The appointed commissioner's terms will expire on June 30, 2016.

The Airport Commission's responsibility is to recommend, to the City Council, policies for the proper operation of the Tehachapi Municipal Airport.

Applications were received from Rex Moen, Jerry Koszyk, Larry Ozier and Michelle Hughes.

RECOMMENDATION

APPOINT TWO MEMBERS TO THE CITY OF TEHACHAPI AIRPORT COMMISSION TO COMPLETE A TERM TO EXPIRE ON JUNE 30, 2016

RECEIVED
JUN 12 2012
City of Tehachapi

APPLICATION FOR APPOINTMENT

OFFICE USE ONLY
City Resident: Yes
 No

APPLICANTS ARE ENCOURAGED TO CONTACT EACH COUNCIL MEMBER TO COMMUNICATE THEIR INTEREST FOR APPOINTMENT.

Submit Application To: **City Clerk's Office**
115 South Robinson Street
Tehachapi, CA 93561

Name REX MOEN
Address 91 White Oak Drive
City Tehachapi State CA Zip Code 93561
Phone Number 661-972-4694 Fax Number NONE
Email rexmoen@yahoo.com

Position(s) Sought: (List in order of preference)

1. Airport Commissioner
2. _____
3. _____
4. _____

Occupation Self-employed
Business Name Rex Moen Golden Triangle Consulting
Address 91 White Oak Drive
City Tehachapi State CA Zip Code 93561
Phone Number 661-972-4694 Fax Number NONE

Education - List schools attended and/or graduated, as well as degree(s):

California State University, Northridge - B.S. Degree in Business Administration; Organizational Systems Management
Certificate in Business Management for Technical Personnel from U.C.L.A.
Banstow College - AA Degree

Other special training or experience:

Leadership, Management and Technical SCHOOLS IN Military
Serving 28 years in California Army National Guard
and U.S. Army Reserve

Previous and present governmental and civic experience. Indicate when, position, and duties:

2007-2010 - Field Representative for State Senator. 1999-2005 -
District Director for State Senator. 1998 - as Representative for
Kern County Supervisor. Duties for all three were to provide service
for citizens. In 1970's on Advisory Committees for Kings County
Energy Conservation, Airport and Street Trees; City of Westminster Traffic

Please explain why you wish to serve on a Board/Commission for the City of Tehachapi:

I believe I have been a positive and contributing member of
the Airport Commission. I love flying as a private pilot.
The City of Tehachapi Airport is a valuable asset to the community
that I want to help nurture.
The City Council, Pilots and Citizens deserve good advice.

Do you have any interests or associations that might present a conflict of interest? Yes If yes, please explain below. No

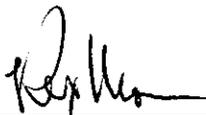
Empty box for explaining interests or associations that might present a conflict of interest.

Please attach your resume and any additional information or statements that you feel would be helpful in reviewing your qualifications

AUTHORIZATION AND RELEASE

I understand that in connection with this application for appointment, the information contained herein will be made available to the general public upon request.

Signature Field



Date/Time Field

6/12/12

NOTE: This document is a public record and may be disclosed/released pursuant to the California Public Records Act

APPLICATION FOR APPOINTMENT

OFFICE USE ONLY

City Resident: Yes No

APPLICANTS ARE ENCOURAGED TO CONTACT EACH COUNCIL MEMBER TO COMMUNICATE THEIR INTEREST FOR APPOINTMENT.

Submit Application To: City Clerk's Office
115 South Robinson Street
Tehachapi, CA 93561

Name JERRY A. KOSZYK

Address 18480 SACRAMENTO WAY

City TEHACHAPI State CA Zip Code 93561

Phone Number 661 823 8703 Fax Number _____

Email JLKOS@ATT.NET

Position(s) Sought: (List in order of preference)

- AIRPORT COMMISSIONER
- _____
- _____
- _____

Occupation RETIRED AIR TRAFFIC CONTROLLER

Business Name _____

Address _____

City _____ State _____ Zip Code _____

Phone Number _____ Fax Number _____

Education - List schools attended and/or graduated, as well as degree(s):

ST. LOUIS UNIVERSITY B.S. AERONAUTICS

Other special training or experience:

AIR TRAFFIC CONTROLLER TRAINING
PILOT LICENCES & RATINGS - AIR TRANSPORT PILOT, LAND, SEA & GLIDER RATINGS
FLIGHT INSTRUCTOR - SINGLE ENGINE, MULTI-ENGINE, INSTRUMENT
GROUND INSTRUCTOR - BASIC, ADVANCED AND INSTRUMENT

Previous and present governmental and civic experience. Indicate when, position, and duties:

WAS ON AIRPORT COMMISSION FOR ONE YEAR IN 2003 & 04
PRESENTLY ON AIRPORT COMMISSION SINCE JULY 2009

Please explain why you wish to serve on a Board/Commission for the City of Tehachapi:

TO CONTINUE IN MY QUEST TO "GIVE BACK" TO GENERAL AVIATION
AND MY COMMUNITY.

Do you have any interests or associations that might present a conflict of interest? Yes If yes, please explain below. No

Please attach your resume and any additional information or statements that you feel would be helpful in reviewing your qualifications

AUTHORIZATION AND RELEASE

I understand that in connection with this application for appointment, the information contained herein will be made available to the general public upon request.

Signature Field

Jerry A. Kall

Date/Time Field

9 JUN 12 / 1100 AM

NOTE: This document is a public record and may be disclosed/released pursuant to the California Public Records Act

I SHALL GO OUT OF TOWN ON A TRIP
THE EVENING OF THE CITY COUNCIL MEETING.
THIS TRIP WAS PLANNED MONTHS IN ADVANCE

JERRY A. KOSZYK

Jerry A. Koszyk

(661) 822-2200
Fax: (661) 822-8559



CITY OF TEHACHAPI
RECEIVED

JUN 13 2012

115 South Robinson Street
Tehachapi, CA 93561-1722
www.tehachapicityhall.com

CITY CLERK'S OFFICE
BY

APPLICATION FOR APPOINTMENT

OFFICE USE ONLY	
City Resident:	<input type="checkbox"/> Yes
	<input type="checkbox"/> No

APPLICANTS ARE ENCOURAGED TO CONTACT EACH COUNCIL MEMBER TO COMMUNICATE THEIR INTEREST FOR APPOINTMENT.

Submit Application To: City Clerk's Office
115 South Robinson Street
Tehachapi, CA 93561

Name Larry G. Ozier

Address 30120 Tuttle Ct.

City Tehachapi State CA Zip Code 93561

Phone Number +1 (661) 821-0692 Fax Number _____

Email lo@gasequipmentsystems.net

Position(s) Sought: (List in order of preference)

- Tehachapi Airport Commission
- _____
- _____
- _____

Occupation President

Business Name Mansfield Gas Equipment Systems, Corp.

Address 4280 E. Lowell Ave.

City Ontario State CA Zip Code 91761

Phone Number +1 (909) 466-6920 Fax Number _____

Education - List schools attended and/or graduated, as well as degree(s):

Eastern Illinois University, B.S. Business, (1970) Charleston, IL 61920
Charleston High School, Charleston, IL 61920

Other special training or experience:

General Engineering Contractor, CA. "A" #783360
Design, Manufacture, Construction and Operation of Compressed Natural Gas Fueling Infrastructure for governmental agencies and private fleets for the past 14 years.
Environmental Assessment Association Credentials: (CEI) Certified Environmental Inspector, (CES) Certified Environmental Specialist, (CEM) Certified Environmental Manager, (CEC) Certified Environmental Consultant.
Pilot, 1976, Aircraft Owner & Operator 36 years

Previous and present governmental and civic experience. Indicate when, position, and duties:

Please explain why you wish to serve on a Board/Commission for the City of Tehachapi:

I believe my diversified business management experience, which includes working with a broad base of governmental agencies, coupled with first hand experience with general and business aviation could be a valuable asset to the City of Tehachapi in maximizing both the direct and indirect revenue stream that this valuable City asset could and should be producing.

Do you have any interests or associations that might present a conflict of interest? Yes If yes, please explain below. No

Please attach your resume and any additional information or statements that you feel would be helpful in reviewing your qualifications

AUTHORIZATION AND RELEASE

I understand that in connection with this application for appointment, the information contained herein will be made available to the general public upon request.

Signature Field 

Date/Time Field June 11, 2012

NOTE: This document is a public record and may be disclosed/released pursuant to the California Public Records Act

Larry G. Ozier

Cell Ph. 310-863-0281 email: lo@gasequipmentsystems.net

30120 Tuttle Ct. Tehachapi, CA 93561
Ph. 661-821-0692

9609 Cedar Glen Pl. Rancho Cucamonga, CA 91730
Ph. 909-466-6920

June 12, 2012

RE: Airport Commission Appointment

The City of Tehachapi, CA
115 South Robinson Street
Tehachapi, CA 93561-1722

Dear Honorable Council Members

Please accept this correspondence and supporting documentation as an expression of interest for consideration to fill one of the two open positions on the City of Tehachapi Airport Commission.

My wife and I have been homeowners in Bear Valley Springs since 2006. During those years we have enjoyed our home there while maintaining another home in Rancho Cucamonga due to the demands of our business. We sold that company in early 2011 and now look forward to residing full time in Tehachapi.

As a former business owner (construction), a former pilot and business aircraft owner I believe I have a perspective of how to be a good steward of the very important City of Tehachapi Airport asset.

The Tehachapi Airport, like most municipal airports, is arguably in the top three or four City owned assets which has the ability to produce revenue both directly and indirectly for the City if properly utilized.

In my opinion one of the most significant challenges facing the Airport Commission is to develop, and communicate a strategy to maximize the potential revenue generation this (airport) asset can contribute, while working with the limited resources and space available.

While the general aviation users/ tenants at the airport certainly have a reasonable expectation of their needs being served, they also must view themselves as "partners" in the City's efforts to get maximum financial benefit from the utilization of the Airport property. Without sharing in that effort their future use of the resource could have limits and consequences?

The Commission must develop the framework to balance those needs with those of the City to use that aviation asset to attract new industry and businesses, and expand existing ones who could benefit from effective business/commercial aviation use of the airport. Those efforts could and should contribute to the growth of the community and expand the City's tax base exponentially over the years ahead and

While my work experience has been in private industry that experience includes a working knowledge of governmental agencies, their budgeting process and experience with the grant funding process.

For many years I utilized my company aircraft as a business resource and tool to help me grow my company. I feel confident that I can use that experience to help the City of Tehachapi maximize its return from this important City asset.

If my background, interest and vision of the airport as a resource is of interest to you please call me to discuss my ideas in more detail.

Respectfully,

Larry G. Ozier

Larry G. Ozier



LARRY G. OZIER RESUME

Mansfield Gas Equipment Systems, Corp. Ontario, CA President 2011-Present.

MGES is a CNG alternative fuels infrastructure provider. A Division of Mansfield Oil Co. a \$5 Billion Dollar Privately Held 55 year old company listed in the Forbes Top 100 of Privately Held Companies.

Gas Equipment Systems, Inc. Rancho Cucamonga, CA President & CEO, (100% Stockholder) 1998 - 2011

GESI is a fully integrated CNG Fueling Infrastructure Company. GESI designs, supplies, packages compressor skids, constructs and maintains CNG fueling infrastructure nationwide. CA General Engineering Contractor # A-783360. Sold GESI assets to Mansfield Oil Co. Gainesville, GA 3/15/11.

NGV Systems, Inc. Long Beach, CA ,Vice President Marketing, 1995-1998

CNG vehicle fuel tank manufacturer. Joined the company as International Operations Manager
Established company's South American Division, NGV Systems de Venezuela, Caracas, Venezuela.

Ecotrans Corp. Los Angeles, CA, General Manager, 1992 – 1995

A JV between NGV Systems, Inc. and Sempra Energy. The largest alternative fuel CNG vehicle conversion technology joint venture company in the US. Joined the JV in Business Development, promoted to Operations Manager then General Manager with P&L responsibility.

Self Employed - Contract Auto Industry Consultant – 1990 – 1992

Contract clients- Mitsubishi Motor Sales of America, American Suzuki Motor Corp.

Automotive Partners, Inc. Self Employed, Victorville, CA President & CEO 1988-1990

Retail Auto and truck Dealership. I Sold the business in 1990.

Mitsubishi Motor Sales of America, Cypress, CA National Truck and Fleet Sales Manager - 1985-1988.

Initially joined MMSA as the Western Regional Sales Manager Car & Truck.

U.S. Suzuki Motor Corporation Brea, CA, Asst. National Sales Manager 1974 – 1984

Also served as Dealer Development Manager-Corporate, Regional Sales Manager-Midwest
And District Sales Manager-Midwest Region.

Ford Motor Company – Ford Marketing Division, Melrose Park, IL District Field Manager. – 1970 – 1974

Also served as Market Representation Specialist, Business Management Specialist and Sr. Distribution Analyst

Education

Eastern Illinois University, Charleston, Illinois BS Business Marketing 1970

Professional Licenses & Certificates

General Engineering Contractor-CA 2000 - Current, "A"-783360

Environmental Assessment Association Certificates- CEI, CES, CEM, CEC



MEDIA INQUIRIES:

Kristin Kimzey
Office/Fax: 678-450-2119
kkimzey@mansfieldoil.com

Mansfield Oil Company Announces Acquisition of Gas Equipment Systems, Inc.

Company Enters Compressed Natural Gas Sector with California Acquisition

Gainesville, GA – March 16, 2011 —Mansfield Oil Company announced today that it has acquired California-based Gas Equipment Systems, Inc. (GESI). GESI was founded by President & CEO Larry Ozier in 1998 and has supplied, constructed and maintained more than 150 compressed natural gas fueling stations in its thirteen year history. As a leader in the compressed natural gas sector, GESI was a natural partner for Mansfield, the nation's leading provider of end-to-end fuel solutions. With the addition of compressed natural gas to its current energy portfolio, Mansfield has solidified its position as the only transportation fuels company with the capability to deliver a complete slate of fuels including gasoline, diesel, biodiesel, ethanol, and CNG across the U.S. and Canada.

“With GESI, Mansfield has found an experienced partner with more than a decade in the compressed natural gas industry,” J. Alexander, President & COO of Mansfield, said. “Mansfield has been looking for a partner with a proven track record in the CNG sector. GESI provides the knowledge needed for Mansfield to become a one-stop solution for our customers’ energy needs on a national scale. With the acquisition of GESI, Mansfield has completed its transportation fuels portfolio.”

Over the past thirteen years, GESI has provided products and services for customers spanning the government, transit, industrial and school transportation sectors. GESI was recently appointed the North American CNG

compressor packager for Gardner Denver, CompAir and BRC/Fuelmaker and also distributes CNG systems for Knox Western, Ingersoll-Rand, AFSC Compressors, PSB Gas Dryers, Kraus Global Dispensers and FuelMaster. GESI manufactures its compressor skids and its own line of accessory components at its headquarters in Rancho Cucamonga, CA.

GESI Founder Larry Ozier commented, "We currently design, supply, manufacture, construct and maintain CNG fuel stations of all sizes in numerous states including California, Arizona, Texas, Minnesota, and Illinois. Our experience has been that customers need a turnkey solution from a single source. We can ease their transition to CNG and make sure that their systems continue to operate reliably for years to come."

Doug Haugh, Executive Vice President & CIO of Mansfield, stated, "Many of our customers in the Waste, Cement, Parcel Delivery, Public Transit, and School Transportation sectors have been asking for CNG. Now we have the capability and experience to address that demand with the same quality and reliability we deliver with our existing fuels portfolio. 95% of the natural gas consumed in the United States is produced domestically, so we see a great opportunity to help our customers save money and reduce their emissions by leveraging the vast natural gas resources recently discovered in the U.S."

GESI's products and services solve the infrastructure challenge that customers face in adopting CNG systems. When paired with Mansfield's national network of fuel supply, the resulting solution allows customers to easily consider CNG as a realistic option to meet their fueling needs at any location across the country. Mansfield currently delivers fuels to over 20,000 customer locations in the U.S. and Canada providing a readily accessible customer base for GESI's products. For more information on Mansfield's natural gas solutions, please contact Chet Davis at cdavis@mansfieldoil.com or 678.450.4717.

About Mansfield Oil Company

Ranked as one of the Top 100 privately held companies in America by Forbes and a multiple finalist in the 2009 and 2010 Platt's Global Energy Awards, Mansfield Oil defines the next generation of downstream oil company, delivering a disciplined approach to fuel services nationwide from over 900 supply terminals. Founded in 1957, the company has achieved double-digit growth for three decades. Mansfield Oil focuses on optimizing and controlling fuel-related costs for their customers with local service, nationwide. For more information, visit www.mansfieldoil.com.

RECEIVED
JUN 12 2012
City of Tehachapi

APPLICATION FOR APPOINTMENT

OFFICE USE ONLY
City Resident: Yes
 No

APPLICANTS ARE ENCOURAGED TO CONTACT EACH COUNCIL MEMBER TO COMMUNICATE THEIR INTEREST FOR APPOINTMENT.

Submit Application To: City Clerk's Office
115 South Robinson Street
Tehachapi, CA 93561

Name MICHELLE HUGHES
Address 323 WEST E. ST.
City TEHACHAPI State CA. Zip Code 93561
Phone Number 661-557-1271 Fax Number _____
Email gearhead.npink@yahoo.com

Position(s) Sought: (List in order of preference)

1. AIRPORT COMMISSIONER
2. _____
3. _____
4. _____

Occupation SERVICE WRITER & SUPERVISOR
Business Name J & H AUTOMOTIVE
Address 501 WEST TEHACHAPI BLVD.
City TEHACHAPI State CA. Zip Code 93561
Phone Number 661-822-9171 Fax Number 661-822-8306

Education - List schools attended and/or graduated, as well as degree(s):

BAKERSFIELD REGIONAL OCCUPATION CENTER: AUTOMOTIVE TECHNOLOGY
SAN DIEGO CITY COLLEGE: COURSES IN CHILD DEVELOPMENT & CERAMICS
VITA CERAMIC: STUDIED JAPANESE ART & CERAMICS
MANROE HIGH SCHOOL: DIPLOMA & SCHOLARSHIP.

Other special training or experience:

CURRENTLY TRAINING FOR MY PRIVATE PILOT'S LICENCE.

Previous and present governmental and civic experience. Indicate when, position, and duties:

N/A

Please explain why you wish to serve on a Board/Commission for the City of Tehachapi:

BEING A LIFE LONG RESIDENT OF TEHACHAPI, I WOULD LIKE TO HELP OUR COMMUNITY, ITS IMPORTANT FOR THE YOUNGER GENERATIONS TO BECOME A PART OF THE DECISION MAKING PROCESS FOR OUR COMMUNITY. I AM THAT PERSON.

Do you have any interests or associations that might present a conflict of interest? Yes If yes, please explain below. No

Please attach your resume and any additional information or statements that you feel would be helpful in reviewing your qualifications

AUTHORIZATION AND RELEASE

I understand that in connection with this application for appointment, the information contained herein will be made available to the general public upon request.

Signature Field



Date/Time Field

10/12/12

NOTE: This document is a public record and may be disclosed/released pursuant to the California Public Records Act

323 West E Street
Tehachapi, CA. 93561
661-557-1271

gearhead.npink@yahoo.com

Michelle Hughes

Objective Airport Commissioner

Character Description Very driven. Determined to meet personal and professional goals. Fourteen years of successful customer service. Excellent reputation for being honest, informative, organized and reliable. Responsible, competent, and able to achieve dreams. Enjoy work, being productive, creative and increasing in knowledge.

Education

Presently engaged in Private Pilot Training in Tehachapi, Ca.
2009- Present- continued Automotive Education in Bakersfield, Ca.
2006 -Automotive Technology, Regional Occupation Center.
Bakersfield, Ca.
2003-2004 Child Development and Ceramics, San Diego City College
San Diego, Ca.
2002- Japanese Ceramics, KITA Ceramics School
San Diego, CA
2000- High School Diploma, Monroe High School
Tehachapi, Ca.

Work Experience

2009- Present : J&H Automotive 661-822-9171
Service Writer/Supervisor - Manage 4 to 7 technicians. Including daily schedule, verifying payroll, online/phone part orders. Interpret and document customer concerns and technician recommendations. Create repair invoices and quotes. Research information. Address warranty claims, recalls and fleet management programs. Monitor productivity, inventory and quality. Account payables and receivables. Filing.

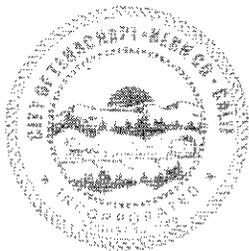
2008-2009 : Tehachapi Transmissions 661-822-3202
Office Assistant - Answering phones and scheduling appointments. Part orders. Computer input and banking. Quick books invoicing and accounting. Payroll. Filing. Organizing parts inventory. Cleaning. Filing.

2004-2007 : Tehachapi Hospital 661-823-3000
Admitting Clerk - Patient and Insurance input for ER Department. Collect payment. Prepare, retrieve, and organize Medical Records. Insurance verification. Obtain signatures. PBX operator.

2000-2004: Wood Stock Pizza 619-265-0999
Manager and Prep Cook - Manage a crew of 3-15 people. Product orders. Maintain customer satisfaction. Cashier. Sales reports and deposits. Prepare food and cook.

★ **Member of the Tehachapi Sportsman Club**

★ **Character references available**



COUNCIL REPORTS

AGENDA SECTION: CITY CLERK

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

[Handwritten signature over the City Manager line]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: ASHLEY WHITMORE, DEPUTY CITY CLERK

DATE: JUNE 14, 2012

SUBJECT: TAXI APPLICATION SUBMITTED BY 24 HRS CAB TAXI SERVICE

BACKGROUND

Francisco Pineda, owner of 24 Hrs Cab Taxi Service submitted a completed Taxi Permit Application, all required documentation and filing fees for said permit on May 14, 2012. During the May 21, 2012, City Council meeting, Council directed the City Clerk to notify the applicant by mail of the hearing date and post the notice in two locations (City Hall display window and Tehachapi News) for the City Council meeting to be held on June 18, 2012.

Tehachapi Municipal Code Chapter §5.28.040 states that at the hearing the City Council may examine the applicant, hear members of the public who wish to present their views, and shall determine whether or not the public interest, convenience and necessity require the issuance of the permit applied for; and if such determine is in the affirmative it shall order the City Clerk to issue a permit.

Tehachapi Municipal Code §5.28.060 states the following grounds shall be sufficient for denial of the application:

- A) That the application is not in the form or does not contain the information required;
- B) That the vehicle or vehicles described in the application are inadequate or unsafe for the purpose for which they are to be used;
- C) That the color scheme, name, monogram or insignia to be used upon the taxicabs is in conflict with or imitates or so closely resembles the color scheme, name, monogram or insignia of another permit holder as to be misleading or tends to confuse or deceive the public;
- D) That the location of any cab stand, as designated in the application, will congest or interfere with travel on any public street, or within three hundred feet of any other stand theretofore authorized;
- E) That the applicant has had a prior permit revoked;
- F) If the City Council determines that there are a sufficient number of taxicabs and automobiles for hire in the City to adequately serve the public or that the public interest, convenience and necessity do not require the issuance of such permit;
- G) That the applicant's proposed rate schedule is so excessively low that, in the Council's judgment, it would result either in an unprofitable operation or would be unfair to the permittees.

Before the permit can be issued, the applicant must provide the following:

- A certificate of insurance showing the paid up existence of insurance of \$300,000 or more and the insurer's agreement to notify the City 30 days in advance of any cancellation of the policy.
- A California Driver's License Class C
- Police Permit Application
- Taxicab Driver's Permit (for each driver)

FISCAL IMPACT

None

OPTIONS

- Direct City Clerk to issue Taxicab Permit after City conditions have been met.
- Request additional information from owner
- Do not issue Taxicab Permit.

RECOMMENDATION

DIRECT THE CITY CLERK TO ISSUE TAXICAB PERMIT AFTER APPLICANT HAS MET ALL CITY CONDITIONS

115 South Robinson Street
Tehachapi, CA 93561-1722
www.tehachapicityhall.com
(661) 822-2200
Fax: 822-8559



TEHACHAPI

CALIFORNIA

Live Up.

RECEIVED

MAY 14 2012

City of Tehachapi

\$50.00
Filing Fee

APPLICATION FOR TAXI PERMIT

NAME OF BUSINESS: 24 HRS CAB TAXI SERVICE PHONE: 661-809-1627

PHYSICAL ADDRESS: 1409 E 10th ST BAKERSFIELD CA 93307
CITY STATE ZIP

MAILING ADDRESS: 1409 E 10th ST BAKERSFIELD CA 93307
CITY STATE ZIP

TYPE OF ORGANIZATION: SOLE PROPRIETOR PARTNERSHIP CORPORATION

NAME AND ADDRESSES OF ALL OWNERS (Or Principal Officers if a Corporation)

Name	Home Address	Telephone
1. <u>Francisco Pineda</u>	<u>1409 E 10th St Bakersfield</u>	<u>809-1627</u>
2. _____	_____	_____

DESCRIPTION OF EACH VEHICLE:
(Trade name, motor and serial number, state license number, seating capacity & body style)

1999 PLYM VOUGER 2P4GP44ROXR432013
LP 93521A1 VAN 7 passengers.

STREET NUMBER & EXACT LOCATION OF PLACE OR PLACES WHERE APPLICANT PROPOSES TO STAND TAXICABS: (If any such place is to be in a public street, the application must be accompanied by the written consent thereto of the owner of any buildings in front of which such stand is to be located per Ordinance #260 §3)

Please include picture(s) of vehicle(s) and any distinctive color scheme, name, monogram or insignia, if any, to be used on vehicle(s).

A schedule of proposed fares must be included with application.

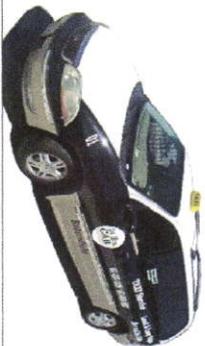
DATE: 5-14-12

SIGNATURE: Francisco J. Pineda



24 HRS CAB TAXI SERVICE

Bakersfield City



WE DO LONG TRIPS

215/65/R16 44PSI

BAKERSFIELD CA

\$3.00 INTIAL DROP

\$2.75 PER MILE

.25 CENTS EACH ADDITIONAL 1/11 MILE

\$27.00 PER HOUR WAITING TIME

MINIMUM CHARGES WILL APPLY

TO FARES IN OUTLYING AREA

\$1.50 MINIMUM CHARGES FOR

HAND LING MORE THAN THREE PARCELS

(661)401-0030

24 HRS CAB TAXI SERVICE



<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
Check No: 0 42986511	Check Date: ? PW/industrial acetylene	Vendor: 0015	211 Praxair Distribution, Inc. 05/20/2012	119.55
			Check Total:	119.55
Check No: 0 B121853	Check Date: ? Wtr/samples/Dennison,Mojave Wells	Vendor: 0035	BC Laboratories, Inc. 05/16/2012	30.00
B121794 1	Wtr/samples/Hayes,Dennison,Wahlstrom		05/16/2012	50.00
B122333 1	Wtr/samples/West D,East I, Highline		05/23/2012	50.00
B121794 2	Wtr/samples/Hayes,Dennison,Wahlstrom		05/16/2012	24.00
B122333 2	Wtr/samples/West D,East I, Highline		05/23/2012	24.00
B121854	Wtr/samples/Curry Resv		05/23/2012	15.00
B121477	Wtr/samples/Curry Resv		05/16/2012	15.00
B121531	Wtr/samples/Curry Resv		05/16/2012	15.00
B121039	Wtr/samples/Curry Resv		05/16/2012	15.00
B122282	Swr/samples/WWTP headworks		05/21/2012	210.00
B122173	Swr/samples/WWTP headworks		05/18/2012	210.00
			Check Total:	658.00
Check No: 0 A212957	Check Date: ? Swr/analysis/lab fee/freshwater	Vendor: 0061	BSK Associates 05/29/2012	170.00
A213052	Swr/analysis/lab fee/effluent		05/29/2012	144.00
			Check Total:	314.00
Check No: 0 48643	Check Date: ? Special supplies/waste oil filters/5	Vendor: 0093	Cole's Services 05/15/2012	215.00
48642	Special supplies/used oil/clor d tec		05/14/2012	170.00
			Check Total:	385.00
Check No: 0 4246	Check Date: ? Swr/srvc/trbl shoot control fuses	Vendor: 0182	P&J Electric 05/17/2012	1,004.09
			Check Total:	1,004.09
Check No: 0 7755801	Check Date: ? Swr/sensor cap replacement	Vendor: 0193	Hach Company 05/16/2012	125.35
			Check Total:	125.35
Check No: 0 513727	Check Date: ? Misc Expense/channel 11'angle 8'	Vendor: 0218	Jim's Supply Company, Inc. 05/23/2012	82.46
			Check Total:	82.46
Check No: 0 04012012	Check Date: ? Parking Citation Revenu/March 2012	Vendor: 0223	Kern County Auditors Office 04/01/2012	77.00
			Check Total:	77.00
Check No: 0 150340	Check Date: ? PD/legal services/general	Vendor: 0260	Liebert Cassidy Whitmore 04/30/2012	394.00
			Check Total:	394.00
Check No: 0 15 05312012	Check Date: ? GG/legal services Broome Ranch	Vendor: 0263	Lebeau, Thelen, LLP 05/31/2012	665.00
14 04302012	GG/legal services extra		04/30/2012	1,596.00
11 04302012	GG/legal services-Walmart		04/30/2012	7,904.00
12 05312012	GG/legal services Walmart		05/31/2012	6,950.20
9 02292012	GG/legal services-Walmart		02/29/2012	4,047.00
16 05312012	GG/legal services Pitchess motions		05/31/2012	915.50
15 04302012	PD/legal services		04/30/2012	1,145.00
42 05312012	LLD legal services extra ordinary		05/31/2012	6,918.00
41 04302012	LLD/legal services extra		04/30/2012	228.00

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
			Check Total:	30,368.70
Check No: 0 140104521	Check Date: ? PW/srvc chrg/twl cntr/disp	Vendor: 0300	Mission Linen & Uniform Servic 05/29/2012	75.64
			Check Total:	75.64
Check No: 0 0252440	Check Date: ? PW/fuel	Vendor: 0362	RSI Petroleum Products 05/22/2012	2,410.24
			Check Total:	2,410.24
Check No: 0 060112	Check Date: ? Swr/drinking water/cooler rental	Vendor: 0399	Sparkletts 06/01/2012	165.80
			Check Total:	165.80
Check No: 0 739481 744340	Check Date: ? Misc expense/5sk 1" pm Misc expense/5sk 1" ae	Vendor: 0441	Vulcan Materials Company 05/16/2012 05/21/2012	358.27 524.03
			Check Total:	882.30
Check No: 0 122754-0 571414-0	Check Date: ? A/pens/desk stapler/clips/label A/color copy	Vendor: 0476	WITTS Everything for the Offic 05/30/2012 05/29/2012	119.41 19.09
			Check Total:	138.50
Check No: 0 23286920 25898085	Check Date: ? Swr/ice chest Swr/vehicle sign	Vendor: 0485	McMaster-Carr Supply Company 04/10/2012 05/08/2012	55.35 23.50
			Check Total:	78.85
Check No: 0 552435 15657 552492 552147 552259 552161	Check Date: ? Lndscp/welding rod Lndscp/welding rod/return Misc Expense/sod cuter 12" cutting b Misc Expense/two welding rod Misc Expense/14" dia blade Lndscp/sod cuter 12" cutting blade	Vendor: 0543	BSE Rents 05/22/2012 05/24/2012 05/24/2012 05/08/2012 05/14/2012 05/08/2012	63.22 -63.22 79.49 83.66 104.50 79.49
			Check Total:	347.14
Check No: 0 485718	Check Date: ? Swr/roundup promax	Vendor: 0610	Abate-A-Weed, Inc. 05/16/2012	1,126.12
			Check Total:	1,126.12
Check No: 0 070112 1 070112 2 070112 3 070112 4	Check Date: ? Medical Dental Vision Life/AD&D	Vendor: 0832	ACWA/JPIA 07/01/2012 07/01/2012 07/01/2012 07/01/2012	61,424.69 7,219.50 861.91 1,046.27
			Check Total:	70,552.37
Check No: 0 0019457	Check Date: ? GG/contract services sales tx/audit	Vendor: 1034	Hinderliter deLlamas & Associa 05/24/2012	1,252.79
			Check Total:	1,252.79
Check No: 0 4169	Check Date: ? GG/envelopes	Vendor: 1055	Mercury Graphics 05/30/2012	189.83
			Check Total:	189.83

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
Check No: 0	Check Date: ?	Vendor: 1285	CA Dept of Corrections and Reh	
1800139900 3	GG/CCI work crew		05/15/2012	851.84
1800139899 2	PW/CCI dedicated work crew		05/15/2012	456.19
1800147553	Lndscp/CCI work crew		05/18/2012	833.92
1800139900 1	Lndscp/CCI work crew		05/15/2012	1,703.68
1800139899 3	Lndscp/CCI work crew		05/15/2012	912.38
1800139899 1	Strts/street cleaning/maint. CCI		05/15/2012	2,737.15
1800139900 2	Wtr/CCI dedicated work crew		05/15/2012	2,129.60
1800139899 4	LLD/CCI work crew		05/15/2012	456.19
Check Total:				10,080.95
Check No: 0	Check Date: ?	Vendor: 1313	Certified Laboratories	
726255 2	Swr/kleenex/pp towels/hand towels/re		05/24/2012	466.09
726255 1	Swr/kleenex/pp towels/hand towels/re		05/24/2012	466.09
Check Total:				932.18
Check No: 0	Check Date: ?	Vendor: 1321	Culligan Water Conditioning	
060112	PD/acd rental		06/01/2012	29.00
Check Total:				29.00
Check No: 0	Check Date: ?	Vendor: 1413	Kern Turf Supply, Inc.	
310801	PW/2" mstr valve		05/07/2012	377.93
310886	Misc expense/tee/bushing/valve		05/10/2012	41.13
Check Total:				419.06
Check No: 0	Check Date: ?	Vendor: 1495	Ace Industrial Supply	
1174032	PW/bosch grinders (2)& 100 grinding		04/17/2012	640.11
Check Total:				640.11
Check No: 0	Check Date: ?	Vendor: 1658	Springbrook Software Inc.	
0021547	Annual maint. 07-01-12 to 06-30-13		03/28/2012	13,333.58
Check Total:				13,333.58
Check No: 0	Check Date: ?	Vendor: 1801	HD Supply Waterworks, LTD	
4791650	Wtr/redi cl		05/17/2012	165.01
4777084	Wtr/main vlv rep kit		05/17/2012	289.58
Check Total:				454.59
Check No: 0	Check Date: ?	Vendor: 1860	Kern County Waste Management D	
180468180	GG/demolition waste		04/16/2012	51.75
180468275	GG/scr sep asphalt		04/16/2012	18.29
180470897	GG/wood scrap		05/07/2012	43.88
Check Total:				113.92
Check No: 0	Check Date: ?	Vendor: 1947	Tehachapi Lawn and Garden	
05232012 1	PW/air filter element		05/23/2012	20.37
05232012 2	Wtr/stihl concrete saw repair switch		05/23/2012	121.74
Check Total:				142.11
Check No: 0	Check Date: ?	Vendor: 2111	Swift Napa Auto Parts	
741561	PW/spark plugs/clean r carb		05/22/2012	6.45
741747	Wtr/diesl exst fld		05/24/2012	21.43
738742	Swr/fuel & air filters/coolant filte		04/26/2012	488.89
Check Total:				516.77
Check No: 0	Check Date: ?	Vendor: 2459	CSG Systems, Inc.	
703458 4	Rfs/postage		05/31/2012	196.34
703458 1	Rfs/printing		05/31/2012	99.08
703458 5	Wtr/postage		05/31/2012	490.85

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
703458 2	Wtr/printing		05/31/2012	247.69
703458 6	Swr/postage		05/31/2012	294.51
703458 3	Swr/printing		05/31/2012	148.61
			Check Total:	1,477.08
Check No: 0	Check Date: ?	Vendor: 2564	HSBC Business Solutions	
26226070	PW/underbody bos		05/22/2012	275.38
			Check Total:	275.38
Check No: 0	Check Date: ?	Vendor: 2636	High Desert Wireless Broadband	
19266	IT/monthly consulting fee May 2012		06/01/2012	2,000.00
			Check Total:	2,000.00
Check No: 0	Check Date: ?	Vendor: 2676	USPS-Hasler	
053112	GG/postage		05/31/2012	1,000.00
			Check Total:	1,000.00
Check No: 0	Check Date: ?	Vendor: 2707	MailFinance	
H3308609	GG/lease/Mar 28 to Jun 12		05/27/2012	454.50
			Check Total:	454.50
Check No: 0	Check Date: ?	Vendor: 2748	RCS Investigations & Consultin	
1904	PD/employee recruitment/background		05/25/2012	1,389.32
			Check Total:	1,389.32
Check No: 0	Check Date: ?	Vendor: 2749	Intercept, Inc.	
92738	PW/employee recruitment		05/24/2012	235.00
			Check Total:	235.00
Check No: 0	Check Date: ?	Vendor: 2785	Bakersfield VIP Uniforms, Inc.	
88292	PD/stand		02/17/2012	60.62
93046	PD/men's classic/emb/polishe		05/24/2012	173.39
			Check Total:	234.01
Check No: 0	Check Date: ?	Vendor: 2885	Redwood Biotech	
377504	PD/panel 6		05/24/2012	171.44
			Check Total:	171.44
Check No: 0	Check Date: ?	Vendor: 2892	Mountain Maintenance Group, In	
4404 1	GG/cleaning/115 S Robinson		06/10/2012	480.00
4388 1	GG/cleaning/115 S Robinson		05/29/2012	660.00
4388 2	PD/cleaning/129 E F st		05/29/2012	900.00
4404 2	PD/cleaning/129 E F		06/10/2012	600.00
4406	Depot/cleaning/101 W Teh blv		06/10/2012	500.00
4390	Depot/cleaning/101 W Teh blv		05/29/2012	500.00
4405	A/cleaning/314 N Hayes		06/10/2012	100.00
4389	A/cleaning/314 N Hayes		05/29/2012	150.00
			Check Total:	3,890.00
Check No: 0	Check Date: ?	Vendor: 2960	A-1 Air Conditioning & Heating	
8016	A/ac repair/added 2lb of freaon #22		05/29/2012	179.00
			Check Total:	179.00
Check No: 0	Check Date: ?	Vendor: 2978	Andy Gump, Inc	
100543	Sump maint/fence & gate rent		05/17/2012	88.80
			Check Total:	88.80

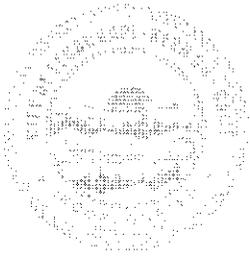
<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
Check No: 0 135768	Check Date: ? PD/full service check	Vendor: 2989	My Fleet Center.com 05/04/2012	34.28
			Check Total:	34.28
Check No: 0 183348 183118	Check Date: ? GG/successor agency expense GG/successor agency expense	Vendor: 2994	Richards, Watson & Gershon 04/26/2012 03/31/2012	1,065.00 2,050.00
			Check Total:	3,115.00
Check No: 0 006851 2438 2460 2382 3028 2220 2623 3014 2906 2617 3201 2622	Check Date: ? PD/smart junction bos/window regulat PD/oil filter/mtr oil/strobe light/t PD/rear brake pads set PD/oil filter/mtr oil/ac dye/freeon PD/oil filter/mtr oil/intake manifold PD/oil filter/mtr oil PD/serpentine belt/drivebelt tension PD/oil filter/brass heater hose/mtr PD/fuel & air filters PD/oil filter/mtr oil PD/wiper blades PD/oil filter/mtr oil	Vendor: 3051	Tehachapi Transmissions, Inc. 06/01/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012 05/21/2012	542.16 316.45 174.31 157.00 833.04 32.00 232.00 103.60 127.20 39.10 19.30 43.20
			Check Total:	2,619.36
Check No: 0 0017991	Check Date: ? GG/sales-plant shredding	Vendor: 3165	Barc Mobile Shredding 05/19/2012	450.00
			Check Total:	450.00
Check No: 0 163 175	Check Date: ? Strts/intl stencil guard 5g pail Strts/bike ln symb stencil	Vendor: 3281	Statewide Safety & Signs, Inc. 05/15/2012 05/17/2012	64.35 349.64
			Check Total:	413.99
Check No: 0 462087	Check Date: ? Wtr/dia bld 14"	Vendor: 3312	Detroit Industrial Tool 05/09/2012	261.88
			Check Total:	261.88
Check No: 0 0081913	Check Date: ? PD/syringe collection tubes	Vendor: 3348	Sirchie Finger Print Laboratio 05/22/2012	121.15
			Check Total:	121.15
Check No: 0 052312	Check Date: ? Treasurer/2012-13 membership dues	Vendor: 3390	CMTA 05/23/2012	155.00
			Check Total:	155.00
Check No: 0 983	Check Date: ? A/weed control/Dennison Rd Rodeo gro	Vendor: 3467	United Rodent & Pest Services 04/23/2012	2,932.92
			Check Total:	2,932.92
Check No: 0 8457719	Check Date: ? Swr/gear mtr right angle	Vendor: 3471	Ovivo USA, LLC 05/11/2012	1,840.49
			Check Total:	1,840.49
Check No: 0 20532	Check Date: ? A/calibrate, test & certify client	Vendor: 3487	Aero Info, Inc. 05/22/2012	797.00
			Check Total:	797.00
Check No: 0 052112	Check Date: ? PD/evaluation	Vendor: 3489	R. Bruce Walker, ED.D. 05/21/2012	750.00

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
			Check Total:	750.00
Check No: 0 050912	Check Date: ? PD/records production fee	Vendor: 3490	Bright House Networks, LLC 05/09/2012	40.00
			Check Total:	40.00
Check No: 0 0221306601	Check Date: ? PD/emerg room	Vendor: 3491	Bakersfield Memorial Hospital 05/23/2012	620.00
			Check Total:	620.00
			Report Total:	162,955.60

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
Check No: 36002	Check Date: 06/05/2012	Vendor: 3163	ANM Construction & Engineering	
050212 1	A/Airfield pavement maint/Pay#3/Apri		05/09/2012	48,960.00
050212 2	A/Airfield pavement maint/Pay#4/Apri		05/09/2012	11,579.39
			Check Total:	60,539.39
Check No: 36003	Check Date: 06/05/2012	Vendor: 2963	AT&T	
3361442	PD/T1 line		05/11/2012	303.72
3373714	PD/subscription access line		05/13/2012	177.75
			Check Total:	481.47
Check No: 36004	Check Date: 06/05/2012	Vendor: 2954	Jon H. Curry	
051912	GG/donuts/comm clean-up		05/19/2012	52.50
			Check Total:	52.50
Check No: 36005	Check Date: 06/05/2012	Vendor: 2113	Fuel Controls, Inc.	
74254	A/100 Octane wholesale		05/21/2012	20,264.89
74253	A/Jet A wholesale		05/21/2012	13,494.73
			Check Total:	33,759.62
Check No: 36006	Check Date: 06/05/2012	Vendor: 2052	Thomas G. Garrett	
052212 1	GG/parking		05/29/2012	15.00
052212 2	C/parking		05/29/2012	15.00
			Check Total:	30.00
Check No: 36007	Check Date: 06/05/2012	Vendor: 0395	The Gas Company	
051512	GG/108 Pinon st		06/07/2012	36.22
			Check Total:	36.22
Check No: 36008	Check Date: 06/05/2012	Vendor: 1822	Ed Grimes	
052312 2	GG/mileage		05/23/2012	135.97
052312 1	C/mileage		05/23/2012	135.98
			Check Total:	271.95
Check No: 36009	Check Date: 06/05/2012	Vendor: 3415	W.M. Lyles Company	
04302012	New Treatment Plant/Pay#9 April 30,1		05/23/2012	125,955.24
			Check Total:	125,955.24
Check No: 36010	Check Date: 06/05/2012	Vendor: 0372	Southern California Edison	
0524121	GG/1125 Capital Hills		05/24/2012	21.99
0524122	GG/109 E Teh blv		05/24/2012	36.06
0524123	GG/111 W I st		05/24/2012	43.03
0523124	GG/200 W Teh bl		05/23/2012	37.53
05181218	GG/115 S Robinson st		05/18/2012	586.12
05181220	GG/303 E D st		05/18/2012	28.87
05181221	GG/108 Pinon st		05/18/2012	17.76
05221240	GG/311 E D st		05/22/2012	84.42
05181214	PW/800 Enterprise		05/18/2012	85.04
05181215	PW/800 Enterprise shop		05/18/2012	220.04
05181219	PD/129 E F st		05/18/2012	599.01
05221238	City Park/114 S Green		05/22/2012	143.90
0526127	Strts/Teh blv W/O Green		05/26/2012	16.61
0526128	Strts/103 Teh blv		05/26/2012	69.26
0526129	Strts/101 E Teh blv #B		05/26/2012	131.90
0524125	Strts/209 1/2 E Teh blv		05/24/2012	22.51
0524126	Strts/333 1/2 E Teh blv		05/24/2012	122.27
05261210	Strts/110 S Mill st		05/26/2012	104.80
05261211	Strts/Curry/D st		05/26/2012	16.09
05181217	Strts/800 S Curry av		05/18/2012	39.86
05251213	TrffcSgnl/801 Mountain View av		05/25/2012	48.70

<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
05261212	Wtr/358 E D st		05/26/2012	1,464.00
05181222	Wtr/100 CommWay		05/18/2012	143.52
05181223	Wtr/101 CommWay		05/18/2012	107.76
05181216	Swr/800 Enterprise Maintenance		05/18/2012	430.58
05251224	Swr/880 Enterprise		05/25/2012	1,043.73
05251225	Swr/800 Enterprise		05/25/2012	3,846.71
05181226	A/314 N Hayes st		05/18/2012	42.20
05181227	A/9999 1/2 Hayes		05/18/2012	74.06
05181228	A/316 S Mojave st		05/18/2012	35.96
05181229	A/314 N Hayes st PAPI		05/18/2012	30.59
05181230	A/409 Bryan ct		05/18/2012	261.79
05181231	A/West end Teh Airport		05/18/2012	51.75
05181232	A/314 N Hayes st #B		05/18/2012	211.04
05181233	A/NE cor Teh Airport		05/18/2012	25.27
05181234	A/314 N Hayes st #G3		05/18/2012	31.49
05181235	A/Dennison S/O Hwy 58		05/18/2012	131.62
05181236	A/Teh Airport 4		05/18/2012	14.97
05181237	A/314 N Hayes st		05/18/2012	113.46
05221239	LLD/318 E E st		05/22/2012	55.82
05231241	LLD/329 1/2 D st		05/23/2012	74.44
Check Total:				10,666.53
Check No: 36011	Check Date: 06/05/2012	Vendor: 3011	Verizon Wireless	
1083782101 1	GG/mobile broadband		05/13/2012	38.01
1083782101 2	Fin/mobile broadband		05/13/2012	38.01
1085986279 1	Wtr/mobile broadband		05/20/2012	15.01
1085109508 2	Wtr/mobile broadband		05/18/2012	15.01
1083782101 3	Wt/mobile broadband		05/13/2012	15.01
1085986279 2	Swr/mobile broadband		05/20/2012	15.01
1085109508 3	Swr/mobile broadband		05/18/2012	15.01
1083782101 4	Swr/mobile broadband		05/13/2012	15.01
1085109508 1	A/equipment charge/broadband		05/18/2012	616.24
Check Total:				782.32
Check No: 36012	Check Date: 06/05/2012	Vendor: 3485	Charles White	
051812	CD/mileage reimb/workshop		05/30/2012	127.65
Check Total:				127.65
Check No: 36013	Check Date: 06/05/2012	Vendor: 3486	Susan C. Wiggins	
052212 1	GG/mileage/conference		05/23/2012	133.75
052212 2	C/mileage/conference		05/23/2012	133.76
Check Total:				267.51
 Report Total:				232,970.40

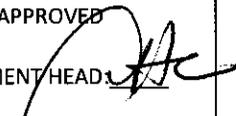
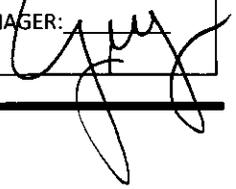
<u>Invoice No</u>	<u>Description</u>	<u>Reference</u>	<u>Invoice Date</u>	<u>Check Amount</u>
Check No: 36014	Check Date: 06/07/2012	Vendor: 2893	Cardmember Service	
16772	Hotdog Festival/small toys		05/16/2012	411.09
7258	Hotdog Festival/cookie cutters		05/17/2012	17.25
15736544	Hotdog Festival/bat holder 2aa wires		05/17/2012	164.91
1188247	Hotdog Festival/48 pck box battery/g		05/17/2012	197.99
598543	GG/blck toner cartridge		05/17/2012	101.34
			Check Total:	892.58
Check No: 36015	Check Date: 06/07/2012	Vendor: 2230	CDPH-OCP	
060412 1	Wtr/Wtr Distrb.Op exam D2/WMisiura		06/04/2012	65.00
060412 2	Wtr/Wtr TreatmntOp examT2/WMisiura		06/04/2012	65.00
			Check Total:	130.00
Check No: 36016	Check Date: 06/07/2012	Vendor: 3488	Dan Proffitt	
060512	Lndscp/reimburse/electric bill PM 11		06/05/2012	554.81
			Check Total:	554.81
Check No: 36017	Check Date: 06/07/2012	Vendor: 0372	Southern California Edison	
0602121	Strts/Highway 202		06/02/2012	46.41
0602122	Strts/326 E D st		06/02/2012	19.37
0602123	Strts/303 E ave D		06/02/2012	14.97
0602125	Strts/Highway 202		06/02/2012	30.70
0602124	LLD/Teh blv/Bailey		06/02/2012	75.76
			Check Total:	187.21
			Report Total:	1,764.60



COUNCIL REPORTS

AGENDA SECTION: FINANCE DIRECTOR

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: 
CITY MANAGER: 

TO: HONORABLE MAYOR GRIMES, COUNCIL MEMBERS

FROM: HANNAH CHUNG

DATE: JUNE 11, 2012

SUBJECT: FUND BALANCE POLICY FOR GOVERNMENTAL FUNDS

BACKGROUND

In February 2009, the Governmental Accounting Standards Board issued Statement No. 54 (GASB 54), *Fund Balance Reporting and Governmental Fund Type Definitions*. The objective of this statement is to improve financial reporting and help with understanding the fund balance by presenting the fund balance in five new components. The five new components are Nonspendable Fund Balance, Restricted Fund Balance, Committed Fund Balance, Assigned Fund Balance and Unassigned Fund Balance.

The implementation of GASB 54 by local governments was required beginning with the fiscal year ending June 30, 2011. The first step in the City's implementation of GASB 54 was the formal adoption of a Fund Balance Policy (Policy). The Policy explains the five components of the fund balance and formally designates the Finance Director as the City official to determine and define the amounts of the fund balance to assign for specific purposes for inclusion in the annual financial reports.

This resolution is the City Council's formal commitment of an amount of fund balance to be set aside specifically for emergency contingencies defined as a state or federal state of emergency or declaration of a local emergency. The amount set for fiscal year end of 2011/12 is \$757,662. It should be noted that this amount and/or commitment may be changed with the adoption of a new resolution by the council.

FISCAL IMPACT

None.

RECOMMENDATION

Staff recommends that Council adopt this Resolution to commit a General Fund Emergency Contingency fund balance as required by GASB 54.

Attachment: Fund Balance Policy for the Governmental Funds

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF TEHACHAPI APPROVING THE CITY OF
TEHACHAPI'S EMERGENCY CONTINGENCY
COMMITMENT OF FUND BALANCE FOR THE
GENERAL FUND**

WHEREAS, the Governmental Accounting Standards Board (GASB) has issued its Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions with the intent of improving financial reporting by providing fund balance categories that will be more easily understood; and

WHEREAS, the City Council of the City of Tehachapi has considered "Fund Balance Policy for the Governmental Fund" ("Policy") which outlines the policy and procedures enacted to accurately categorize and report fund balance in governmental funds; and

WHEREAS, the "Policy" provides that the City Council may commit General Fund balance for specific purposes by taking formal action and these committed amounts cannot be used for any other purpose unless the City Council removes or changes the specific use through the same formal action taken to establish the commitment; and

WHEREAS, the Finance Director has recommended to the City Council that the General Fund Emergency Contingency Commitment of General Fund balance be established at **\$757,662** for Fiscal Year 2011-12; and

WHEREAS, the City Council has determined that the General Fund Emergency Contingency Commitment of General Fund balance should be approved at **\$757,662** for Fiscal Year 2011-12 as recommended by the Finance Director.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

SECTION 1. The City Council hereby establishes and approves the General Fund Emergency Contingency Commitment of General Fund balance of **\$757,662** for Fiscal Year 2011-12.

SECTION 2. The City Council has determined that the specific purposes for which the General Fund Emergency Contingency Commitment Fund may be used are the declaration of a state or federal state of emergency or a local emergency and these uses may only be changed by approval of a subsequent resolution.

SECTION 3. The City Council hereby confirms that in any fiscal year in which recurring sources exceed recurring uses in the General Fund, the amount of the General Fund Emergency Contingency Commitment of General Fund balance will be estimated to be an amount equal to two (2) months of regular General Fund operating uses.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Tehachapi at a Regular Meeting this 18th day of June, 2012 by the following vote:

AYES: COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ED GRIMES, Mayor of the
City of Tehachapi, California

ATTEST:

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a Regular Meeting thereof held on June 18, 2012.

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi

ADMINISTRATIVE POLICY

Policy: Fund Balance Policy for the Governmental Funds

Adopted by Council: June 20, 201, Resolution No. 28-11

Responsible Department: Finance

POLICY

This Fund Balance Policy establishes the procedures for reporting unrestricted fund (Committed, Assigned and Unassigned funds) balance in the financial statements of governmental funds. Certain commitments and assignments of fund balance will help ensure that there will be adequate financial resources to protect the City against unforeseen circumstances and events such as revenue shortfalls and unanticipated expenditures. The policy also authorizes and directs the Finance Director to prepare financial reports which accurately categorize fund balance as per Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions.

PROCEDURES

Fund balance is essentially the difference between the assets and liabilities reported in a governmental fund. There are five separate components of fund balance, each of which identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts can be spent.

Nonspendable fund balance (inherently nonspendable): A portion of a fund balance that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact. i.e., Inventories, Prepaid expenditures, Advances to other funds, Loans receivable

Restricted fund balance (externally enforceable limitations on use): A portion of a fund balance that reflects constraints placed on the use of resources (other than nonspendable items) that are either (a) externally imposed by creditors, grantors, contributors, or laws or regulations of other governments; or (b) imposed by law through constitutional provisions or enabling legislation. i.e., Mitigation fees, Grants for specific purpose, Taxes dedicated to a specific purpose, and Revenues restricted by enabling legislation.

Committed fund balance (self-imposed limitations on use): A portion of a fund balance that includes amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision making authority, and remain binding unless removed in the same manner. i.e., Fund set aside for specific purpose by resolution.

Assigned fund balance (limitation resulting from intended use): A portion of a fund balance that includes amounts that are constrained by the government's intent to be used for specific purposes, but that are neither restricted nor committed. Such intent needs to be established at either the highest level of decision making, or by an official designated for that purpose.

Unassigned fund balance (residual net resources): A portion of a fund balance that includes amounts that do not fall into one of the above four categories. The General Fund is the only fund that should report this category of fund balance.

The first two components listed above are not addressed in this policy due to the nature of their restrictions. This policy is focused on financial reporting of unrestricted fund balance or the last three components listed above. These three components are further defined below.

Committed Fund Balance

As described above, the Committed Fund Balance is approved by either an ordinance or resolution. The General Fund Emergency Contingency Fund is to be committed by adoption of a resolution by the City Council.

The General Fund Emergency Contingency Fund is calculated using the prior fiscal year total expenditure. From the total expenditure, subtract total capital project costs. Then the difference is divided by 12 months and then multiplied by 2 months. This calculation is based on the recommendation of the Government Finance Officers Association (GFOA).

Assigned Fund Balance

Amounts that are constrained by the City's *intent* to be used for specific purposes, but are neither restricted nor committed, should be reported as assigned fund balance. This policy hereby delegates the authority to assign amounts to be used for specific purposes to the Finance Director for the purpose of reporting these amounts in the annual financial statements. A few examples of assigned fund balance follow.

- **Continuing Appropriations**

Fund balance levels must be sufficient to meet funding requirements for projects approved in prior years and which must be carried forward into the new fiscal year.

- **Debt Service**

Established to provide for future debt service obligations.

- **Budget Balancing Measures**

Funds set aside for the purpose of stabilizing the delivery of City services during periods of operational budget deficits and to mitigate the effects of major economic uncertainties resulting from unforeseen changes in revenues and/or expenditures.

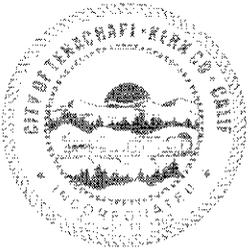
Unassigned Fund Balance

These are residual positive net resources of the general fund in excess of what can properly be classified in one of the other four categories.

Fund Balance Classification

When an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used, the City considers committed amounts to be reduced first, followed by assigned amounts and then unassigned amounts.

This policy is in place to provide a measure of protection for the City against unforeseen circumstances and to comply with GASB Statement No. 54. No other policy or procedure supersedes the authority and provisions of this policy.



COUNCIL REPORTS

AGENDA SECTION: ASSISTANT CITY MANAGER

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

[Handwritten signature]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRIS KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: HOTDOG FESTIVAL 2012 – BLUE MUSTARD

BACKGROUND

Attached to this report is an agreement between the City of Tehachapi and Blue Mustard for entertainment at the July 4th Hotdog Festival. Blue Mustard will provide a musical performance at Coy Burnett Stadium in Tehachapi, CA, from 5:00 pm to 6:30 pm on July 4, 2012. Payment for this entertainment will be in the amount of \$250.00.

RECOMMENDATION

APPROVE THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND BLUE MUSTARD

AGREEMENT

THIS AGREEMENT made this ____ day of _____, 2012, by and between the CITY OF TEHACHAPI, hereinafter "City", and BLUE MUSTARD, hereinafter "Contractor,"

WITNESSETH:

WHEREAS, City is sponsoring the July 4th Hot Dog Festival (the "Festival") and wishes to contract with Contractor to provide entertainment; and

WHEREAS, Contractor is agreeable to providing entertainment as hereinafter described under the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth hereinafter, the parties agree as follows:

1. The parties incorporate the foregoing recitals as if fully set forth herein verbatim.

2. Contractor agrees that the Contractor will perform on July 4, 2012 as follows (the "Entertainment"): at the Coy Burnett Field in Tehachapi, California from 5:00 p.m. – 6:30 p.m.

3. Contractor agrees to provide the Entertainment for agreed upon fee of \$250.00.

4. In the performance of Contractor's duties hereunder, Contractor shall provide all instruments and equipment including chairs, music stands, and music stand lights necessary or convenient to providing the Entertainment at Contractor's sole cost and expense. Contractor shall be solely responsible for the cost of the Entertainment traveling to City and for all costs of remaining in City, including, without limitation, hotel or motel accommodations, and for all costs to return to Entertainment's place of business, at Contractor's sole cost and expense. The City will provide the sound system at its expense.

5. Contractor hereby indemnifies, agrees to defend, and holds harmless City, its officers, councilpersons, employees, contractors, and representatives from any and all claims, demands, suits, judgments, liability, damages, costs, and expenses arising in any manner out of this Agreement or occasioned by the performance or attempted performance of the provisions hereof including but not limited to any act or omission to act on the part of Contractor or Contractor's employees, subcontractors, agents, or representatives.

6. In addition to any other methods of termination described in this Agreement, City may terminate this Agreement at any time upon determination that Contractor is not performing its duties properly or has otherwise breached this Agreement. In the event of termination based on nonperformance or other breach of this Agreement, City shall so notify Contractor and this Agreement shall be immediately terminated thereafter and City shall have no liability for any further payment of the Fee. Provided, however, that if Contractor fails to perform the Entertainment at all, then Contractor shall not be entitled to any portion of the Fee. In addition to the foregoing and any other methods of termination authorized in this Agreement, City may terminate this Agreement upon 30 days written notice to Contractor at City's sole and absolute discretion. In the event of any termination without cause, Contractor shall be entitled to payment for Contractor's performance of its obligations hereunder to the date of termination subject to City's approval and acceptance of Contractor's performance.

7. Contractor's services are utilized by City only for the purpose and to the extent set forth in this Agreement and Contractor's relationship to City shall, during the term of this Agreement, be that of an independent contractor.

8. Contractor shall not assign any portion of this Agreement to any other person or entity.

9. If any portion of this Agreement shall be considered invalid by any court of competent jurisdiction, said invalid portion shall not affect the validity of the remainder of the agreement and the agreement shall continue in full force and effect as if the invalid portion had not been included therein.

10. Any notice required under this Agreement shall be effective immediately upon personal delivery of same in writing to the party to whom it is directed or upon deposit in the United States mail, first class, postage prepaid, addressed as hereinafter described or upon facsimile transmission to the facsimile number hereinafter described or upon verbal notification of the party to be notified either in person or by telephone at the telephone number hereinafter described (unless written notice is specifically required elsewhere in this Agreement or under the law). The following shall be used in providing the foregoing notices: City - City Manager, 115 South Robinson Street, Tehachapi, California 93561, Fax - (661) 822-2197, Telephone - (661) 822-2200; and Contractor - Roy Hernandez, 507 South Curry Street, Tehachapi, CA 93561 Telephone - 822-4283. Any party may

change any of the foregoing as it relates to the party by giving written notice to the other party of the change in the manner set forth herein.

11. If any action is commenced between the parties concerning any provision of this Agreement or the rights and duties of any party in relation thereto or the interpretation of this Agreement, the prevailing party shall be entitled, in addition to such other relief as may be granted, to a reasonable sum for the party's attorney fees in such action.

12. This Agreement may be amended only by a writing executed by all parties.

13. The parties hereto agree that this Agreement accurately reflects the agreement of the parties and is the product of negotiations between the parties, and shall not create a rebuttable presumption against the party who drafted same.

14. This Agreement contains all of the agreements of the parties with respect to all matters mentioned herein and no prior agreement or understanding pertaining to any such matter shall be effective.

15. Faxed copies of this fully executed Agreement shall be as effective as an original for all purposes.

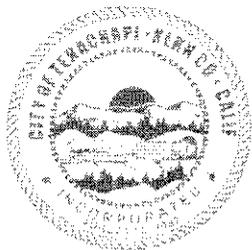
IN WITNESS WHEREOF, the parties have executed this Agreement on the date first hereinabove written.

ED GRIMES, Mayor,
City of Tehachapi, California

BLUE MUSTARD

By:

Roy Hernandez



COUNCIL REPORTS

AGENDA SECTION: ASSISTANT CITY MANAGER

MEETING DATE: JUNE 18, 2012

APPROVED:	
DEPARTMENT HEAD:	
CITY MANAGER:	

[Handwritten signature]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRIS KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: HOTDOG FESTIVAL 2012 – GEEZERS ON THE LOOSE

BACKGROUND

Attached to this report is an agreement between the City of Tehachapi and Geezers in the Loose for entertainment at the July 4th Hotdog Festival. Geezers on the Loose will provide a musical performance at Philip Marx Central Park in Tehachapi, CA, from 11:00 am to 1:30 pm on July 4, 2012. Payment for this entertainment will be in the amount of \$250.00.

RECOMMENDATION

APPROVE THE AGREEMENT BETWEEN THE CITY OF TEHACHAPI AND GEEZERS ON THE LOOSE

AGREEMENT

THIS AGREEMENT made this _____ day of _____, 2012, by and between the CITY OF TEHACHAPI, hereinafter "City", and GEEZERS ON THE LOOSE, hereinafter "Contractor,"

WITNESSETH:

WHEREAS, City is sponsoring the July 4th Hot Dog Festival (the "Festival") and wishes to contract with Contractor to provide entertainment; and

WHEREAS, Contractor is agreeable to providing entertainment as hereinafter described under the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth hereinafter, the parties agree as follows:

1. The parties incorporate the foregoing recitals as if fully set forth herein verbatim.
2. Contractor agrees that the Contractor will perform on July 4, 2011 as follows (the "Entertainment"): at the Philip Marx Park (Central Park) in Tehachapi, California from 11:00 a.m. – 1:30 p.m.
3. Contractor agrees to provide the Entertainment for agreed upon fee of \$250.00.
4. In the performance of Contractor's duties hereunder, Contractor shall provide all instruments and equipment including chairs, music stands, and music stand lights necessary or convenient to providing the Entertainment at Contractor's sole cost and expense. Contractor shall be solely responsible for the cost of the Entertainment traveling to City and for all costs of remaining in City, including, without limitation, hotel or motel accommodations, and for all costs to return to Entertainment's place of business, at Contractor's sole cost and expense. The City will provide the sound system at its expense.

5. Contractor hereby indemnifies, agrees to defend, and holds harmless City, its officers, councilpersons, employees, contractors, and representatives from any and all claims, demands, suits, judgments, liability, damages, costs, and expenses arising in any manner out of this Agreement or occasioned by the performance or attempted performance of the provisions hereof including but not limited to any act or omission to act on the part of Contractor or Contractor's employees, subcontractors, agents, or representatives.

6. In addition to any other methods of termination described in this Agreement, City may terminate this Agreement at any time upon determination that Contractor is not performing its duties properly or has otherwise breached this Agreement. In the event of termination based on nonperformance or other breach of this Agreement, City shall so notify Contractor and this Agreement shall be immediately terminated thereafter and City shall have no liability for any further payment of the Fee. Provided, however, that if Contractor fails to perform the Entertainment at all, then Contractor shall not be entitled to any portion of the Fee. In addition to the foregoing and any other methods of termination authorized in this Agreement, City may terminate this Agreement upon 30 days written notice to Contractor at City's sole and absolute discretion. In the event of any termination without cause, Contractor shall be entitled to payment for Contractor's performance of its obligations hereunder to the date of termination subject to City's approval and acceptance of Contractor's performance.

7. Contractor's services are utilized by City only for the purpose and to the extent set forth in this Agreement and Contractor's relationship to City shall, during the term of this Agreement, be that of an independent contractor.

8. Contractor shall not assign any portion of this Agreement to any other person or entity.

9. If any portion of this Agreement shall be considered invalid by any court of competent jurisdiction, said invalid portion shall not affect the validity of the remainder of the agreement and the agreement shall continue in full force and effect as if the invalid portion had not been included therein.

10. Any notice required under this Agreement shall be effective immediately upon personal delivery of same in writing to the party to whom it is directed or upon deposit in the United States mail, first class, postage prepaid, addressed as hereinafter described or upon facsimile transmission to the facsimile number hereinafter described or upon verbal notification of the party to be notified either in person or by telephone at the telephone number hereinafter described (unless written notice is specifically required elsewhere in this Agreement or under the law). The following shall be used in providing the foregoing notices: City - City Manager, 115 South Robinson Street, Tehachapi, California 93561, Fax - (661) 822-2197, Telephone - (661) 822-2200; and Contractor –

. Any party may change any

of the foregoing as it relates to the party by giving written notice to the other party of the change in the manner set forth herein.

11. If any action is commenced between the parties concerning any provision of this Agreement or the rights and duties of any party in relation thereto or the interpretation of this Agreement, the prevailing party shall be entitled, in addition to such other relief as may be granted, to a reasonable sum for the party's attorney fees in such action.

12. This Agreement may be amended only by a writing executed by all parties.

13. The parties hereto agree that this Agreement accurately reflects the agreement of the parties and is the product of negotiations between the parties, and shall not create a rebuttable presumption against the party who drafted same.

14. This Agreement contains all of the agreements of the parties with respect to all matters mentioned herein and no prior agreement or understanding pertaining to any such matter shall be effective.

15. Faxed copies of this fully executed Agreement shall be as effective as an original for all purposes.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first hereinabove written.

ED GRIMES, Mayor,
City of Tehachapi, California

GEEZERS ON THE LOOSE

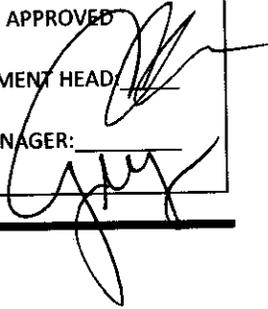
By: _____
NAME:

COUNCIL REPORTS

AGENDA SECTION: ASSISTANT CITY MANAGER

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD _____
CITY MANAGER: _____



TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRIS KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 12, 2012

SUBJECT: ADOPTION OF A BICYCLE MASTER PLAN.

BACKGROUND:

As the City Council will recall the Tehachapi Comprehensive General Plan was adopted by the Council on April 16, 2012 pursuant to Resolution No. 12-02. As the City Council is aware adopting the General Plan is not the end of the story so to speak. The General Plan Update includes an implementation process that requires a series of follow-up actions such as updating the City's development standards, consistency zoning, developing a growth management plan, developing a climate action plan, etc. One of the implementation efforts is to develop a Bicycle Master Plan which will further enhance and reinforce the Mobility Element. As the Planning Commission is aware the Mobility Element (Circulation Element) places a greater emphasis on connectivity, walkability and non-vehicular transportation modes than a typical or more conventional Circulation Element.

To achieve this end the consulting firm of Alta Planning + Design (Alta) was hired by the City of Tehachapi to develop a Bicycle Master Plan. Alta was selected in part due to the fact that they specialize in Bicycle Master Plan development and unlike the majority of planning consulting firms that offer a wide range of services; bicycle master planning is the only planning service Alta offers. Additionally, it should be noted that the Kern Council of Governments (KernCog) prior to the City's efforts to develop a Bicycle Master Plan contracted with Alta to develop a Bicycle Master Plan for the unincorporated Tehachapi region. Therefore, in addition to the General Plan implementation strategy the KernCog effort, relative to the Bicycle Master Plan, provided the impetus for the City of Tehachapi to embark on our own Master Plan and to ensure that at the end of the day the City and County Master Plans coordinated with one another.

CEQA COMPLIANCE:

The California Environmental Quality Act (CEQA) requires consideration of the potential effects of this project on the environment. The Tehachapi Bicycle Master Plan complies with the City of Tehachapi General Plan Update and the associated Certified Environmental Impact Report (EIR) prepared in conjunction with the adoption of the General Plan. Pursuant to Section 15153 of the California Environmental Quality Act (CEQA), the EIR adopted in conjunction with the General Plan Update which was certified on April 16, 2012, has been relied upon as the basis for the environmental review of the Tehachapi Bicycle Master Plan in that the Tehachapi Bicycle Master Plan is a component of the General Plan implementation process. Additionally there has been no substantive change in

legislation relative to CEQA which affects the project; no new information has become available which was not known and could not have been known at the time the EIR was certified and no changes of substance have occurred with respect to the circumstances under which the project is being undertaken, which will require revisions to the EIR.

RECOMMENDATION:

Staff and the Planning Commission recommends to the City Council the following: To utilize the recently Certified General Plan Update EIR pursuant to Section 15153 of the California Environmental Quality Act (CEQA) as the basis for CEQA compliance and to adopt the Tehachapi Bicycle Master Plan included herein as Attachment A prepared by Alta Planning + Design pursuant to the attached Resolution.

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TEHACHAPI APPROVING THE TEHACHAPI BICYCLE
MASTER PLAN (ATTACHMENT A) AND USE OF THE
GENERAL PLAN EIR FOR COMPLIANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

WHEREAS, The Tehachapi Comprehensive General Plan (the "General Plan") was adopted by the City Council on April 16, 2012; and

WHEREAS, The General Plan includes an implementation plan that requires a series of follow-up actions such as updating the City's development standards, consistency zoning, developing a growth management plan, and developing a climate action plan; and

WHEREAS, one of the implementation efforts is to develop a Bicycle Master Plan which will further enhance and reinforce the Mobility Element of the General Plan; and

WHEREAS, the Mobility Element places a greater emphasis on connectivity, walkability and non-vehicular modes of transportation than a typical or more conventional Circulation Element; and

WHEREAS, Alta Planning + Design was hired by the City of Tehachapi to develop a Bicycle Master Plan which is attached hereto as Attachment A and is incorporated herein by this reference; and

WHEREAS, Kern Council of Governments (KernCog) contracted with Alta Planning + Design prior to the City's efforts to develop a Bicycle Master Plan for the unincorporated Tehachapi region which provided the impetus for the City of Tehachapi to embark on its own Bicycle Master Plan and to ensure that the City and County Bicycle Master Plans coordinated with one another; and

WHEREAS, an Environmental Impact Report (EIR) was prepared in conjunction

with the adoption of the General Plan; and

WHEREAS, the EIR adopted in conjunction with the General Plan was certified on April 16, 2012 and can be relied upon as the basis for the environmental review of the Tehachapi Bicycle Master Plan pursuant to Section 15153 of the California Environmental Quality Act Guidelines (the "General Plan EIR") because the Tehachapi Bicycle Master Plan is a component of the General Plan implementation process and complies with the Mobility Element of the General Plan.

WHEREAS, the Planning Commission at their regularly

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi, as follows:

1. That the foregoing recitals are true and correct.
2. That the General Plan EIR can serve as the basis for compliance with the California Environmental Quality Act for the Tehachapi Bicycle Master Plan.
3. That the Planning Commission recommended adoption of the Tehachapi Bicycle Master Plan by the City Council on June 11, 2012.

PASSED AND ADOPTED by the City Council of the City of Tehachapi at a regular meeting thereof held on the 18th day of June, 2012.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

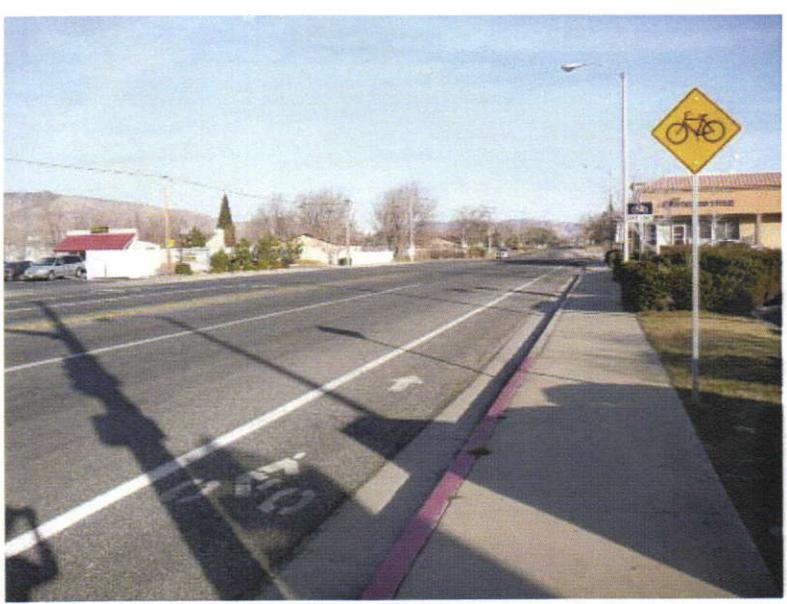
ED GRIMES, Mayor of the City of Tehachapi

ATTEST:

ASHLEY WHITMORE
Deputy City Clerk
of the City of Tehachapi

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a Regular Meeting thereof held on June 18, 2012.

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi



Tehachapi Bicycle Master Plan

Final Plan

June 2012

Prepared by:
Alta Planning + Design

Prepared for:
City of Tehachapi



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1 Introduction

This chapter presents the setting, land use, and population characteristics for the City of Tehachapi.

1.1 Setting

Tehachapi is a small city located in the mountains of central Kern County along Highway 58, approximately 40 miles southeast of Bakersfield. Tehachapi has a population of 11,884¹ residents, while the Greater Tehachapi Area has approximately 35,000 residents² and includes the unincorporated communities of Alpine Forest, Bear Valley Springs, Brite Valley, Cummings Ranch, Cummings Valley, Golden Hills, Mendiburu Springs, Monolith, Old Towne, and Stallion Springs.

Tehachapi's location in the Tehachapi Mountains creates a climate that can vary drastically within a 24 hour period. The City typically experiences warm summers, which creates an environment

conducive to bicycling. In the winter, Tehachapi often has inclement weather, including rain and snow, which can be a barrier to bicycling.

1.2 Land Use

Land use within Tehachapi is regulated by a traditional use-based zoning ordinance that produces a relatively low-density land use pattern dominated by single uses, as shown in **Figure 1-1**. This land use pattern often places trip origins (such as housing) and destinations relatively far apart from one another. These distances may create barriers for bicycle travel because they are perceived as being too far to travel by bicycle. Many of the commercial, retail, or educational destinations within the City, for example, may not be located within a convenient distance or easily accessible from residential neighborhoods. Much of the undeveloped land within Tehachapi is privately owned.

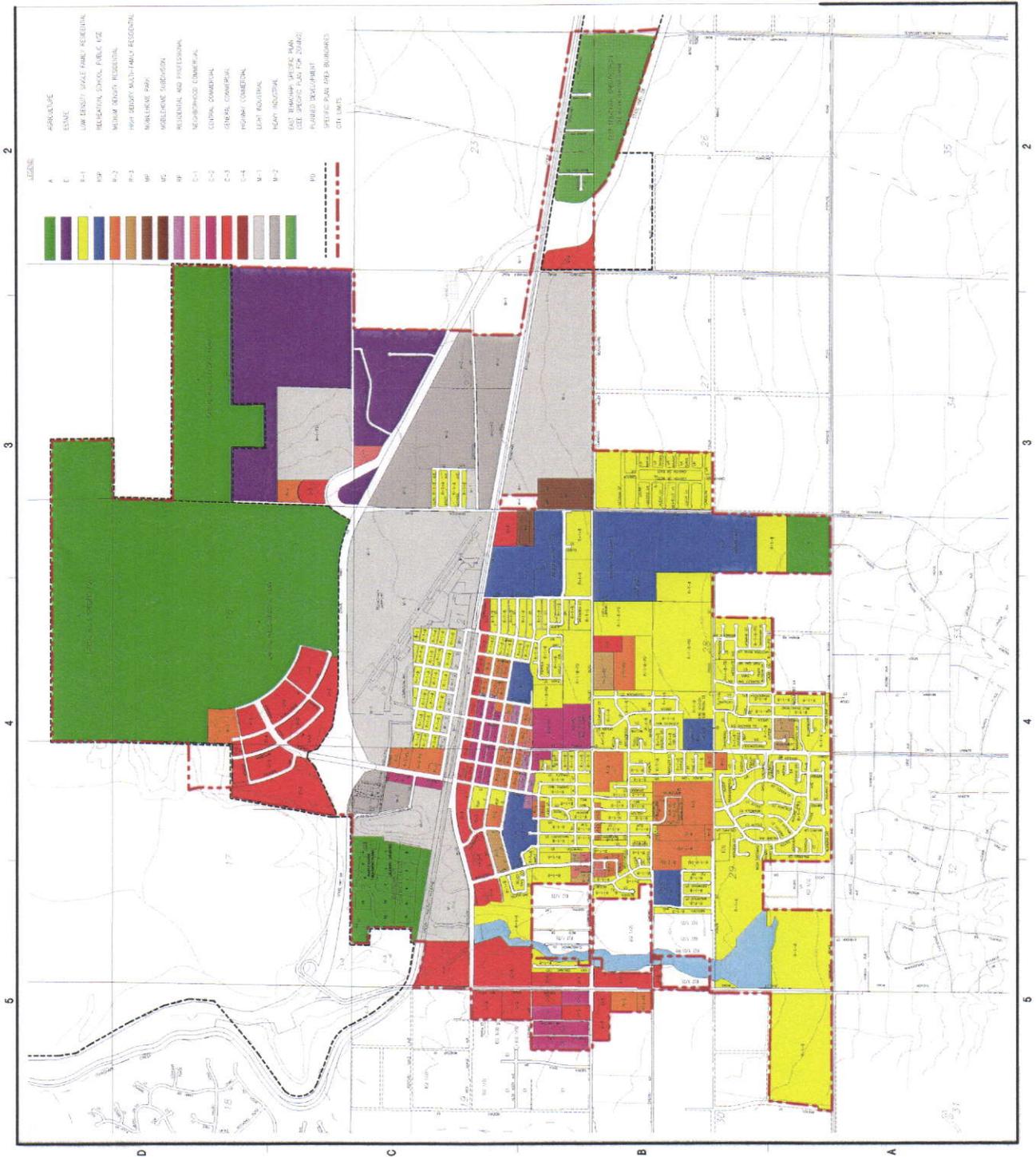


1 U.S. Census Bureau, 2005-2009 American Community Survey

2 Greater Tehachapi Area Specific Plan

1 Introduction

Figure I-1: City of Tehachapi Zoning Map



1.3 Purpose of the Bicycle Master Plan

The Tehachapi Bicycle Master Plan provides a broad vision for encouraging increased bicycle travel, as well as strategies and actions, to improve conditions for bicycling throughout the city. This Plan provides direction for expanding the existing bikeway network and connecting gaps within the city and Greater Tehachapi Area as a means of bettering the bicycling environment. In addition to providing recommendations for bikeways and support facilities, the Tehachapi Bicycle Master Plan offers recommendations for education, encouragement, enforcement, and evaluation programs.

In its recommendations, the Tehachapi Bicycle Master Plan includes facilities and programs that will encourage people of all ages and levels of ability to bike more frequently. Supported by data collected nationally since 2006, planners developed categories to address Americans' varying attitudes towards bicycling, which are shown in **Figure 1-2**.

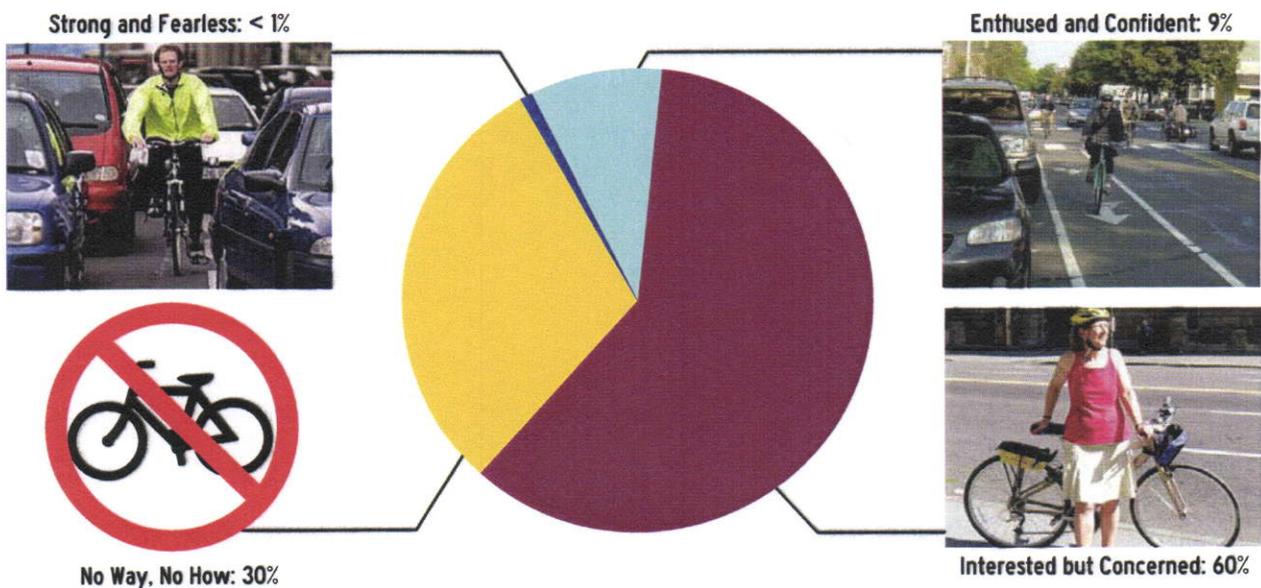
The illustration shows that less than one percent of Americans comprise a group of bicyclists who are *Strong and Fearless*. These bicyclists typically ride



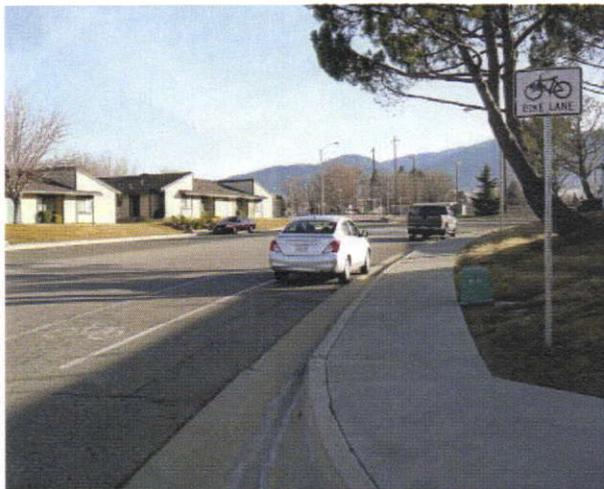
anywhere on any roadway regardless of roadway conditions, weather, or the availability of bicycle facilities. The strong and fearless bicyclists can ride faster than other user types, prefer direct routes, and will typically choose roadway connections – even if shared with vehicles – over separate bicycle facilities such as bicycle paths. This category of bicyclists will be less affected by this Plan than the following groups.

Approximately nine percent of Americans fall under the category of *Enthusied & Confident* bicyclists who are confident and mostly comfortable riding on all types of bicycle facilities, but will usually prefer

Figure 1-2: Bicyclist Types



low traffic streets or multi-use pathways when available. These bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists including commuters, recreationalists, racers, and utilitarian bicyclists. The Tehachapi Bicycle Master Plan will provide this group of bicyclists more bicycle facility options, which should create a more comfortable bicycling environment for them.



The remainder of the American population does not currently ride a bicycle regularly, in large part due to perceived safety risks from riding with automobile traffic. Approximately 60 percent of the population can be categorized as *Interested but Concerned* and represents bicyclists who typically only ride a bicycle on low traffic streets or bicycle paths under favorable conditions and weather. These bicyclists may ride more regularly with encouragement, education, experience, and the availability of bicycle infrastructure. This Plan will affect the interested but concerned bicyclists the most as it will provide for the facilities and programs that should encourage them to ride or ride more often.

Approximately 30 percent of Americans are not bicyclists. They are referred to in the diagram as *No Way, No How*. Some people in this group may eventually consider bicycling and may progress to one of the user types above. A significant portion

of these people will never ride a bicycle under any circumstances.

According to voting at the Tehachapi Bicycle Master Plan public workshop (discussed in Chapter 3), 42 percent of attendees identified themselves as Strong and Fearless, 42 percent of attendees identified themselves as Enthused and Confident, and 16 percent of attendees identified themselves as Interested but Concerned. This Plan provides recommendations for facilities, support facilities, and programs that are appealing to the varying types of bicyclists in Tehachapi.

1.4 Benefits of Bicycling

Planning to create a more bicycle friendly city contributes to resolving several complex and interrelated issues, including traffic congestion, air quality, climate change, public health, and livability. By guiding the city toward bicycle friendly development, this plan can affect all of these issue areas, which collectively can have a profound influence on the existing and future quality of life in Tehachapi.

1.4.1 Environmental/Climate Change Benefits

Replacing vehicular trips with bicycle trips has a measurable impact on reducing human-generated greenhouse gases (GHGs) in the atmosphere that contribute to climate change.³ Fewer vehicle trips and vehicle miles traveled (VMT) translates into reduced fuel consumption and subsequently fewer mobile source pollutants, such as carbon dioxide, nitrogen oxides, and hydrocarbons, being released into the air. Providing transportation options that reduce VMT is an important component of decreasing greenhouse gas emissions and improving air quality.

³ Gotschi, Thomas (2011). Costs and Benefits of Bicycling Investments in Portland, Oregon. *Journal of Physical Activity and Health* (8), S49-S58.

1.4.2 Public Health Benefits

Public health professionals have become increasingly aware that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is a much deeper understanding of the connection between the lack of physical activity resulting from auto-oriented community designs and various health-related problems. Although diet and genetic predisposition contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the United States, including heart disease, stroke, and diabetes. Also, approximately 280,000 adults in the US die prematurely due to obesity-related illnesses every year.⁴

1.4.3 Economic Benefits

Bicycling is economically advantageous to individuals and communities. Replacing driving with bicycling reduces a person's expenses on vehicle maintenance, fuel costs, and insurance fees. These savings are accompanied by potential reductions in health care costs by participating in regular exercise and minimizing health complications associated with an inactive lifestyle. On a community scale, bicycle infrastructure projects are generally far less expensive than automobile-related infrastructure. Further, shifting a greater share of daily trips to bike trips reduces the impact on the region's transportation system, thus reducing the need for improvements and expansion projects. Increased bicycling also has the potential to increase sales at local businesses. Bicyclists might have more disposable income from fewer vehicle-related expenditures and as seen in Toronto's Bloor

4 Allison D.B., Fontaine K.R., Manson J.E., Stevens J., VanItallie T.B. Annual deaths attributable to obesity in the United States. *JAMA* 1999(282), 1530-1538.

Street, bicyclists visit their local shops and spend more than their motorist counterparts.⁵

1.4.4 Community/Quality of Life Benefits

Fostering conditions where bicycling is accepted and encouraged increases a city's livability from a number of different perspectives that are often difficult to measure, but nevertheless important. The design, land use patterns, and transportation systems that comprise the built environment have a profound impact on quality of life issues. Studies have found that people living in communities with built environments that promote bicycling and walking tend to be more socially active, civically engaged, and are more likely to know their neighbors⁶; whereas urban sprawl has been correlated with social and mental health problems, including stress.⁷ The aesthetic quality of a community improves when visual and noise pollution caused by automobiles is reduced and



5 Sztabinski, F. (2009). *Bike Lanes, On-Street Parking and Business*. Clean Air Partnership 18-20.

6 Leyden, K. 2003. Social Capital and the Built Environment: The Importance of Walkable Neighborhoods. *American Journal of Public Health* 93: 1546-51.

7 Frumkin, H. 2002. Urban Sprawl and Public Health. *Public Health Reports* 117: 201-17.

when green space is reserved for facilities that enable people of all ages to recreate and commute in pleasant settings.

1.4.5 Safety Benefits

Conflicts between bicyclists and motorists result from poor riding and/or driving behavior, as well as insufficient or ineffective facility design. Encouraging development and redevelopment in which bicycle travel is fostered improves the overall safety of the roadway environment for all users. Well-designed bicycle facilities improve security for current bicyclists and also encourage more people to bike. This in turn can further improve bicycling safety. Studies have shown that the frequency of bicycle collisions has an inverse relationship to bicycling rates – more people on bicycles equates to fewer crashes.⁸ Providing information and educational opportunities about safe and lawful interactions between bicyclists and other roadway users also improves safety.

1.5 Bicycle Transportation Account (BTA) Compliance

The Bicycle Transportation Account (BTA) is discretionary funding program administered by the Caltrans Bicycle Facility Unit. The BTA provides funding to local jurisdictions for the planning and implementation of bicycle projects that demonstrate a benefit for bicycle commuting. In order for Tehachapi to qualify for BTA funds, the Tehachapi Bicycle Master Plan must contain specific elements. **Table 1-1** displays the requisite BTA components and their location within this plan. The table includes “Approved” and “Notes/Comments” columns for the convenience of the official responsible for reviewing compliance.

⁸ Jacobsen, P. Safety in Numbers: More Walkers and Bicyclists, Safer Walking and Bicycling. Injury Prevention, 9: 205-209. 2003.

1.6 Plan Organization

The Tehachapi Bicycle Master Plan is organized by the following chapters:

- Chapter 2: Goals, Objectives, and Policies
- Chapter 3: Existing Conditions
- Chapter 4: Needs Analysis
- Chapter 5: Recommended Improvements
- Chapter 6: Funding

Table 1-1: BTA Compliance

Approved	Requirement	Page(s)	Notes/Comments
	a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	30-33	
	b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	1-2	
	c) A map and description of existing and proposed bikeways.	17-23, 39-43	
	d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	23-25, 43-45	
	e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, 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.	25-26, 43-45	
	f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	23-25, 43-45	
	g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	25, 27, 30-35, 47-55	
	h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	29	
	i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	13-19	
	j) A description of the projects proposed in the plan and a listing of their priorities for implementation.	45-53	
	k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	27, 45-46	

1 Introduction

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2 Goals, Objectives, and Policies

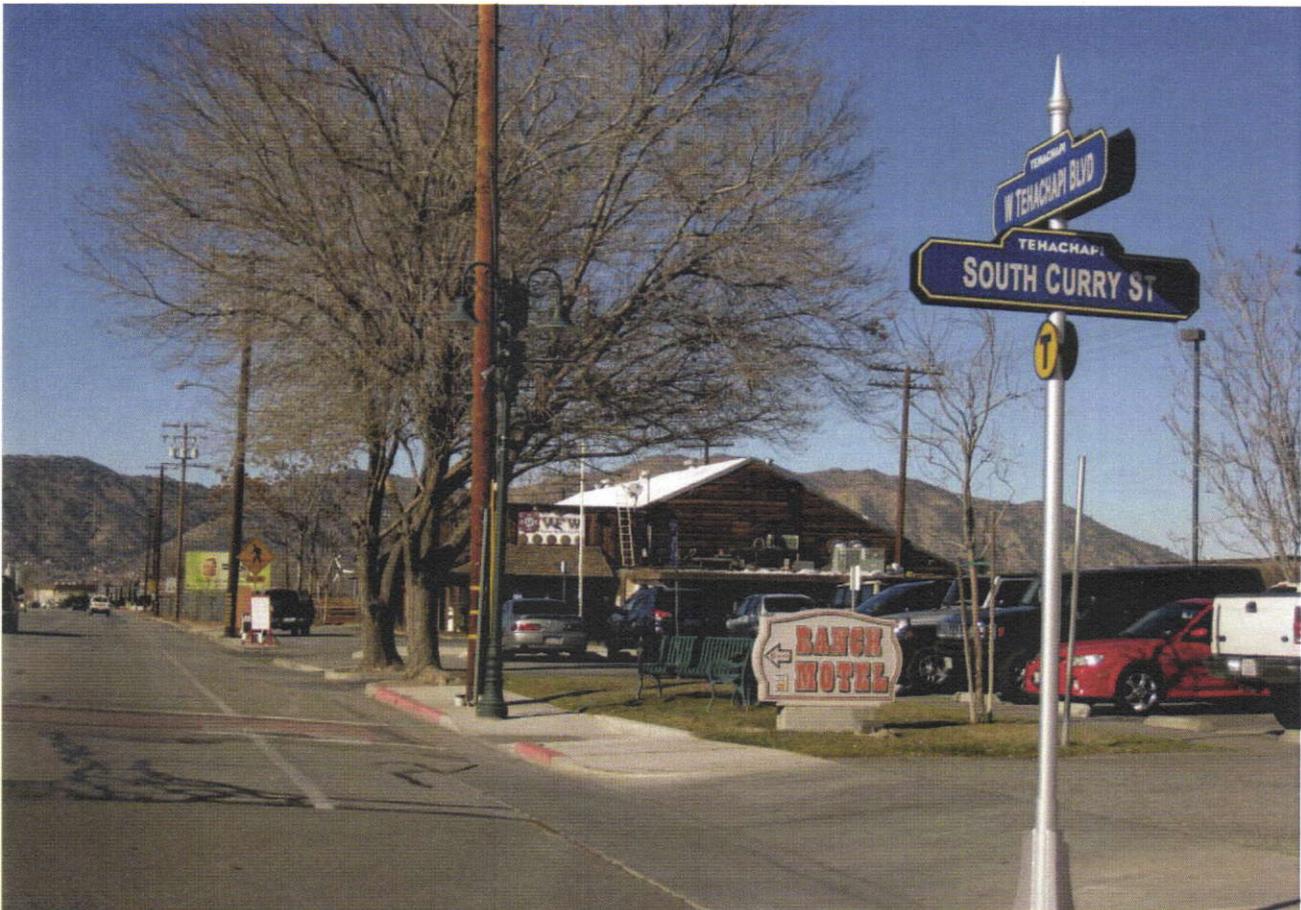
The vision of the Tehachapi Bicycle Master Plan is to create a bicycle-friendly city in which bicycling is a safe and viable transportation and recreation option for all levels of bicycling abilities, and that Tehachapi is well-connected to the adjacent unincorporated communities by bicycle. This chapter outlines the goals, objectives, and policies that support this vision and will serve as guidelines in the development of a bicycle-friendly Tehachapi. In order to ensure a thorough and successful planning process, it is important to establish a set of goals, objectives, and policies that will serve as the basis for the recommendations in this Plan. The goals, objectives, and policies in this chapter are derived from information gathered over the course

of the planning process, including community input from public workshops and a review of bicycle master plans from other cities. **Table 2-1** presents the goals, objectives, and policies for the Tehachapi Bicycle Master Plan.

Goals are broad statements that express general public priorities. Goals are formulated based on the identification of key issues, opportunities, and problems that affect the bikeway system and were formed by public input.

Objectives are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective contributes to the fulfillment of a goal.

Policies are rules and courses of action used to ensure plan implementation and often accomplish a number of objectives. Policies are generally carried out by the City.



2 Goals, Objectives, and Policies

Table 2-1: Goals, Objectives, and Policies

Goal 1: Bicycle Network	
Create a bicycle network in Tehachapi for all types of bicycle riders and all trip purposes	
Objective 1.1	Expand the existing bicycle network to provide a comprehensive network of Class I, Class II, and Class III facilities
Policies	<ul style="list-style-type: none"> Plan and install new bicycle lanes on major arterials with sufficient width Plan and install new bicycle paths along railroad tracks and in utility corridors, and the extension of existing bicycle paths Plan and install shared lane markings (“sharrows”) and signage on bicycle routes where bicycle lane implementation is demonstrated to be infeasible Encourage reallocation of roadway rights-of-way where appropriate to accommodate bicycling and bicycle facilities Ensure that all facilities are designed consistently in accordance with the latest Federal, State, and local standards Promote consistent signage that directs bicyclists to neighborhood destinations and increases the visibility of the bicycle network
Objective 1.2	Expand the existing bicycle network to increase connectivity between homes, jobs, public transit, recreational resources, and adjacent communities
Policies	<ul style="list-style-type: none"> Plan and install bicycle facilities adjacent to schools Plan and install bicycle facilities adjacent to major employment and shopping centers Plan and install bicycle facilities that will connect to regional facilities Work cooperatively with Kern County to coordinate bicycle planning and implementation activities Support the development of bicycle facilities that provide access to regional and local public transit services wherever possible Coordinate with transit providers to ensure bicycles can be accommodated on all forms of transit vehicles and that adequate space is devoted to their storage on board whenever possible Coordinate with transit agencies to install and maintain convenient and secure short-term and long-term bike parking facilities – racks, on-demand bike lockers, in-station bike storage, and staffed bicycle parking facilities – at transit stops, stations, and terminal
Objective 1.3	Coordinate with developers to provide bicycle facilities that encourage biking and link to key destinations
Policies	<ul style="list-style-type: none"> Require the implementation of bike lane and bicycle support facilities along key corridors Require bicycle parking at key locations, such as employment centers, parks, transit centers, schools, and shopping centers
Objective 1.4	Support efforts to develop a Complete Streets policy that accounts for the needs of bicyclists, pedestrians, disabled persons, and public transit users
Policies	<ul style="list-style-type: none"> Prioritize opportunities that improve walkability and bikeability by utilizing Complete Streets standards for all Capital Improvement Projects
Objective 1.5	Develop a bicycle parking policy
Policies	<ul style="list-style-type: none"> Establish bicycle parking design standards and requirements for all bicycle parking on City property and for private development Identify where bicycle parking facilities are needed and identify the appropriate type for each site Install and support short-term, long-term, and high capacity bicycle parking within the public right-of-way and on public property, especially in high demand locations, such as near commercial centers Provide bicycle parking that is sheltered from inclement weather

Goal 2: Safety	
Improve safety for all road users through bikeway implementation, education, enforcement, and bikeway maintenance	
Objective 2.1	Implement projects that improve the safety of bicyclists at key locations
Policies	<ul style="list-style-type: none"> • Review bicyclist-related automobile crashes to identify potential problem areas • Widen high-speed and high-volume roads that lack right-of-way for separated bicycle facilities • Implement bicycle facilities on low-speed and low-volume roads • Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide bicycle facilities
Objective 2.2	Increase education of bicycle safety through programs and trainings of the general public
Policies	<ul style="list-style-type: none"> • Create, fund, and implement bicycle-safety curricula and provide to the general public and targeted populations, including diverse age, income, and ethnic groups • Partner with neighboring communities to distribute bicycle-safety education materials • Encourage elementary, middle, and high schools to develop and provide bicycle-safety curricula • Support marketing and public awareness campaigns aimed at improving safety • Implement a Safe Routes to School program for elementary and middle schools • Educate the public about the hazards of riding bicycles on the sidewalk and adopt a policy prohibiting it
Objective 2.3	Increase education of bicycle safety through programs and trainings of City employees
Policies	<ul style="list-style-type: none"> • Train City staff working on street design, construction, and maintenance projects to consider the safety of bicyclists in their work • Develop bicycle-safety classes for City employees • Develop bicycle-safety workshop for City-operated transit operators and other large fleet-vehicle operators • Provide bicycle safety education to police and those cited for moving violations that focuses on safe cycling, relevant traffic laws, and safe sharing of the roadway
Objective 2.4	Increase enforcement activities that enhance safety of bicyclists on bike paths and roadways
Policies	<ul style="list-style-type: none"> • Increase enforcement efforts on City-streets and bikeways • Increase enforcement of unsafe bicyclist and motorist behaviors and laws that reduce bicycle/motor vehicle collisions and conflicts • Consider using bicycle-mounted patrol officers • Develop and promote efficient mechanisms for reporting behaviors that endanger cyclists • Encourage targeted enforcement activities in areas with high bicycle volumes
Objective 2.5	Maintain bikeways that are clear of debris and provide safe riding conditions
Policies	<ul style="list-style-type: none"> • Establish routine maintenance schedule/standards for bikeways for sweeping, litter removal, landscaping, repainting of striping, signage, and signal actuation devices • Plan for cyclist safety during construction and maintenance activities • Establish a routine maintenance program, such as a “bike hotline”, which responds to both citizen and city employee reports
Goal 3: Community Support	
Develop a City-wide culture that respects and accommodates all users of the road	
Objective 3.1	Support community involvement
Policies	<ul style="list-style-type: none"> • Establish a Bicycle Advisory Committee to assist with the implementation of the Bicycle Master Plan • Encourage citizen participation and stakeholder input in the planning and implementation of bikeways and other bicycle related improvements by holding public meetings and workshops to solicit community input • Conduct periodic online surveys to gauge interest in bicycling and related issues throughout the City

2 Goals, Objectives, and Policies

Objective 3.2	Create an online presence to improve visibility of bicycling issues in the City
Policies	<ul style="list-style-type: none"> • Provide updates to the community about planned projects • Provide closure updates to the community about City and regional bikeways
Objective 3.3	Foster community support for bicycling by raising public awareness about bicycling and supporting programs that encourage more people to bicycle
Policies	<ul style="list-style-type: none"> • Support marketing and public awareness campaigns through a variety of media aimed at promoting bicycling as a safe, healthy, cost-effective, environmentally beneficial transportation choice • Support programs aimed at increasing bicycle trips by providing incentives, recognition, or services that make bicycling a more convenient transportation mode • Promote bicycling at City-sponsored and public events, such as Earth Day, Bike to Work Day/Month, farmer's markets, public health fairs, art walks, craft fairs, civic events • Create a monthly, quarterly, or biannual street-closure event, such as a "ciclovía", to encourage bicycling and walking • Encourage and promote bicycle related businesses within Tehachapi • Apply for the designation as "Bicycle Friendly Community" through the League of American Bicyclists
Goal 4: Implementation and Funding	
Ensure adequate funds are pursued in order to implement proposed bikeways and support facilities in this Plan	
Objective 4.1	Integrate consideration of bicycle travel into all roadway planning, design, and construction
Policies	<ul style="list-style-type: none"> • Incorporate the Tehachapi Bicycle Master Plan in whole by reference into the City's General Plan and amend sections of the General Plan that are relevant to bicycling according to the goals of this Plan • Ensure that all current and proposed Area Plans' objectives and policies are consistent with the goals of the Tehachapi Bicycle Master Plan. • Support the incorporation of bicycle facilities into other capital improvement projects, where appropriate, to ensure maximum leveraging of funds from outside sources
Objective 4.2	Continuously monitor and evaluate Tehachapi's implementation progress of Bicycle Master Plan policies, programs, and projects
Policies	<ul style="list-style-type: none"> • Establish a staff mobility coordinator position • Track trends in bicycle commuting through the use of Census data, travel surveys, and bicycle counts • Regularly monitor bicycle safety and seek a continuous reduction in bicycle-related collisions on a per capita or per bicyclist basis over the next twenty years
Objective 4.3	Fund the Bicycle Master Plan
Policies	<ul style="list-style-type: none"> • Pursue diverse sources of funding and support efforts to maintain or increase federal, state and local funding for the implementation of Bicycle Master Plan programs and infrastructure • Support innovative funding mechanisms to implement this Bicycle Master Plan • Support new funding opportunities for bicycle facilities that are proposed at the Federal, State, and Local level that impact the City • Identify and apply for grant funding to support the development of bicycle facilities • Consider using bikeways as mitigation for project-related vehicle trips

3 Existing Conditions

This chapter presents the existing conditions in the City of Tehachapi. The chapter includes a discussion of relevant plans and policies, as well as the existing bicycle network and bicycle support facilities, bicycle detection, multi-modal connections, education and enforcement strategies, and past bicycle-related expenditures.

3.1 Relevant Plans and Policies

This chapter presents existing plans and policies relevant to the City of Tehachapi Bicycle Master Plan. It is organized by City of Tehachapi, Kern County, and other plans and policies.

3.1.1 City of Tehachapi

The Mobility Elements and the Public Realm Element of the Tehachapi General Plan are relevant to the Tehachapi Bicycle Master Plan. These Elements are discussed below.

Tehachapi General Plan (2011)

The City of Tehachapi’s Mobility Element stresses the importance of a multi-modal transportation network that facilitates non-motorized travel. The Mobility Element highlights two issues related to bicycling that are relevant to this planning effort:

- Multiple options for transportation modes must be provided, including an efficient transit system that is coordinated with the towns emerging structure of neighborhood activity centers
- A complete bicycle and equestrian network is needed

Table 3-1 presents portions of objectives and policies presented in the Mobility Element that are relevant to bicycling in Tehachapi.

The City of Tehachapi’s Public Realm Element addresses bicycling in several of its objectives and policies, which are presented in Table 3-2.

Table 3-1: Mobility Element Objectives and Policies

Objective	Policy
Objective 1: Connect as many streets as possible	
Improving the connectivity of the street network will better integrate the City’s existing neighborhoods and future land uses. The connectivity is important to reduce congestion while maintaining the small town character of each roadway without widening them to suburban standards.	Extended bicycle and equestrian routes where appropriate
Objective 2: Coordinate street function to exhibit a hierarchy of streets	
Tehachapi’s hierarchy of streets needs to be as physically varied and clear in order to manage circulation and keep vehicle speed in balance with pedestrians, cyclists, and adjacent uses.	Reserve or acquire right of way for future roadway improvements consistent with the Mobility Element
Objective 8: Enhance the pedestrian and bicycle network	
Walking and cycling are important modes of transportation to the long-term health and viability of Tehachapi. In order to make these modes a more viable option, pedestrians and bicyclists must have a connected infrastructure network to provide greater access to activity centers.	<ul style="list-style-type: none"> • Maintain a bicycle network that connects bikeways with activity centers • Enable streets with short pedestrian crossings • Require pedestrian infrastructure consistent with the street hierarchy and intended physical context.

Table 3-2: Public Realm Element Objectives and Policies

Objective	Policy
Objective 1: Connect with nature	
Tehachapi's physical proximity to the Tehachapi mountain range and its overall setting within a high altitude valley create a dramatic backdrop while reminding one that nature is nearby and very much a defining quality for the town. The manner in which the town connects to and is enhanced by nature is vitally important to both Tehachapi's identity and appeal.	Incorporate bicycle and pedestrian access into all thoroughfare types, according to the intended context they are to generate or support
Objective 2: Enhance access and walkability	
The need for pedestrians to have access throughout Tehachapi and to feel comfortable while walking, biking or running is fundamental to the success of the public realm.	Maintain bicycle access-types (class 1, 2 or 3) on all thoroughfare types including grade-separations
Objective 5: Enable Temporary Open Space	
In addition to the various formal and informal open spaces throughout Tehachapi, there is the opportunity to temporarily convert areas primarily used for other purposes to open space use. Similar to how a parade route temporarily uses public right-of-way for community purposes, Tehachapi can regularly use part of the thoroughfare network for public recreation purposes while not needing to acquire land or expand the network of paths for such purposes.	During non-peak hours (e.g., Sunday mornings), convert one side of principal and/or secondary thoroughfares to temporary bicycle and pedestrian/jogging paths and link them to form a route that enables as many Tehachapians to participate as possible;

Downtown Tehachapi Master Plan

The Downtown Tehachapi Master Plan is intended to support the coordinated future development of the downtown area in a way that helps achieve the community's vision of "an attractive destination within the greater community with a special and distinctive feeling". The Master Plan's bicycle-related circulation concepts include the creation of bike connections to locations including Golden Hills, Old Town, the high school, Valley Boulevard, surrounding neighborhoods, and open space elements.

Tehachapi City-Wide Traffic Model Memorandum

The Tehachapi City-Wide Traffic Model Memorandum presents level of service (LOS) results at intersections and roadway segments within the City. The results are based on the development of

a city-wide static traffic model, which examines transportation and traffic conditions for Existing Conditions (2011), Interim Conditions (2016), and Future Conditions (2021) scenarios.

In the existing conditions scenario, intersection LOS is level C or better. The LOS drops to D at the majority of intersections in the interim conditions scenario. In the future conditions scenario some intersections drop to E from existing conditions. Existing conditions roadway segment daily and peak hour LOS is a level B or higher. In the interim conditions, LOS remains at levels A and B, except for a few locations where LOS drops to F. In the future conditions, several additional locations drop to level C.

The forecasted reduction in LOS is a result of increased trip generation due to growth and development in Tehachapi. This bicycle master

plan has the potential to improve future traffic conditions in the city by creating bicycling as a viable transportation alternative to driving.

Municipal Code

The City’s Municipal Code contains three ordinances relevant to bicycle planning, shown in **Table 3-3**. According to the Municipal Code, bicycles

are restricted on selected sidewalks and certain land uses have bicycle parking requirements.

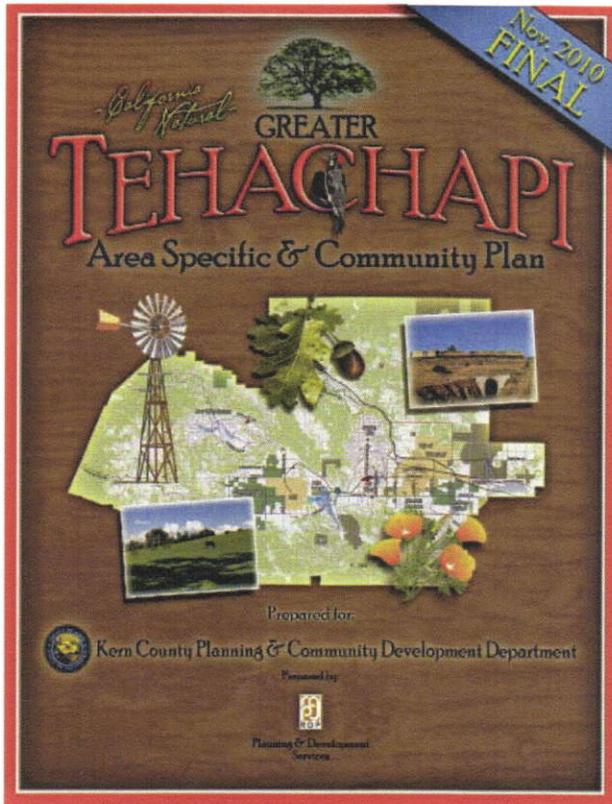
3.1.2 Kern County

Kern County Bicycle Master Plan and Complete Streets Recommendations (in progress)

The Kern Council of Governments is currently developing a Kern County Bicycle Master Plan

Table 3-3: Bicycle-Related Municipal Code Ordinances

Ordinance	Description
<p>9.04.010 Riding motorcycles, bicycles, and toy vehicles on streets or sidewalks restricted</p>	<p>Every person who rides or operates a bicycle or tricycle on any of the following described sidewalks and other property in any manner or speed is guilty of an infraction, provided such sidewalk or property is posted notifying the public of such prohibition; the sidewalks on either side of the following streets and the other property described as follows:</p> <ul style="list-style-type: none"> • Tehachapi Boulevard between Mulberry Street extended and Snyder Avenue • “F” Street between Mulberry Street and Robinson Street • “E” Street between Mulberry Street and Robinson Street • “D” Street between Mulberry Street and Mill Street • “C” Street between Mill Street and Pauley Street • Mill Street between Maple Street and Tehachapi Boulevard • Pauley Street between “E” Street and Tehachapi Boulevard • Curry Street between “C” Street and Tehachapi Boulevard • Green Street between “D” Street and Tehachapi Boulevard • Robinson Street between “E” Street and Tehachapi Boulevard • Anita Drive from Snyder Avenue for a distance of four hundred feet east thereof • Sidewalks adjacent to the Senior Citizens Center located at the southeast corner of South Hayes and East “F” Streets • All church and hospital parking lots and other paved areas provided the owners thereof agree therewith and request such restrictions and enforcement in writing • All other sidewalks and property hereafter designated by a resolution of the city council.
<p>5.12.070 Bicycle Parking</p>	<p>The person to whom a license is issued by the city for an arcade business shall provide adequate parking space for bicycles, either inside or outside the business premises, and shall not permit the parking of bicycles or other obstruction on any portion of the public right-of-way for pedestrians adjoining the business premises.</p>
<p>18.82.020 Required Parking Spaces</p>	<ul style="list-style-type: none"> • Swimming pool: One per one hundred square feet of pool and deck area plus bicycle parking racks containing a minimum of ten spaces • Video games arcade: One per one hundred square feet of gross building area plus bicycle parking racks containing a minimum of ten spaces.



and Complete Streets Recommendations. The Bicycle Master Plan includes proposed bicycle facilities, locations for end-of-trip facilities, and programmatic improvements to encourage bicycling throughout Kern County. The Complete Streets Recommendations provides guidance to communities in Kern County of how to effectively provide facilities for all road users and thus making their streets more multi-modal. The City of Tehachapi's Bicycle Master Plan should be coordinated with this effort to provide proposed regional connections between Tehachapi and adjacent communities.

Greater Tehachapi Area Specific and Community Plan (2010)

The Board of Supervisors of Kern County adopted the Greater Tehachapi Area Specific and Community Plan in 2010. The intent of the Plan is to provide guidance and recommendations for the development of the area in accordance with the provisions of the Kern County General Plan.

The Greater Tehachapi Area encompasses approximately 275 square miles of unincorporated communities located in eastern Kern County between the San Joaquin Valley and the Mojave Desert. The Plan establishes planning goals, policies and implementation measures to guide future growth and ensure sustainability of the Greater Tehachapi Area (GTA) from 2010-2030.

The Circulation Element of the Plan identifies the location for existing and proposed expansion of the transportation network in the GTA, including infrastructure for alternative transportation modes. The Circulation Element identifies the following issues relevant to the development of alternative transportation facilities, including bicycle, trail, and pedestrian networks:

- Limited number of roadway facilities, and lack of connectivity between the GTA communities
- Coordination between multiple land management agencies, and property owners within the GTS region for the development of connected trails
- The future establishment and realignment of trails, including the Pacific Crest Trail, may be impacted by property rights of private and public property owners
- Opportunities for new bicycle and pedestrian facilities can be studied along existing railroad right-of-ways and open space areas
- Opportunities for the implementation of the Complete Streets Act (CA-AB1358) requirements specified in the Kern County General Plan- it is anticipated that improved facilities for alternative transportation modes will be more readily available
- Most of the existing and planned facilities are located within the City of Tehachapi. The existing "Freedom Trail," that runs from Golden Hills into the City and connects to a Class I bicycle path.

Destination 2030 – Kern County Regional Transportation Plan and Federal Transportation Improvement Program (2004)

The Kern Council of Governments (COG) Federal Transportation Improvement Program (FTIP) functions as the implementation document for the County's Long-Range Transportation Plan, Destination 2030. The FTIP identifies the popularity and growth of bicycling in Kern County, and supports the development of mixed-use zoning to support and expand bicycling. The FTIP identifies key funding sources that will help build the bikeway network in Kern County, including:

- Transportation Enhancements Program (TE)
- Recreational Trails Program (RTP)

The FTIP identifies recommended projects for TE and RTP funding sources. The recommended projects for TE funds include various bike paths throughout Tehachapi.

In public workshops for Destination 2030, Kern COG asked attendees where they would like to see future projects implemented. 13 percent of respondents noted that they would like a path between Golden Hills and Tehachapi.

Kern County Bicycle Facilities Plan (2001)

The Kern County Bicycle Facilities Plan is a compendium of bicycle transportation facilities, both constructed and planned, within Kern County incorporated cities including Arvin, Metropolitan Bakersfield, California City, Delano, Maricopa, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, Wasco, and Lake Isabella.

The Goals of the Plan include:

- Provide a balanced and efficient transportation system that maximizes the reduction of air pollution

- Provide safe, accessible and convenient bicycling facilities
- Support and encourage increased levels of bicycling and walking
- Promote the use of bicycles as an integral component of the regional multi-modal transportation network

Table 3-4 displays proposed bicycle facilities in Tehachapi as part of the Kern County Bicycle Facilities Plan. Proposed facilities are also shown in **Figure 3-1**. Some of the facilities have been built since the adoption of the Kern County Bicycle Facilities Plan. These include:

- Curry Street bike path (C Street to Valley Boulevard)
- Mt View Avenue bike lanes (Tehachapi Boulevard to D Street)
- Robinson Street bike lanes (Tehachapi Boulevard to C Street)
- Valley Boulevard bike paths and bike lanes (Tucker Road to Snyder Avenue)
- D Street bike lanes and bike route (Mt View Avenue to Mill Street)
- Red Apple Avenue bike lanes (Westwood Boulevard to Tucker Road)



3 Existing Conditions

Figure 3-1: Kern County Bicycle Facilities Plan Proposed Facilities in Tehachapi

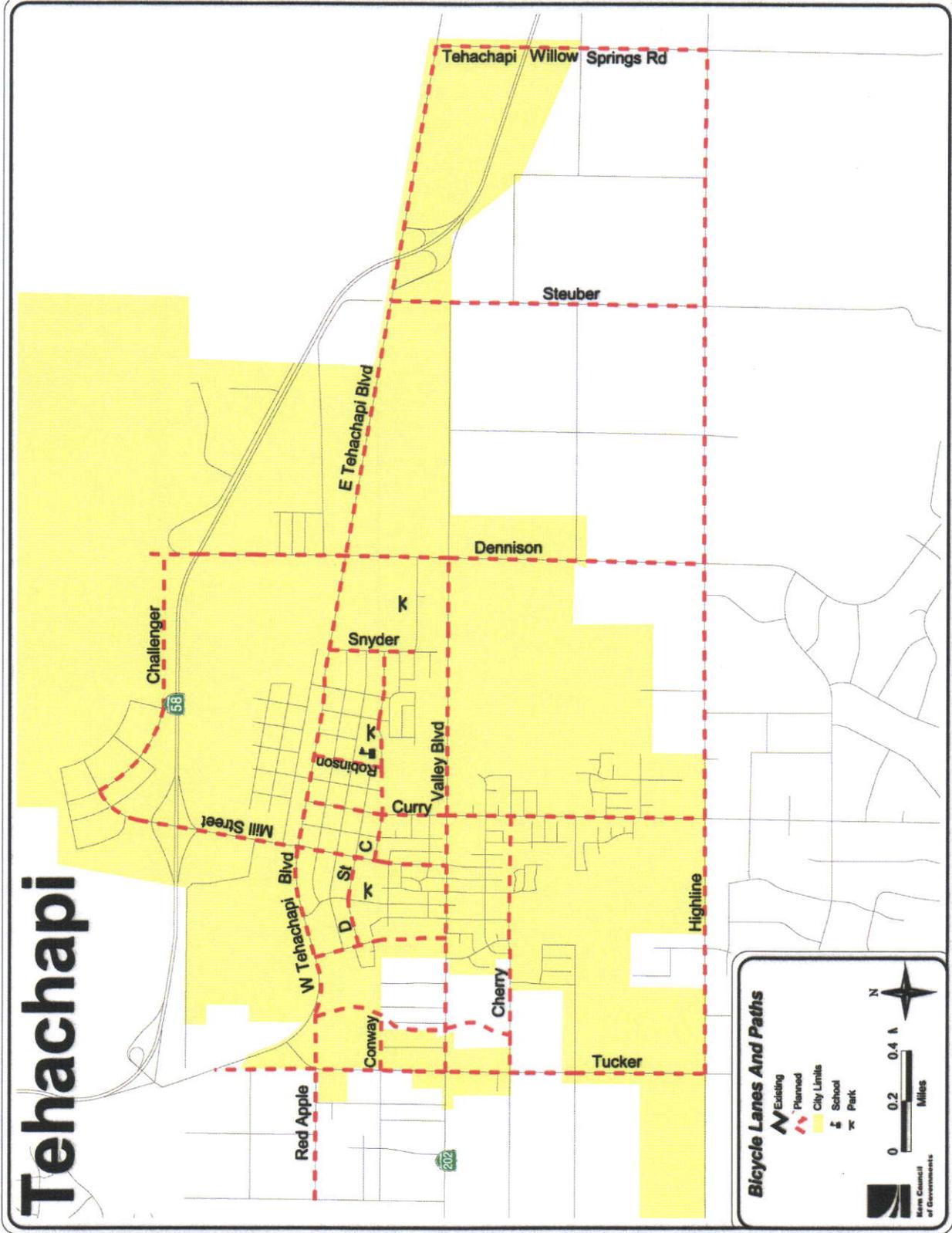


Table 3-4: Proposed Bicycle Facilities in Tehachapi

Street	From	To
North-South Routes		
Tucker Road	Highline Road	Tehachapi Boulevard
Summit Road	Highline Road	Valley Boulevard
Curry Street	Valley Boulevard	Tehachapi Boulevard
Mt. View Avenue	Valley Boulevard	Tehachapi Boulevard
Mill Street	Valley Boulevard	Capital Hills Drive
Robinson Street	C Street	Tehachapi Boulevard
Snyder Avenue	Anita Drive	Tehachapi Boulevard
Dennison Road	Highline Road	Tehachapi Boulevard
Stueber Road	Highline Road	Tehachapi Boulevard
Tehachapi-Willow Springs Road	Highline Road	Tehachapi Boulevard
East-West Routes		
Highline Road	Tucker Road	Tehachapi-Willow Springs Road
Cherry Lane	Tucker Road	Brentwood Street
Valley Boulevard	Tucker Road	Summit Road
D Street	Mt. View Road	Mill Street
C Street	Robinson Street	Snyder Street
Tehachapi Boulevard	Tucker Road	Tehachapi-Willow Springs Road
Red Apple Avenue	Westwood Boulevard	Tucker Road

3.1.3 Other Plans and Policies

California Green Code (2011)

The City of Tehachapi uses the California Green Code standards for bicycle parking requirements for new development. The California Green Code requirements are presented in **Table 3-5**.

3.2 Existing Bicycle Network

Standard Caltrans bicycle facility types in Tehachapi are shown in **Figure 3-2**. Bicycle facility types include Class I Bike Paths, Class II Bike Lanes, and Class III Bike Routes, as well as non-standard bike paths. **Figure 3-3** shows the locations of existing bicycle facilities in Tehachapi.

Table 3-5: California Green Code Bicycle Parking Requirements

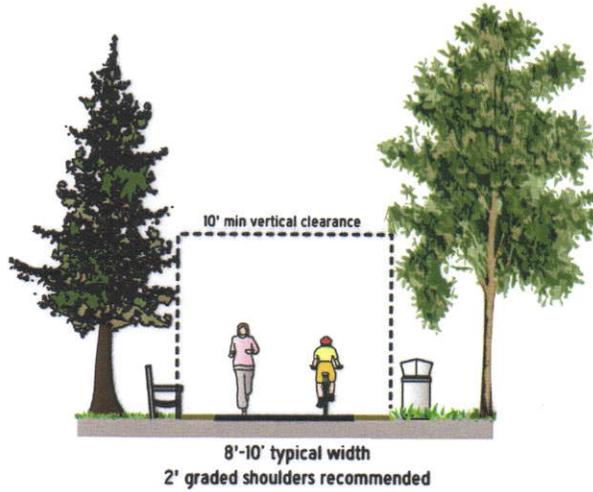
Category	Description
Bicycle Parking and Changing Rooms	Comply with sections 5.106.4.1 and 5.106.4.2; or meet local ordinance or the University of California Policy on Sustainable Practices, whichever is stricter.
Short-Term Bicycle Parking	If the project is expected to generate visitor traffic, provide permanently anchored bicycle racks within 100 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
Long-Term Bicycle Parking	For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include: <ul style="list-style-type: none"> • Covered, lockable enclosures with permanently anchored racks for bicycles • Lockable bicycle rooms with permanently anchored racks • Lockable, permanently anchored bicycle lockers

Figure 3-2: Bikeway Types

Shared-Use Path



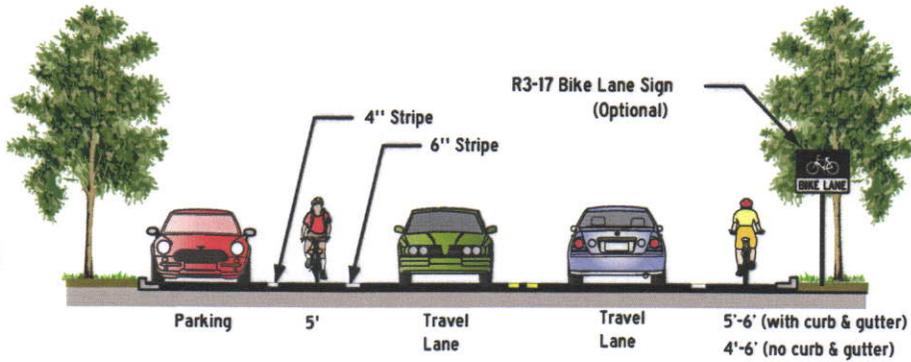
Provides completely separated right-of-way for exclusive use by bicycles and pedestrians with cross-flow minimized



Bike Lane



Provides striped lane for one-way bike travel on a street or highway



Bike Route



Provides for shared-use with motor vehicles, typically on lower volume roadways

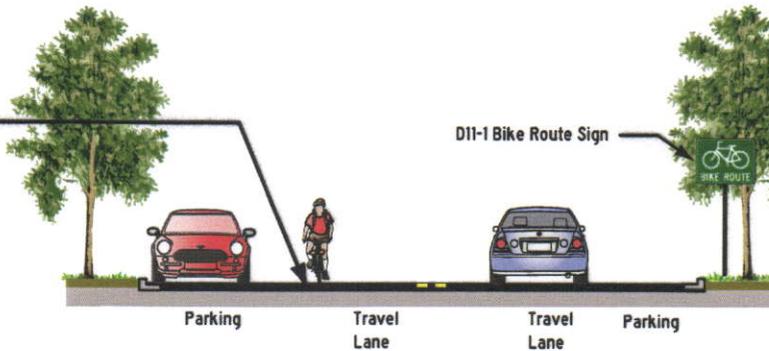
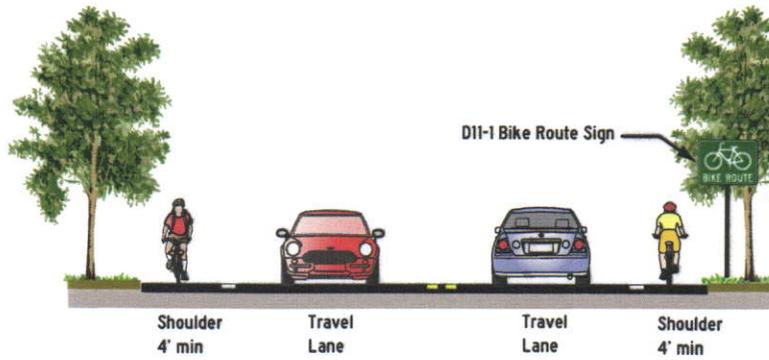
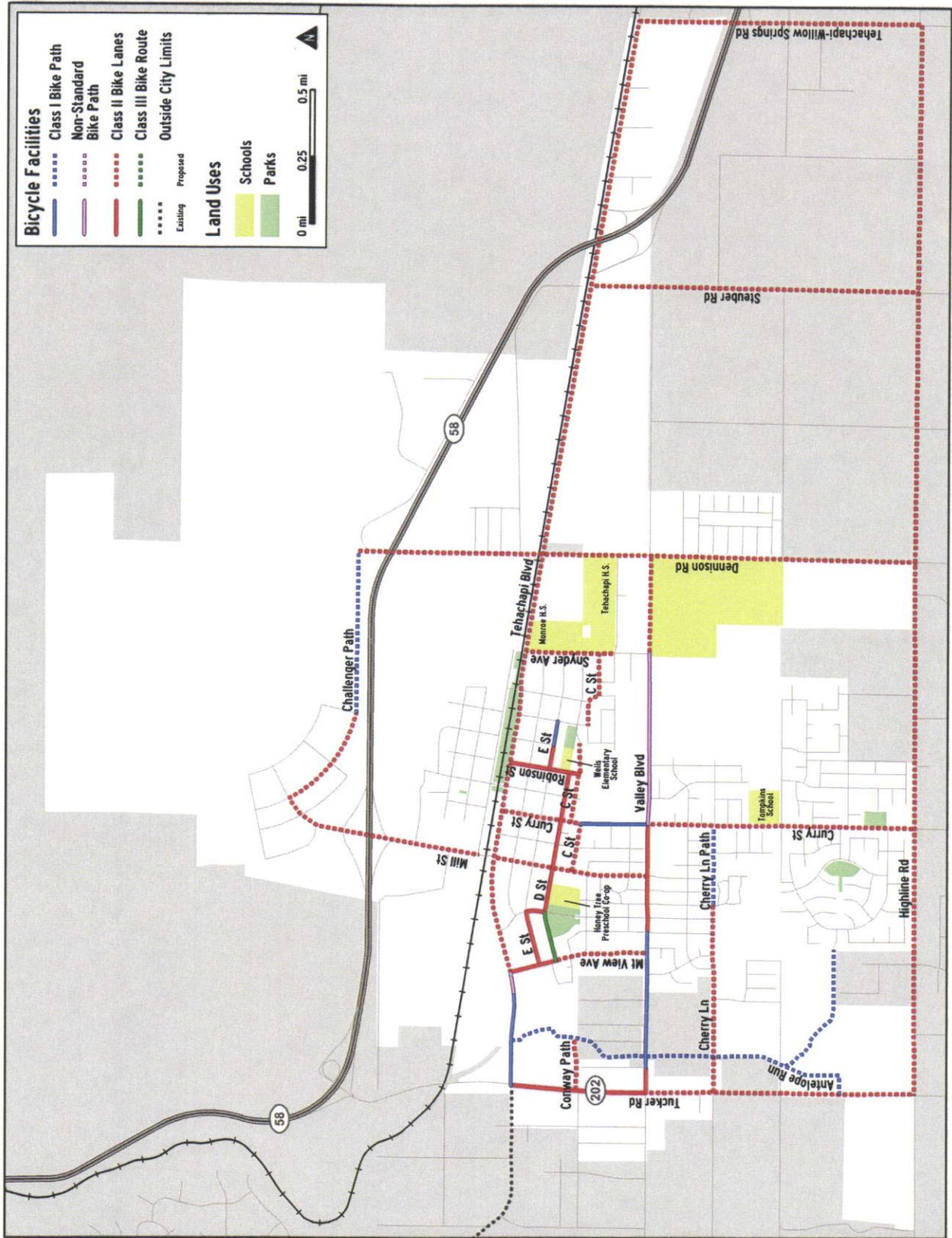


Figure 3-3: Existing and Proposed Bicycle Facilities in Tehachapi



3 Existing Conditions

3.2.1 Class I Bike Paths

Class I bike paths are paved rights-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of transportation. Class I facilities can be constructed in roadway rights-of-way or can have exclusive off-street right-of-way, such as in utility corridors. Bike paths are a key element of a bicycle network because they provide an alternative for bicyclists that do not feel comfortable riding with automobile traffic. As shown in **Table 3-6**, Tehachapi currently has approximately 1.15 miles of Class I bike paths.

Non-Standard Bike Paths

Non-standard bicycle paths in Tehachapi are those that do not meet Caltrans standards to be considered a Class I bicycle path. They are paved pathways that provide a completely separated right of way for the exclusive use of bicycles and pedestrians, but do not meet minimum width requirements. As shown in **Table 3-7**, Tehachapi has approximately 0.72 miles of non-standard bike paths.

3.2.2 Class II Bike Lanes

Class II Bike Lanes are striped and signed on-street travel lanes exclusively for bicycles. Bike lanes provide physical separation from automobile traffic and appeal to bicyclists with moderate to high levels of experience. Because they often provide the most direct connections, these facilities tend to be most popular with experienced bicycle commuters. As shown in **Table 3-8**, Tehachapi has approximately 2.35 miles of Class II bike lanes.

3.2.3 Class III Bike Routes

Bike routes use signage and optional shared lane markings to indicate that the road is a shared use facility between vehicles and bicyclists. These facilities are typically recommended for:

- Streets with relatively low traffic speeds

(25 mph or less) and lower traffic volumes (<3,000 ADT) such that less experienced bicyclists will feel comfortable bicycling with mixed traffic

- Streets with traffic speeds in excess of 25 mph and traffic volumes greater than 3,000 ADT that normally warrant bike lanes but because of curb-to-curb or other right-of-way constraints, bicyclists must share traffic lanes with motorists; careful consideration must be given to designating these streets as shared roadways to ensure that roadway conditions are safe for bicyclists

As shown in **Table 3-9**, Tehachapi has one 0.18-mile Class III bike route. This bike route has “Share the Road” signage to inform all road users of its designation.

3.2.4 Proposed Facilities

Proposed bikeways shown in **Figure 3-3** are taken from the 1999 Tehachapi General Plan. The City has plans to construct an approximately 2 mile long multi-use path adjacent to the Antelope Run channelized stream. In late 2011, the County of Kern received a Transportation Enhancement grant to construct the southern portion of the path (between Valley and Highline) in the year 2013. In



Table 3-6: Class I Bike Path Mileage

Street	From	To	Mileage
Curry Street	C Street	Valley Boulevard	0.25
E Street	Davis Street	Mojave Street	0.09
Tehachapi Blvd	Tucker Road	West of Mt View Avenue	0.30
Valley Boulevard	Las Colinas Street	Oakwood Street	0.51
Total			1.15

Table 3-7: Non-Standard Bike Path Mileage

Street	From	To	Mileage
Tehachapi Boulevard	West of Mt View Avenue	Mt View Avenue	0.08
Valley Blvd	Curry Street	Snyder Avenue	0.64
Total			0.72

Table 3-8: Class II Bike Lane Mileage

Street	From	To	Mileage
D Street	Mulberry Street	Robinson Street	0.53
E Street	Mt View Avenue	Mulberry Street	0.20
E Street	Robinson Street	Davis Street	0.10
Mt View Avenue	Tehachapi Boulevard	D Street	0.18
Mulberry Street	E Street	D Street	0.07
Robinson Street	Tehachapi Boulevard	C Street	0.27
Tucker Road	Tehachapi Boulevard	Valley Boulevard	0.50
Valley Boulevard	Tucker Road	Las Colinas Street	0.09
Valley Boulevard	Oakwood Street	Curry Street	0.41
Total			2.35

Table 3-9: Class III Bike Route Mileage

Street	From	To	Mileage
D Street	Mt View Avenue	Mulberry Street	0.18
Total			0.18

fall 2011, Tehachapi submitted an application to the California Resources Agency for Proposition 84 funding to construct the path between Valley Boulevard and Tehachapi Boulevard.

3.3 Existing End-of-Trip Facilities

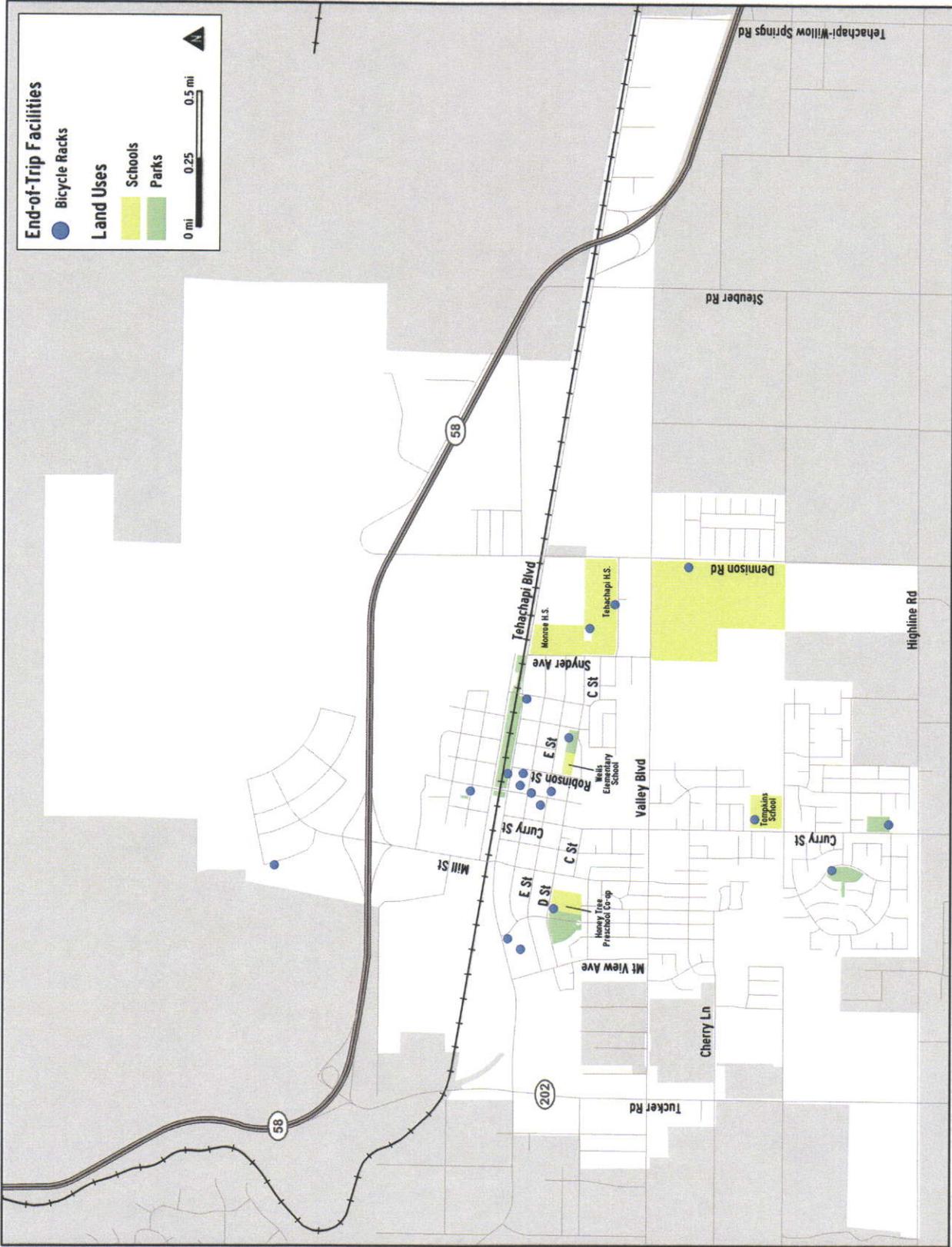
Tehachapi has existing bicycle parking in the form of short-term bicycle racks throughout the city. Bicycle rack locations are shown in **Figure 3-4**, which includes parks, shopping centers, and schools. Short-term bicycle parking is meant for

visitors, customers, and others seeking storage of bicycles for several hours. Bicycle racks provide a high level of convenience and moderate level of security. Most racks in Tehachapi are “wave racks.” These racks are not a recommended rack style as they do not provide contact with the bicycle at two points. Two points of contact provides stability for the bicycle and allows the bicyclists to lock both the front and back wheels.

Tehachapi has no existing long-term bicycle parking. Long-term bicycle parking facilities

3 Existing Conditions

Figure 3-4: Existing Bicycle Parking Locations



include lockable, enclosed spaces that protect the entire bicycle, its components, and its accessories against theft and inclement weather, such as rain and snow. These facilities are more secure than short-term facilities.

The City also has no existing facilities for changing and storing clothes or for showering. These facilities help encourage bicycle commuting by providing a place for bicyclists to clean-up before work.

3.4 Bicycle Detection

In-ground loop detectors and video detection are common methods used to detect vehicles at traffic signals. Due to their smaller size, bicyclists are often not detected by vehicular detectors and thus never trigger a green light. At some intersections in Tehachapi, the City installed R62C (CA) “Bicycle Push Button for Green Light” signage, which directs bicyclists to use the pedestrian push button to trigger the signal. Though signage is helpful in informing bicyclists that the signal likely will not detect them, using a push button is less convenient for bicyclists than well-calibrated in-ground loop detectors and video detection, and does not comply with Caltrans policy⁹.

3.5 Multi-Modal Connections

3.5.1 Bus Service

Combining bicycle trips with transit trips can increase the distance traveled and provide a level of mobility comparable to automobile travel. Transit service in Tehachapi consists of regional, statewide, and national bus service.

Regional Transit

Kern Regional Transit operates the East Kern Express bus service between Bakersfield and Lancaster with one stop in Tehachapi. The bus stop is located on Mulberry Street in front of K-Mart and

is shown in **Figure 3-5**. Some Kern Regional Transit buses are equipped with bicycle racks that are available on a first-come first-served basis. Though the bus stop lacks existing bicycle parking, there are bicycle racks located in the adjacent commercial center at Burger King and K-Mart.

Orange Belt Stages operates coach service from Las Vegas, NV to Hanford, CA, which stops in Tehachapi at the Mulberry Street bus stop.

Statewide and National Bus Service

Amtrak California and Greyhound provide thruway bus service, which stops at the Mulberry Street bus stop several times per day. Some Amtrak California busses are equipped with bicycle racks. Busses without bicycle racks provide bicycle storage in the luggage compartment on the underside of the busses. Greyhound requires bicycles to be packed in a secure container, but permits them on busses.

3.5.2 Tehachapi Municipal Airport

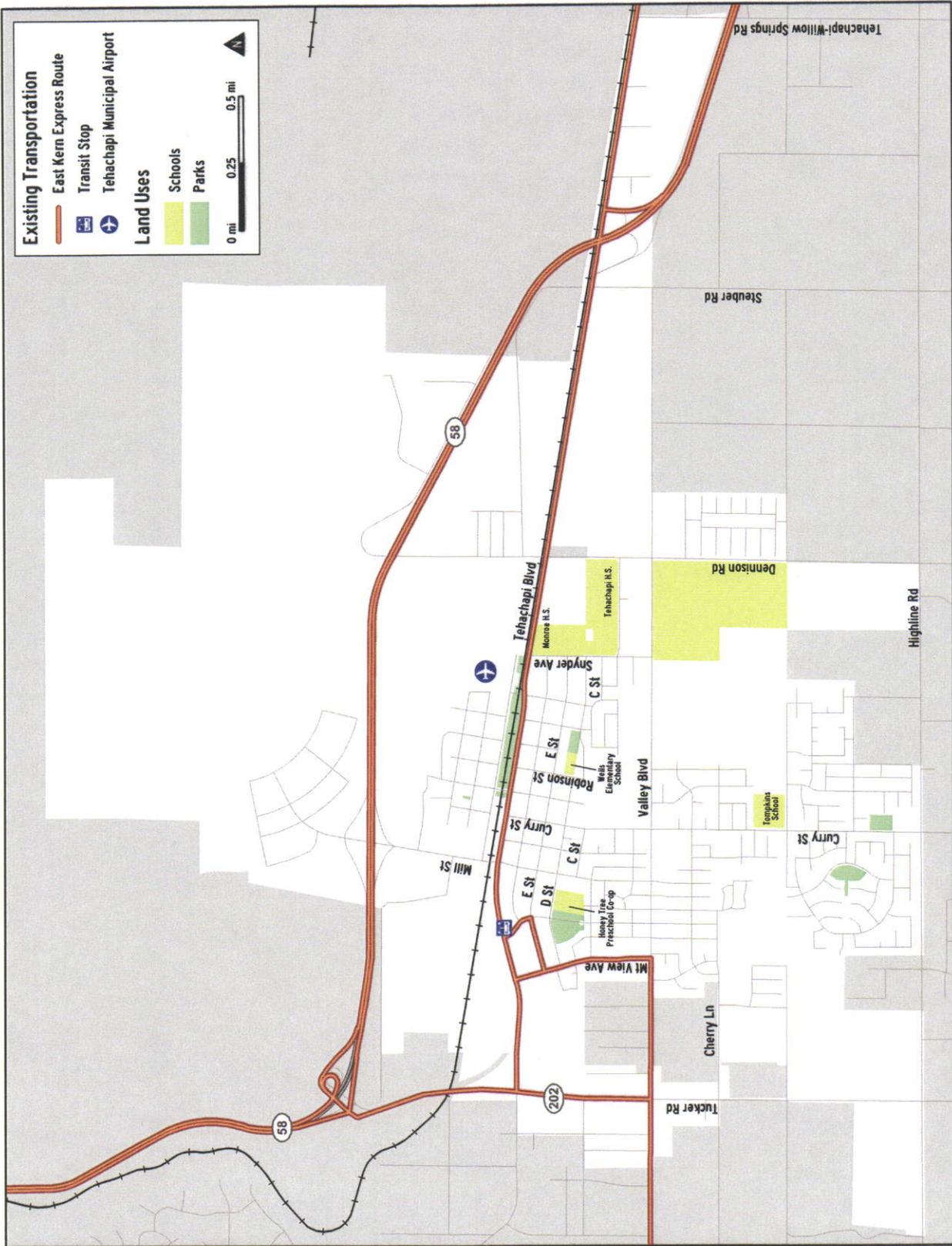
Tehachapi operates a general aviation airport located between Highway 58 and Tehachapi Boulevard, which is in close proximity to the downtown. The airport is shown on **Figure 3-5**. There are no existing bicycle facilities connecting the airport to Tehachapi. The City has considered looking into the feasibility of a bike share program at the airport to encourage tourists to bicycle into the city.

3.6 Education and Enforcement Strategies

The City of Tehachapi receives \$1,000 per year in Transportation Development Act (TDA) funds for bicycle safety. There is no consistent program that this funding is allocated towards. In the past, the City has used the money on bicycle equipment giveaways, such as bicycle helmets and lights.

3 Existing Conditions

Figure 3-5: Existing Multi-Modal Connections



The Tehachapi Police Department also has conducted a bicycle rodeo to teach bicycle safety to children.

3.7 Past Expenditures

From 2007-2011, the City of Tehachapi has spent the following amounts on bicycle related activities:

- \$281.55 on a “bike rodeo” held by the Tehachapi Police Department
- \$3,170.62 to install 11 bike racks at various locations throughout the city

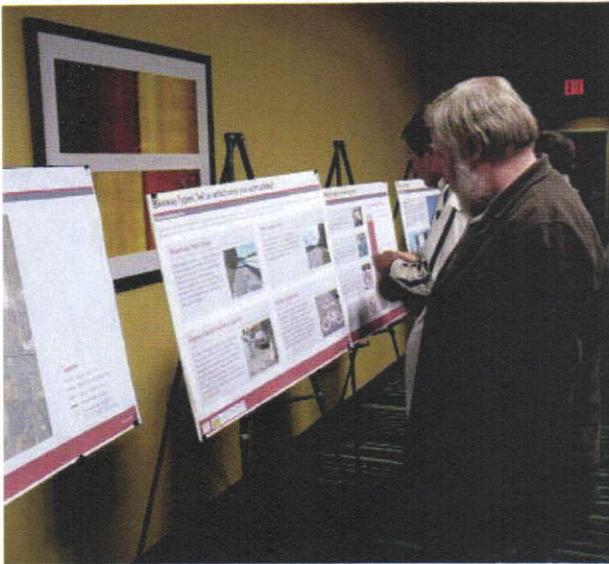
3 Existing Conditions

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4 Needs Analysis

4.1 Public Outreach

The City of Tehachapi held a Bicycle Master Plan public workshop on January 18, 2012 from 6:00-8:00 pm. 30 people attended the workshop, including City staff, residents, and members of the Tehachapi Mountain Trails Association. The workshop was organized as an open house and asked attendees to vote with “workshop currency dots” on bicycle facilities, bicycle support facilities, signage, programs, and other information they would like to see implemented in Tehachapi. Attendees could also provide input on comment cards and flip charts, and draw on large-scale maps.



The results of the voting determined that Tehachapi residents are most interested in the following facilities, signage, and programs being included in the plan:

- Class I and Class II facilities
- Curb extension bicycle racks
- Bicycle lockers
- Share the Road signage
- Bicycle skills courses
- Safe Routes to School program

Workshop attendees highlighted other key issues with existing bicycling conditions in Tehachapi on comment cards and flip charts. These comments include:

- Lack of shoulders on high-speed roads (i.e. Highline Road, Tehachapi Boulevard, and Highway 202)
- Missing local and regional connections (i.e. to Sand Canyon and Golden Hills)
- Lack of convenient bike parking, especially downtown
- Lack of connections to schools, commercial centers, and the airport
- Desire for education, encouragement, and safety programs
- Roads should be maintained more frequently to reduce flat tires and increase safety for bicyclists

Streets that workshop attendees commonly identified on the large-scale maps as in need of bicycle facilities include:

- Highline Road
- Tehachapi Boulevard
- Tucker Road
- H Street
- E Street
- Mill Street
- Highway 202 / Valley Boulevard

4.2 Bicycle Commuter Estimates

United States Census American Community Survey “Commuting to Work” data provides an indication of current bicycle system usage. **Table 4-1** provides means of transportation to work data for Tehachapi. Most of Tehachapi’s workers (88.6 percent) either drive alone or carpool to work, as compared with only 0.6 percent of the city’s workers who travel by bicycle. While this existing bicycle mode share is low, it is slightly higher than the bicycle mode shares of Kern County and the United States.

Table 4-1: Means of Transportation to Work

Mode	Tehachapi	Kern County	California	United States
Bicycle	0.6 %	0.4 %	0.9 %	0.5 %
Drove alone	80.1 %	75.0 %	72.9 %	75.8 %
Carpooled	8.5 %	17.2 %	12.0 %	10.6 %
Public transportation (excluding taxicab)	0 %	1.2 %	5.2 %	4.9 %
Walked	3.1 %	1.7 %	2.8 %	2.8 %
Other means	5.0 %	1.8 %	1.4 %	1.4 %
Worked at home	2.7 %	2.7 %	4.8 %	4.0 %
Total Population (16 and over)	2,269	291,232	16,172,152	138,541,405

Source: US Census Bureau, 2005-2009 American Community Survey

It is important to note that this figure likely underestimates the true amount of bicycling that occurs in Tehachapi for several reasons. First, data reflects respondents' (workers 16 years and older only) dominant commute mode and therefore does not capture trips to school, for errands, or other bike trips that would replace vehicular trips. Also, American Community Survey data collection methods only enable a respondent to select one mode of travel, thus excluding bicycle trips if they constitute part of a longer multimodal trip.

Table 4-2 presents an estimate of current bicycling within Tehachapi using US Census data along with several adjustments for likely bicycle commuter underestimations, as discussed above. **Table 4-3** presents the associated air quality benefits from bicycling.

Table 4-4 presents projected year 2030 bicycling activity within Tehachapi using California Department of Finance population and school enrollment projections. The projection contains the assumption that bicycle mode share will double by 2030, due in part to bicycle network implementation. Actual bicycle mode share in 2030 will depend on many factors, including the extent of network implementation.

Table 4-5 presents the associated year 2030 air quality benefit forecasts. The calculations follow in a straightforward manner from the Projected Year 2030 Bicycling Demand.

4.3 Bicycle Counts

Kern Council of Governments (COG) coordinated a bicycle count in unincorporated Kern County in November 2011. Counts were collected on both a weekday and weekend day (Saturday). Weekday counts were collected between the hours of 6:30 am and 9:00 am, and weekend counts were collected between 9:00 am and 12:00 noon.

One of the count locations was at Westwood Boulevard and Golden Hills Boulevard, just west of Tehachapi city limits. Results from this count location are shown in **Table 4-6**. There were more male than female bicyclists on both the weekday and the weekend count. On the weekday count, there were higher instances of riding without a helmet, on the sidewalk, and on the wrong side of the street. This suggests that bicyclists riding during the week may be less educated about bicycle safety or proper riding than those that ride on the weekend.

4.4 Collision Analysis

Safety is a major concern for both existing and potential bicyclists. Concern about safety is the most common reason given for not riding a bicycle (or not riding more often), according to local and national surveys. Identifying bicycle collision sites can draw attention to areas that warrant improvement, particularly if multiple collisions occur at the same location.

Table 4-2: Existing Bicycling Demand

Variable	Figure	Source
Existing study area population	11,884	2005-2009 American Community Survey, S0101 5-Year Estimates
Existing employed population	2,269	2005-2009 American Community Survey, B08301 5-Year Estimates
Existing bike-to-work mode share	0.6%	2005-2009 American Community Survey, B08301 5-Year Estimates
Existing number of bike-to-work commuters	13	Employed persons multiplied by bike-to-work mode share
Existing work-at-home mode share	2.69%	2005-2009 American Community Survey, B08301 5-Year Estimates
Existing number of work-at-home bike commuters	31	Assumes 50% of population working at home makes at least one daily bicycle trip
Existing transit-to-work mode share	0.0%	2005-2009 American Community Survey, B08301 5-Year Estimates
Existing transit bicycle commuters	0	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle
Existing school children, ages 5-14 (grades K-8)	713	2005-2009 American Community Survey, S0101 5-Year Estimates
Existing school children bicycling mode share	2.0%	National Safe Routes to School surveys, 2003.
Existing school children bike commuters	14	School children population multiplied by school children bike mode share
Existing total number of bike commuters	58	Total bike-to-work, school, and utilitarian bike trips. Does not include recreation.
Total daily bicycling trips	116	Total bicycle commuters x 2 (for round trips)

Table 4-3: Existing Bicycling Air Quality Impact

Variable	Figure	Source
Current Estimated VMT Reductions		
Reduced Vehicle Trips per Weekday	39	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	10,251	Reduced number of weekday vehicle trips multiplied by 261 (weekdays / year)
Reduced Vehicle Miles per Weekday	261	Assumes average round trip travel length of 8 miles for adults/college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	68,203	Reduced number of weekday vehicle miles multiplied by 261 (weekdays / year)

Variable	Figure	Source
Current Air Quality Benefits		
Reduced Hydrocarbons (lbs/wkday)	1	Daily mileage reduction x 1.36 grams / mi
Reduced PM10 (lbs/wkday)	0	Daily mileage reduction x 0.0052 grams / mi
Reduced PM2.5 (lbs/wkday)	0	Daily mileage reduction x 0.0049 grams / mi
Reduced NOX (lbs/wkday)	1	Daily mileage reduction x 0.95 grams / mi
Reduced CO (lbs/wkday)	7	Daily mileage reduction x 12.4 grams / mi
Reduced CO2 (lbs/wkday)	213	Daily mileage reduction x 369 grams / mi
Reduced Hydrocarbons (lbs/yr)	204	Yearly mileage reduction x 1.36 grams / mi
Reduced PM10 (lbs/yr)	1	Yearly mileage reduction x 0.0052 grams / mi
Reduced PM2.5 (lbs/yr)	1	Yearly mileage reduction x 0.0049 grams / mi
Reduced NOX (lbs/yr)	143	Yearly mileage reduction x 0.95 grams / mi
Reduced CO (lbs/yr)	1,864	Yearly mileage reduction x 12.4 grams / mi
Reduced CO2 (lbs/yr)	55,483	Yearly mileage reduction x 369 grams / mi

Source:

Emissions rates from EPA report 420-F-05-022 Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks. 2005.

Table 4-4: Projected Year 2030 Bicycling Demand

Variable	Figure	Source
Future study area population	18,440	Calculated based on CA Dept. of Finance, Population Projections for California and Its Counties 2000-2050.
Future employed population	3,521	Calculated based on CA Dept. of Finance, Population Projections for California and Its Counties 2000-2050.
Future bike-to-work mode share	1.1%	Double the rate from 2005-2009 American Community Survey, B08301 5-Year Estimates
Future number of bike-to-work commuters	40	Employed persons multiplied by bike-to-work mode share
Future work-at-home mode share	1.8%	Calculated based on change in mode share from 2000 US Census to 2005-2009 American Community Survey, B08301 5-Year Estimates
Future number of work-at-home bike commuters	32	Assumes 10% of population working at home makes at least one daily bicycle trip
Future transit-to-work mode share	1.0%	Increase from the rate from 2005-2009 American Community Survey, B08301 5-Year Estimates
Future transit bicycle commuters	9	Employed persons multiplied by transit mode share. Assumes 25% of transit riders access transit by bicycle
Future school children, ages 5-14 (grades K-8)	1,106	Calculated based on CA Dept. of Finance, Population Projections for California and Its Counties 2000-2050.
Future school children bicycling mode share	4.0%	Double the rate of national school commute trends. National Safe Routes to School surveys, 2003.
Future school children bike commuters	44	School children population multiplied by school children bicycling mode share

Variable	Figure	Source
Future total number of bike commuters	126	Total bike-to-work, school, and utilitarian biking trips. Does not include recreation.
Total daily bicycling trips	252	Total bike commuters x 2 (for round trips)

Table 4-5: Projected Year 2030 Bicycling Air Quality Impact

Variable	Figure	Source
Forecasted VMT Reductions		
Reduced Vehicle Trips per Weekday	76	Assumes 73% of biking trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Trips per Year	19,953	Reduced number of weekday vehicle trips x 261 (weekdays / year)
Reduced Vehicle Miles per Weekday	447	Assumes average round trip travel length of 8 miles for adults / college students and 1 mile for schoolchildren
Reduced Vehicle Miles per Year	116,769	Reduced number of weekday vehicle miles x 261 (weekdays / year)
Forecasted Air Quality Benefits		
Reduced Hydrocarbons (lbs/wkday)	1	Daily mileage reduction x by 1.36 grams / mi
Reduced PM10 (lbs/wkday)	0	Daily mileage reduction x by 0.0052 grams / mi
Reduced PM2.5 (lbs/wkday)	0	Daily mileage reduction x by 0.0049 grams / mi
Reduced NOX (lbs/wkday)	1	Daily mileage reduction x by 0.95 grams / mi
Reduced CO (lbs/wkday)	12	Daily mileage reduction x by 12.4 grams / mi
Reduced CO2 (lbs/wkday)	364	Daily mileage reduction x by 369 grams / mi
Reduced Hydrocarbons (lbs/yr)	350	Yearly mileage reduction x by 1.36 grams / mi
Reduced PM10 (lbs/yr)	1	Yearly mileage reduction x by 0.0052 grams / mi
Reduced PM2.5 (lbs/yr)	1	Yearly mileage reduction x by 0.0049 grams / mi
Reduced NOX (lbs/yr)	245	Yearly mileage reduction x by 0.95 grams / mi
Reduced CO (lbs/yr)	3,192	Yearly mileage reduction x by 12.4 grams / mi
Reduced CO2 (lbs/yr)	94,993	Yearly mileage reduction x by 369 grams / mi
Source: Emissions rates from EPA report 420-F-05-022 Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks. 2005.		

Table 4-6: Bicycle Count Results

Count Day	Male	Female	Child	Total	No Helmet	Sidewalk	Wrong Side of Street
Weekday	3	1	2	6	50 %	33 %	50 %
Weekend	6	2	0	8	0 %	0 %	0 %

Table 4-7 presents the reported bicycle collisions in Tehachapi from 2005-2009, which are also shown in Figure 4-1. Between 2005 and 2009, there were seven reported collisions, of which the majority were broadside collisions. All collisions were injury collisions, though none were severe. Often bicycle collisions go unreported, so this data is likely a subset of all bicycle collisions in Tehachapi during this time period.

Table 4-7: Collision Details, 2005-2009

Collision Factor	Number	Total
Type of Collision		
Broadside	4	57 %
Sideswipe	2	29 %
Other	1	14 %
Total	7	100 %
Violation Category		
Automobile right-of-way	4	57 %
Wrong side of road	1	14 %
Pedestrian right-of-way	1	14 %
Other improper driving	1	14 %
Total	7	100 %
Injury Severity		
Fatal	0	0 %
Severe injury	0	0 %
Other visible injury	4	57 %
Complaint of pain	3	43 %
Total	7	100 %

Source: SWITRS, 2005-2009

4.5 Gap Analysis

Bikeway gaps exist in various forms, ranging from short “missing links” on a specific street or path corridor, to larger geographic areas with few or no bicycle facilities. Gaps can be organized based on length and other characteristics. For the purposes of this analysis, bikeway gaps are classified into

five main categories, described below. Gaps in Tehachapi are shown in Figure 4-2.

4.5.1 Spot Gaps

Spot gaps refer to point-specific locations lacking dedicated bicycle facilities or other treatments to accommodate safe and comfortable bicycle travel. Spot gaps primarily include intersections and other vehicle/bicycle conflict areas posing challenges for riders. Examples include bike lanes on a major street “dropping” to make way for right turn lanes at the intersection, or a lack of intersection crossing treatments for a route or path as it approaches a major street.

There is one spot gap in Tehachapi located at the intersection of Robinson Street and F Street. Bike lanes drop at this intersection to accommodate curb extensions. Bicyclists must merge with vehicular traffic to navigate around the curb extensions.

4.5.2 Connection Gaps

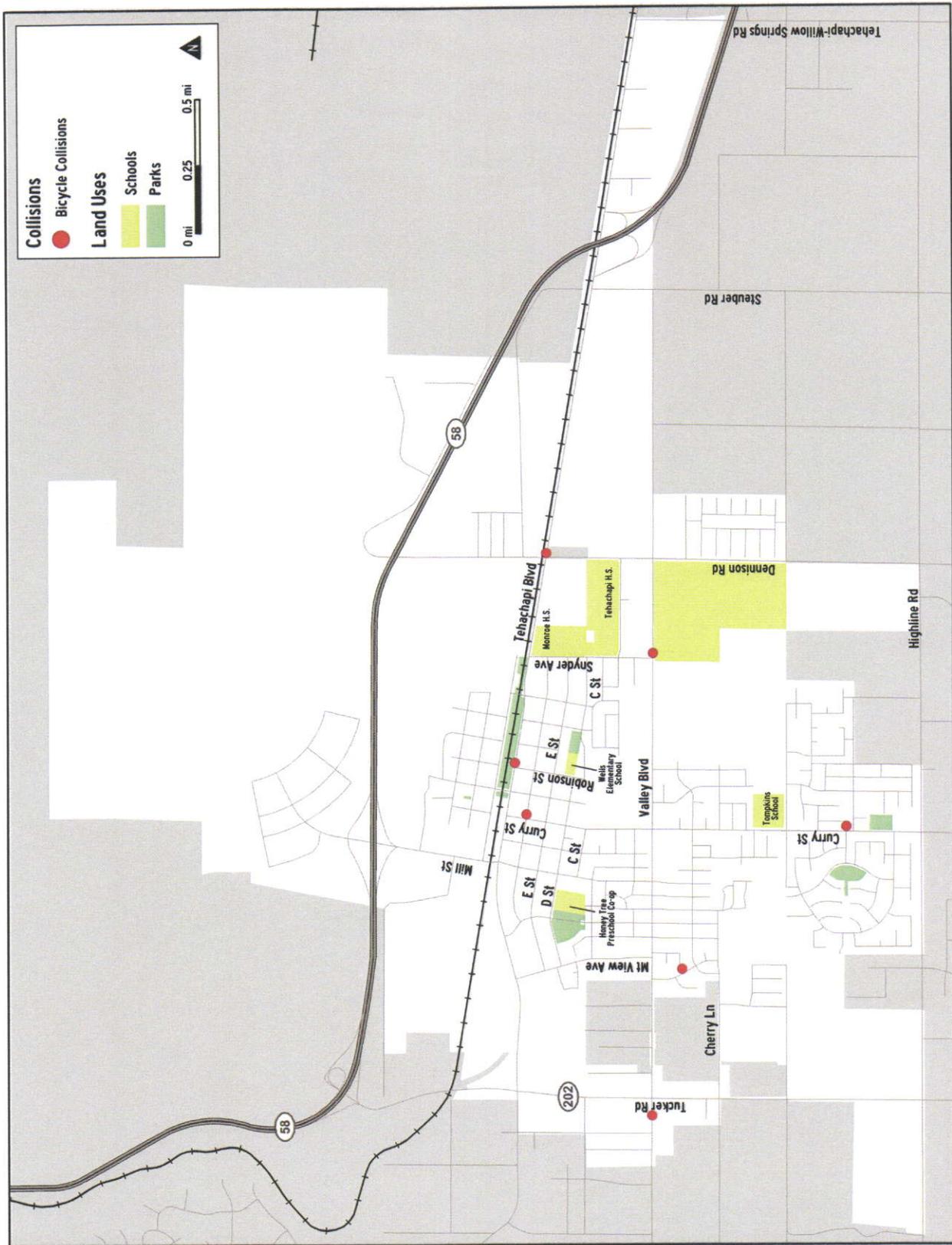
Connection gaps are missing segments (½ mile long or less) on a clearly defined and otherwise well-connected bikeway. Major barriers standing between bicycle destinations and clearly defined routes also represent connection gaps. Examples include bike lanes on a major street “dropping” for several blocks to make way for on-street parking; a discontinuous off-street path; or a freeway standing between a major bicycle route and a school. Table 4-8 presents connection gaps in Tehachapi.

4.5.3 Lineal Gaps

Similar to connection gaps, lineal gaps are ½- to one-mile long missing link segments on a clearly

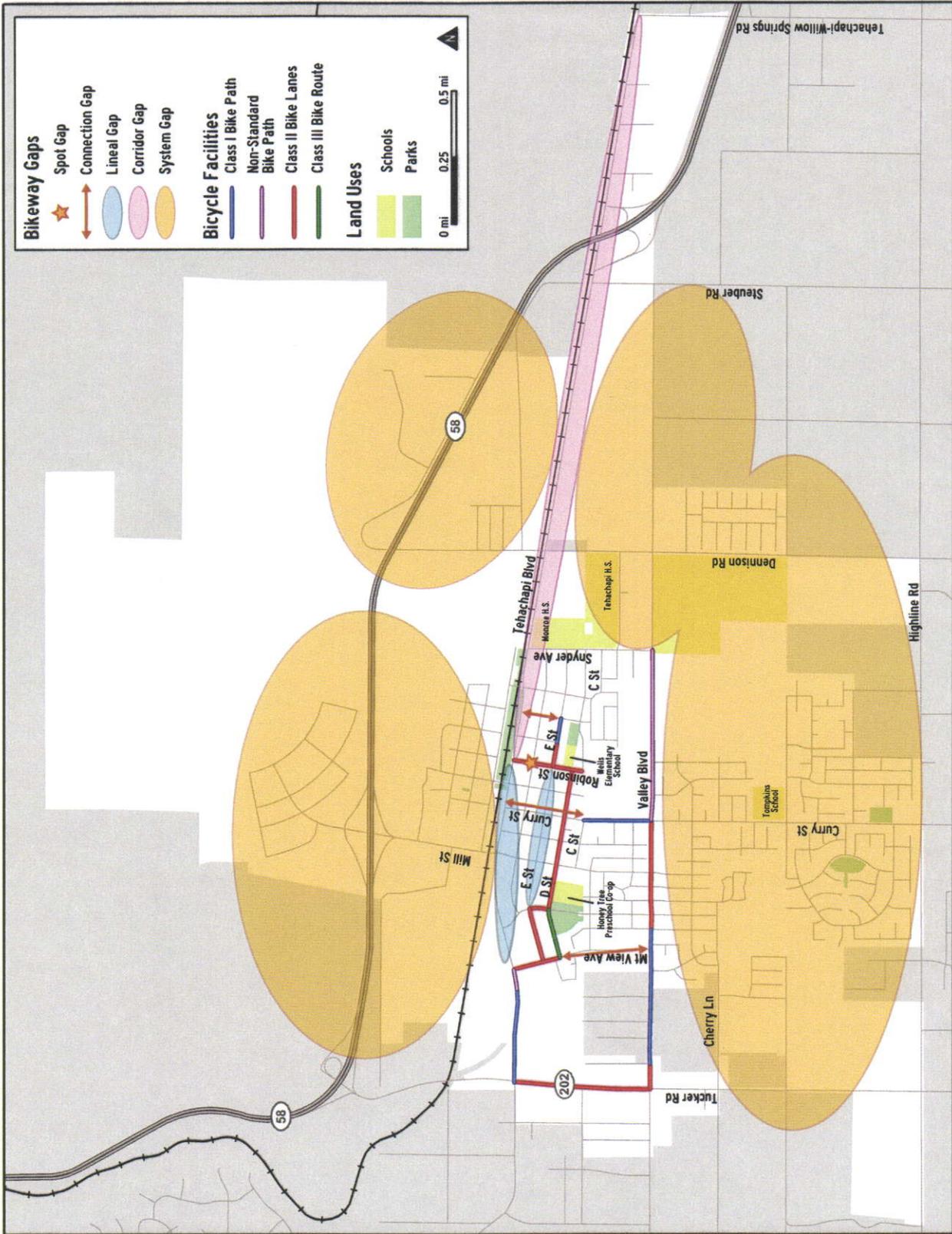
4 Needs Analysis

Figure 4-1: Bicycle Collisions, 2005-2009



4 Needs Analysis

Figure 4-2: Bikeway Gaps



defined and otherwise well-connected bikeway. **Table 4-9** displays lineal gaps in Tehachapi.

4.5.4 Corridor Gaps

On clearly defined and otherwise well-connected bikeways, corridor gaps are missing links longer than one mile. These gaps will sometimes encompass an entire street corridor where bicycle facilities are desired but do not currently exist. **Table 4-10** shows the corridor gaps in Tehachapi.

4.5.5 System Gaps

Larger geographic areas (e.g., a neighborhood or business district) where few or no bikeways exist would be identified as system gaps. System gaps exist in areas where a minimum of two intersecting bikeways would be required to achieve the target network density. Tehachapi has three system gaps in its existing bicycle network. These are in the northwest, the northeast, and the southern portions of the city.

Table 4-8: Connection Gaps

Street	From	To	Mileage
Curry Street	Tehachapi Boulevard	C Street	0.31
Mojave Street	Tehachapi Boulevard	E Street	0.15
Mt View Avenue	D Street	Valley Boulevard	0.34
Total			0.80

Table 4-9: Lineal Gaps

Street	From	To	Mileage
Tehachapi Boulevard	Mt View Avenue	Robinson Street	0.80
E Street	Mulberry Street	Robinson Street	0.54
Total			1.34

Table 4-10: Corridor Gaps

Street	From	To	Mileage
Tehachapi Boulevard	Robinson Street	East City Limits	2.84
Total			2.84

4 Needs Analysis

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5 Recommended Improvements

This chapter presents the proposed bicycle network, bicycle support facilities, and programmatic improvements for the City of Tehachapi. In addition to creating a comprehensive network of bikeways within the city, the recommended system ties into the proposed bicycle facilities in Kern County as part of the Kern County Bicycle Master Plan and Complete Streets Recommendations. Once the county-wide bicycle network is complete, bicyclists from nearby communities will have the opportunity to more easily travel to Tehachapi by bicycle. Bikeway recommendations are based on existing regional bicycle plans, public input, traffic volumes, and traffic speeds.

5.1 Proposed Bikeways

Table 5-1 presents the type, location, extents, and length of each proposed bicycle facility in Tehachapi, also shown in **Figure 5-1**. This Plan proposes 32.08 total miles of bikeways, including Class I Bike Paths, Class II Bike Lanes, Class III Bike Routes, and Bike Boulevards (discussed below).

5.1.1 Class I Bike Paths

This Plan recommends 5.05 miles of Class I bike paths to close gaps, and increase safer transportation and recreation options. Proposed bike paths include updating non-standard bicycle paths to meet Class I standards. This Plan also recommends that Tehachapi convert the Valley Boulevard bike path from two-way to one-way and provide an eastbound bike lane to reduce conflicts associated with wrong-way riding.

In implementation of recommended bike paths, the City should install a separated pedestrian zone adjacent to bike paths where right-of-way is available. Separation of modes reduces potential conflicts between bicyclists and pedestrians.



5.1.2 Class II Bike Lanes

This Plan recommends 25.24 miles of Class II bike lanes. Tehachapi has wide roadways throughout much of the city, which provides opportunity to implement a comprehensive network of bike lanes.

This Plan recommends the City study the feasibility of installing buffered bike lanes and cycle tracks where excess roadway width exists. Where there is lack of existing roadway right-of-way, especially on high-volume/high-speed roads, Tehachapi should widen shoulders to accommodate bike lanes.

5.1.3 Class III Bike Routes

This plan recommends 0.54 miles of Class III bike routes where right-of-way cannot accommodate bike lanes. Per the policies outlined in Chapter 2, the City should install shared lane markings (“sharrows”) on all existing and proposed bike routes.

As shared lane markings are a relatively new bikeway marking in American cities, guidance on application will continue to evolve over time. Shared lane markings should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits. Desirable shared lane marking applications include:

Table 5-1: Proposed Bicycle Facilities

Street	From	To	Mileage
Class I Bike Paths			
Antelope Run (north-south)	Tehachapi Boulevard	Tucker Road	1.37
Antelope Run (east-west)	Antelope Run (north-south)	Alder Avenue	0.52
C Street	C Street (cul-de-sac)	Mojave Street	0.07
Challenger Path	Challenger Drive	Dennison Road	0.61
Cherry Lane	Elm Street	Curry Street	0.30
Conway Path	Tucker Road	Mt View Avenue	0.59
Orchard Parkway	Alder Avenue	Clasico Drive	0.34
Pinon Street	Brandon Lane	Dennison Road	0.53
Tehachapi Boulevard	Existing bike path (west)	Mt View Avenue	0.08
Valley Boulevard	Curry Street	Snyder Avenue	0.64
Total			5.05
Class II Bike Lanes			
Alder Avenue	Highland Orchard Parkway	Curry Street	0.72
Anita Drive	Snyder Avenue	Dennison Road	0.37
Burnett Road	Dennison Road	Appaloosa Court	0.81
C Street	Mill Street	End of road (east)	0.49
C Street	Pepper Drive	Snyder Avenue	0.16
Capitol Hills Parkway	Challenger Drive	Mill Street	0.24
Challenger Drive	Capitol Hills Parkway	Vienna Street	0.43
Cherry Lane	Tucker Road	Elm Street	0.70
Curry Street	Tehachapi Boulevard	C Street	0.30
Curry Street	Valley Boulevard	Highline Road	1.02
Dennison Road	Burnett Road	Highline Road	2.12
E Street	Mulberry Street	Robinson Street	0.54
E Street	Davis Street	Snyder Avenue	0.35
Green Street	J Street	Tehachapi Boulevard	0.21
H Street	Mill Street	Mojave Street	0.54
Highland Orchard Parkway	Pinon Street	Alder Avenue	0.04
Highline Road	Tucker Road	Tehachapi-Willow Springs Road	4.03
I Street	Curry Street	Mojave Street	0.37
J Street	Curry Street	Hayes Street	0.43
Mill Street	Capitol Hills Parkway	Tehachapi Boulevard	0.53
Mill Street	Tehachapi Boulevard	Valley Boulevard	0.58
Mojave Street	J Street	H Street	0.15
Mojave Street	Tehachapi Boulevard	Pepper Drive	0.26
Mt View Avenue	D Street	Valley Boulevard	0.34
Mulberry Street	Tehachapi Boulevard	E Street	0.13
Orchard Parkway	Clasico Drive	Curry Street	0.12
Pepper Drive	Mojave Street	C Street	0.14
Pinon Street	Curry Street	Brandon Lane	0.47

Street	From	To	Mileage
Class II Bike Lanes (continued)			
Pinon Street	Highland Orchard Parkway	Applewood Drive	0.06
Snyder Avenue	Tehachapi Boulevard	Valley Boulevard	0.47
Steuber Road	Tehachapi Boulevard	Highline Road	1.25
Tehachapi Boulevard	Mt View Avenue	Tehachapi-Willow Springs Road	3.67
Tehachapi-Willow Springs Road	Tehachapi Boulevard	Highline Road	1.06
Tucker Road	Valley Boulevard	Highline Road	1.02
Valley Boulevard	West city limits	Tucker Road	0.25
Valley Boulevard (north side)	Las Colinas Street	Oakwood Street	0.50
Valley Boulevard	Snyder Avenue	Dennison Road	0.37
Total			25.24
Class III Bike Routes			
Applewood Drive	Elm Street	Pinon Street	0.20
Elm Street	Cherry Lane	Applewood Drive	0.15
Pinon Street	Applewood Drive	Curry Street	0.19
Total			0.54
Bike Boulevards			
Clearview Street	Valley Boulevard	White Oak Drive	0.25
Elm Street	Maple Street	Cherry Lane	0.48
Maple Street	Mt View Avenue	Mill Street	0.30
White Oak Drive	Curry Street	Clearview Street	0.22
Total			1.25
Total Network Mileage			32.08

- To indicate a shared lane situation where the speed differential between bicyclist and motorist travel speeds is very low (designed speed of < 25 mph)
- On downhill segments, preferably paired with an uphill bike lane
- On streets where the traffic signals are timed for a bicycling travel speed of 12 to 15 miles per hour
- Along front-in angled parking, where a bike lane is undesirable
- To fill a gap in an otherwise continuous bike path or bike lane, generally for a short distance
- To transition bicyclists from across traffic lanes or from conventional bike lanes or cycle tracks to a shared lane environment

5.1.3 Bike Boulevards

This Plan recommends 1.25 miles of bike boulevards. A bike boulevard is not officially recognized by Caltrans as a bikeway type, though it functions as an enhanced Class III bike route. A bike boulevard is a local or neighborhood street that prioritizes pedestrians, neighborhood traffic, and bicycles, and discourages cut-through traffic. Bike boulevards include a wide range of treatment options including the following:

- Wayfinding signage
- Pavement markings
- Speed reduction measures (bulb-outs, traffic circles, traffic diverters, chicanes, speed humps)
- Traffic volume reduction measures
- High visibility pedestrian crosswalks

- Bicycle detectors at intersections
- Bicycle crossing signals

5.2 Proposed Bicycle Support Facilities

5.2 End-of-Trip Facilities

Support facilities are essential components of a bicycle system because they enhance safety and convenience for bicyclists at the end of every trip. With nearly all utilitarian and many recreational bike trips, bicyclists need secure and well-located bicycle parking. A comprehensive bicycle parking strategy is one of the most important things that a jurisdiction can apply to immediately enhance the bicycling environment. Bicycle parking, like automobile parking, is a key element of a transportation network. Moreover, a bicycle parking strategy with connections to public transit will further the geographical range that residents can travel without using an automobile.

The Tehachapi Municipal Code currently requires bicycle parking at arcades and swimming pools (see **Table 3-3**). This Plan recommends that the City amend its Municipal Code to include bicycle parking requirements for all land uses. Examples of units used in recommended bicycle parking requirements and associated land uses are listed below. Percent of automobile parking is not a recommended unit.

- Square footage of building (most land uses)
- Unit count (residential buildings)
- Building occupancy (schools, religious buildings, etc.)

This Plan recommends that the City also update its Municipal Code to include requirements on types of short-term and long-term bicycle parking facility designs. Recommended short-term facilities include bicycle racks that provide two points of contact with the bicycle so that it can be locked from both the front wheel/frame and the rear wheel. This will

provide a higher degree of security and support for the bicycle. Recommended rack styles include:

- Inverted U racks
- Post and ring racks
- Coathanger racks
- Custom racks providing two points of contact

Recommended long-term facilities consist of more permanent, lockable enclosures that provide for storage of the bicycle and associated equipment and clothing. Recommended designs include:

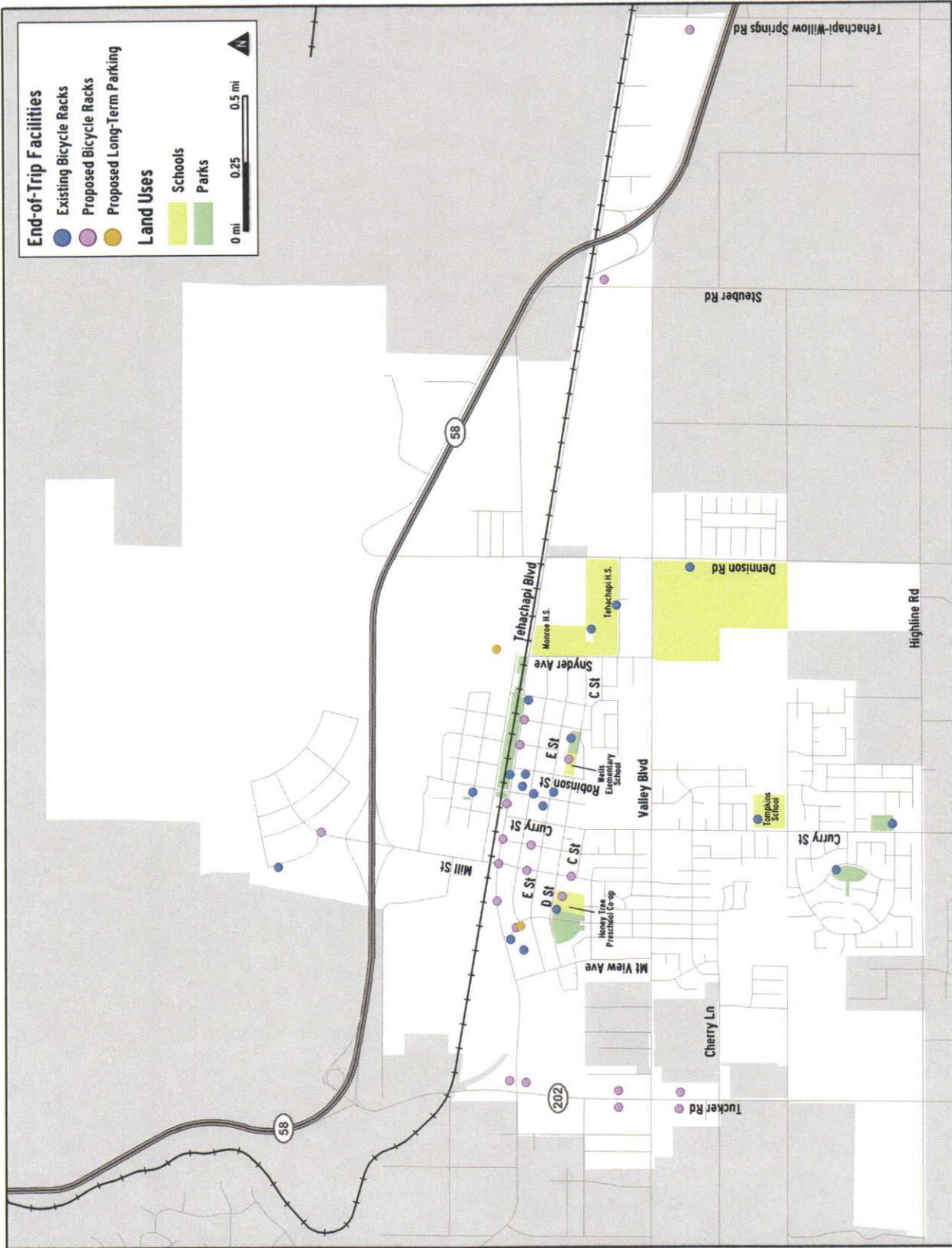
- Covered, lockable enclosures with permanently anchored racks for bicycles
- Lockable bicycle rooms with permanently anchored racks or
- Lockable, permanently anchored bicycle lockers

When people commute by bicycle they often sweat or become dirty from weather or road conditions. Providing changing and storing facilities encourages commuters to travel by bicycle because they have a place to clean up before work or school. This Plan recommends that Tehachapi's Municipal Code require all new mid-size and large employers, offices, and businesses to supply changing and



5 Recommended Improvements

Figure 5-2: Proposed End-of-Trip Facilities in Tehachapi



storing facilities, by providing showers and clothes lockers within the buildings or arranging agreements with nearby recreation centers to allow commuters to use their facilities.

Figure 5-2 displays proposed bicycle parking locations in Tehachapi. These locations are based on the City's land use designations and will need to go through further review when implementing exact placement. The City should ensure there is adequate short-term bicycle parking at all major trip attractors, including commercial and civic activity centers and transit hubs. The City should prioritize the installation of bicycle parking throughout the city, with particular attention directed at the following locations:

- Parks
- Schools
- Commercial/office areas
- Civic/government buildings
- Public transit stations

Tehachapi has the opportunity to install sidewalk racks throughout the city and curb extension bicycle racks in the downtown area. In areas where sidewalk width is constrained, this Plan recommends the City study the feasibility of installing bicycle corrals, which involves removing an on-street parking space to provide bicycle racks. This Plan also recommends that high-activity locations such as transit stops, offices, and major commercial districts provide more secure, long-term bicycle parking options, such as bicycle lockers. Any future transit hubs and intermodal facilities should include secure bicycle parking areas as part of their design.

Upon implementation of this Plan, it is recommended that Tehachapi install bicycle parking based on the guidelines presented in the Association of Pedestrian and Bicycle Professional (APBP) Bike Parking Guide 2nd Edition, 2010, which provides guidance on appropriate and accessible placement and positioning of bike racks.

5.2 Bicycle Detection

Traffic signals control traffic by either using timers or actuation (detection). Bicycle detection at actuated traffic signals can provide a substantial improvement for bicycle access and mobility. California Assembly Bill 1581 requires all new and replacement actuated traffic signals have the ability to detect bicyclists. Caltrans Policy Directive 09-06 clarifies the requirements and permits loop and video detection.

This Plan recommends the City, at minimum, install bicycle detection at actuated intersections along all existing and proposed bikeways in this Plan. Where loop detection is used, a pavement stencil of the bicycle detection marking should be used to show bicyclists where to position themselves.

5.3 Project Cost Estimates

Table 5-2 displays the planning-level capital unit cost estimates for each facility type proposed in this plan and **Table 5-3** displays the cost to implement the proposed network in Tehachapi based on the unit costs. As shown, it will cost approximately \$5,085,800 to implement the network.

Estimated unit costs may vary from what is provided in this Plan depending on environmental conditions of a given facility, unforeseen construction cost variations, and similar considerations. Cost assumptions also exclude specific treatments that may vary by site and must be determined by field review, such as traffic calming measures, restriping of existing travel lanes, and sign removal.

5.4 Project Prioritization

5.4.1 Prioritization Strategy

A prioritized list of bicycle projects will help guide the City of Tehachapi in implementing the proposed bicycle facilities presented in this Plan. Proposed bicycle facilities are ranked by criteria that define a facility's ability to address an existing or future

Table 5-2: Bikeway Unit Cost Estimates

Facility Type	Description	Estimated Cost
Class I Bike Path	Paving, striping and signage	\$800,000 / mile
Class II Bike Lanes	Striping, signage, and travel lane restriping	\$40,000 / mile
Class III Bike Routes	Pavement markings and signage	\$25,000 / mile
Bike Boulevard	Pavement markings, signage, and limited traffic calming	\$30,000 / mile

Table 5-3: Estimated Cost of Proposed Bicycle Network

Facility Type	Unit Cost per Mile	Length of Proposed Network	Estimated Cost
Class I Bike Path	\$800,000 / mile	5.05	\$4,040,000
Class II Bike Lanes	\$40,000 / mile	25.4	\$994,800
Class III Bike Routes	\$25,000 / mile	0.54	\$13,500
Bike Boulevard	\$30,000 / mile	1.25	\$37,500
Total Cost			\$5,085,800

need in Tehachapi. The following criteria are used to evaluate each proposed bicycle facility.

Gap Closure

Gaps in the bicycle network come in a variety of forms, ranging from a “missing link” on a roadway to larger geographic areas without bicycle facilities. Gaps in the bikeway network discourage bicycle use because they limit access to key destinations and land uses. Facilities that fill a gap in the existing and proposed bicycle network are of high priority.

Connectivity to Existing Facilities

Proposed bikeways that connect to existing bicycle facilities in Tehachapi and to the Greater Tehachapi Area network increase the convenience of bicycling. Proposed facilities that fit this criterion are of high importance to the City.

Connectivity to Regional Proposed Facilities

Proposed bikeways in Kern County will eventually become existing bicycle facilities. Thus, facilities that link to them will enhance future connectivity by improving bicycle travel between cities or destinations in other cities. This will continue to enhance bicycle travel in Tehachapi.

Connectivity to Activity Centers

Activity centers include major commuter destinations, such as commercial and retail centers, schools, parks, and downtowns. These locations generate many trips which could be made by bicycle if the proper facilities were available. Bicycle facilities on roadways that connect to activity centers are of priority to the City.

Connectivity to Multi-Modal Transportation Centers

Bicycle facilities that link to modes of public transportation increase the geographical distance that bicyclists are able to travel. Proposed bicycle facilities that connect to transit stops and centers improve bicyclist mobility and are therefore key pieces of the bicycle network.

Safety

Bicycle facilities have the potential to increase safety by reducing the potential conflicts between bicyclists and motorists that often result in collisions. Proposed facilities that are located on roadways with past bicycle-automobile collisions are important to Tehachapi.

Public Input

The City solicited public input through a community workshop. Facilities that community members identified as desirable for future bicycle facilities are of priority to the network because they address the needs of the public.

Project Cost

Projects that are less expensive do not require as much funding as other projects and are therefore easier to implement. Projects that cost less are of higher priority to the City.

5.4.2 Project Ranking

Table 5-4 shows how the criteria described in the previous section translate into weights for project prioritization and ranking. Weights are based on direct, secondary, or no service at all. Direct service means that a facility intersects with a facility/destination, whereas secondary access occurs when the primary facility is located in close proximity to an existing facility/destination.

Table 5-5 presents the list of prioritized bikeway projects in Tehachapi. The projects that ranked the highest should generally be implemented first. However, if the opportunity arises to implement projects that ranked lower, such as through street resurfacing projects, the City should implement those bikeways. Projects with lower rankings may also be combined with other projects to increase connectivity.

5.5 Recommended Programs

5.5.1 Education

Bicycle Skills Courses

Target Audience: General public

Most bicyclists do not receive comprehensive instruction on safe and effective bicycling



techniques, laws, or bicycle maintenance. Bike skills training courses are an excellent way to improve both bicyclist confidence and safety. The League of American Bicyclists (LAB) developed a comprehensive bicycle skills curriculum which is considered the national standard for adults seeking to improve their on-bike skills. The classes available include bicycle safety checks and basic maintenance, basic and advanced on-road skills, commuting, and driver education.¹

This Plan recommends Tehachapi partner with non-profits, advocacy groups, or other organizations to offer bicycle skills courses for all ages, and incorporate them into recreation center programs or other city programs. Bicycle skills courses that target children should to the extent feasible be fully integrated into school curriculum through PE classes, general assembly, and other means of instruction.

Drivers Education Training

Target Audience: General public, motorists

Interacting with bicyclists on the road is often not included in training for new drivers. Teaching

¹ Additional program information is available online at www.bikeleague.org/programs/education/courses.php

Table 5-4: Prioritization Criteria

Criteria	Score	Multiplier	Total	Description
Gap Closure	2	3	6	Fills a network gap between two existing facilities
	1	3	3	Fills a network gap between an existing facility and a proposed facility
	0	3	0	Does not directly or indirectly fill a network gap
Connectivity: Existing	2	3	6	Provides direct access to an existing bicycle facility
	1	3	3	Provides secondary connectivity to an existing bicycle facility
	0	3	0	Does not directly or indirectly access an existing bicycle facility
Connectivity: Regional Proposed	2	1	2	Provides direct access to a regional proposed bicycle facility
	1	1	1	Provides secondary connectivity to a regional proposed bicycle facility
	0	1	0	Does not directly or indirectly access a regional proposed bicycle facility
Connectivity: Activity Centers	2	2	4	Provides direct access to a major trip-generating destination
	1	2	2	Provides secondary connectivity to a major trip-generating destination
	0	2	0	Does not directly or indirectly access an Activity Center
Connectivity: Multi-Modal	2	2	4	Provides direct access to a multi-modal transportation center
	1	2	2	Provides secondary connectivity to a multi-modal transportation center
	0	2	0	Does not directly or indirectly access a multi-modal transportation center
Safety	2	1	2	Provides a bicycle facility on a roadway that experienced 1 or more bicycle collisions between 2007-2009
	1	1	1	Provides a bicycle facility on a roadway with secondary access to a roadway with a bicycle collisions between 2007-2009
	0	1	0	Provides a bicycle facility on a roadway or secondary access to a roadway that did not experience any bicycle collisions between 2007-2009
Public Input	2	1	2	Roadway was identified by the public as a desirable for a future facility multiple times
	1	1	1	Roadway was identified by the public as desirable for a future facility once
	0	1	0	Roadway was not identified by the public as desirable for a future facility
Project Cost	2	1	2	Will cost less than \$15,000 to implement
	1	1	1	Will cost between \$15,001 and \$100,000 to implement
	0	1	0	Will cost over \$100,000 to implement

motorists how to share the road from the start can help reduce potential conflicts between drivers and bicyclists. The League of American Bicyclists (LAB) offers a three-hour motorist education classroom session that teaches participants topics including roadway positioning of bicyclists, traffic and hand signals, principles of right-of-way, and left and

right turn problems.² Tehachapi should encourage instructors of driver education courses to add this class to their curriculum. The City should also work with the Department of Motor Vehicles and Superior Court to explore opportunities to offer

2 <http://www.bikeleague.org/programs/education/courses.php#motorist>

this class as a diversion course for motorists who receive citations for reckless driving or as a training session for local professional drivers.

Bicycle Rodeos

Target Audience: Children

Bicycle Rodeos are individual events that help students develop basic bicycling techniques and safety skills through the use of a bicycle safety course. Rodeos use playgrounds or parking lots set-up with stop signs, traffic cones, and other props to simulate the roadway environment. Students receive instruction on how to maneuver, observe stop signs, and look for on-coming traffic before proceeding through intersections. Bicycle Rodeos also provide an opportunity for instructors to ensure children's helmets and bicycles are appropriately sized. Events can include free or low-cost helmet distribution and bike safety checks.

Trained adult volunteers, local police, and the fire department can administer Rodeos. Bicycle Rodeos can be stand-alone events or can be incorporated into health fairs, back-to-school events, and Walk and Bike to School days.

The Tehachapi Police Department has conducted a bicycle rodeo in the past. This plan recommends the Police Department conduct bicycle rodeos at all elementary and middle schools at least once per academic year. Bicycle Rodeos should also be held at community events, such as Earth Day celebrations.

Public Awareness Campaign

Target Audience: General public

Bicyclists often come into conflict with other modes of transportation because the general public is not expecting to see them on the road. A public awareness campaign can increase visibility of bicyclists and highlight their rights and responsibilities to all modes. New York City has a



“Look” campaign that uses various media formats to remind residents to look for bicyclists.³ A similar campaign that educates the public on the presence of bicyclists will reduce potential conflicts in Tehachapi and create a more bicycle-friendly city. The campaign should be conducted using a wide range of media to reach a diverse population.

5.5.2 Encouragement

Safe Routes to School (SR2S)

Target Audience: Children

Helping children walk and bicycle to school is good for children's health and can reduce congestion, traffic dangers, and air pollution caused by parents driving children to school. Safe Routes to School programs use a “5 Es” approach using Engineering, Education, Enforcement, Encouragement, and Evaluation strategies to improve safety and encourage children walking and biking to school. The programs are usually run by a coalition of city government, school and school district officials, teachers, parents, students, and neighborhood volunteers. A Tehachapi Safe Routes to School program will be a key element to implementing this Plan.

³ http://www.nyc.gov/html/look/html/about/what_we_do_text.shtml

Table 5-5: Prioritized Bikeway Projects

Project No.	Facility Type*	Street	From
1	BP	Tehachapi Boulevard	Existing bike path (west)
2	BL	Tehachapi Boulevard	Mt View Avenue
3	BL	Valley Boulevard (north side)	Las Colinas Street
4	BL	E Street	Mulberry Street
5	BL	Valley Boulevard	West city limits
6	BL	Mulberry Street	Tehachapi Boulevard
7	BL	Tucker Road	Valley Boulevard
8	BL	Curry Street	Tehachapi Boulevard
9	BL	Mill Street	Tehachapi Boulevard
10	BP	Conway Path	Tucker Road
11	BP	Valley Boulevard	Curry Street
12	BL	Curry Street	Valley Boulevard
13	BL	Mt View Avenue	D Street
14	BL	Valley Boulevard	Snyder Avenue
15	BP	Antelope Run (north-south, east-west)	Tehachapi Boulevard
16	BL	Mojave Street	Tehachapi Boulevard
17	BB	Clearview Street-White Oak Drive	Valley Boulevard
18	BL	Snyder Avenue	Tehachapi Boulevard
19	BB	Elm Street	Maple Street
20	BL	E Street	Davis Street
21	BL	Cherry Lane	Tucker Road
22	BL	Dennison Road	Burnett Road
23	BL	C Street	Mill Street
24	BR	Elm Street-Applewood Street-Pinon Street	Cherry Lane
25	BP	Cherry Lane	Elm Street
26	BL	Anita Drive	Snyder Avenue
27	BL	Green Street	J Street
28	BL	Highline Road	Tucker Road
29	BL	C Street-Pepper Drive	Mojave Street
30	BB	Maple Street	Mt View Avenue
31	BL	Burnett Road	Dennison Road
32	BL	Mill Street-Capitol Hills Parkway-Challenger Drive	Vienna Street
33	BL	Mojave Street	J Street
34	BL	Orchard Parkway	Clasico Drive
35	BL	Pinon Street	Curry Street

*BP=Bike path, BL=Bike lane, BR=Bike route, BB=Bike boulevard

5 Recommended Improvements

To	Gap Closure	Connectivity: Existing	Connectivity: Regional	Connectivity: Activity Centers	Connectivity: Multi-Modal	Safety	Public Input	Project Cost	Total
Mt View Avenue	6	6	1	4	2	2	2	1	24
Tehachapi-Willow Springs Road	6	6	1	4	2	2	2	0	23
Oakwood Street	6	6	1	4	0	2	2	1	22
Robinson Street	6	6	0	4	2	1	1	1	21
Tucker Road	3	6	2	4	0	2	2	2	21
E Street	3	6	0	4	4	1	0	2	20
Highline Road	3	6	2	4	0	1	2	1	19
C Street	3	6	0	4	0	2	1	2	18
Valley Boulevard	6	6	0	4	0	0	1	1	18
Mt View Avenue	6	6	1	4	0	0	1	0	18
Snyder Avenue	3	6	0	4	0	2	2	0	17
Highline Road	3	6	0	4	0	2	1	1	17
Valley Boulevard	6	6	0	2	0	1	0	2	17
Dennison Road	3	6	0	2	0	2	2	2	17
Tucker Road/Alder Avenue	3	6	1	4	0	1	1	0	16
Pepper Drive	3	6	0	4	0	1	0	2	16
Curry Street	3	6	0	4	0	1	0	2	16
Valley Boulevard	3	6	0	4	0	1	0	1	15
Cherry Lane	3	6	0	4	0	0	0	2	15
Snyder Avenue	3	6	0	2	0	0	1	2	14
Elm Street	0	3	1	4	0	1	1	1	11
Highline Road	0	3	0	4	0	1	2	1	11
End of road (east)	3	3	0	2	0	1	0	1	10
Curry Street	0	3	0	4	0	1	0	2	10
Curry Street	0	3	0	4	0	0	1	0	8
Dennison Road	0	3	0	2	0	1	0	2	8
Tehachapi Boulevard	0	3	0	0	2	1	0	2	8
Tehachapi-Willow Springs Road	0	3	2	0	0	1	2	0	8
Snyder Avenue	0	3	0	2	0	0	0	2	7
Mill Street	0	3	0	2	0	0	0	2	7
Appaloosa Court	0	0	0	4	0	1	0	1	6
Tehachapi Boulevard	0	0	0	4	0	0	1	1	6
H Street	0	0	0	0	4	0	0	2	6
Curry Street	0	0	0	2	0	2	0	2	6
Brandon Lane	0	0	0	4	0	1	0	1	6

Project No.	Facility Type*	Street	From
36	BL	Steuber Road	Tehachapi Boulevard
37	BL	J Street	Curry Street
38	BP	C Street	C Street (cul-de-sac)
39	BP	Challenger Path	Challenger Drive
40	BL	H Street	Mill Street
41	BL	I Street	Curry Street
42	BL	Pinon Street-Highland Orchard Parkway-Alder Avenue	Curry Street
43	BL	Tehachapi-Willow Springs Road	Tehachapi Boulevard
44	BP	Orchard Parkway	Alder Avenue
45	BP	Pinon Street	Brandon Lane

*BP=Bike path, BL=Bike lane, BR=Bike route, BB=Bike boulevard

Event Valet Bicycle Parking

Target Audience: General public

Providing safe and secure bicycle parking helps encourage individuals to bicycle. San Francisco passed a city ordinance that requires all major city events to provide bike parking and pioneered an innovative tool for stacking hundreds of bicycles without racks.⁴ This Plan recommends Tehachapi provide, or require of event organizers, temporary valet bicycle parking at regularly occurring events with expected large attendance, such as the Mountain Festival or Farmers Market. Tehachapi could work with local advocacy groups or non-profits to provide this service at their events.

Bicycling Maps

Target Audience: General public

One of the most effective ways of encouraging people to bike and walk is through the use of maps

and guides to show that the infrastructure exists, to demonstrate how easy it is to access different parts of the city by bike or on foot, and to highlight unique areas, shopping districts or recreational areas. Biking and walking maps can be used to promote tourism to an area, to encourage residents to walk, or to promote local business districts. Maps can be citywide, district-specific, or neighborhood/family-friendly maps.

Fly and Ride

Target Audience: General public, pilots

Vacationing by plane often includes renting a vehicle upon arrival at a destination. The Oceano Airport in San Luis Obispo County has a “Fly and Ride” program in which pilots and their friends/families can use bicycles owned by the airport to ride into town. The Tehachapi Municipal Airport is located in close proximity to the downtown and by providing this service has the potential to increase tourism and business in the City.

4 www.sfbike.org/?valet

To	Gap Closure	Connectivity: Existing	Connectivity: Regional	Connectivity: Activity Centers	Connectivity: Multi-Modal	Safety	Public Input	Project Cost	Total
Highline Road	0	0	0	4	0	1	0	1	6
Hayes Street	0	0	0	0	4	0	0	1	5
Mojave Street	0	3	0	0	0	0	0	1	4
Dennison Road	0	0	0	4	0	0	0	0	4
Mojave Street	0	0	0	0	2	0	1	1	4
Mojave Street	0	0	0	0	2	0	0	2	4
Applewood Drive	0	0	0	2	0	1	0	1	4
Highline Road	0	0	0	2	0	1	0	1	4
Clasico Drive	0	0	0	2	0	1	0	0	3
Dennison Road	0	0	0	2	0	0	0	0	2

5.5.3 Enforcement

Targeted Bicycling Enforcement

Target Audience: Bicyclists and motorists

Traffic enforcement agencies enforce laws pertaining to bicycles as part of their responsible normal operations. Directed enforcement is one way to publicize bicycle laws in a highly visible and public manner. Examples of directed enforcement actions include intersection patrols, handing out informational sheets to motorists, bicyclists and pedestrians; and enforcing speed limits and right-of-way.

Targeted Driving Enforcement

Much like directed enforcement for bicyclists, police departments can target enforcement of motorists for bicycle-related violations. Common actions of drivers that create potential conflicts with bicyclists include parking in bike lanes and not sharing the road. Directing enforcement at these actions can create a safer bicycling environment in Tehachapi.

Speed Radar Trailer/Speed Feedback Signs

Target Audience: Motorists

Speed radar trailers can help reduce traffic speeds and enforce speed limits in areas with speeding problems. Police set up an unmanned trailer that displays the speed of approaching motorists along with a speed limit sign. Speed trailers may be effective on busier arterial roads without bikeway facilities or near schools with reported speeding. The speed trailer’s roadway placement should not obstruct bicycle traffic.

Speed trailers work as both an educational and enforcement tool. By itself, the unmanned trailer educates motorists about their current speed in relation to the speed limit.

Speed trailers can transport easily to streets where local residents complain about speeding problems. The Tehachapi Police Department should station officers near the trailer to issue speeding citations when speeding continues to occur.

It is recommended that City staff provide the management role for this program, working with the public to determine which locations are in most need. This program can be administered randomly, cyclically, or as demand necessitates because of the speed trailers' portability.

Bicycle Patrol Units

Target Audience: Bicyclists and motorists

On-bike officers are an excellent tool for community and neighborhood policing because they are more accessible to the public and able to mobilize in areas where patrol cars cannot (e.g., overcrossings and paths). Bike officers undergo special training in bicycle safety and bicycle-related traffic laws and are therefore especially equipped to enforce laws pertaining to bicycling. Bicycle officers help educate bicyclists and motorists through enforcement and also serve as excellent outreach personnel to the public at parades, street fairs, and other gatherings.

5.5.4 Evaluation and Monitoring

Annual Bicycle Counts and Surveys

Partnering with local advocacy groups and volunteers to conduct annual bicycle counts is a mechanism for tracking bicycling trends over time



and for evaluating the impact of bicycle projects, policies, and programs from the Tehachapi Bicycle Master Plan. Ongoing count data will enable the City to analyze changes in bicycling levels and to track the impact of new bicycle infrastructure.

Annual surveys measure "attitudes" about bicycling. These surveys could be either online surveys or intercept surveys. Surveys should determine if bicyclists are reacting positively or negatively to bicycle facilities and programs implemented. Results of the counts and surveys can inform future bicycling planning efforts and be presented to the Bicycle Advisory Committee at regular meetings.

Bicycle Advisory Committee

After adoption of the Tehachapi Bicycle Master Plan, it is crucial to implement the proposed projects and programs. A bicycle advisory committee will help to advise the City on bicycling issues that are important to plan implementation. The committee is typically charged with technical issues, such as project feasibility. Committee members can include transportation staff, elected officials, bicycling advocates, and other appropriate persons.

Mobility Coordinator Position

A number of cities around the country staff a part- or full-time Mobility Coordinator position. Cities with such a position usually experience relative success in bike plan implementation. An ongoing mobility coordinator position in Tehachapi will assist with the current bicycle planning and safety efforts, implementation of the bicycle plan, and pursuing grant funding efforts. In addition to supporting existing programs, such as bicycling parking provision and educational activities, potential job duties for this staff position are listed below.

- Monitoring facility planning, design, and construction that may impact bicycling

- Staffing bicycle advisory committee meetings
- Coordinating the implementation of the recommended projects and programs listed in this Plan
- Identifying new projects and programs that would improve the city's bicycling environment and improve safety for bicyclists, pedestrians, and motorists
- Coordinating evaluation of projects and programs, such as bicycle counts
- Pursuing funding sources for project and program implementation

Bicycling Report Card

A bicycling report card will provide an annual snapshot of relevant bicycling metrics to track the efforts of the Tehachapi Bicycle Master Plan. Results from bicycle counts and user surveys should be included in the report card, as well as recently completed improvement projects and new bikeway miles. The report card should compare the changes and accomplishments from year to year, which will help focus the following year's improvements and goals.



5 Recommended Improvements

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6 Funding Sources

All levels of government contain programs that can potentially fund bicycle projects, programs, and plans. This section covers federal, state, and regional sources of bicycle funding. Many funding sources are highly competitive. Therefore, it is not possible to determine exactly which projects will receive funding from specific funding sources. **Table 6-1** serves as a general guide to funding sources. Staff should refer to current guidelines provided by the granting agency when pursuing any funding opportunity.

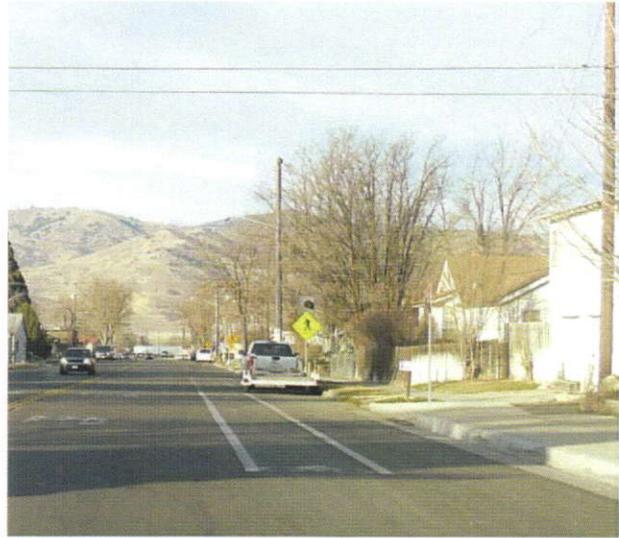


Table 6-1: Funding Sources

Funding Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants
Federally-Administered Funding					
Paul S. Sarbanes Transit in Parks and Public Lands Program	Varies, generally October	Federal Transit Administration	\$27 mil in 2010	None	Federal, State, local and tribal agencies that manage federal lands
Rivers, Trails and Conservation Assistance Program	Aug 1 for the following fiscal year	National Parks Service	Staff time is awarded for technical assistance	Not applicable	Public agencies
Transportation, Community and System Preservation Program	Varies, generally January or February	Federal Transit Administration	\$29 mil in 2012	20%	States, MPOs, local governments and tribal agencies
State-Administered Funding					
Bicycle Transportation Account	March	Caltrans	\$7.2 mil (\$1.8 per applicant)	Minimum 10% local match on construction	Public agencies
California Conservation Corps	On-going	California Conservation Corps	CCC donates labor hours	None	Federal and state agencies, city, county, school district, NPO, private industry
Community Based Transportation Planning Grants	March/April	Caltrans	\$3 mil, each project not to exceed \$300,000	10%	MPO, RPTA, city, county
Community Development Block Grants	Varies between grants	CA Department of Housing and Urban Development	Up to \$500,000 per applicant	Varies between grants	"Non-entitlement" cities (under 50,000) and counties (under 200,000)
Environmental Enhancement and Mitigation Program	September/October (sign up on website for notification)	California Natural Resources Agency	\$10 mil	None	Federal, State, local agencies and MPO
Environmental Justice: Context-Sensitive Planning	March/April	Caltrans	\$3 mil, each grant not to exceed \$250,000	10%	MPO, RPTA, city, county

Planning	Construction	Other	Notes
X	X		Funds transportation modes that reduce congestion in parks and public lands.
		X	RTCA staff provides technical assistance to communities so they can conserve rivers, preserve open space, and develop trails and greenways.
X	X	X	The program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices.
X	X	X	Eligible projects must improve safety and convenience of bicycle commuters. In addition to construction and planning, funds may be used for right of way acquisition.
	X	X	CCC provides labor assistance on construction projects and annual maintenance.
	X		Eligible projects that exemplify livable community concepts including enhancing bicycle and pedestrian access.
X	X	X	Funds local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Can be used to build sidewalks, recreational facilities.
	X	X	EEMP funds projects in California, at an annual project average of \$250,000. Funds may be used for land acquisition.
X		X	Funds projects that foster sustainable economies, encourage transit oriented and mixed use development, and expand transportation choices, including walking and biking. Projects can be design and education, as well as planning.

6 Funding Sources

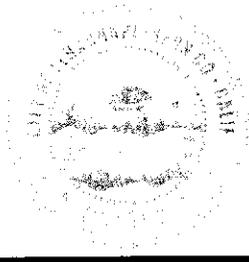
Funding Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants
Habitat Conservation Fund	October	CA Department of Parks and Recreation	\$2 mil (grants for trails usually under \$200,000)	100%	City, county, district
Highway Safety Improvement Program	October	Caltrans	\$75 mil in CA in 2011	Varies between 0% and 10%	City, county or federal land manager
Land and Water Conservation Fund	March	NPS, CA Dept. of Parks and Recreation	\$1.7 mil	50% + 2-6% administration surcharge	Cities, counties and districts authorized to operate, acquire, develop and maintain park and recreation facilities
Office of Traffic Safety (OTS) Grants	January	Caltrans	Varies annually	None	Government agencies, state colleges, state universities, city, county, school district, fire department, public emergency service provider
Petroleum Violation Escrow Account	Not Applicable	Caltrans	Varies annually	None	Local and regional agencies
Public Access Program	On-going	Wildlife Conservation Board (WCB)	\$1 mil, \$200,000 per project	50% preferred	Federal, state, counties, cities, non-profit organizations or public districts and corporations
Recreational Trails Program	October	CA Department of Parks and Recreation	\$2.1 mil in 2011	12%	Agencies and organizations that manage public lands
Safe Routes to School (California)	Varies	Caltrans	\$24.25 mil	10%	City, county
Safe Routes to School (Federal)	Mid-July	Caltrans	\$23 mil	None	State, city, county, MPOs, RTPAs and other organizations that partner with one of the above
State Coastal Conservancy	Rolling	State Coastal Conservancy	Varies	None	Public agencies, non-profit organizations
State Highway Operations and Protection Program (SHOPP)	Not Available	Caltrans	\$1.69 mil statewide annually through FY 2013/14	Not Available	Local and regional agencies

Planning	Construction	Other	Notes
X	X	X	Provides funds to local entities to protect threatened species, to address wildlife corridors, to create trails, and to provide for nature interpretation programs which bring urban residents into park and wildlife areas.
X	X	X	Projects must address a safety issue and may include education and enforcement programs. This program includes the Railroad-Highway Crossings and High Risk Rural Roads programs.
X		X	Fund provides matching grants to state and local governments for the acquisition and development of land for outdoor recreation areas. Lands acquired through program must be retained in perpetuity for public recreational use. Individual project awards are not available. The Department of Parks and Recreation levies a surcharge for administering the funds.
		X	Funds safety improvements to existing facilities, safety promotions including bicycle helmet giveaways and studies to improve traffic safety.
	X	X	Funds programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees.
	X		Funds the protection and development of public access areas in support of wildlife oriented uses, including helping to fund construction of ADA trails.
X	X	X	Funds can be used for acquisition of easements for trails from willing sellers, maintenance, and education.
	X	X	SR2S is primarily a construction program to enhance safety of pedestrian and bicycle facilities near schools. A small percentage of funds can be used for programmatic improvements.
	X	X	Construction, education, encouragement and enforcement program to encourage walking and bicycling to school.
X	X	X	Projects must be in accordance with Division 21 and meet the goals and objectives of the Conservancy's strategic plan. More information can be found at http://scc.ca.gov/applying-for-grants-and-assistance/forms .
	X	X	Capital improvements and maintenance projects that relate to maintenance, safety and rehabilitation of state highways and bridges.

6 Funding Sources

Funding Source	Due Date	Administering Agency	Annual Total	Matching Requirement	Eligible Applicants
Regionally-Administered Funding					
Congestion Mitigation Air Quality (CMAQ)	Not available	Kern Council of Governments	\$1.8 mil nationally in 2009	None	Cities
Resurfacing and Repaving (through existing funds)	Not applicable	City	Not applicable	Not applicable	Not applicable
TDA Article 3 funds	Not applicable	Kern Council of Governments	\$75-85 mil	None	Cities
Transportation Enhancements	Not available	Kern Council of Governments	\$75 mil	Not available	Cities
Other Funding Sources					
Bikes Belong Grant	Multiple dates throughout year	Bikes Belong	Not Available	50% minimum	Organizations and agencies
Community Action for a Renewed Environment	March	US EPA	Varies	Not Available	Applicant must fall within the statutory terms of EPA's research and demonstration grant authorities
Volunteer and Public-Private Partnerships	Not Applicable	City, county, joint powers authority	Varies	Not Applicable	Public agency, private industry, schools, community groups

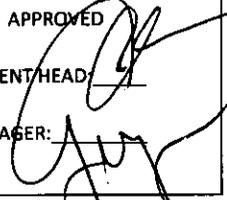
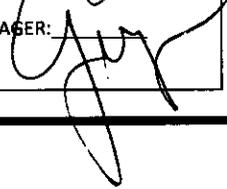
Planning	Construction	Other	Notes
	X	X	Funds are allocated for transportation projects that aim to reduce transportation-related emissions. Funds can be used for construction of bicycle facilities and pedestrian walkways or for non-construction projects related to safe bicycling and walking (i.e. maps and brochures).
	X		The City should take advantage of street resurfacing and repaving projects to stripe bicycle lanes or markings. These types of upgrades are low cost, but require coordination between Planning and Public Works departments,
X	X	X	Funds can be used for engineering expenses leading to construction, right-of-way aquisition, retrofitting existing bicycle facilities, route improvements, and purchase and installation of bicycle facilities.
X	X	X	Funds are a set-aside of Surface Transportation Program (STP) monies designated for Transportation Enhancement (TE) activities, which include the pedestrians and bicycles facilities, safety and educational activities for pedestrians and bicyclists, and the preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails).
	X	X	Bikes Belong provides grants for up to \$10,000 with a 50% match that recipients may use towards paths, bridges and parks.
X		X	Grant program to help community organize and take action to reduce toxic pollution in its local environment
	X	X	Requires community-based initiative to implement improvements.



COUNCIL REPORTS

AGENDA SECTION: ASST CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED	
DEPARTMENT HEAD:	
CITY MANAGER:	

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRISTOPHER KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 13, 2012

SUBJECT: HSIP VALLEY SHOULDER WIDENING PROJECT REJECTION OF BIDS

BACKGROUND:

As the Council is aware, the Valley Shoulder Widening Project, funded through a federal grant from the Highway Safety Improvement Program (HSIP), was bid on April 5, 2012. At the time, no bids were received. Following conversations with the California Department of Transportation (Caltrans) the project was rebid with a bid opening date of May 17, 2012.

At the May 17 bid opening, one bid was received from WM Lyles Co. in the amount of \$166,923.00. Unfortunately, the grant funds for construction are limited to \$64,000, with the City's intended match at 10% (or \$6,400).

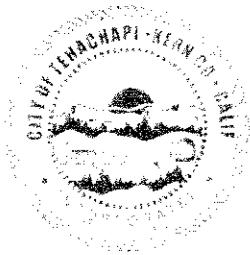
It is Staff's opinion, based upon conversations with contractors who chose not to bid on the project, that much of the difference between the original engineer's estimate of \$70,000 and the received bid amount is related to the relatively small nature of the project and the relatively high amount of administration expense association with this grant funded project.

In an effort to remedy that situation, Staff has conferred with Caltrans local assistance and agrees that bundling this project with another, larger project, may reduce the overall costs. Additionally, by combining the bidding with another project, any expenses associated with a third bidding process would be minor.

In order to accomplish this goal, the Council must first reject the bid from WM Lyles.

RECOMMENDATION:

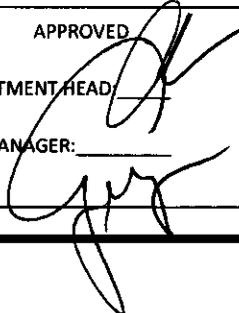
REJECT THE BID FROM WM LYLES CO., FOR THE HSIP VALLEY SHOULDER WIDENING PROJECT AND DIRECT STAFF TO BUNDLE THIS PROJECT WITH THE TEHACHAPI BLVD REHAB PROJECT FOR FUTURE REBIDDING



COUNCIL REPORTS

AGENDA SECTION: ASST CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED	
DEPARTMENT HEAD	
CITY MANAGER	

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRISTOPHER KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 13, 2012

SUBJECT: TRACT 6507 STORM WATER SUMP EASEMENT

BACKGROUND:

As the Council is aware, the City will be constructing improvements at the storm water sump located within Tract 6507 on Applewood Dr. In order to construct these improvements, the Council must first accept the dedication of an easement from the property owner, Mark & Kilkenny, LLC.

RECOMMENDATION:

ACCEPT THE EASEMENT DEDICATION FOR THE STORM WATER SUMP LOCATED WITHIN TRACT 6507

RECORDED AT THE REQUEST OF AND
WHEN RECORDED RETURN TO:

City of Tehachapi
115 S. Robinson Street
Tehachapi, CA 93561

EASEMENT DEDICATION

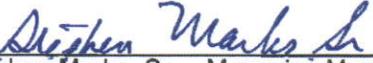
FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, MARKS & KILKENNY, LLC, hereinafter called GRANTOR, hereby dedicates pursuant to California Government Code Section 7050 to the CITY OF TEHACHAPI, a political subdivision of the State of California, hereinafter called GRANTEE, an easement and right-of-way to lay, construct, reconstruct, maintain, operate, repair, renew, change the size of and remove water, sewer and/or drainage facilities, pipelines with appurtenant fittings, structures and other equipment, with the right of ingress to and egress from the same, over, through, under, along and across those certain parcels of land situated in the City of Tehachapi, County of Kern, State of California, and being more particularly described as follows:

See Exhibit "A"

GRANTOR and its successors further dedicates to the GRANTEE the right to trim such trees and other foliage and to cut such roots on said parcels of land as may be necessary for the construction, protection, maintenance, operation, renewal and replacement of such facilities necessary to handle water, sewage, and/or drainage over, under, across and through said lands, and the full exercise of the rights hereby dedicated, and covenants that no building or permanent improvements will be placed thereon.

IN WITNESS WHEREOF, GRANTOR has executed this Easement Dedication this 13 day of
JUNE 2012.

GRANTOR:
MARKS & KILKENNY, LLC



Stephen Marks, Sr. – Managing Member

(Attach Notarial Jurat)

Exhibit "A"

Legal Description for Drainage Basin

A portion of Lot 1 of Tract Map No. 6507 , filed in Book 58 of Maps at Page 151 in the Office of the Kern County Recorder; Also being a portion of the northeast quarter of Section 29, Township 32 South, Range 33 East, M.D.B.&M., in the City of Tehachapi, County of Kern, State of California, more particularly described as follows:

The east 531.00 feet of the north 201.00 feet of said Lot 1;

EXCEPTING THEREFROM :

- (1) Any portion of Applewood Drive, a public street per said Tract Map No. 6507;
- (2) Any portion of Royal Oak Court, a public utility easement and public access easement per said Tract Map No. 6507.

CALIFORNIA JURAT WITH AFFIANT STATEMENT

- See Attached Document (Notary to cross out lines 1-6 below)
 See Statement Below (Lines 1-5 to be completed only by document signer[s], *not* Notary)

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

State of California

County of Yolo

Subscribed and sworn to (or affirmed) before me on this

13 day of June, 2012 by

(1) Stephen Marks, Sr
Name of Signer

proved to me on the basis of satisfactory evidence to be the person who appeared before me (.) (.)

(and

(2) _____
Name of Signer

proved to me on the basis of satisfactory evidence to be the person who appeared before me.)

Signature Linda Ocegueda
Signature of Notary Public



Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Further Description of Any Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

RIGHT THUMBPRINT OF SIGNER #1 Top of thumb here

RIGHT THUMBPRINT OF SIGNER #2 Top of thumb here

ACCEPTANCE

The undersigned hereby accepts the Easement Dedication attached hereto on behalf of the City of Tehachapi.

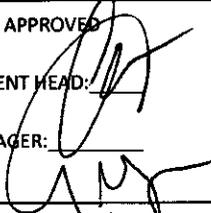
ED GRIMES, Mayor, City of Tehachapi,
California



COUNCIL REPORTS

AGENDA SECTION: ASST CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED:	
DEPARTMENT HEAD:	
CITY MANAGER:	

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRISTOPHER KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 13, 2012

SUBJECT: TRACT 6507 STORM WATER PUMP STATION PROJECT AWARD

BACKGROUND:

On April 2, 2012, the City Council authorized Staff to advertise and receive bids for the Tract 6507 Pump Station project. As the Council may recall, this project will complete necessary capital improvements at the stormwater sump located on Applewood Dr, north of Pinon. These improvements are being funded with the proceeds from the settlement with bond safeguard for the Tract 6216 subdivision as this sump was designed to serve the stormwater from Tract 6216.

Staff opened bids for this project on May 3, 2012. The results of the bid opening are listed in the table below:

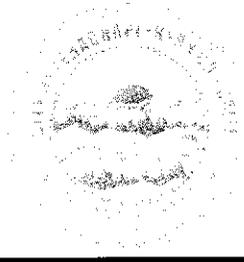
Contractor Name	Bid Amount
Kern Pacific Construction	\$368,900.00
Brown and Fowler Construction	\$369,000.00
HPS Mechanical	\$403,811.00
Brough Construction Inc.	\$433,000.00
Nicholas Construction	\$489,000.00
Keer Civil Corp.	\$732,400.00

FISCAL IMPACT:

There is no impact to the General Fund. All construction and construction administration costs for the project will be funded with proceeds from the settlement with Bond Safeguard.

RECOMMENDATION:

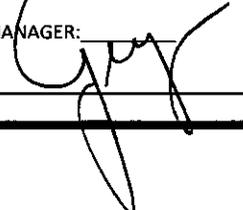
AWARD THE TRACT 6507 STORM WATER PUMP STATION PROJECT TO KERN PACIFIC CONSTRUCTION AND AUTHORIZE THE CITY MANAGER TO EXECUTE NECESSARY CONTRACT CHANGE ORDERS UP TO A MAXIMUM OF 5% OF THE ORIGINAL CONTRACT AMOUNT (OR \$18,445)



COUNCIL REPORTS

AGENDA SECTION: ASST CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: 
CITY MANAGER: 

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRISTOPHER KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: AIRPORT ENGINEERING SERVICES

BACKGROUND:

In February 2012, City Staff solicited and received Statements of Qualifications from airport engineering firms wishing to serve as the City's consultant engineer. Five submittals were received and a shortlist of firms, including Mead and Hunt, AECOM and Tartaglia Engineering, were identified for interviews. Following the interviews, Staff selected Tartaglia Engineering as our top ranked candidate and has subsequently worked to create an agreement with same.

Any work performed under this agreement must first be approved by the Council in a Service Amendment. These amendments will include a scope of work and a budget.

RECOMMENDATION:

APPROVE AND AUTHORIZE THE MAYOR TO SIGN THE AGREEMENT WITH TARTAGLIA ENGINEERING FOR AIRPORT RELATED ENGINEERING SERVICES, SUBJECT TO ANY MINOR REVISIONS BEING APPROVED BY THE CITY ATTORNEY

ENGINEERING SERVICES AGREEMENT

THIS AGREEMENT made this ____ day of _____, 2012, by and between the CITY OF TEHACHAPI, a municipal corporation (the "City") and JOHN A. SMITH dba TARTAGLIA ENGINEERING (the "Contractor"),

WITNESSETH:

WHEREAS, City wishes to hire Contractor as its engineer to provide aviation-related engineering services including, without limitation, those related to City's Airport, grant preparation, design, bidding, and construction administration under the terms and conditions described hereinafter and Contractor is agreeable thereto.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth hereinafter, the parties agree as follows:

1. The parties incorporate the foregoing recitals as if fully set forth herein verbatim.
2. During the term of this Agreement, Contractor shall serve at the pleasure of the City Council. The term of this Agreement shall continue until one of the parties terminates same. Either party may terminate this Agreement at any time upon 30 days prior written notice to the other party. In the event of termination, Contractor shall be entitled to payment under the terms of this Agreement for the work completed by Contractor prior to the date of termination.
3. Contractor shall not perform any services until specifically authorized by City through amendments to this Agreement (the "Service Amendments"). Unless otherwise modified under the Service Amendments, Contractor shall receive payment for all services based on Time and Materials. As used in this Agreement, "Time and Materials" shall mean the number of hours devoted by Contractor to such services charged at the rate set forth in the Contractor's Rate Schedule attached hereto as Exhibit "A" and by this reference made a part hereof and including all reasonable costs incurred by Contractor.
4. Contractor shall bill City no more often than monthly by invoice for the services provided herein. City Manager shall have the right to reasonable review of each invoice and, at the conclusion of the review, City Manager shall place the matter on the

agenda for the next available City Council meeting for consideration by the City Council. Upon approval of the invoice, same shall be paid in the regular cycle of payments made by City for other bills and claims.

5. Contractor shall not provide consulting engineering services for projects within City to any entity or individual other than City without the prior written consent of the City Council.

6. Contractor is an independent contractor under this Agreement and is not an agent or employee of City.

7. Information, data, plans and specifications, Contractor's estimates, and all other documents drafted or created by Contractor or on behalf of Contractor hereunder shall belong to City and Contractor hereby assigns all of its copyright interests therein to City, irrevocably and forever and agrees that City shall be the owner of all such copyrights. All of the foregoing documents hereafter prepared by Contractor or for City or on behalf of Contractor for City shall be retained and maintained for City by Contractor in its office at no additional cost to City. Contractor shall release all such files and documents as instructed by City from time to time, and all such files and documents shall belong to City.

8. Contractor hereby agrees to defend, indemnify, and hold harmless City, its officers, Councilmembers, employees, and representatives from and against all demands, claims, suits, actions, or other legal proceedings (the "Claims") brought against City arising out of or relating to, directly or indirectly, any acts or omissions of Contractor in performing its services hereunder.

9. Contractor represents and warrants that it has professional errors and omissions insurance coverage in amounts not less than \$1 million per claim.

10. All notices required to be given under this Agreement or by law shall be in writing and shall be deemed served if personally delivered or if sent by confirmed facsimile or electronic mail ("Email") or by United States mail, certified, return receipt requested, with date of signing the return receipt (or refusal to sign) as the date of service as follows: if to City - City Manager, 115 South Robinson Street, Tehachapi, California 93561, Fax - (661) 822-2249, Email - ggarrett@tehachapicityhall.com; or if to Contractor - John A. Smith, Tartaglia Engineering, PO Box 1930, Atascadero, CA 93423, Fax - (805) 466-5471, Email - john@tartaglia-engineering.com. Any party may change any of the foregoing as it relates to the party by giving written notice to the other party of the change in the manner set forth herein.

11. Time is of the essence with regard to each covenant, condition and provision of this Agreement.

12. This Agreement shall be governed by and construed in accordance with the laws of the State of California. The venue for any action arising out of or relating to this

Agreement shall be Kern County, California.

13. This Agreement constitutes the entire agreement between the parties with regard to the subject matter herein and supersedes all prior oral and written agreements and understandings between the parties with respect thereto.

14. This Agreement may not be altered, amended, or modified except by a writing executed by duly authorized representatives of all parties.

15. In the event any action or proceeding is instituted arising out of or relating to this Agreement, the prevailing party shall be entitled to its reasonable attorney's fees and actual costs.

16. This Agreement may be executed in counterparts.

17. Waiver by a party of any provision of this Agreement shall not be considered a continuing waiver or a waiver of any other provision, including the time for performance of any such provision.

18. This Agreement shall be binding upon and shall inure to the benefit of the parties hereto, and their respective heirs, successors, and assigns. Notwithstanding the foregoing, Contractor shall not, under any conditions, assign this Agreement or any part thereof to any other entity or individual.

19. If any term, provision, covenant or condition of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and not be affected, impaired, or invalidated thereby.

20. City and Contractor each acknowledge that each party and their respective legal counsel have reviewed this Agreement and agree that this Agreement is the product of negotiations between the parties. This Agreement shall be interpreted without reference to the rule of interpretation of documents that uncertainties or ambiguities therein shall be determined against the party so drafting the Agreement.

21. Contractor, at Contractor's sole cost and expense, shall maintain throughout the term of this Agreement all worker's compensation insurance in the amounts required by law and a comprehensive general liability insurance policy in amounts not less than \$1 million per occurrence. The liability policy shall be primary insurance naming City, its officers, councilpersons, employees, contractors, and representatives as additional insureds and affording City at least 10 days notice prior to cancellation or reduction of coverage. Contractor shall also maintain vehicle liability insurance in amounts not less than \$1 million per occurrence and City's insurance shall be noncontributory. In the event any such policy shall lapse or be canceled, City may, at City's sole discretion, terminate this Agreement without further notice to Contractor. Contractor shall provide CITY with a Certificate of

Insurance verifying Contractor's compliance with the foregoing.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first hereinabove written.

ED GRIMES, Mayor, City of Tehachapi,
California

JOHN A. SMITH dba Tartaglia Engineering

EXHIBIT "A"
[Fee Schedule]

Professional Engineer	\$ 116.00
Licensed Land Surveyor.....	\$111.00
Civil Engineer.....	\$109.00
Project Manager \$85'00	
Environmental Coordinator.....	\$75.00
Engineering Technician.....	\$75.00
Engineer-In-Training.....	\$65.00
Draftsman'\$65.00
Engineering Aide.....	\$55.00
Clerical.....	\$44.00

Inspector:

Day, Straight Time.....	\$97.00
Day, Overtime.....	\$112.00
Night, Straight Time	\$100.00
Night, Overtime '.....	\$115.00
(Minimum night shift:4hours)	

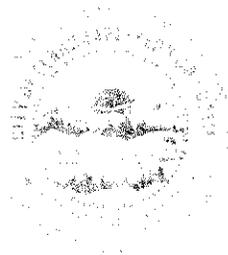
Field Survey:

One Man (with Robotic)	\$155.00
Two Man	\$180.00
Three Man.....	\$210.00

Compensation to surveyors and contruction inspectors shall be in accordance with Prevailing Wage requirements.

Direct expenses shall be reimbursed as follows:

Mileage.....	\$0.55 per mile
Per Diem.....	\$130.00 Per man day
Reproduction, Postage, express mail advertising	cost+ 10%
Sub-consultant services,in contract.....	At cost
Sub-consultant services, out of contract	Cost +5%
Permit, plan check and agency inspection fees.....	At cost



COUNCIL REPORTS

AGENDA SECTION: ASST CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED:	
DEPARTMENT HEAD:	
CITY MANAGER:	

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: CHRISTOPHER KIRK, ASSISTANT CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: AIRPORT ENGINEERING SERVICES – SERVICE AMENDMENT NO. 1

BACKGROUND:

In a previous item on this Agenda, City Staff requested authorization to enter into an agreement with Tartaglia Engineering. As a follow-up, Staff recommends that the Council approve Service Amendment No. 1 pursuant to the agreement previously referenced.

Service Amendment No. 1 relates to the design, bidding, and construction administration for an upcoming capital improvement project at the Tehachapi Municipal Airport. This project, though not yet funded by the Federal Aviation Administration (FAA), will primarily relocate approximately the western third of the current taxiway by reconstructing it in an area south of its current location. This will improve the separation between the existing runway and taxiway, and will bring the separation distance up to current FAA standards.

This is the first phase in a series of planned projects to complete the runway relocations along the entire length of the runway. It is Staff's expectation, based upon conversations with the FAA, that this project will be funded through a grant from the FAA upon successful design and bidding of the project.

Service Amendment No. 1, provides for all engineering services related to this project in an amount not to exceed \$270,000. Should the project be funded by the FAA, all of these costs will be reimbursable with FAA grant funds.

RECOMMENDATION:

APPROVE AND AUTHORIZE THE MAYOR TO SIGN SERVICE AMENDMENT NO. 1 TO THE AGREEMENT WITH TARTAGLIA ENGINEERING, SUBJECT TO MINOR REVISIONS TO BE APPROVED BY THE CITY ATTORNEY

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT A

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

SCOPE OF PROJECT

The project focuses on the rehabilitation (reconstruction) and relocation of the westerly portion of Taxiway A, and the three western-most connecting taxiways. The new taxiway is to be 35 feet wide, designed to support B-I small aircraft, constructed 150 feet, centerline to centerline, with the runway. The project construction of a holding bay on the south side of Taxiway A.

Specific construction activities include:

1. Airfield safety and security measures. Establish and comply with a Safety Plan and a Phasing Plan.
2. Storm water pollution prevention, dust control and environmental measures during construction.
3. Remove existing pavement and aggregate base structural section through a recycling effort. Pulverize in-place and stockpile adjacent to the work area.
4. Earthwork and subgrade preparation.
5. Trench, backfill, and compact. Install storm drain pipe and catch basins. Grade the downstream area as necessary, including an earthen swale, to provide connectivity from the new system to the current airport storm drain outlet.
6. Place, moisture condition, and compact recycled material generated from this project.
7. Import, place, moisture condition, and compact aggregate base.
8. Construct an asphalt concrete surface course.
9. Trench, backfill, and compact. Install electrical conduits, conductors, counterpoise, lights, and signs. Many of these components will be relocating existing units.
10. Install new pavement markings.
11. Perform shoulder backing and minor grading in the infield area and along the south side of the new taxiway.
12. Apply hydro-seed erosion control material.

The current estimated cost of construction of described improvements is \$1,036,100.00

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT B

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

SCOPE OF SERVICES

The scope of work of this professional services agreement focuses on the Preliminary Engineering, Engineering Design, Bidding, Construction, and Conclusion Phases of the rehabilitation (reconstruction) and relocation of the westerly portion of Taxiway A, and the three western-most connecting taxiways. Services included in this SA include, but are not limited to the following:

Preliminary Engineering Phase:

1. Grant management assistance including preparation of FAA Form 271's for all consultant, contractor, and grant sponsor costs throughout the life of the project.
2. Research, review, and preparation of a Categorical Exclusion for the four projects that comprise the rehabilitation and relocation of the parallel taxiway and the rehabilitation of the main apron and east apron. Submit to FAA.
3. Perform an ALP update to more accurately show the relocation of the parallel taxiway to 150 feet spacing from the runway, to show the proposed holding bays and drainage improvements, to remove / relocate storm water detention basins, and to reflect building construction that has occurred since the previous ALP update.
4. Topographic survey for design. Along the taxiway, topographic shots taken in the field at 25 foot intervals, from the edge of the runway, across the alignment of the new taxiway, to an adequate distance necessary to define and design infield grading and surface drainage improvements. The survey shall include the proposed alignment of a storm water swale to the west airport property line, and all existing edge lights and guidance signs. Finally, the survey shall reflect the location of all geotechnical boring locations.
5. Review existing plans including as-built drawings of record. Field locate existing utilities.
6. Field geotechnical exploration, lab tests, and preparation of a report of findings and recommendations.
7. Preliminary engineering design.
8. Review and update of the preliminary construction cost estimate.

Engineering Design Phase:

1. Preparation of bid-ready construction plans. Plans will be submitted for review at the 70%, 90%, and 100% complete levels. Incorporate City of Tehachapi review comments into each progressive revision. Plans will include and address all proposed construction and improvements. In addition, plans will include Water Pollution Control Drawings (WPCD's).

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT B

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

2. Preparation of bid-ready construction contract documents including technical specifications. Incorporate City of Tehachapi standard boiler plate material. Specification outline will be submitted with the 70% complete plans, draft specifications will be submitted with the 90% complete plans, and 100% complete contract documents will be submitted with the completed plans. Incorporate City of Tehachapi review comments into each progressive submission.
3. Preparation of a Preliminary Engineer's Report, documenting the design effort.
4. Prepare a final construction cost estimate suitable for use in evaluating contractor bids.
5. Submit plans and specifications to the FAA. Gain approval and authorization to proceed with public bidding.

Bidding Phase:

1. Duplicate up to 30 sets of plans and specifications.
2. Distribute plans and specifications to plan rooms and builders exchanges in the region.
3. Prepare the Notice Inviting Sealed Bids. Submit to local, widely-distributed publications in accordance with City of Tehachapi standard protocol.
4. Schedule, hold, chair, and take minutes at a Pre-Bid Job Walk and site inspection.
5. Provide answers and timely response to all contractor questions during the Bidding Phase. Prepare and issues addenda, if necessary.
6. Attend the bid opening. Review all bids for accuracy and completeness. Prepare a tabulation of bid results, with the engineers estimate included for comparison.
7. Prepare a letter documenting the bid process, bid results, and concluding with a recommendation for award of construction contract.

Construction Phase:

Construction Management Services:

1. Schedule, prepare agenda, chair, and take minutes at a Pre-Construction Conference. Provide documentation to FAA regarding the meeting and issuance of the Notice to Proceed. Invitees to include the following, at a minimum:
 - A. City of Tehachapi representatives.
 - B. FAA Program Manager.
 - C. General Contractor and subcontractors of significance.
 - D. Tartaglia Engineering and DC Inspections.
 - E. Airport businesses and tenants.
2. Coordinate construction activity with airport management and users.
3. Review the contractors schedule. Provide input, either acceptance or concerns.
4. Receive, review, and approve material submittals. Process all electrical and asphalt mix design submittals to FAA for approval.

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT B

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

5. Schedule, chair, and take minutes at periodic construction progress meetings.
6. Receive and review all certified payroll statements and benefit statements.
7. Receive completed payroll interview forms. Review and compare with project requirements. Perform follow-up documentation / inspections if necessary.
8. Provide input to Airport regarding Airport preparation and filing of NOTAM's.
9. Negotiate, prepare, process, and gain approval of any contract change orders.
10. On behalf of the contractor, prepare contractor periodic pay requests.
11. Schedule, and attend the final inspection. Prepare a Punch List.

Construction Inspection Services:

1. Perform daily, full-time inspection of construction activities.
2. Review all contractor operations regarding quality of construction and compliance with contract documents.
3. Review all contractor operations regarding airport safety and security. Enforce contract requirements. Particular focus on FOD, locked gates, material and equipment storage, vertical edges, and equipment flags and lights.
4. Perform daily inspection of all runway, taxiway, or apron closed delineation and runway closure crosses (if appropriate).
5. Monitor the air-band radio when working within the Runway Restricted Work Area.
6. Prepare daily inspection reports of construction activity. Document men and equipment, weather, working conditions, progress made, and problems.
7. Provide interpretation of contract documents, based on input from the Engineer.
8. Document bid quantities for payment, either through field measurement, tabulation of weight tickets, or estimates of percent complete for lump sum items.
9. Prepare and distribute weekly FAA Construction Progress reports.
10. Perform employee payroll interviews for contractor compliance.
11. Document construction contract time.
12. Coordinate and schedule construction staking and layout.
13. Coordinate and schedule construction materials testing.
14. Through our construction materials lab / subconsultant, provide materials testing / Quality Assurance services in accordance with the project specifications, FAA requirements, and industry standards.
15. Coordinate and utility improvements or revisions, if appropriate.
16. Perform off-site inspections of materials fabrications, if appropriate.
17. Provide active input at periodic construction progress meetings.
18. Perform periodic review of contractor provided as-built plans. Assist in marking up the drawings if appropriate.

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT B

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

Completion Phase:

1. Preparation of "Drawings of Record", reflecting all as-built conditions.
2. Documentation of all final pay quantities including any adjustments to compensation based on performance.
3. Final documentation of contract time and evaluation of any liquidated damages.
4. Preparation of a Final Engineer's Report documenting the completed project.
5. Submission of all close out documentation and files to the City of Tehachapi.
6. Documentation of the Punch List and status of all items on same.
7. Perform a revision to the Airport Layout Plan (ALP) reflecting as built conditions of the completed project.

The following services / items are expressly not included:

1. Payment of any permit or plan check fees, or third-party inspection fees.

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT C

**Tehachapi Municipal Airport Improvements
COMPENSATION**

(Revised June 7, 2012)

Item	Description	Prof. Eng.	Land Survey	Civil Eng.	ENVE / Tech.	Draft.	Eng. Aide	Clerical	Survey 1-Man	Survey 2-Man	Per Diem	Mileage	Inspect ST.	Inspect OT	Total
Preliminary Phase															
1	Grant management	24.0						8.0							\$3,136.00
2 & 5	Research & Cat-Ex	4.0		8.0	16.0										\$2,536.00
3	ALP Update	6.0		6.0		18.0									\$2,520.00
4	Field topo survey		8.0	4.0					48.0	12.0	6.0	1,280.0			\$12,344.00
6	Geotechnical Investigation	6.0				2.0						320.0			\$986.00
6	DC Inspections														\$30,000.00
7	Preliminary design	15.0	2.0	24.0		60.0	34.0	4.0							\$10,524.00
8	Construction cost estimate	8.0						2.0							\$1,016.00
9	Postage / materials														\$500.00
Preliminary Phase Subtotal															
\$63,562.00															
Design Phase															
1	Construction ready plans	24.0	8.0	20.0	54.0	70.0	64.0	16.0			2.0	320.0			\$19,096.00
2	Technical specifications / contract documents	28.0			18.0			16.0							\$5,302.00
3	Milestone submissions	24.0						2.0				960.0			\$3,352.00
4	Revise construction estimate	4.0			6.0										\$914.00
5	Engineers Report	16.0		4.0				2.0							\$2,380.00
6	Submit to FAA for approval	4.0						2.0							\$552.00
7	Postage / materials														\$1,000.00
Design Phase Subtotal															
\$32,596.00															

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT C

Tehachapi Municipal Airport Improvements

COMPENSATION

(Revised June 7, 2012)

Item	Description	Prof. Eng.	Land Survey	Civil Eng.	ENVE / Tech.	Draft.	Eng. Aide	Clerical	Survey 1-Man	Survey 2-Man	Per Diem	Mileage	Inspect ST.	Inspect OT	Total
		\$116.00	\$111.00	\$109.00	\$75.00	\$65.00	\$55.00	\$44.00	\$155.00	\$180.00	\$130.00	\$0.50	\$97.00	\$112.00	
Bidding Phase															
1, 2	Provide Notice							2.0							\$88.00
3	Duplicate documents					4.0		2.0							\$348.00
4, 5, 6	Job walk, questions, addenda	16.0		4.0	8.0							320.0			\$3,052.00
7, 8	Review bids, tabulate, letter of recommendation	14.0						4.0				320.0			\$1,960.00
9	Revised grant application	4.0						4.0							\$640.00
10	Postage / materials														\$6,000.00
Bidding Phase Subtotal															
Construction Phase															
1	Pre-const. conf. & minutes	8.0						6.0				320.0			\$1,352.00
2	Construction staking	16.0	36.0	12.0		12.0			90.0	12.0	18.0	2,560.0			\$27,670.00
3	Materials testing														\$25,000.00
4	Construction inspection										60.0	5,000.0	600.0	30.0	\$71,860.00
5	Construction management	156.0			4.0	6.0		16.0				1,360.0			\$20,170.00
6	Environmental field inspections			20.0											\$2,180.00
7	Final inspection / punch list	6.0		4.0				2.0				170.0			\$1,305.00
8	Postage / materials														\$2,000.00
Construction Phase Subtotal															
\$151,537.00															

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT C

**Tehachapi Municipal Airport Improvements
COMPENSATION**

(Revised June 7, 2012)

Item	Description	Prof. Eng.	Land Survey	Civil Eng.	ENVE / Tech.	Draft.	Eng. Aide	Clerical	Survey 1-Man	Survey 2-Man	Per Diem	Mileage	Inspect ST.	Inspect OT	Total
		\$116.00	\$111.00	\$109.00	\$75.00	\$65.00	\$55.00	\$44.00	\$155.00	\$180.00	\$130.00	\$0.50	\$97.00	\$112.00	
Conclusion Phase															
1	Final pay qty's, requests, & balancing change orders	8.0	2.0	4.0				4.0							\$1,762.00
2	As built plans (mylars)			4.0	16.0	12.0									\$2,416.00
3	Final Eng. Report	18.0		6.0				4.0				170.0			\$3,003.00
4	Update ALP	6.0			1.0	4.0		12.0							\$1,031.00
5	Final documentation to City / FAA														\$528.00
6	Postage / materials														\$500.00
Conclusion Phase Subtotal															\$9,240.00
PROFESSIONAL SERVICES CONTRACT AMOUNT															\$269,023.00

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT D

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

DC INSPECTIONS

FEE SCHEDULE

Following is the DC Inspections Fee Schedule.

SERVICE AMENDMENT (SA)
NO: 1

EXHIBIT E

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

TIME FOR PERFORMANCE

Tartaglia Engineering, together with DC Inspections, will begin work on this project immediately upon receipt of written Notice to Proceed (NTP). It is understood that the goal is for the City of Tehachapi to receive a grant, based on bids received (reflecting completed design of proposed improvements) before the end of the federal fiscal year (September 30, 2012). The team is prepared to work towards and support that goal.

Work will progress in a logical sequence, according to the following milestones:

Preliminary Engineering Phase:	4 weeks after receipt of NTP.
Engineering Design Phase:	6 weeks after City acceptance of Preliminary Phase.
Bidding Phase:	In line with City protocol.
Construction Phase:	90 working days. Construction to occur in spring, 2013.
Completion Phase:	Within 30 days of final acceptance of improvements.

SERVICE AMENDMENT (SA)

NO: 1

EXHIBIT F

TEHACHAPI MUNICIPAL AIRPORT IMPROVEMENTS

SUBCONSULTANT FEE PROPOSAL

Tartaglia Engineering will be supported by DC Inspections in the completion of the work of this contract. The DC Inspections Fee Proposal follows:

DC INSPECTIONS
Construction Testing Services

2321 Perseus Ct.
Bakersfield, CA 93308
Phone: 661.393.9001
Fax: 661.393.9002

May 31, 2012

Tartaglia Engineering
John Smith

7360 El Camino Real, Suite E
Atascadero, CA, 93423

RE: Tehachapi Airport Rehabilitate Taxiway A

Tehachapi, CA

Dear John Smith,

We are pleased to submit to you this proposal for the above referenced project. This amount does not include overtime after 8 hours a day or weekend rates. Below is a proposal for the upcoming project that provides a breakdown of inspections, testing and costs.

<i>Inspection Services</i>		<i>Qty</i>	<i>Unit Price</i>	<i>Total</i>
DESIGN PHASE				
Preliminary Soils Investigation		1	\$30,000.00	\$30,000.00
CONSTRUCTION PHASE				
Subgrade Preparation				
Compaction Testing	2 weeks of half time testing	10	\$420.00	\$4,200.00
Maximum Density Curve - Soils (D698A)		3	\$135.00	\$405.00
Place and Compact Recycled Material				
Compaction Testing	1 week of half time testing	5	\$420.00	\$2,100.00
Maximum Density Curve - Soils (D698A)		1	\$135.00	\$135.00
Aggregate Base				
Compaction Testing - Aggregate Base	1 week of half time testing	5	\$420.00	\$2,100.00
Maximum Density Curve - Agg-Base (D698c)		1	\$155.00	\$155.00
Asphalt Pavement				
Test Strip - Field Services		2	\$740.00	\$1,480.00
Test Strip - Lab Testing		2	\$1,600.00	\$3,200.00
Production Day - Field Services		2	\$740.00	\$1,480.00
Production Day - Lab Testing		2	\$1,400.00	\$2,800.00

DC INSPECTIONS
Construction Testing Services

2321 Perseus Ct.
Bakersfield, CA 93308
Phone: 661.393.9001
Fax: 661.393.9002

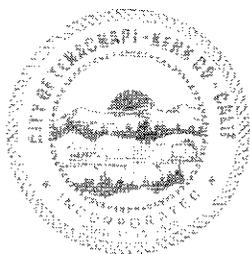
Storm Drain Trench Backfill				
Compaction Testing - Storm Drain	5 half day inspections	5	\$420.00	\$2,100.00
Maximum Density Curve - Soils (D698A)		1	\$135.00	\$135.00
Miscellaneous testing	5 half day inspections	5	\$420.00	\$2,100.00
			Total Amount -	\$52,390.00

Our team of certified inspectors will provide you with the highest quality of inspections you can find. We are able to provide you with resumes and certifications of our inspectors upon your request. Should you have any questions please do not hesitate to call. We look forward to hearing from you.

Respectfully submitted,
DC Inspections, Inc.



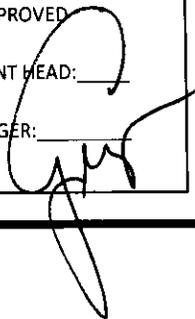
Jeremy Shirley
Regional Manager



COUNCIL REPORTS

AGENDA SECTION: CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED:	
DEPARTMENT HEAD:	_____
CITY MANAGER:	_____

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: GREG GARRETT, CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 1

BACKGROUND

This action by the City Council orders the levy of assessments within the Landscaping and Lighting District No. 1 for fiscal year 2012/2013.

At the May 7, 2012 City Council meeting, City Council adopted Resolution Nos. 13-12 Initiating proceedings, 14-12 approving the preliminary Engineer's Report, and 15-12 declaring its intent to levy assessments for the Landscaping and Lighting District No. 1 for fiscal year 2012/2013.

The total annual maintenance cost to the District is \$259,234.32. Annual maintenance costs are funded through the assessments placed on the property tax bills.

OPTIONS

There are no alternate options for this item.

RECOMMENDATION

It is recommended that the City Council adopt two resolutions: (1) Amending and/or approving the Final Engineer's Report; (2) the City ordering the levy and collection of assessments within the Landscaping and Lighting Assessment District #1 for Fiscal Year 2012/2013.

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TEHACHAPI, CALIFORNIA, AMENDING AND/OR
APPROVING THE FINAL ENGINEER'S REPORT
REGARDING THE LANDSCAPING AND LIGHTING
ASSESSMENT DISTRICT No.1, AND THE LEVY AND
COLLECTION OF ANNUAL ASSESSMENTS RELATED
THERETO FOR FISCAL YEAR 2012/2013**

The City Council of the City of Tehachapi, California (hereafter referred to as the "City Council") hereby finds, determines, resolves and orders as follows:

WHEREAS, The City Council, pursuant to the provisions of *Part 2 of Division 15 of the California Streets and Highways Code*, did by previous Resolution order the Engineer, Willdan Financial Services, to prepare and file a report in accordance with *Article 4 of Chapter 1 of Part 2 of Division 15 of the California Streets and Highways Code, commencing with Section 22565*, in connection with the proposed levy and collection of assessments for the Landscaping and Lighting District No.1, (hereafter referred to as the "District") for the fiscal year commencing July 1, 2012, and ending June 30, 2013; and,

WHEREAS, The Engineer has prepared and filed with the City Clerk of the City of Tehachapi and the City Clerk has presented to the City Council such report entitled "Engineer's Annual Levy Report, Landscaping and Lighting District No.1, Fiscal Year 2012/2013" (hereafter referred to as the "Report"); and,

WHEREAS, The City Council has carefully examined and reviewed the Report as presented, and is satisfied with the items and documents as set forth therein, and finds that the levy has been spread in accordance with the special benefits received from the improvements, operation, maintenance and services to be performed, as set forth in said Report.

**NOW, THEREFORE BE IT RESOLVED, DETERMINED, AND ORDERED BY
THE CITY COUNCIL FOR THE DISTRICT, AS FOLLOWS:**

Section 1: The above recitals are true and correct.

Section 2: The Report as presented, consists of the following:

- a) A Description of the District and Improvements.
- b) The Annual Budget (Costs and Expenses of Services, Operations and Maintenance)
- c) A Description of the Method of Apportionment resulting in an Assessment Rate per Equivalent Benefit Unit (EBU) within said District for fiscal year 2012/2013. Said Assessment Rate for fiscal year 2012/2013 is not above maximum assessment rate per Equivalent Benefit Unit. The maximum assessment rate is subject to the application of an assessment range formula that includes the annual inflationary adjustment of (3%) for Tract 6062 and based on the CPI for Fiscal Year 2012/2013, (2.09%) for the other Tracts within the District except tract Parcel Map 11353 which is (2.09%) . This inflation factor is applied to the maximum assessment rate each fiscal year.

Section 3: The Report as presented or as amended is hereby approved, and is ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

Section 4: The City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation and final approval of the Report.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Tehachapi on the 18th day of June, 2012 by the following vote:

AYES : COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ED GRIMES, Mayor, City of
Tehachapi, California

ATTEST:

ASHLEY WHITMORE, Deputy City Clerk,
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on June 18, 2012.

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi, California

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
TEHACHAPI, CALIFORNIA ORDERING THE LEVY AND
COLLECTION OF ASSESSMENTS WITHIN THE
LANDSCAPING AND LIGHTING DISTRICT No. 1, FOR
FISCAL YEAR 2012/2013**

The City Council of the City of Tehachapi, California (hereafter referred to as "City Council") hereby finds, determines, resolves and orders as follows:

WHEREAS, The City Council has by previous Resolutions initiated proceedings and declared its intention to levy special benefit assessments against parcels of land within the Landscaping and Lighting District No.1, (hereafter referred to as the "District") for the fiscal year commencing July 1, 2012, and ending June 30, 2013; pursuant to the provisions of the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code, commencing with Section 22500* (hereinafter referred to as the "Act") to pay the costs and expenses of operating, maintaining and servicing of the improvements located within the District; and,

WHEREAS, The Engineer selected by the City Council has prepared and filed with the City Clerk, and the City Clerk has presented to the City Council the Engineer's Annual Levy Report (hereafter referred to as the "Report") in connection with the proposed levy and collection of special benefit assessments upon eligible parcels of land within the District, and the City Council did by previous Resolution approve such Report; and,

WHEREAS, The City Council desires to levy and collect assessments against parcels of land within the District for the fiscal year commencing July 1, 2012, and ending June 30, 2013, to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities located within the District; and,

WHEREAS, The City Council has previously conducted a property owner protest ballot proceeding for the District assessments proposed to be levied for Fiscal Year 2012/2013, and said assessments are described in the approved Report, and the assessments as described comply with the applicable provisions of the California State Constitution Article XIID.

**NOW, THEREFORE BE IT RESOLVED, DETERMINED, AND ORDERED BY
THE CITY COUNCIL FOR THE DISTRICT, AS FOLLOWS:**

Section 1 The above recitals are true and correct.

Section 2 Following notice duly given, the City Council has held a full and fair Public Hearing regarding its Resolution approving or amending the Report prepared in connection with the levy and collection of assessments, and has considered the oral and written statements, protests and communications made or filed by interested persons. The City Council has determined that the property owners in accordance with the requirements of the California State Constitution, Article XIID have approved the assessments so presented.

Section 3 Based upon its review (and amendments, as applicable) of the Engineer's Annual Levy Report, a copy of which has been presented to the City Council and which as been filed with the City Clerk, the City Council hereby finds and determines that:

- a) The land within the District will receive special benefit by the operation, maintenance and servicing of the improvements within the boundaries of the District.
- b) District includes the lands receiving such special benefit.
- c) The net amount to be assessed upon the lands within the District is in accordance and apportioned by a formula and method which fairly distributes the net amount among the eligible parcels in proportion to the special benefit to be received by each parcel from the improvements and services for the fiscal year commencing July 1, 2012, and ending June 30, 2013.

Section 4 The Report and assessment as presented to the City Council and on file in the office of the City Clerk are hereby confirmed as filed.

Section 5 The City Council hereby orders the proposed improvements to be made, which improvements are briefly described as the maintenance and operation of and the furnishing of services and materials for landscape maintenance areas, street lighting and other appurtenant facilities.

Section 6 The maintenance, operation and servicing of the improvements shall be performed pursuant to the Act and the County Auditor of Kern County shall enter on the County Assessment Roll opposite each parcel of land the amount of levy, and such levies shall be collected at the same time and in the same manner as the County taxes are collected. After collection by the County, the net amount of the levy

shall be paid to the City Treasurer.

Section 7 The City Treasurer shall deposit the money representing assessments collected by the County for the District to the credit of a fund for the Landscaping and Lighting District No.1, and such money shall be expended for the maintenance, operation and servicing of the improvements as described in the Engineer's Report.

Section 8 The adoption of this Resolution constitutes the District levy for the Fiscal Year commencing July 1, 2012, and ending June 30, 2013.

Section 9 The City Clerk or its designee is hereby authorized and directed to file the levy with the County Auditor upon adoption of this Resolution.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Tehachapi on the 18th day of June, 2012 by the following vote:

AYES : COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ED GRIMES, Mayor, City of
Tehachapi, California

ATTEST:

ASHLEY WHITMORE, Deputy City Clerk,
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on June 18, 2012.

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi, California



TEHACHAP

CALIFORNIA

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City of Tehachapi

Tehachapi Landscaping and Lighting District No. 1

2012/2013 ENGINEER'S ANNUAL LEVY REPORT

**Intent Meeting: May 7, 2012
Public Hearing: June 18, 2012**

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Suite 110
Temecula, CA 92590
T 951.587.3500 | 800.755.6864
F 951.587.3510

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ENGINEER'S REPORT AFFIDAVIT

TEHACHAPI LANDSCAPING & LIGHTING DISTRICT NO. 1

City of Tehachapi,
County of Kern, State of California

This Report describes the District and the relevant zones therein including the improvements, budgets, parcels and assessments to be levied for fiscal year 2012/2013, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Kern County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this 18th day of June, 2012.

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

By: Josephine Perez Moses
Josephine Perez-Moses, Project Manager
District Administration Services

By: Richard Kopecky
Richard Kopecky
R.C.E. # 16742



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I. OVERVIEW

A. Introduction

The City of Tehachapi (“City”) annually levies and collects special assessments in order to provide annual maintenance for parks, landscaping and lighting improvements within the Landscaping and Lighting District No. 1 (“District”), pursuant to the *Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code* (“Act”) and in compliance with the substantive and procedural requirements of the *California State Constitution Article XIID* (“Constitution”). The District was formed in 2004, and provides funding for services required to maintain landscaping and lighting improvements and associated appurtenances located within the District boundaries.

This Engineer’s Annual Levy Report (“Report”) describes the District, any changes to the District and the proposed assessments for Fiscal Year 2012/2013. The proposed assessments are based on the estimated cost to maintain the improvements that provide a special benefit to properties within the District. The District budget identifies the estimated expenditures, deficits, surpluses, revenues and fund balances used to calculate the annual assessment for properties within the District. Each parcel within the District is assessed proportionately for those improvements provided by the District from which the parcel receives special benefit.

For the purposes of this Report, the word “parcel” refers to an individual property assigned its own Assessor’s Parcel Number (“APN”) by the Kern County Assessor’s Office. The Kern County Auditor/Controller uses APN’s and specific Fund Numbers to identify, on the tax roll, properties assessed for special district benefit assessments.

Following consideration of public comments and written protests at a public hearing, the City Council (“Council”) will review the Engineer’s Annual Levy Report and may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Council may order the levy and collection of assessments for Fiscal Year 2012/2013 pursuant to the Act and as outlined in the approved Report. In such case, the assessment information will be submitted to the County Auditor/Controller, and included on the property tax roll for each parcel in Fiscal Year 2012/2013.

B. Historical Background

The District was originally formed in Fiscal Year 2003/2004 after the City initiated and conducted property owner protest ballot proceedings for the District in compliance with the substantive and procedural requirements of the Constitution.

At the conclusion of the Public Hearing on December 15, 2003, the property owner ballots returned were tabulated. The tabulation of the ballots indicated that the property owners approved the maximum assessment rate and the assessment range formula. The District originally consisted of the lots, parcels and tracts of land located in the subdivision area known as Heritage Oaks, which contains the single-family residential tract, Tract 6062 "Original District".

In subsequent years, the City initiated and conducted property owner protest ballot proceedings for the annexation of additional subdivisions to the District in compliance with the substantive and procedural requirements of the Constitution. In 2004, Tracts 6212, 6215, 6216 and 6248, respectively were annexed as Zones 1 through 4. In 2006, Tracts 5812 and 4927, respectively, were annexed to the District as Zones 5 and 6. Tract Numbers 6360, 6507, 6723-A and 6497 were annexed in 2007, as Zones 7, 8, 9, and 11, respectively and Parcel Map 11353 was annexed in 2008, as Zone 14C.

At the conclusion of each of the annexation public hearings, the property owner ballots returned were tabulated. The tabulation of the ballots indicated that the property owners of each of the eleven subdivisions approved the special benefit maximum assessment rate ("Maximum Assessment") for maintaining the improvements within the zones of the District. Although the actual assessment amount approved by each property owner varied with their proportionate benefits, the Maximum Assessments approved by the property owners established an initial maximum assessment rate for each zone and included the Assessment Range Formula, as further described in this Report, currently applied to each zone in the District. The Maximum Assessments are subject to the application of an assessment range formula that includes an annual inflationary adjustment of three percent (3%) for the Original District and an annual inflationary adjustment based upon the Consumer Price Index, for all Urban Consumers, for the Los Angeles-Orange-Riverside County Area as determined by the United States Bureau of Labor Statistics, or its successor ("CPI") for Zones 1 – 9, 11 and 14C.

C. General Description of the District

The District consists of the lots, parcels and subdivisions of land located within the single-family residential subdivisions known as Tract 6062, 6212, 6215, 6216, 6248, 5812, 4927, 6360, 6507, 6723-A and 6497, and commercial property known as Parcel Map 11353 (individually referred to as "Tract" and collectively as "Tracts"). Each Tract represents a zone of benefit within the District. The properties within the District include single-family residential parcels, non-residential parcels, a proposed church site, landscape easements and an open space area to be used as a proposed drainage sump.

The purpose of the District is to ensure the ongoing maintenance, operation and servicing of a proposed drainage sump, local perimeter landscaping and street

lighting improvements installed in connection with development of properties within the District. Park improvements located adjacent to the District are also included within the list of proposed improvements. This District will provide the financial mechanism (annual assessments) by which the ongoing operation and maintenance of these improvements will be funded.

The District structure, proposed improvements, method of apportionment and assessments described in this Report are based on current development and improvement plans including the estimated direct expenditures, incidental expenses and reserves associated with the maintenance and servicing of the improvements.

D. Improvements Authorized by the 1972 Act

As applicable or may be applicable to this proposed District, the 1972 Act defines improvements to mean one or any combination of the following:

- The installation or planting of landscaping.
- The installation or construction of statuary, fountains, and other ornamental structures and facilities.
- The installation or construction of public lighting facilities.
- The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof, including, but not limited to, grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities.
- The maintenance or servicing, or both, of any of the foregoing.
- The acquisition of any existing improvement otherwise authorized pursuant to this section.

Incidental expenses associated with the improvements including, but not limited to:

- The cost of preparation of the report, including plans, specifications, estimates, diagram, and assessment;
- The costs of printing, advertising, and the publishing, posting and mailing of notices;
- Compensation payable to the County for collection of assessments;
- Compensation of any engineer or attorney employed to render services;
- Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements;
- Any expenses incidental to the issuance of bonds or notes pursuant to Section 22662.5.

- Costs associated with any elections held for the approval of a new or increased assessment.

The 1972 Act defines "Maintain" or "maintenance" to mean furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement, including:

- Repair, removal, or replacement of all or any part of any improvement.
- Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.
- The removal of trimmings, rubbish, debris, and other solid waste.
- The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

Furthermore, the 1972 Act specifies that where the cost of improvements (other than maintenance and operations) is greater than can be conveniently raised from a single annual assessment, an assessment to be levied and collected in annual installments. In that event, the governing body may choose to do any of the following:

- Provide for the accumulation of the moneys in an improvement fund until there are sufficient moneys to pay all or part of the cost of the improvements.
- Provide for a temporary advance to the improvement fund from any available and unencumbered funds of the local agency to pay all or part of the cost of the improvements and collect those advanced moneys from the annual installments collected through the assessments.

Borrow an amount necessary to finance the estimated cost of the proposed improvements. The amount borrowed, including amounts for bonds issued to finance the estimated cost of the proposed improvements.

E. District Boundaries

The District consists of non-contiguous areas located within the boundaries of the City of Tehachapi, including Tracts 6062, 6212, 6215, 6216, 6248, 5812, 4927, 6360, 6507, 6723-A and 6497 as well as Parcel Map 11353 and their respective boundaries.

Original District – Tract 6062 is generally situated south of Pinon Street, north of Sutter Street and east of Ponderosa Drive.

Zone 1 – Tract 6212 is generally situated south and contiguous to the Valley Boulevard extension, north of Pinon Road, east of Curry Street and west of Dennison Road.

Zone 2 – Tract 6215 is generally situated north of Highline Road and south of Pinon Street and east of Ponderosa Drive.

Zone 3 – Tract 6216 is generally situated on the west side of Curry Street between Highline Road and Pinon Street.

Zone 4 – Tract 6248 is generally situated on the northeast corner of South Robinson Street and Holly Drive.

Zone 5 – Tract 5812 is generally situated on the southeast corner of Georgia Street and south of Dennison Road.

Zone 6 – Tract 4927 is generally situated on Mulberry Street, south of Valley Boulevard.

Zone 7 – Tract 6360 is generally situated north of “D” Street, and east of Mill Street.

Zone 8 – Tract 6507 is generally situated North of Pinon Street and West of Applewood Drive.

Zone 9 – Tract 6723-A is generally situated south of Cummings Valley Boulevard, north of Pinon Street.

Zone 11 – Tract 6497 is generally situated north of Highline Road, west of Dennison Road.

Zone 14C – Parcel Map 11353 is generally situated on Tehachapi Boulevard east of Dennison Road.

F. Description of District Improvements and Services

The District provides the ongoing maintenance, operation and servicing of proposed drainage sumps, local perimeter landscaping and street lighting improvements installed in connection with development of properties within the District boundaries. These improvements may include, but are not limited to, materials, equipment, utilities, labor and appurtenant facilities related to those improvements. These improvements include the necessary service, operation, administration, and maintenance required to keep the improvements in satisfactory condition. The improvements generally include the following:

Landscape and Public Street Lighting Improvements:

The landscaping improvements may include, but are not limited to, the landscaping material and facilities within the District. These improvements include ground cover, shrubs, trees, plants, irrigation and drainage systems,

ornamental lighting structures, masonry walls or other fencing, entryway monuments and associated appurtenant facilities located within the individual zones. The street lighting improvements may include, but are not limited to, electrical energy, lighting fixtures, poles, meters, conduits, electrical cable and associated appurtenant facilities located within the individual zones.

Original District

- Landscape maintenance for entry medians located at Wyman Road and Brandon Lane.
- Perimeter landscape maintenance along Ponderosa Drive, Pinon Street and Sutter Street, immediately adjacent to the District, totaling approximately 61,740 square feet.
- The street lighting (twenty-seven 9,500 lumen lights) on the residential streets within the Original District.
- Public street lighting and other public lighting facilities (five, 16,000 lumen lights) on the streets surrounding or adjacent to the development and other public areas associated or necessary for development of properties within the Original District.

Zone 1

- Perimeter landscape maintenance totaling approximately 10,000 square feet along Valley Boulevard and landscaping located adjacent to the proposed drainage sump including periodic weed removal.
- Proposed drainage sump totaling approximately 19,350 square feet.
- The street lighting (seventeen, 9,500 lumen lights) on residential streets within the Zone.
- Public street lighting and other public lighting facilities (five, 16,000 lumen lights) on Valley Boulevard surrounding or adjacent to the development and other public areas associated or necessary for development of properties within the Zone.

Zone 2

- Perimeter landscape maintenance totaling approximately 48,696 square feet along Highline Road, Sutter Street and Manzanita Lane.
- The street lighting (nineteen, 9,500 lumen lights) on residential streets within the Zone.

Zone 3

- Landscaping totaling approximately 11,572 adjacent to the rear of lots 1, 2 and 3. Also landscaping located adjacent to the proposed drainage sump on Pinon Street and drainage swale on the western side of the development including periodic weed removal.

- Perimeter landscaping totaling approximately 52,000 square feet along Highline Road, Curry Street, Pinon Street and adjacent to the rear of lots 1, 2, and 3.
- Entrance landscaping at Stetson Shadow Drive and East Orchard Parkway totaling approximately 23,000 square feet.
- Landscaping on Alder and South Alder Avenues totaling approximately 24,000 square feet.
- Landscaping of proposed drainage sump totaling approximately 3,000 square feet.
- The street lighting (sixty-seven, 9,500 lumen lights) on residential streets within the Zone.
- Public street lighting and other public lighting facilities (nine, 16,000 lumen lights) on Curry Street and Pinon street surrounding or adjacent to the development and other public areas associated or necessary for development of properties within the Zone.

Zone 4

- Perimeter landscape maintenance along "D" and South Robinson Streets and a drainage basin on the southeastern corner of "D" Street and South Robinson Street including periodic weed removal, totaling approximately 14,000 square feet.
- Proposed drainage sump totaling approximately 7,400 square feet.
- The street lighting (three, 9,500 lumen lights) on residential streets within the Zone.
- Public street lighting and other public lighting facilities (three, 16,000 lumen lights) on South Robinson Street adjacent to the development and other public areas associated or necessary for development of properties within the Zone.

Zone 5

- Perimeter landscaping along Georgia Street, S. Dennison Road, and Pinon Street totaling approximately 64,000 square feet.
- Proposed drainage retention basin totaling approximately 55,000 square feet.
- The street lighting (seventy-two, 9,500 lumen lights) on residential streets within the Zone.
- Public street lighting and other public lighting facilities (twenty-three, 16,000 lumen lights) on Georgia Street, S. Dennison Road, and Pinon Street surrounding or adjacent to the development and other public areas associated or necessary for development of properties within the Zone.

Zone 6

- The street lighting on residential streets within the Zone.
- Public street lighting and other public lighting facilities (six, 9,500 lumen lights) on Mulberry Street surrounding or adjacent to the development

and other public areas associated or necessary for development of properties within the Zone.

Zone 7

- Streetscape located adjacent to the north side of "D" Street, as well as adjacent to the east side of Mill Street, totaling 1,705 square feet.
- Street lighting on residential streets located on the east side of Mill Street (two, 9,500 lumen lights on decorative poles) and on the north side of "D" Street (two, 9,500 lumen lights on decorative poles) within the Zone.

Zone 8

- Streetscape located and improvements located adjacent to the west side of Applewood Drive and to the north side of Pinon Street totaling approximately 16,665 square feet.
- The street lighting (seven, 16,000 lumens (150 watt) High Pressure Sodium Vapor Lamps on concrete poles) on residential streets within the Zone.

Zone 9

- Landscape Maintenance for park site generally beginning at the north property line of Lot No.1, southerly, adjacent to the west tract boundary, to the south property line of Lot No. 74, approximately 11,121 square feet.
- Landscape Maintenance for park site beginning at the north property line of Lot No.1, northerly, adjacent to the west tract boundary, to Cummings Valley Boulevard approximately 8,023 square feet.
- The street lighting (Nine, 9,500 lumen lights (100 watt) High Pressure Sodium Vapor Lamps on concrete poles); (Six, 16,000 lumen lights (150 watt) High Pressure Sodium Vapor Lamps on concrete poles) on residential streets within the Zone.

Zone 11

- Streetscape located adjacent to west side of Dennison Road, and adjacent to the north side of the Grand Teton Lane totaling approximately 12,457 square feet.
- Streetscape located adjacent to the southwest corner of Conagree Drive and Bryce Court (Lot No. 59 and 60), located adjacent to the north side of Bryce Court (Lot No. 50), located adjacent to the southwest corner of Conagree Drive and Yellowstone Lane, (Lot No. 48), located adjacent to the east side of Biscayne Drive (Lot No.27), located adjacent to the north side of Sutter Street (Lot No. 26), totaling approximately 5,048.5 square feet.
- Streetscape located between Conagree Drive and Dennison Road (Parcel A) approximately 3,080 square feet.
- Median Landscaping located at Grand Teton Lane 1,785 square feet.

- Landscaping multi-purpose path through center of project site connecting with Morris Park (between Lot Nos. 13 and 14; 43 and 44; 33 and 54; 32 and 55 totaling 8,522 square feet.
- The street lighting (Nine, 9,500 lumen lights (100 watt) High Pressure Sodium Vapor on concrete poles), adjacent to Biscayne Drive, Yellowstone Lane, & Katmai Court. As well as the street lighting (Four, 16,000 lumen lights (150 watt) High Pressure Sodium Vapor Lamps on concrete poles) adjacent to Dennison Road.

Zone 14C

- Streetscape located adjacent to Tehachapi Boulevard totaling approximately 2,600 square feet.
- The street lighting (Seven - 5,800 lumen High Pressure Sodium Vapor on concrete poles) located throughout the development.

Park Improvements:

The park improvements may include, but are not limited to, the maintenance of the park landscaping including, but not limited to, ground cover, shrubs, trees, plants, irrigation and drainage systems, ornamental lighting structures, masonry walls or other fencing and associated appurtenant facilities located with the:

Zones 1, 2, 4, 7, 8, 9, and 11

- Neighborhood Park adjacent to the District boundaries totaling approximately 4.1 acres or 178,596 square feet.

Zone 3

- Paseo Park totaling approximately 2.7 acres or 121,000 square feet.
- Proposed linear and pocket parks totaling approximately 82,000 square feet.

The parcels within the District are assessed proportionately for the costs associated with the improvements and services provided through the District that provides a special benefit to each parcel assessed, utilizing the method of apportionment described in Section II of this Report.

II. METHOD OF APPORTIONMENT

A. Methodology

The Act permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements, which include the construction, maintenance, and servicing of public lights, landscaping, parks, open space

areas and appurtenant facilities. The Act further requires that the cost of these improvements be levied according to benefit rather than assessed value:

“The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements.”

Furthermore, Article XIIID Section 4 of the Constitution states that:

“The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of the public improvement, the maintenance and operation expenses of the public improvement, or the cost of the property related service being provided.”

The formula used for calculating assessments reflects the composition of the parcels and the improvements and services provided within the District to fairly apportion the costs based on estimated special benefit to each parcel.

B. Benefit Analysis

Each of the improvements, the associated costs and assessments of the District have been reviewed, identified and allocated based on special benefit pursuant to the provisions of the Act and the Constitution. The improvements associated with this District have been identified as necessary, required and/or desired for the orderly development of the properties within the District to their full potential, consistent with the proposed development plans. As such, these improvements would be necessary and required of individual property owners for the development of such properties, and the ongoing operation, servicing and maintenance of these improvements would be the financial obligation of those properties. Therefore, the improvements and the annual costs of maintenance and operation of the improvements are of special benefit to the properties in the District.

The method of apportionment (method of assessment) is based on the premise that each assessed parcel within the District receives special benefit from the improvements within the Zone where the parcel is located as well as from adjacent landscaping, park and public street lighting improvements. The desirability and security of properties is enhanced by the presence of street lighting, well maintained landscaping and open space areas in close proximity to those properties.

The special benefits of landscaping, park improvements and open space improvements within the District are specifically:

1. Enhanced desirability of properties through association with the improvements;
2. Improved aesthetic appeal of properties providing a positive representation of the area;
3. Enhanced adaptation of the urban environment within the natural environment from adequate green space, open space areas and landscaping;
4. Environmental enhancement through improved erosion resistance, dust and debris control, and fire prevention;
5. Increased sense of pride in ownership of property within the District resulting from well-maintained improvements associated with the properties;
6. Reduced criminal activity and property-related crimes (especially vandalism) against properties in the District through well-maintained surroundings and amenities including abatement of graffiti; and,
7. Enhanced environmental quality of the parcels by moderating temperatures, providing oxygenation and attenuating noise.

The special benefits of street lighting are the convenience, safety, and security of property, improvements, and goods. Specifically:

1. Enhanced deterrence of crime and the aid to police protection;
2. Increased nighttime safety on roads and streets;
3. Improved ability of pedestrians and motorists to see;
4. Improved ingress and egress to property;
5. Reduced vandalism and other criminal act and damage to improvements or property;
6. Improved traffic circulation and reduced nighttime accidents and personal property loss; and,
7. Increased promotion of business during nighttime hours in the case of commercial properties.

The preceding special benefits contribute to a special enhancement and desirability of each of the assessed parcels within the District. Although the improvements may include landscaping and lighting improvements and other amenities available or visible to the public at large, the construction and installation of these improvements are only necessary for the development of properties within the District and are not required nor necessarily desired by any properties or developments outside the District boundary. Therefore, any public access or use of the improvements by others is incidental and there is no measurable general benefit to properties outside the District or to the public at large.

Park Improvement Benefit

For the 4.1-acre neighborhood park improvements, the special benefit to the District is determined based on the potential use each Zone within the District will receive from park improvements. The neighborhood park is proposed to be a public park with special benefit to Zones 1, 2, 4, 7, 8, 9, and 11 based on the ratio of the parcels within those Zones to the proposed parcels located in the adjacent Zones as follows:

- Zone 1, 19%
- Zone 2, 8%
- Zone 4, 5%
- Zone 7, 1%
- Zone 8, 1%
- Zone 9, 1%
- Zone 11, 1%

Each Tract's percentages represent the portion of the park maintenance that is considered special benefit and will be assessed to the parcels within the respective tracts.

Due to the size and location of the 2.7-acre Paseo Park improvement located in Zone 3, it is estimated that there will be some use of the park by neighboring property owners not in the District. Therefore, the special benefit to the parcels in Zone 3 for the Paseo Park improvements is limited to 75% with the remaining 25% as general benefit.

For Zones 5 and 6, the special benefit from park improvements is determined based on the potential use the property owners within the Tracts will receive from the park improvements. Based on a Park and Recreation Study prepared in 2005, the City of Tehachapi and the local community have a standard of approximately 3 acres per 1,000 residents. Using this projection, the total number of acres and future population, 1% and 9% of the maintenance costs of new and future park improvements will be considered special benefit to Zones 5 and 6, respectively.

C. Assessment Methodology

The method of apportionment for each Zone within the District calculates the receipt of special benefit from the respective improvements based on the actual or proposed land use of the parcels within the District. The special benefit received by each lot or parcel is equated to the overall land use of the parcel based on the parcel's actual land use or proposed planned development, and is reliant upon the special benefit received from the improvements planned for each Zone within the District.

To identify and determine the special benefit to be received by each parcel, it is necessary to consider the entire scope of the District improvements as well as individual property development within each Zone of the District. The costs associated with the improvements shall be fairly distributed among the parcels based upon the special benefit received by each parcel within each Zone. Additionally, in compliance with the Constitution, each parcel's assessment may not exceed the reasonable cost of the proportional special benefit conferred to that parcel. The benefit formula used to determine the assessment obligation is therefore based upon both the improvements that benefit the parcels within each Zone of the District as well as the proposed land use of each property as compared to other parcels that benefit from those specific improvements.

Equivalent Benefit Units

To assess benefits equitably, it is necessary to relate the different type of parcel improvements to each other. The Equivalent Benefit Unit (EBU) method of assessment apportionment uses the single-family home site as the basic unit of assessment. A single-family home site equals one Equivalent Benefit Unit (EBU). Every other land use is converted to EBUs based on an assessment formula that equates the property's specific development status, type of development (land use), and size of property, as compared to a single-family home site.

The EBU method of apportioning benefit is typically seen as the most appropriate and equitable assessment methodology for districts formed under the Act, as the benefit to each parcel from the improvements are apportioned as a function of land use type, size and development.

EBU Application by Land Use:

Single-Family Residential – This land use is defined as fully subdivided residential home site with or without a structure or planned single-family residential lot as identified by a submitted or approved tentative tract map or final tract map. This land use is assessed 1.0 EBU per lot or parcel. This is the base value that other land use types are compared and weighted against (i.e. Equivalent Benefit Unit or EBU).

Multi-Family Residential – This land use is defined as a fully subdivided residential parcel that has more than one residential unit developed on the property or planned residential lot as identified by a submitted or approved tentative tract map or final tract map. This land use is assessed 1.0 EBU per dwelling unit.

Developed Commercial – This land use is defined as property developed for either commercial or industrial use. This type of property receives greater benefit than Single Family or Multi-Family property due to typically larger lot size in relation to residential properties. With typical Single-Family Residential lot sizes at .25 acre, Developed Commercial land use type is assessed at 4.0 EBU per gross acre.

Parcels less than .25 acre are assigned a minimum of 1.0 EBU and there is no maximum acreage cap, as is the case with Vacant Non-Residential Property.

Non-Profit Parcels – This land use is defined as property developed for non-profit activities, such as Churches or Lodges. This type of property does receive benefit from the District improvements but at a rate that coincides with the sporadic intensity of people use for the parcel. Non-Profit land use type is assessed at 0.25 EBU per gross acre. Parcels less than 1.0 gross acre area assigned a minimum of 0.25 EBU.

Vacant Residential – This land use is defined as property currently zoned for residential development, but a tentative or final tract map has not been submitted and/or approved. This land use is assessed at 0.5 EBU per parcel.

Vacant Non-Residential – This land use is defined as property currently zoned for any non-residential use, but a tentative or final tract map has not been submitted and/or approved. This land use is assessed at 1.0 EBU per gross acre. Parcels less than 1.0 gross acre are assigned a minimum of 1.0 EBU. Parcels over 50 gross acres are assigned a maximum of 50 EBU.

Exempt Parcels – This land use identified properties that are not assessed and are assigned 0.0 EBU. This land use classification may include, but is not limited, to lots or parcels identified as public streets and other roadways (typically not assigned an APN by the County); dedicated public easements, open space area and right-of-ways; common areas, sliver parcels and bifurcated lots or any other property that cannot be developed; park properties and other publicly owned properties that are part of the District improvements and are therefore exempted from assessment.

The following table provides a listing of land use types, land use code designations, the Equivalent Benefit Unit factor applied to that land use type, and the multiplying factor used to calculate each parcel's individual EBU.

Land Use Codes and Equivalent Benefit Units

Property Type	Land Use Code	Equivalent Benefit Units	Multiplier
Single Family Residential	SFR	1.00	Lot/Parcel
Multi-Family Residential	MFR	1.00	Unit
Developed Commercial	COM	4.00	Gross Acre
Non-Profit Parcel	NP	.25	Gross Acre
Vacant Residential	RV	.50	Lot/Parcel
Vacant Non-Residential	NRV	1.00	Gross Acre
Exempt Parcel	XMT	0.00	Parcel

The benefit formula applied to parcels within each Zone of the District is based on the preceding Equivalent Benefit Unit (EBU) table. Each parcel's EBU correlates the parcel's special benefit received as compared to the other parcels benefiting from the improvements of the Zone.

The following formula is used to calculate each parcel's EBU (proportional benefit).

$$\text{Parcel Type EBU} \times \text{Acreage/Dwelling Units/Parcel/Lot} = \text{Parcel EBU}$$

For each Zone, the total number of Equivalent Benefit Units ("EBU"s) is the sum of the individual EBUs applied to the parcels that receive a special benefit from the improvements. An assessment amount per EBU ("Rate") is established by taking the total cost of the improvements (including administration costs) and dividing that amount by the total number of EBUs of the parcels benefiting from the improvements. This Rate is then applied back to each parcel's individual EBU to determine the parcel's proportionate benefit and assessment obligation.

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

$$\text{Rate per EBU} \times \text{Parcel EBU} = \text{Parcel Levy Amount}$$

D. ASSESSMENT RANGE FORMULA

Any new or increased assessment requires certain noticing and meeting requirements by law. Prior to the passage of Proposition 218 (*California Constitution Articles XIII C and XIII D*), legislative changes in the Brown Act defined a "new or increased assessment" to exclude certain conditions. These

conditions included "any assessment that does not exceed an assessment formula or range of assessments previously adopted by the agency or approved by the voters in the area where the assessment is imposed." This definition and conditions were later confirmed through Senate Bill 919 (Proposition 218 implementing legislation).

The purpose of establishing an Assessment Range Formula is to provide for reasonable increases and annual inflationary adjustment to the Assessments without requiring costly noticing and mailing procedures, which could add to the District costs and Assessments. For the Original District, the approved annual adjustment to the Assessment per EBU is three percent (3%). For Zones 1 – 9 and 11, the approved annual adjustment to the Assessment per EBU is proposed to increase each year based upon the CPI. The Engineer shall compute the percentage difference between the CPI for January of each year and the CPI for the previous January. For Zone 14C, the Engineer shall compute the percentage difference between the CPI for February of each year and the CPI for the previous February and shall then adjust the existing Assessment by an amount not to exceed such percentage for the following fiscal year. Should the Bureau of Labor Statistics revise such index or discontinue the preparation of such index, the Engineer shall use the revised index or a comparable system as approved by the City Council for determining fluctuations in the cost of living. The CPI increase for January is 2.09% which is based on January 2011 and January 2012 indices. The CPI increase for February is 2.09% which is based on February 2011 and February 2012 Indices.

The Assessment Range Formula shall be applied to the future Assessments within the District. Generally, if the proposed annual assessment (levy per EBU) for the current fiscal year is less than or equal to the calculated Maximum Assessment, then the proposed annual assessment is not considered an increased assessment. The Maximum Assessment Rate for each Zone is equal to the initial Assessment (approved by property owners within each Zone of the District) adjusted annually by the approved inflation index.

Each fiscal year the Maximum Assessment will be recalculated and a new Maximum Assessment established for each Zone in the District.

The Maximum Assessment is adjusted annually and is calculated independent of the District's annual budget and proposed annual assessment. Any proposed annual Rate per EBU that is less than or equal to this Maximum Assessment is not considered an increased assessment, even if the proposed assessment is greater than the assessment applied in the prior fiscal year.

Although the Maximum Assessment will increase each year, the actual applied assessment rate per EBU may remain unchanged. The Maximum Assessment adjustment is designed to establish a reasonable limit on annual assessment increases. The Maximum Assessment calculated each year does not require or

facilitate an increase to the annual assessment and neither does it restrict assessments to the Maximum Assessment. For each Zone, if the budget and applied assessment rate calculated for any fiscal year do not require an increase, or the increase is less than the adjusted Maximum Assessment, then the required budget and assessment rate may be applied without additional property owner balloting. If the budget and assessment rate calculated require an increase greater than the current Maximum Assessment, then the assessment is considered an increased assessment and would be subject to property owner protest balloting in compliance with the Constitution

III. DISTRICT BUDGET

Levy Components	City of Tehachapi L&L DISTRICT #1					
	Total Budget	Original District	Zone 1	Zone 2	Zone 3	Zone 4
		Tract 6062	Tract 6212	Tract 6215	Tract 6216	Tract 6248
DIRECT COSTS						
Landscape Maintenance Contract	\$ 119,500.00	\$ 11,000.00	\$ 15,000.00	\$ 15,000.00	\$ 45,500.00	\$ -
Landscape Utilities	62,035.20	10,135.20	1,100.00	8,500.00	12,000.00	-
Sprinkler Repair & Replacement	5,975.00	550.00	750.00	750.00	2,275.00	-
Tree and Plant Replacement	9,560.00	880.00	1,200.00	1,200.00	3,640.00	-
Miscellaneous Parts, Equipment and Replacements	2,390.00	220.00	300.00	300.00	910.00	-
Park Maintenance (Neighborhood Park and Paseo Park)	54,382.00	-	-	3,882.00	30,500.00	-
Drainage Sump Maintenance	17,500.00	2,500.00	2,500.00	2,500.00	2,500.00	-
Street Lights	20,536.04	2,700.00	3,200.00	2,000.00	3,245.00	-
Total Direct Costs	\$ 291,878.24	\$ 27,985.20	\$ 24,050.00	\$ 34,132.00	\$ 100,570.00	\$ -
ADMINISTRATION COSTS						
Levy Administration and Professional Services	\$ 6,071.48	\$ 734.65	\$ 667.86	\$ 813.58	\$ 2,276.81	\$ -
County Collection Fee	220.00	26.62	24.20	29.48	82.50	-
City Overhead and Administration	21,457.98	2,057.39	1,768.08	2,509.26	7,393.60	-
Total Administration Costs	\$ 27,749.46	\$ 2,818.66	\$ 2,460.14	\$ 3,352.32	\$ 9,752.91	\$ -
COLLECTIONS/(CREDITS) APPLIED TO LEVY						
TOTAL DIRECT AND ADMIN COSTS	\$ 319,627.70	\$ 30,803.86	\$ 26,510.14	\$ 37,484.32	\$ 110,322.91	\$ -
Reserve Collection/(Transfer)	(52,783.88)	(6,825.46)	-	(9,837.44)	(13,815.91)	-
Capital Improvement Fund Collection/(Transfer)	-	-	-	-	-	-
General Fund Loans Repayment/(Advances)	-	-	-	-	-	-
Other Revenues/General Fund (Contributions)	(7,609.50)	-	-	-	(7,609.50)	-
Total Collections/(Credits)	\$ (60,393.38)	\$ (6,825.46)	\$ -	\$ (9,837.44)	\$ (21,425.41)	\$ -
Balance to Levy (Budgeted)	\$ 259,234.32	\$ 23,978.40	\$ 26,510.14	\$ 27,646.88	\$ 88,897.50	\$ -
Applied to Levy (Rounded)	\$ 259,234.33	\$ 23,978.41	\$ 26,510.14	\$ 27,646.88	\$ 88,897.50	\$ -
DISTRICT STATISTICS						
Total Parcels	1,030	124	110	136	388	1
Total Parcels Levied	1,007	121	110	134	375	1
Total Equivalent Benefit Units	1,337.65	121.25	110.00	134.00	375.00	29.00
Applied Levy per Benefit Unit	\$ 197.760	\$ 197.760	\$ 241.001	\$ 206.320	\$ 237.060	\$ -
Prior Year Levy per Benefit Unit	\$ 192.00	\$ 192.00	\$ 197.62	\$ 202.08	\$ 232.20	\$ 260.24
Maximum Levy per Benefit Unit (Prior Fiscal Year)	\$ 192.01	\$ 192.01	\$ 263.05	\$ 202.10	\$ 232.21	\$ 432.70
Maximum Levy per Benefit Unit (Current Fiscal Year)	\$ 197.767	\$ 197.767	\$ 268.556	\$ 206.328	\$ 237.069	\$ 441.758
Inflationary Factor Applied to Maximum Rate	3.0000%	3.0000%	2.0944%	2.0944%	2.0944%	2.0944%
	(0.007)	(0.007)	(27.554)	(0.008)	(0.009)	(441.758)
FUND BALANCE INFORMATION						
Estimated Beginning Reserve Fund Balance	\$ 164,019.00	\$ 4,091.00	\$ 112,102.00	\$ (46,199.00)	\$ 68,302.00	\$ 31,086.00
Reserve Fund Adjustments	(52,783.88)	(6,825.46)	-	(9,837.44)	(13,815.91)	-
Estimated Ending Reserve Balance	\$ 111,235.12	\$ (2,734.46)	\$ 112,102.00	\$ (56,036.44)	\$ 54,486.09	\$ 31,086.00

Levy Components	City of Tehachapi L&L DISTRICT #1					Zone 14C Parcel Map 11353
	Zone 5 Tract 5812	Zone 6 Tract 4927	Zone 7 Tract 6360	Zone 8 Tract 6507	Zone 9 Tract 6723-A	
DIRECT COSTS						
Landscape Maintenance Contract	\$ 30,000.00	\$ -	\$ 1,000.00	\$ -	\$ -	\$ 2,000.00
Landscape Utilities	28,000.00	-	1,300.00	-	-	1,000.00
Sprinkler Repair & Replacement	1,500.00	-	50.00	-	-	100.00
Tree and Plant Replacement	2,400.00	-	80.00	-	-	160.00
Miscellaneous Parts, Equipment and Replacements	600.00	-	20.00	-	-	40.00
Park Maintenance (Neighborhood Park and Paseo Park)	20,000.00	-	-	-	-	-
Drainage Sump Maintenance	2,500.00	5,000.00	-	-	-	-
Street Lights	5,500.00	1,391.04	1,300.00	-	-	1,200.00
Total Direct Costs	\$ 90,500.00	\$ 6,391.04	\$ 3,750.00	\$ -	\$ -	\$ 4,500.00
ADMINISTRATION COSTS						
Levy Administration and Professional Services	\$ 1,256.80	\$ 170.00	\$ 66.79	\$ -	\$ -	\$ 85.00
County Collection Fee	45.54	6.16	2.42	-	-	3.08
City Overhead and Administration	6,653.28	469.85	275.69	-	-	330.83
Total Administration Costs	\$ 7,955.62	\$ 646.01	\$ 344.90	\$ -	\$ -	\$ 418.91
COLLECTIONS/(CREDITS) APPLIED TO LEVY						
TOTAL DIRECT AND ADMIN COSTS	\$ 98,455.62	\$ 7,037.05	\$ 4,094.90	\$ -	\$ -	\$ 4,918.91
Reserve Collection/(Transfer)	(17,870.52)	(3,509.05)	454.48	-	-	(1,379.99)
Capital Improvement Fund Collection/(Transfer)	-	-	-	-	-	-
General Fund Loans Repayment/(Advances)	-	-	-	-	-	-
Other Revenues/General Fund (Contributions)	-	-	-	-	-	-
Total Collections/(Credits)	(17,870.52)	(3,509.05)	454.48	-	-	(1,379.99)
Balance to Levy (Budgeted)	\$ 80,585.10	\$ 3,528.00	\$ 4,549.38	\$ -	\$ -	\$ 3,538.92
Applied to Levy (Rounded)	\$ 80,585.10	\$ 3,528.00	\$ 4,549.38	\$ -	\$ -	\$ 3,538.92
DISTRICT STATISTICS						
Total Parcels	210	28	12	1	4	15
Total Parcels Levied	207	28	11	1	4	14
Total Equivalent Benefit Units	207.00	28.00	11.00	96.00	74.00	60.00
Applied Levy per Benefit Unit	\$ 389.300	\$ 126.000	\$ 413.580	\$ -	\$ -	\$ 38.300
Prior Year Levy per Benefit Unit	\$ 381.30	\$ 123.40	\$ 405.08	\$ 15.10	\$ 19.43	\$ 21.41
Maximum Levy per Benefit Unit (Prior Fiscal Year)	\$ 381.3166	\$ 123.42	\$ 405.10	\$ 265.28	\$ 302.38	\$ 446.02
Maximum Levy per Benefit Unit (Current Fiscal Year)	\$ 389.303	\$ 126.006	\$ 413.580	\$ 270.840	\$ 308.716	\$ 455.357
Inflationary Factor Applied to Maximum Rate	2.0944%	2.0944%	2.0944%	2.0944%	2.0944%	2.0929%
	(0.003)	(0.006)	(0.000)	(270.840)	(308.716)	(455.357)
	\$ 24,481.00	\$ (6,866.00)	\$ (27,075.00)	\$ (12,785.00)	\$ 23,306.00	\$ (12,357.00)
Estimated Beginning Reserve Fund Balance						
Reserve Fund Adjustments	(17,870.52)	(3,509.05)	454.48	-	-	(1,379.99)
Estimated Ending Reserve Balance	\$ 6,610.48	\$ (10,375.05)	\$ (26,620.52)	\$ (12,785.00)	\$ 23,306.00	\$ (12,357.00)

Appendix A — DISTRICT ASSESSMENT DIAGRAM

Boundary Diagrams are on file with the City and by reference are made part of this Report. The details of the lots or parcels within the District shall be defined by the Kern County Assessor's Maps established by the County for Fiscal Year 2012/2013. These maps, in connection with the Assessment Roll in Appendix B, constitute the District Assessment Diagram for Fiscal Year 2012/2013.

APPENDIX B -ASSESSMENT ROLL

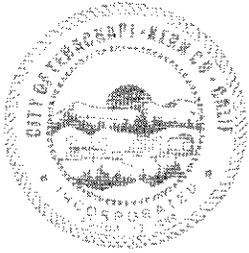
Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the Kern County Assessor's map for the year in which this Report is prepared.

Non-assessable lots or parcels may include areas of public streets and other roadways (typically not assigned an APN by the County); dedicated public easements, open space areas and rights-of-ways including public greenbelts and parkways; utility rights-of-ways; common areas; landlocked parcels, small parcels vacated by the County, bifurcated lots, and any other property that cannot be developed. These types of parcels are considered to receive little or no benefit from the improvements and are therefore exempted from assessment. Properties outside the District boundary receive no direct or special benefits from the improvements provided by the District and are not assessed.

Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the Kern County Assessor's map for the year in which this Report is prepared. The land use classification for each parcel is based on the Kern County Assessor's Roll. A listing of parcels assessed within this District, along with the proposed assessment amounts, shall be submitted to the City Clerk, under a separate cover, and by reference is made part of this Report.

Approval of this Report (as submitted or as modified) confirms the method of apportionment and the maximum assessment rate to be levied against each eligible parcel and thereby constitutes the approved levy and collection of assessments for the fiscal year. The parcels and the amount of assessment to be levied shall be submitted to the County Auditor/Controller and included on the property tax roll for the fiscal year.

If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number for the current fiscal year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment rate approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the assessment amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment.



COUNCIL REPORTS

AGENDA SECTION: CITY MANAGER REPORTS

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

[Handwritten signature]

TO: HONORABLE MAYOR GRIMES AND COUNCIL MEMBERS

FROM: GREG GARRETT, CITY MANAGER

DATE: JUNE 14, 2012

SUBJECT: DRAINAGE BENEFIT ASSESSMENT DISTRICT NO. 1

BACKGROUND

This action by the City Council orders the levy of assessments within the Drainage Benefit Assessment District No. 1 for fiscal year 2012/2013.

The total annual maintenance cost to the District is \$17,536.00. Annual maintenance costs are funded through the assessments placed on the property tax bills.

OPTIONS

There are no alternate options for this item.

RECOMMENDATION

It is recommended that the City Council adopt a resolution amending and/or approving the Final Engineer's Report and ordering the levy and collection of assessments within the Drainage Benefit Assessment District No. 1 for Fiscal Year 2012/2013.

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI APPROVING THE ANNUAL ENGINEER'S REPORT AND ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE CITY OF TEHACHAPI DRAINAGE BENEFIT ASSESSMENT DISTRICT NO. 1, FOR FISCAL YEAR 2012/2013, PURSUANT TO THE PROVISIONS OF THE BENEFIT ASSESSMENT ACT OF 1982

The City Council of the City of Tehachapi (hereafter referred to as the "City Council") does resolve as follows:

WHEREAS, The City Council of the City of Tehachapi (hereafter referred to as the "City Council") has, by previous Resolutions declared its intention to levy assessments for the City of Tehachapi Drainage Benefit Assessment District No.1 (hereinafter referred to as the "District"); and

WHEREAS, The Engineer selected by the City Council has prepared and filed with the City Clerk, and the City Clerk has presented to the City Council an Engineer's Annual Levy Report (hereafter referred to as the "Engineer's Report") that describes the assessments against the parcels of land within the Assessment District for the fiscal year commencing July 1, 2012 and ending June 30, 2013 to pay for the maintenance, operation and servicing of improvements and facilities related thereto; and

WHEREAS, the City Council has carefully examined and reviewed the Engineer's Report as presented, and is satisfied with the items and documents as set forth therein, and finds that the levy of assessments has been spread in accordance with the special benefits received from the improvements, operation, maintenance and services to be performed, as set forth in said the Engineer's Report;

WHEREAS, The City Council and its legal counsel have reviewed Proposition 218 and found that these assessments comply with applicable provisions of Article XIID of the California State Constitution; and

WHEREAS, The City Council desires to levy and collect assessments against parcels of land within Assessment District for the Fiscal Year commencing July 1, 2012 and ending June 30, 2013, to pay the costs and expenses of operating, maintaining and servicing the improvements and appurtenant facilities located within the District.

**NOW, THEREFORE BE IT RESOLVED, DETERMINED, AND ORDERED BY
THE CITY COUNCIL FOR THE DISTRICT, AS FOLLOWS:**

Section 1 Following notice duly given, the City Council has held a full and fair Public Hearing regarding the District, the levy and collection of assessments, the Engineer's Report prepared in connection therewith, and considered any oral and written statements, protests and communications made or filed by interested persons regarding these matters.

Section 2 The City Council finds the record owners of property within the District previously approved the continued levy and collections of assessments through property owner balloting proceedings, and that the proposed assessment for Fiscal Year 2012/2013 is consistent with the assessment so approved.

Section 3 Based upon the Engineer's Report, which is here by approved and is ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection, the City Council hereby finds and determines that:

- a) The land and eligible parcels within the boundaries of the District will receive a particular and distinct benefit over and above general benefits conferred on real property located in the District or to the public at large from the operation, maintenance and servicing of the improvements and appurtenant facilities identified in the Engineer's Report (hereinafter referred to as "Special benefit"); and,
- b) The District includes the lands and parcels receiving such Special Benefit; and
- c) The net amount to be assessed upon the lands within the District is in accordance and apportioned by a formula and method which fairly distributes the net amount among eligible parcels in proportion to the special benefit to be received by each parcel from the improvements and services for the fiscal year commencing July 1, 2012 and ending June 30, 2013.

Section 4 The Engineer's Report and assessment as presented to the City Council and on file in the office of the City Clerk comply with the applicable provisions of the California State Constitution Article XIID and are hereby confirmed as filed.

Section 5 The maintenance, operation and servicing of the improvements shall be performed pursuant to the provisions of the *Benefit Assessment Act of 1982, Title 5, Division 2, Part 1, Chapter 6.4 of the Government Code of the State of California Commencing with section 54703* (hereafter referred to as the "Act"). The City Council hereby orders the proposed improvements to be made, which improvements are briefly described as the operation, maintenance, servicing and administration of the improvements, and incidental expenses related thereto for the District located within the boundary of the City of Tehachapi, and the jurisdiction of the City Council. A more detailed description of the improvements is contained within the Report, but the improvements and facilities can be classified within the following general categories:

- Installation, construction or maintenance of any authorized improvements under Act, including, but not limited to, drainage improvements and any facilities which are appurtenant to any of the aforementioned or which are necessary or convenient for the maintenance or servicing thereof.

Section 6 The County Auditor of Kern County shall enter on the County Assessment Roll opposite each eligible parcel of land the amount of levy, and such levies shall be collected at the same time and in the same manner as the County taxes are collected, pursuant to the provisions provided in the Act. After collection by the County, the net amount of the levy shall be paid to the Treasurer of the City of Tehachapi.

Section 7 The City Treasurer shall deposit all money representing assessments collected by the County for the District to the credit of a fund for the City of Tehachapi Drainage Benefit Assessment District No.1, and such money shall be expended only for the maintenance, operation and servicing of the improvements as described in section 5.

Section 8 The adoption of this Resolution constitutes the District levy for the fiscal year commencing July 1, 2012 and ending June 30, 2013.

Section 9 The City Clerk, or their designate, is hereby authorized and directed to file the levy with the County Auditor upon adoption of this Resolution.

Section 10 A copy of the levy shall be filed in the office of the City Clerk and open for public inspection.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Tehachapi on the 18th day of June, 2012 by the following vote:

AYES : COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ED GRIMES, Mayor, City of
Tehachapi, California

ATTEST:

ASHLEY WHITMORE, Deputy City Clerk,
City of Tehachapi, California

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a regular meeting thereof held on May 7, 2012.

ASHLEY WHITMORE
Deputy City Clerk of the City of Tehachapi, California



TEHACHAPI
CALIFORNIA
Live Up.

City of Tehachapi

Tehachapi Drainage Benefit Assessment District No. 1

2012/2013 ENGINEER'S ANNUAL LEVY REPORT

Intent Meeting: May 7, 2012
Public Hearing: June 18, 2012

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ENGINEER'S REPORT AFFIDAVIT

DRAINAGE BENEFIT ASSESSMENT DISTRICT NO. 1,

(PARCEL MAP 11353)

City of Tehachapi,
County of Kern, State of California

This Report describes the improvements, budgets, parcels and assessments to be levied for fiscal year 2012/2013, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Kern County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed Report as directed by the City Council.

Dated this 18th day of June, 2012.

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

By: Josephine Perez Moses
Josephine Perez-Moses, Project Manager
District Administration Services

By: Richard Kopecky
Richard Kopecky
R. C. E. # 16742



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I. INTRODUCTION

The special assessment district described in this report contains parcels of land within a non-residential development (Parcel Map 11353) (hereinafter referred to as the "Development"). The City of Tehachapi ("City") has established the City of Tehachapi Drainage Benefit Assessment District No. 1 (Parcel Map 11353), (hereinafter referred to as the "District") in order to provide annual maintenance for drainage improvements in the development.

The City annually levies and collects special assessments to continue the maintenance of the improvements within the District. The assessments levied annually on the territory in the District are pursuant to the provisions of the *Benefit Assessment Act of 1982 being Chapter 6.4 of Part 1 of division 2, commencing with Section 54703, of the Government Code of the State of California (hereinafter referred to as the "Act")*, and as provided by Proposition 218, "The Right to Vote on Taxes Act", Article XIII D, Section 4, of the 1982 California Constitution.

This Engineer's Report (hereinafter referred to as the "Report") describes the District and the proposed assessments for fiscal year 2012/2013. The annual budget for the maintenance and operation of the improvements is based on estimated expenses for the upcoming fiscal year. Parcels within the District are assessed proportionately for only those improvements and services that are a direct and special benefit to each property in the District.

The word "parcel," for the purposes of this Report, refers to an individual property assigned its own Assessment Parcel Number by the Kern County ("County") Assessor's Office. The Kern County Auditor/Controller uses Assessment Parcel Numbers and specific Fund Numbers to identify on the tax roll properties assessed for special district benefit assessments.

Pursuant to the 1982 Act, the City Council conducted the required public hearings necessary to accept property owner protests, public comments and testimony regarding the formation of the District and the proposed annual levy of assessments. In conjunction with the required 1982 Act formation proceedings (public hearing), the City conducted property owner protest ballot proceedings for the annual assessments and assessment range formula described in the Original Report in compliance with the substantive and procedural requirements of the California Constitution Article XIID. The proposed formations and annual assessments for each District were approved and established at the public hearing for the District, and pursuant to the 1982 Act.

The City Council may annually determine the cost of the services that are financed by the assessments and by ordinance or resolution order the levy of the annual assessments. However in accordance with the provisions of the California Constitution Article XIID, no annual assessment shall exceed the maximum assessment amount

established in the Original Report without additional approval of the affected property owners. The assessment information approved would be submitted to the County Auditor/Controller and included on the property tax roll for each benefiting parcel.

II. DESCRIPTION OF THE DISTRICT

A. General Description of the District

The District consists of a subdivision for non-residential purposes known as Parcel Map 11353.

The purpose of the District is to ensure the ongoing maintenance, operation, and servicing of drainage improvements installed in connection with development of properties within the District. This District provides the financial mechanism (annual assessments) by which the ongoing operation and maintenance of these improvements are funded.

The District structure, improvements, method of apportionment and assessments described in this Report are based on current development and improvement plans including all estimated direct expenditures, incidental expenses, and reserves associated with the maintenance and servicing of the improvements.

The District is located within the boundaries of the City of Tehachapi, generally situated north of the Southern Pacific Railroad, and easterly of Dennison Road.

B. Improvements and Services within the District

The purpose of the District is to ensure the ongoing maintenance, operation, and servicing of drainage improvements installed in connection with the development of parcels within the District. These improvements may include, but are not limited to, all materials, equipment, utilities, labor and appurtenant facilities related to those improvements. The improvements installed as part of the development will be maintained and partially or entirely funded through the District assessments.

For Parcel Map 11353, the drainage improvements and services as permitted pursuant to the 1982 Act are as follows:

- Basin Maintenance (Parcel 8 or Parcel Map 11353)
- All appurtenant facilities, equipment, materials and utilities related to the aforementioned improvements.
- Maintenance and operations of drainage facilities.

The estimated annual cost to provide and maintain the improvements within the District shall be allocated to each property in proportion to the special benefits received. The Method of Apportionment described in this Report utilizes commonly accepted assessment engineering practices and has been established pursuant to the 1982 Act and the provisions of Proposition 218.

III. METHOD OF APPORTIONMENT

A. Methodology

The 1982 Act permits the establishment of a maintenance assessment district by agencies for the purpose of providing certain public improvements, which include the construction, maintenance, and servicing of public drainage improvements and appurtenant facilities. The 1982 Act further requires that the cost of these improvements be levied according to benefit rather than assessed value:

“The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements.”

The formula used for calculating assessments reflects the composition of the parcels and the improvements and services provided within the District to fairly apportion the costs based on estimated benefit to each parcel.

B. Benefit Analysis

Each of the improvements, the associated costs and assessments within the District have been reviewed, identified and allocated based on special benefit pursuant to the provisions of the California Constitution and 1982 Act. All improvements associated with this District have been identified as necessary, required and/or desired for the orderly development of the property within the District to its full potential, consistent with the development plans. As such, these improvements would be necessary and required of any property owner for the development of such property, and the ongoing operation, servicing, and maintenance of these improvements would be the financial obligation of those properties. Therefore, the improvements and the annual costs of maintenance and operation of the improvements are of direct and special benefit to the property.

The method of apportionment (method of assessment) is based on the premise that the assessed parcel within the District receives benefit from the improvements. The desirability and security of properties is enhanced by the presence of drainage facilities to handle storm water runoff.

The special benefits associated with the drainage improvements are specifically:

- Enhanced desirability of the property through association with the improvements;
- Environmental enhancement through improved erosion resistance, dust and debris control;
- Increased sense of pride in ownership of property within the District resulting from well-maintained improvements associated with the properties;
- Enhanced environmental quality of the parcels by eliminating standing water.

For the drainage improvements the special benefits contribute to a specific enhancement and desirability of the assessed parcel within the District. Although the improvements may include drainage improvements and other amenities available or visible to the public at large, the construction and installation of these improvements are only necessary for the development of the property within the District and are not required nor necessarily desired by any properties or developments outside the District boundary. Therefore, any public access or use of the improvements by others is incidental and there is no measurable general benefit to properties outside the District or to the public at large.

C. Assessment Methodology

The method of apportionment for the District calculates the receipt of special benefit from the respective improvements based on the actual or proposed land use of the parcels within the District. The special benefit received by each lot or parcel is equated to the overall land use of the parcel based on the parcel's actual land use or proposed planned development, and is reliant upon the special benefit received from the improvements planned within the District.

To identify and determine the special benefit to be received by each parcel, it is necessary to consider the entire scope of the District improvements as well as individual property development within the District. The costs associated with the improvements shall be fairly distributed among the parcels based upon the special benefit received by each parcel. Additionally, in compliance with Article XIII D Section 4 of the California Constitution, the parcel's assessment may not exceed the reasonable cost of the proportional special benefit conferred to that parcel. The benefit formula used to determine the assessment obligation is therefore based upon both the improvements that benefit the parcels within the District as well as the land use of each property as compared to other parcels that benefit from those specific improvements.

Equivalent Benefit Units

To assess benefits equitably, it is necessary to relate the different type of parcel improvements to each other. The Equivalent Benefit Unit (EBU) method of assessment apportionment uses the single-family home site as the basic unit of assessment. A single-family home site equals one Equivalent Benefit Unit (EBU). Every other land use is converted to EBUs based on an assessment formula that equates the property's specific development status, type of development (land use), and size of the property, as compared to a single-family home site.

The EBU method of apportioning benefit is typically seen as the most appropriate and equitable assessment methodology for districts formed under the 1982 Act, as the benefit to each parcel from the improvements are apportioned as a function of land use type, size and development.

EBU Application by Land Use:

Single-Family Residential — This land use is defined as a fully subdivided residential home site with or without a structure or planned single-family residential lot as identified by a submitted or approved tentative tract map or final tract map. This land use is assessed 1.0 EBU per lot or parcel. This is the base value that all other land use types are compared and weighted against (i.e. Equivalent Benefit Unit or EBU).

Multi-Family Residential — This land use is defined as a fully subdivided residential parcel that has more than one residential unit developed on the property or planned residential lot as identified by a submitted or approved tentative tract map or final tract map. This land use is assessed 1.0 EBU per dwelling unit.

Developed Commercial — This land use is defined as property developed for either commercial or industrial use. This type of property receives greater benefit than Single Family or Multi-family property due to typically larger lot sizes in relation to residential properties. With typical SFR lot sizes at .25 acres, Developed Commercial land use type is assessed at 4.0 EBU per gross acre. Parcels less than .25 acres are assigned a minimum of 1.0 EBU and there is no maximum acreage cap, as is the case with Vacant Non-Residential Property.

Non-Profit Parcels — This land use is defined as property developed for non-profit activities such as Churches or Lodges. This type of property does receive benefit from the District improvements but at a rate that coincides with the sporadic intensity of people use for the parcel. Non-Profit land use type is assessed at 0.25 EBU per gross acre. Parcels less than 1.00 gross acres are assigned a minimum of 0.25 EBU.

Vacant Residential — This land use is defined as property currently zoned for residential development, but a tentative or final tract map has not been submitted and/or approved. This land use is assessed at 0.5 EBU per parcel.

Vacant Non-Residential — This land use is defined as property currently zoned for any non-residential use, but a tentative or final tract map has not been submitted and/or approved. This land use is assessed at 1.0 EBU per gross acre. Parcels less

than 1 gross acre are assigned a minimum of 1.0 EBU. Parcels over 50 gross acres are assigned a maximum of 50 EBU.

Exempt Parcels — This land use identifies properties that are not assessed and are assigned 0.0 EBU. This land use classification may include, but is not limited to, lots or parcels identified as public streets and other roadways (typically not assigned an APN by the County); dedicated public easements, open space areas and right-of-ways including greenbelts and parkways; utility right-of-ways; common areas, sliver parcels and bifurcated lots or any other property that cannot be developed; publicly owned properties that are part of the District improvements or that have little or no improvement value. These types of parcels are considered to receive little or no benefit from the improvements and are therefore exempted from assessment.

The following table provides a listing of land use types, land use code designations, the Equivalent Benefit Unit factor applied to that land use type, and the multiplying factor used to calculate each parcel’s individual EBU.

Land Use Codes and Equivalent Benefit Units

Property Type	Land Use Code	Equivalent Benefit Units	Multiplier
Single Family Residential	SFR	1.00	Lot/Parcel
Multi Family Residential	MFR	1.00	Unit
Developed Commercial	COM	4.00	Gross Acre
Non-Profit Parcel	NP	0.25	Gross Acre
Vacant Residential	RV	0.50	Lot/Parcel
Vacant Non-Residential	NRV	1.00	Gross Acre
Exempt Parcel	XMT	0.00	Parcel

The benefit formula applied to parcels within the District is based on the preceding Equivalent Benefit Unit (EBU) table. Each parcel’s EBU correlates the parcel’s special benefit received as compared to all other parcels benefiting from the improvements.

The following formula is used to calculate each parcel’s EBU (proportional benefit).

$$\text{Parcel Type EBU} \times \text{Acreage/Dwelling Units/Parcel/Lot} = \text{Parcel EBU}$$

The total number of Equivalent Benefit Units (EBUs) is the sum of all individual EBUs applied to parcels that receive a special benefit from the improvement. An

assessment amount per EBU (Rate) for each improvement is established by taking the total cost of the improvement and dividing that amount by the total number of EBUs of all parcels benefiting from the improvement. This Rate is then applied back to each parcel's individual EBU to determine the parcel's proportionate benefit and assessment obligation for that improvement.

$$\text{Total Balance to Levy} / \text{Total EBU} = \text{Levy per EBU}$$

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

D. Assessment Range Formula

Any new or increased assessment requires certain noticing and meeting requirements by law. Prior to the passage of Proposition 218 (*California Constitution Articles XIII C and XIII D*), legislative changes in the Brown Act defined a "new or increased assessment" to exclude certain conditions. These conditions included "any assessment that does not exceed an assessment formula or range of assessments previously adopted by the agency or approved by the voters in the area where the assessment is imposed." This definition and conditions were later confirmed through Senate Bill 919 (Proposition 218 implementing legislation).

The purpose of establishing an Assessment Range Formula is to provide for reasonable increases and inflationary adjustment to annual assessments without requiring costly noticing and mailing procedures, which could add to the District costs and assessments. Commencing with fiscal year 2012/2013, the amount of the assessment for the District is proposed to increase each year, based upon the Consumer Price Index, All Urban Consumers, for the Los Angeles-Orange-Riverside County Area ("CPI"), as determined by the United States Department of Labor, Bureau of Labor Statistics, or its successor. The Engineer shall compute the percentage difference between the CPI for February of each year and the CPI for the previous February, and shall then adjust the existing assessment by an amount not to exceed such percentage for the following fiscal year. Should the Bureau of Labor Statistics revise such index or discontinue the preparation of such index, the Engineer shall use the revised index or a comparable system as approved by the City Council for determining fluctuations in the cost of living.

The Assessment Range Formula shall be applied to all future assessments within the District. Generally, if the proposed annual assessment (levy per EBU) for the current fiscal year is less than or equal to the calculated Maximum Assessment, then the proposed annual assessment is not considered an increased assessment. The Maximum Assessment is equal to the initial Assessment (approved by property owners within the District) adjusted annually by the CPI.

The Maximum Assessment is adjusted annually and is calculated independent of the District's annual budget and proposed annual assessment. Any proposed annual assessment (rate per EBU less than or equal to this Maximum Assessment) is not

considered an increased assessment, even if the proposed assessment is greater than the assessment applied in the prior fiscal year.

Although the Maximum Assessment will increase each year, the actual assessment may remain unchanged. The Maximum Assessment adjustment is designed to establish a reasonable limit on assessments. The Maximum Assessment calculated each year does not require or facilitate an increase to the annual assessment and neither does it restrict assessments to the adjusted maximum amount. If the budget and assessment for the fiscal year do not require an increase, or the increase is less than the adjusted Maximum Assessment, then the required budget and assessment may be applied without additional property owner balloting. If the budget and assessments calculated requires an increase greater than the adjusted Maximum Assessment, then the assessment is considered an increased assessment and would be subject to balloting.

IV. DISTRICT BUDGET

City of Tehachapi	
2012/2013 Budget Worksheet	
DRAINAGE BENEFIT ASSESSMENT DISTRICT No. 1 (PARCEL MAP 11353)	
Fund Number 20634	
Levy Components	Budget
DIRECT COSTS (Basin Maintenance)	
Basin prep for rainy season	\$593
Weekly maintenance during rainy season	3,855
Weekly maintenance during non-rainy season	964
Pump station service visits (2/year)	2,004
Misc. equipment fees	807
Total Maintenance Costs	\$8,223
DIRECT COSTS (Power Costs)	
Power Consumption	\$601
Pumps	81
Total Power Costs	\$682
DIRECT COSTS (Pump Replacement)	
Pump and Motors (\$30,000 every 15 years)	\$3,712
Electrical Equipment (\$10,000 every 30 years)	940
Total Replacement Cost per year	\$4,652
ADMINISTRATION COSTS	
Levy Administration and Professional Services	\$2,468
Printing and Publishing	53
Mailing and Postage	53
County Collection Fee	15
City Overhead and Administration	1,389
Total Administration Costs	\$3,979
COLLECTIONS/(CREDITS) APPLIED TO LEVY	
TOTAL DIRECT AND ADMIN COSTS	\$17,536
Balance to Levy (Budgeted)	<u>\$17,536</u>
DISTRICT STATISTICS	
Total Parcels	15
Total Parcels Levied	14
Total EBU's	92.40
Proposed Levy per Benefit Unit	\$189.78
Applied Levy per Benefit Unit	\$189.78
Maximum Levy per Benefit Unit (Prior Fiscal Year)	\$185.89
Maximum Levy per Benefit Unit (FY 2012/2013)	\$189.78

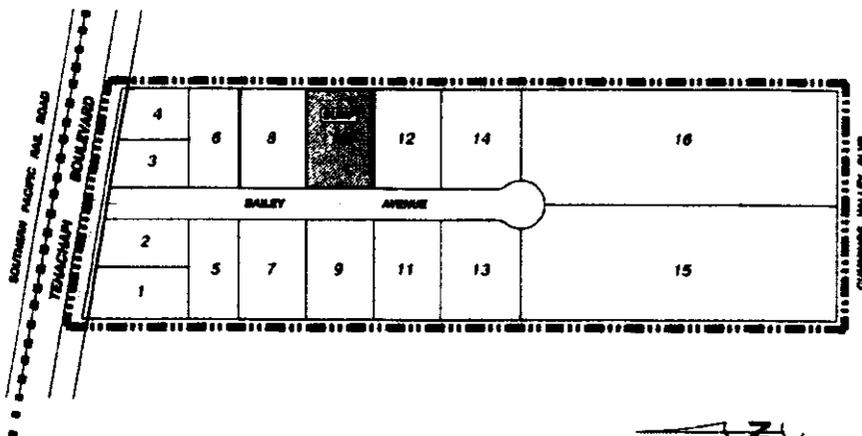
APPENDIX A – DISTRICT DIAGRAM

The parcels within the City of Tehachapi Drainage Benefit Assessment District No. 1 (Parcel Map 11353), consist of all lots, parcels and subdivisions of land located in Parcel Map 11353. The District includes Kern County Assessor's Parcel Map Book 223, Page 190, Parcel 15. This County Assessor's Parcel Map, the Assessment Roll, and Exhibit 1 constitute the District Assessment Diagram. A copy of the County Assessor's Parcel Map is shown on the following page.



Respectfully Open Road Planning and Justice

Tehachapi Drainage Benefit Assessment District No. 1
(Parcel Map 11353)



APN: 223-190-15
PROPOSED NO. OF ASSESSABLE PARCELS: 15
ASSESSABLE ACREAGE: 23.95

LEGEND

- DISTRICT BOUNDARY
- SUMP

NOTE: The quantities identified on this map are subject to change. For details, refer to the approved Developer plans on file in the Office of the City Engineer. For parcel detail, please refer to the latest Assessor's Parcel Map.

DATE: DECEMBER 1, 2008

APPENDIX B - ASSESSMENT ROLL

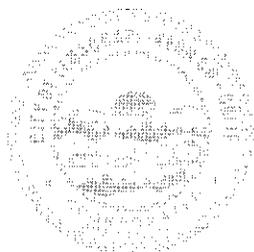
Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the Kern County Assessor's map for the year in which this Report is prepared.

Non-assessable lots or parcels may include areas of public streets and other roadways (typically not assigned an APN by the County); dedicated public easements, open space areas and rights-of-ways including public greenbelts and parkways; utility rights-of-ways; common areas; landlocked parcels, small parcels vacated by the County, bifurcated lots, and any other property that cannot be developed. These types of parcels are considered to receive little or no benefit from the improvements and are therefore exempted from assessment. Properties outside the District boundary receive no direct or special benefits from the improvements provided by the District and are not assessed.

Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the Kern County Assessor's map for the year in which this Report is prepared. The land use classification for each parcel is based on the Kern County Assessor's Roll. A listing of parcels assessed within this District, along with the proposed assessment amounts, shall be submitted to the City Clerk, under a separate cover, and by reference is made part of this Report.

Approval of this Report (as submitted or as modified) confirms the method of apportionment and the maximum assessment rate to be levied against each eligible parcel and thereby constitutes the approved levy and collection of assessments for the fiscal year. The parcels and the amount of assessment to be levied shall be submitted to the County Auditor/Controller and included on the property tax roll for the fiscal year.

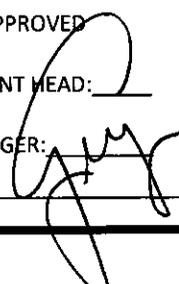
If any parcel submitted for collection is identified by the County Auditor/Controller to be an invalid parcel number for the current fiscal year, a corrected parcel number and/or new parcel numbers will be identified and resubmitted to the County Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment and assessment rate approved in this Report. Therefore, if a single parcel has changed to multiple parcels, the assessment amount applied to each of the new parcels shall be recalculated and applied according to the approved method of apportionment and assessment rate rather than a proportionate share of the original assessment.



COUNCIL REPORTS

AGENDA SECTION: CITY MANAGER

MEETING DATE: JUNE 18, 2012

APPROVED:	
DEPARTMENT HEAD:	
CITY MANAGER:	

TO: HONORABLE MAYOR GRIMES, COUNCIL MEMBERS

FROM: GREG GARRETT

DATE: JUNE 7, 2012

SUBJECT: Five Year Budget for Fiscal Years 2012/13 through 2016/17

On Monday, June 4th, the five-year budget for fiscal years 2012/13 through 2016/17 was presented to the council and the public. The final budget amount presented for fiscal year 2012/13 is \$17,947,198 and preliminary budget amounts for 2013/14, 2014/15, 2015/16 and 2016/17 are \$13,706,170, \$12,251,341, \$12,316,908 and \$12,354,586 respectively. Staff believes that all questions and concerns raised during the budget workshop were addressed and answered.

OPTIONS

1. Approve the five-year budget for fiscal years 2012/13 through 2016/17 as presented.
2. Modify the five-year budget and re-present it at a later date.

RECOMMENDATION

Staff recommends that Council approve and adopt Resolution for the City's final budget for fiscal year 2012/13 and preliminary budget for fiscal years 2013/14 through 2016/17 as presented.

RESOLUTION NO. -12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TEHACHAPI APPROVING AND ADOPTING THE CITY OF TEHACHAPI'S BUDGET FOR THE FISCAL YEAR 2012-13, THE PRELIMINARY BUDGET FOR FISCAL YEARS 2013-14, 2014-15, 2015-16 AND 2016-17

WHEREAS, the City Council of the City of Tehachapi did review and hold public meetings on the Budget and Preliminary Budget for Fiscal Years 2012-13 through 2016-17, in the Beekay Theatre, 110 South Green Street, at which time said Budget and Preliminary Budget were modified, revised, corrected, amended and changed, and matters pertaining thereto, were heard and considered; and

WHEREAS, the City Council wishes to approve the Budget for Fiscal Year 2012-2013 and the Preliminary Budget for Fiscal Years 2013-14 through 2016-17; and

WHEREAS, the City Council of the City of Tehachapi has heretofore, or hereafter will, raise sufficient revenues to finance and balance said Budget.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The Budget of the City of Tehachapi for Fiscal Year 2012-13, as amended, modified, revised, and corrected by the City Council, is hereby approved and adopted, including the specified amounts for each of the various funds, departments, programs and accounts as set forth.

SECTION 3. The Preliminary Budget of the City of Tehachapi for Fiscal Year 2013-14 through 2016-17, as amended modified, revised, and corrected by City Council, is hereby approved and adopted.

SECTION 4. The Budget and Preliminary Budget for the City of Tehachapi, for the Fiscal Years 2012-13 through 2016-2017, as amended, modified, revised and corrected by the City Council, shall be placed on file in the office of the City Clerk and shall be open to public inspection.

SECTION 5. The Finance Director is hereby authorized and instructed to take all steps necessary to implement this resolution in accordance with the provisions of the Budget.

SECTION 6. Without prior approval of the City Council, the City Manager shall have the authority to transfer appropriations of up to \$10,000.00 from program to program but not from fund to fund, except shifts in appropriations relating to personnel, provided that any transfer of more than such amount or any transfer from fund to fund (except as relates to personnel) shall be approved by the City Council.

SECTION 7. The City Manager shall approve the Encumbrances and Continuing Appropriations from Fiscal Year 2011-12 which shall become part of the City Budget for Fiscal Year 2012-13.

SECTION 9. The Budget for Fiscal Year 2012-13, as submitted, amended, modified, revised, corrected, adopted and filed by the City Council, shall be the City Budget for Fiscal Year 2012-13 and is subject to the requirements of Article XIII B of the California Constitution.

SECTION 10. The Budget for Fiscal Year 2012-13, as submitted, amended, modified, revised, corrected and adopted by the City Council includes appropriations which are subject to and are within the Appropriations Limit established for the fiscal year 2012-13.

SECTION 11. The City Council hereby appropriates any revenues in excess of expenditures to meet contingencies for undetermined operating and capital expenses.

PASSED AND ADOPTED by the City Council of the City of Tehachapi at a Regular Meeting this 18th day of June 2012 by the following vote:

AYES: COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ED GRIMES, Mayor of the
City of Tehachapi, California

ATTEST:

DENISE JONES
City Clerk of the City of Tehachapi

I hereby certify that the foregoing resolution was duly and regularly adopted by the City Council of the City of Tehachapi at a Regular Meeting thereof held on June 18, 2012.

DENISE JONES
City Clerk of the City of Tehachapi

CITY OF TEHACHAPI						
FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET						
GENERAL FUND						
	Actual	Mid 2011/12	2012/13	2013/14	2014/15	2015/16
	2010/11	Mid 2011/12	2012/13	2013/14	2014/15	2015/16
BEGINNING EQUITY 7/1	\$5,070,960	\$5,814,680	\$5,822,615	\$5,858,391	\$5,608,097	\$5,542,040
REVENUES:						
Property Tax - Sec/Unsec	921,008	809,185	886,707	925,574	953,177	981,735
Fire Protection (Prop. Tax)	0	0	0	0	4	346,257
Sales Tax	1,310,654	1,277,619	1,398,532	1,468,459	1,541,882	1,665,233
In Lieu Sales Tax - Triple Flip	338,473	550,528	466,177	489,486	513,961	555,078
TOT	499,780	430,000	402,840	414,925	427,373	440,194
Motor Vehicle	1,150,031	1,107,832	1,076,066	1,097,587	1,119,539	1,141,930
Loan Proceeds	0	0	0	0	0	0
Service Revenue	248,885	303,444	313,578	323,850	324,127	324,410
Other Taxes/ Revenues	794,063	963,231	788,747	514,544	519,259	179,868
Total Revenue	5,262,894	5,441,839	5,332,649	5,234,426	5,399,322	5,634,704
EXPENDITURES:						
Personnel	3,058,422	3,219,131	3,476,167	3,581,636	3,685,786	3,786,618
Operating Expenditures	1,688,975	2,319,587	1,853,739	1,933,240	1,799,263	1,752,336
Overhead Allocation	(201,424)	(320,556)	(251,808)	(182,594)	(196,558)	(181,662)
Debt Service	0	0	0	0	0	0
Capital Purchase	66,302	215,740	218,775	152,438	176,888	132,188
Total Expenditure	4,612,275	5,433,903	5,296,873	5,484,720	5,465,379	5,489,481
Adjustment to Prior Year	93,100					
REVENUE vs. EXPENSES	743,720	7,936	35,776	(250,294)	(66,057)	145,223
To Correct accrual - S/B Fd447						
Ending Equity 6/30	5,814,680	5,822,615	5,858,391	5,608,097	5,542,040	6,023,058
CASH FLOW ANALYSIS						
Beginning Fund Equity *	5,070,960	5,814,680	5,822,615	5,858,391	5,608,097	5,542,040
Less: Restricted - CFD 89-1 Settlement						
Less: Community Development Fund Balance Merge						
Revenues	5,262,894	5,441,839	5,332,649	5,234,426	5,399,322	5,634,704
Less: Net Expenditures	(4,612,275)	(5,433,903)	(5,296,873)	(5,484,720)	(5,465,379)	(5,489,481)
Less: Advances & Reserve ***	(1,684,781)	(1,921,978)	(1,969,635)	(2,091,721)	(2,234,263)	(2,377,244)
CASH BALANCE	4,036,799	3,900,637	3,888,756	3,516,376	3,307,777	3,310,020
						3,501,137

CITY OF TEHACHAPI							
FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET							
WATER FUND SUMMARY							
	ACTUAL		BUDGET				
	2010/11	Mid 2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
REVENUES:							
Retail Water Utility	1,689,294	1,796,339	1,810,709	1,846,923	1,883,862	1,940,378	1,998,589
Water Connection Fees	372,518	38,000	250,000	150,000	200,000	150,000	150,000
Bond/Loan/Operating Transfer In	0	0	0	0	0	0	0
Interest Income	7,321	6,000	3,000	3,000	3,000	10,000	10,000
Other Revenues	761,119	69,702	55,860	57,360	64,360	69,360	69,360
Total Revenue	2,830,252	1,910,041	2,119,569	2,057,283	2,151,222	2,169,738	2,227,949
EXPENDITURES:							
Personnel	731,522	720,918	885,953	914,686	942,633	972,483	999,378
Operating Expenditures	707,059	771,108	777,031	788,015	813,557	729,618	653,359
Depreciation	261,150	0	0	0	0	0	0
Capital Purchase	138,713	255,000	463,000	200,000	200,000	205,000	205,000
Total Expenditure	1,838,444	1,747,026	2,125,984	1,902,702	1,956,190	1,907,100	1,857,737
Revenue vs. Expense	991,809	163,015	(6,414)	154,582	195,032	262,637	370,212
Beginning Unrestricted Cash		560,511	723,526	717,112	871,693	1,066,725	1,329,362
Revenue		1,910,041	2,119,569	2,057,283	2,151,222	2,169,738	2,227,949
Expenses		(1,747,026)	(2,125,984)	(1,902,702)	(1,956,190)	(1,907,100)	(1,857,737)
Loan Payment							
Double Budget - Storage Tank Transmission Line							
Ending Cash & A/R Balance - Cumulative Total		723,526	717,112	871,693	1,066,725	1,329,362	1,699,575
Cash Available Before Debt Service		951,836	944,834	1,100,254	1,295,246	1,467,561	1,747,379
Debt Service		228,310	227,722	228,561	228,521	138,199	47,804
Debt Ratio to Cash		417%	415%	481%	567%	1062%	3655%

CITY OF TEHACHAPI							
FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET							
SEWER FUND SUMMARY							
	Actual	Mid 2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
REVENUES:							
Sewer Service Utility	1,660,039	1,658,123	1,671,388	1,704,816	1,738,912	1,773,690	1,826,901
Sewer Connection Fees	494,260	76,400	80,000	100,000	100,000	150,000	150,000
Bond/Loan Proceeds	0	0	0	0	0	0	0
Interest Income	24,894	17,936	10,000	10,000	10,000	10,000	10,000
Other Revenue	678,912	3,028,814	1,108,511	24,526	24,526	24,526	24,526
Total Revenue	2,858,106	4,781,273	2,869,899	1,839,341	1,873,438	1,958,216	2,011,427
EXPENDITURES:							
Personnel	522,221	588,045	773,296	802,815	805,327	860,727	890,060
Operating Expenditures	530,010	1,220,533	971,907	954,157	767,383	713,678	662,317
Depreciation	353,629	0	0	0	0	0	0
Capital Purchase	67,191	3,117,750	1,090,000	60,000	60,000	60,000	60,000
Total Expenditure	1,473,051	4,926,328	2,835,202	1,816,972	1,632,710	1,634,405	1,612,377
Operating Surplus(Deficit)	1,385,055	(145,054)	34,696	22,369	240,727	323,811	399,049
Beginning Unrestricted Cash & Accounts Re		4,269,680	4,124,626	4,159,322	4,181,691	4,422,419	4,746,230
Revenue		4,781,273	2,869,899	1,839,341	1,873,438	1,958,216	2,011,427
Loan proceeds/payment							
Expenses		(4,926,328)	(2,835,202)	(1,816,972)	(1,632,710)	(1,634,405)	(1,612,377)
Capital Reserve							
Ending Cash & A/R Balance - Cumulative		4,124,626	4,159,322	4,181,691	4,422,419	4,746,230	5,145,279
Cash Available for Debt Service		4,854,527	4,692,406	4,719,611	4,764,346	5,030,196	5,370,885
Debt Service		729,901	533,083	537,920	341,927	283,966	225,605
Debt Ratio to Available Cash		665%	880%	877%	1393%	1771%	2381%

CITY OF TEHACHAPI		FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET				
AIRPORT FUND SUMMARY						
	ACTUAL	2012/13	2013/14	2014/15	2015/16	2016/17
	2010/11	Mid 2011/12				
REVENUES:						
CA Airport Aid	20,000	10,000	10,000	10,000	10,000	10,000
FAA Grant	0	183,581	0	0	0	0
State Grant	0	3,563	0	0	0	0
Fuel Sales	239,119	400,000	420,000	420,000	440,000	440,000
City Match - RDA	0	3,938	0	0	0	0
Airport Lease	44,939	45,000	66,007	67,987	70,026	72,127
Hangar Fees	93,668	96,511	101,432	104,399	107,456	110,605
Other Revenues	90,595	79,460	110,691	112,959	115,312	117,753
Total Revenue	488,321	822,052	708,129	715,346	742,795	750,485
EXPENDITURES:						
Personnel	181,873	195,903	239,279	249,870	259,005	266,327
Operating Expenses	130,578	234,463	161,876	164,758	165,010	165,575
Fuel Purchase	232,081	373,400	394,800	407,500	427,500	427,500
Depreciation	139,022	No Budget	No Budget	No Budget	No Budget	No Budget
Capital Purchase	6,984	171,223	0	1,500	0	1,500
Total Expenditure	690,538	974,989	795,955	823,628	851,515	860,902
Surplus/(deficit)	(202,218)	(152,937)	(87,826)	(108,283)	(108,720)	(110,417)
Beginning Cash - Projected *		(735,631)	(1,097,309)	(1,185,135)	(1,293,417)	(1,402,138)
Add: Revenue		822,052	708,129	715,346	742,795	750,485
Less: Expenses		(974,989)	(795,955)	(823,628)	(851,515)	(860,902)
Ending Cash - Projected *		(888,568)	(1,185,135)	(1,293,417)	(1,402,138)	(1,512,555)

CITY OF TEHACHAPI							
FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET							
REFUSE FUND SUMMARY							
	Actual	BUDGET					
	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	
REVENUES:	Mid 2011/12					2016/17	
Refuse Collection Fees	805,234	809,836	828,840	851,145	874,050	894,530	915,491
Recycling Fees	171,136	171,973	176,009	180,745	185,609	189,958	194,410
Penalties / NSF checks	13,878	12,000	10,000	10,000	10,000	10,000	10,000
Other Revenue	371	562	0	0	0	0	0
Total Revenue	990,620	994,371	1,014,849	1,041,890	1,069,659	1,094,489	1,119,901
EXPENDITURES:							
Personnel	55,501	52,870	58,684	60,809	62,901	65,019	67,179
Refuse Payment to Benz	750,786	757,196	774,966	795,820	817,236	836,386	855,984
Recycle Payment to Benz	159,536	160,795	164,568	168,997	173,545	177,611	181,773
Operating Expenditures	10,016	9,936	11,363	12,150	12,686	12,512	12,875
Capital Purchase	0	0	0	0	0	0	0
Total Expenditure	975,838	980,797	1,009,581	1,037,776	1,066,368	1,091,528	1,117,811
Revenue vs. Expense	14,781	13,574	5,268	4,114	3,291	2,961	2,089
Beginning Cash - Projected *		52,465	66,038	71,307	75,421	78,712	81,673
Add: Revenue		994,371	1,014,849	1,041,890	1,069,659	1,094,489	1,119,901
Less: Expenses		(980,797)	(1,009,581)	(1,037,776)	(1,066,368)	(1,091,528)	(1,117,811)
Ending Cash - Projected *		66,038	71,307	75,421	78,712	81,673	83,762

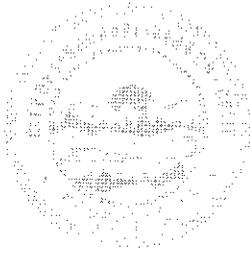
CITY OF TEHACHAPI		FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET						
TRANSIT FUND SUMMARY		Actual	Mid 2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
	2010/11							
REVENUES:								
FTA Revenue-section 18	30,280	30,330	32,000	33,000	33,000	33,000	33,000	33,000
Transit Operating Assisnt	0	0	0	0	0	0	0	0
Passenger Fares	4,867	3,500	3,500	3,500	3,500	3,500	3,500	3,500
Transit Article 4	130,803	103,046	68,113	116,041	121,999	126,944	132,666	132,666
Transit Article 6.5	0	0	0	0	0	0	0	0
Other Revenues	306	100	0	0	0	0	0	0
Total Revenue	166,256	136,976	103,613	152,541	158,499	163,444	169,166	169,166
EXPENDITURES:								
Personnel	27,583	25,702	28,533	29,672	30,449	31,062	31,574	31,574
Operating Expenses	118,865	112,359	117,551	122,869	128,051	132,381	137,592	137,592
Capital Purchase	0	0	0	0	0	0	0	0
Total Expenses	146,448	138,061	146,085	152,541	158,499	163,444	169,166	169,166
Surplus/(deficit)	19,808	(1,085)	(42,472)	0	0	0	0	0
Beginning Fund Balance		19,411	18,326	(24,146)	(24,146)	(24,146)	(24,146)	(24,146)
Current Yr Revenue		136,976	103,613	152,541	152,541	158,499	163,444	169,166
Current Yr Expenses		(138,061)	(146,085)	(152,541)	(152,541)	(158,499)	(163,444)	(169,166)
Ending Fund Balance		18,326	(24,146)	(24,146)	(24,146)	(24,146)	(24,146)	(24,146)

**CITY OF TEHACHAPI
FISCAL YEAR 2012/13 - 2016/17 FIVE YEAR CAPITAL PROJECT BUDGET SUMMARY
PROJECT FUNDS**

<u>Fund No.</u>	<u>Fund Description</u>	Project Cost					5-Yr Total
		12/13	13/14	14/15	15/16	16/17	
121	Gas Tax Fund	688,549	705,079	718,390	727,916	735,644	3,575,578
122	Streets and Road Funds	317,546	338,425	358,176	379,519	379,519	1,773,185
128	Parks & Rec. Capital Project Fund	300,000	50,000	50,000	50,000	50,000	500,000
129	Facilities Impact Fee	20,000	20,000	20,000	20,000	20,000	100,000
226-004	TDA Bike Safety	1,000	1,000	1,000	1,000	1,000	5,000
226-005	TDA Bike Rack	1,000	1,000	1,000	1,000	1,000	5,000
301	Capital Equipment Replacement	120,985	0	0	0	0	120,985
317	General Plan Update	24,000	0	0	0	0	24,000
319	Challenger Drive Ext	20,000	1,400,000	0	0	0	1,420,000
325	Tehachapi Blvd. Improvement Phase IV	543,178	0	0	0	0	543,178
326	Tract 6216 Settlement	2,064,542	0	0	0	0	2,064,542
327	New Police Building	250,000	0	0	0	0	250,000
		\$ 4,350,799	\$ 2,515,504	\$ 1,148,566	\$ 1,179,435	\$ 1,187,163	\$ 10,381,467

CITY OF TEHACHAPI
 FISCAL YEAR 2012/13 - 2016/17 FIVE-YEAR BUDGET
 LANDSCAPING LIGHTING DISTRICT #1

	2012 / 2013													
	Heritage Oaks 601 (6062)	Clear View 602 (6212)	Autumn Hills 603 (6215)	Alta Homes 604 (6216)	Gerald Jorgensen 605 (6248)	Orchard Glen 606 (5812)	Mullberry Place 607 (4927)	Mill Street Cottages 608 (6360)	Hodis 609 (6507)	W. of HS 610 (6723A)	Pannon 612 (6497)	Industrial Parkway 614	Tehachapi Blvd 615 (11353)	Total
REVENUES:														
Property Tax - LLD	23,979	18,108	28,565	91,849	7,775	83,259	3,645	4,700	0	36,819	0	0	3,786	302,487
Interest Income	0	612	0	412	134	21	0	0	0	41	0	3	21	1,244
Other Revenues	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Revenue	23,979	18,720	28,565	92,261	7,909	83,280	3,645	4,700	0	36,861	0	3	3,807	303,731
EXPENDITURES:														
Personnel	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Admin. Charges	1,530	2,732	2,404	9,835	1,236	3,770	618	765	103	618	515	0	1,530	25,655
Landscap Maintenance	16,444	12,731	19,669	80,628	0	50,403	0	4,120	13,792	0	0	0	2,060	199,847
Other Operating Charges	15,516	7,150	13,175	18,525	0	38,204	2,566	2,910	0	0	0	0	1,648	99,693
Capital Purchase	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Expenditure	33,490	22,612	35,248	108,988	1,236	92,377	3,184	7,795	13,895	618	515	0	5,238	325,195
Surplus/(deficit)	(9,511)	(3,892)	(6,683)	(16,727)	6,673	(9,096)	461	(3,095)	(13,895)	36,243	(515)	3	(1,431)	(21,464)



COUNCIL REPORTS

AGENDA SECTION: CITY MANAGER

MEETING DATE: JUNE 18, 2012

APPROVED
DEPARTMENT HEAD: _____
CITY MANAGER: _____

TO: HONORABLE MAYOR GRIMES, COUNCIL MEMBERS

FROM: GREG GARRETT, CITY MANAGER

DATE: JUNE 12, 2012

SUBJECT: Employees' Contribution Rate Change for California Public Employees' Retirement System

BACKGROUND

As the Council is aware, during the years 1994/95, 1999/2000, 2000/01 and 2001/02 the City began gradually paying the employees' portion of the retirement contribution to CalPERS. This was provided to employees during these years in exchange for not receiving an annual cost of living increase. At that time, there were no safety category employees and there were far fewer employees generally. The gradual increases in City's contribution toward employee's portion of retirement contribution for miscellaneous category are as shown below:

Fiscal Year	Amount or % Paid by the City	Annual Increase	Resolution
1994/1995	\$70	\$70	30-94
1999/2000	1.7%	1.7% of Wage minus \$70	11-99
2000/2001	4.0%	2.3%	23-99
2001/2002	7.0%	3.0%	23-99

During the budget workshop held on June 4, 2012, staff informed the Council of the its intent to have employees pay 100% of the employees' portion of the retirement contribution. This is one of many proactive measures that the City is taking to remain fiscally solvent in future years. For the fiscal year 2012/13, staff recommends that employees under the miscellaneous category pay 2% and employees under safety category pay 2.5% of the employee's portion of the retirement contribution. Over the next five years, employees will pay additional amounts each year with the full employee contribution being paid by the employee at the end of the five year period.

OPTIONS

1. Approve staff's recommendation.
2. Modify staff's recommendation.
3. Keep the current contribution arrangement in place.

RECOMMENDATION

ADOPT RESOLUTIONS LOWERING THE EMPLOYER PAID MEMBER CONTRIBUTIONS FOR MISCELLANEOUS AND PUBLIC SAFETY EMPLOYEES

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF TEHACHAPI AUTHORIZING
EMPLOYER PAID MEMBER CONTRIBUTIONS
FOR EMPLOYEES OF THE MISCELLANEOUS
PLAN**

WHEREAS, the governing body of the City of Tehachapi has the authority to implement Government Code Section 20691; and

WHEREAS, the governing body of the City of Tehachapi has a written labor policy or agreement which specifically provides for the normal member contributions to be paid by the employer; and

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption by the governing body of the City of Tehachapi of a Resolution to commence said Employer Paid Member Contributions (EPMC); and

WHEREAS, the governing body of the City of Tehachapi has identified the following conditions for the purpose of its election to pay EPMC:

- (a) This benefit shall apply to all employees of the Miscellaneous Plan.
- (b) This benefit shall consist of paying five percent (5%) of the normal member contributions as EPMC.
- (c) The effective date of this Resolution shall be July 11, 2012.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

1. That the foregoing recitals are true and correct.
2. That the City Council hereby elects to pay the Employer Paid Member Contributions as set forth above.

PASSED AND ADOPTED on the _____ day of June, 2012 at a regular meeting of the City Council of the City of Tehachapi by the following vote:

AYES: COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ED GRIMES, Mayor, City of
Tehachapi, California

ATTEST:

DENISE JONES, CMC, City Clerk,
City of Tehachapi, California

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF TEHACHAPI AUTHORIZING
EMPLOYER PAID MEMBER CONTRIBUTIONS
FOR SAFETY EMPLOYEES**

WHEREAS, the governing body of the City of Tehachapi has the authority to implement Government Code Section 20691; and

WHEREAS, the governing body of the City of Tehachapi has a written labor policy or agreement which specifically provides for the normal member contributions to be paid by the employer; and

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption by the governing body of the City of Tehachapi of a Resolution to commence said Employer Paid Member Contributions (EPMC): and

WHEREAS, the governing body of the City of Tehachapi has identified the following conditions for the purpose of its election to pay EPMC:

- (a) This benefit shall apply to all employees of Safety Police Plan.
- (b) This benefit shall consist of paying 6.5% of the normal member contributions as EPMC.
- (c) The effective date of this Resolution shall be July 11, 2012.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Tehachapi as follows:

1. That the foregoing recitals are true and correct.
2. That the City Council hereby elects to pay the Employer Paid Member Contributions as set forth above.

PASSED AND ADOPTED on the _____ day of June, 2012 at a regular meeting of the City Council of the City of Tehachapi by the following vote:

AYES: COUNCIL MEMBERS: _____

NOES: COUNCIL MEMBERS: _____

ABSTAIN: COUNCIL MEMBERS: _____

ABSENT: COUNCIL MEMBERS: _____

ED GRIMES, Mayor, City of
Tehachapi, California

ATTEST:

DENISE JONES, CMC, City Clerk,
City of Tehachapi, California