



EXETER CITY COUNCIL REGULAR MEETING AGENDA

September 08, 2026, 6:30 PM

City Hall, 137 North F Street
Exeter, California 93221

Mayor
Jacob Johnson
Mayor Pro Tem
Jeff Wilson
Council Members
Vicki Riddle
Frankie Alves
Bobby Lentz

Notice is hereby given that the Exeter City Council will hold a Regular Meeting on Tuesday, September 08, 2026, at 6:30 p.m. in person at Exeter City Hall located at 137 N. F St. in Exeter California, 93221.

Staff Reports related to items on the agenda are available on the City's website at <https://cityofexeter.ca.gov/> and available for viewing at City Hall.

6:30 p.m.

A. CALL TO ORDER CLOSED SESSION

B. PUBLIC COMMENTS REGARDING CLOSED SESSION MATTERS

Comments from the public are limited to items listed on the closed session matters (GC 54954.3a). Speakers will be allowed three (3) minutes. Please begin your comments by stating your name and providing your City of residence.

C. ADJOURN TO CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION(S)

1. GC 54956.9 – Consideration of Liability Claims
Claimant: Morri Lee Burris Mendez
Claimed Against: City of Exeter
2. GC 54956.9(d)(1) – Conference with Legal Counsel
Re Existing Litigation
City of Exeter v. Bumgarner, Tulare County Superior Court No. VCU323368
Martinez v. Lujan et al., U.S. District Court No. 1:25-cv-01494-SAB
3. GC 54957.6 – Conference with Labor Negotiations
Agency Negotiator: Jason Ridenour and Julia Lew
Employee Groups: CLOCEA

7:00 p.m.

D. CALL TO ORDER REGULAR SESSION

E. INVOCATION

F. PLEDGE OF ALLEGIANCE

G. PUBLIC COMMENTS

This is the time for citizens to comment on subject matters that are not on the agenda that are within the jurisdiction of the Exeter City Council. In compliance with public meeting laws, Council cannot discuss topics that are not included on the published agenda. This is also the time for citizens to comment on items listed on the Consent Calendar or to request an item from the Consent Calendar be pulled for discussion purposes. Public comments related to all pulled Consent Calendar Items and all Individual Business or Public Hearing Items that are listed on this agenda will be heard at the time that item is discussed or at a time the Public Hearing is opened for comment.

In fairness to all who wish to speak tonight, comments shall be limited to five (5) minutes for each individual, ten (10) minutes for an individual representing a group, and thirty (30) minutes overall for the entire public comment period, unless otherwise indicated by the Mayor. Although not required, speakers are asked to begin their comments by stating their name and city of residence.

H. SPECIAL PRESENTATIONS

1. Proclamation Honoring the Life, Service, and Homecoming of Sergeant Adolph P. Aguirre, United States Air Force (p. 5)
Presented by Mayor Johnson

I. CONSENT CALENDAR

Items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

1. Approval of August 25, 2026, Regular Meeting Minutes (pp. 6 – 10)
2. Approval of the Payment of Bills for August 21, 2026 (pp. 11 – 21)
3. Approval of Payroll for the Period August 10, 2026, through August 23, 2026 (pp. 22 – 29)
4. Approval of a Revised Street Closure Request from Exeter Unified School District for the 2026 Exeter High School Homecoming Parade Rescheduled to October 9, 2026, Subject to the Previously Approved Conditions of Approval (pp. 30 – 36)

5. Approval of a Street Closure and Traffic Control Request from FYE Events for the 2026 Scarecrow Run on October 10, 2026, Subject to the Conditions of Approval (pp. 38 – 46)
6. Authorization of Street Closures for the City of Exeter's Annual Christmas Parade and Related Activities on December 4, 2026 (pp. 47 – 51)
7. Approval of a Temporary Street Closure and Temporary No-Parking Restrictions for the 2027 Rocky Hill Triathlon on March 13, 2027 (pp. 52 – 59)
8. Approval of a Facility Use Request from Painted Sweet LLC for the Craftober Kids Craft Fair at City Park on October 24, 2026, Subject to the Conditions of Approval (pp. 60 – 70)
9. Award and Approve the Selection of Provost & Pritchard Consulting (P&P) Professional Engineering Services for the City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P), and Authorize the City Administrator (or Designee) to Negotiate and Execute a Project Specific Contract Consistent with the City's On-Call Professional Engineering Services Agreement (RFQ 26-01), in an Amount Not to Exceed \$1,560,000.00 (pp. 71 – 129)
10. Approval of a Request for the Exeter Memorial District to Display a Banner Honoring Sergeant Adolph P. Aguirre to be Across Pine Street (pp. 130 – 133)

J. INDIVIDUAL BUSINESS ITEMS

Comments related to Individual Business and Public Hearing Items are limited to three (3) minutes per speaker, for a maximum of 30 minutes per item. The Mayor may reasonably limit or extend the public comment period to preserve the Council's interest in conducting efficient, orderly meetings.

1. Public Hearing to Consider Adoption of **Resolution No. 2026-39**, A Resolution of the City Council of the City of Exeter, Approving Amendments to the City of Exeter Master Rate and Fee Schedule for Fiscal Year 2026/2027 (pp. 134 – 139)
Presented by Janie Rodriguez, Finance Director
2. Consideration of Geographic Residency Requirements for Planning Commission Membership and Direction Regarding Amendment of Chapter 2.16 of the Exeter Municipal Code (pp. 140 – 146)
Presented by Jason Ridenour, City Administrator
3. Consider Adoption of **Resolution No. 2026-40**, A Resolution of the City Council of the City of Exeter, Approving the Updated City of Exeter Statement of Investment Policy and **Resolution No. 2026-41**, Delegating Investment Authority to the Treasurer (pp. 147 – 198)
Presented by Janie Rodriguez, Finance Director
4. Consideration of Options to Address the use of Golf Carts and Low Speed Vehicles on City Streets, Including the Enforcement of Current California Vehicle Codes, Development of a Targeted Golf Cart and Low Speed Vehicle Plan or Authorization of the Preparation and Submittal of an Application to the Caltrans Fiscal Year 2027-28 Sustainable Transportation Planning Grant Program for a Citywide Exeter Mobility Plan,

Inclusive of Golf Carts and other Low-speed Travel Modes, and Commit the Required
Local Match (pp. 199 – 341)
Presented by Jason Ridenour, City Administrator

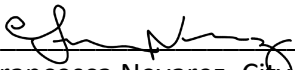
K. CITY COUNCIL ITEMS OF INTEREST

L. CITY ADMINISTRATOR/DEPARTMENT COMMENTS

M. REGULAR MEETING ADJOURNMENT

State of California)
County of Tulare) ss.
City of Exeter)

I declare under penalty of perjury that I am employed by the City of Exeter, in the
Administrator's Office; and that I posted this Agenda on the bulletin board outside of City Hall
137 N. F St. Exeter CA 93221 on September 4, 2026, and online on the [City of Exeter website](#).



Francesca Nevarez, City Clerk

In compliance with the Americans with Disabilities Act, and the California Ralph M. Brown Act, if
you need special assistance to participate in this meeting, or to be able to access this agenda
and documents in the agenda packet, please contact the City Clerk (559)592-9244. Notification
prior to the meeting will enable the City to make reasonable arrangements to ensure
accessibility to this meeting and/or provision of an appropriate alternative format of the
agenda and documents in the agenda packet. (28 CFR 35.102-35. 104 ADA Title II).

Materials related to an item on this Agenda submitted to the legislative body after distribution
of the agenda packet are available for public inspection at City of Exeter, Administration Office
100 N. C St., Exeter CA 93221 during normal business hours.

Proclamation



HONORING THE LIFE, SERVICE, AND HOMECOMING OF SERGEANT ADOLPH P. AGUIRRE UNITED STATES ARMY AIR FORCES

WHEREAS, Sergeant Adolph P. Aguirre was born on October 29, 1921, and raised in the Exeter community, where he attended Exeter Union High School, participated in athletics and student activities, and graduated in 1941; and

WHEREAS, Sergeant Aguirre answered the call to serve his country during World War II, joining the United States Army Air Forces in 1942 and serving as an Assistant Radio Operator and Gunner with the 67th Bombardment Squadron, 44th Bombardment Group (Heavy), aboard a B-24 Liberator; and

WHEREAS, on August 16, 1943, Sergeant Aguirre and his fellow crew members departed on a bombing mission near Foggia, Italy, and their aircraft failed to return, leaving Sergeant Aguirre missing in action and his family and community without the opportunity to bring him home; and

WHEREAS, for more than eight decades, Sergeant Aguirre remained unaccounted for until advances in forensic and DNA analysis, together with the dedicated efforts of the Defense POW/MIA Accounting Agency, resulted in his remains being officially identified and accounted for on May 29, 2026; and

WHEREAS, after more than 80 years, Sergeant Aguirre will finally return home to Exeter and be laid to rest at the Exeter District Cemetery beside his parents, bringing his remarkable journey of service, sacrifice, and remembrance full circle; and

NOW, THEREFORE, BE IT PROCLAIMED, that the City Council of the City of Exeter, on behalf of the entire community, hereby honors Sergeant Adolph P. Aguirre for his courageous and selfless service to the United States of America, recognizes his ultimate sacrifice during World War II, and extends its deepest gratitude and respect to the Aguirre family.

WELCOME HOME, SERGEANT AGUIRRE. Your service has not been forgotten. Your sacrifice will always be remembered.

DATED: September 8, 2026

Jacob Johnson, *Mayor*



EXETER CITY COUNCIL REGULAR MEETING AGENDA ACTION MINUTES

August 25, 2026, 6:30 PM
City Hall, 137 North F Street
Exeter, California 93221

Mayor
Jacob Johnson
Mayor Pro Tem
Jeff Wilson
Council Members
Vicki Riddle
Frankie Alves
Bobby Lentz

Notice is hereby given that the Exeter City Council will hold a Regular Meeting on Tuesday, August 25, 2026, at 6:30 p.m. in person at Exeter City Hall located at 137 N. F St. in Exeter California, 93221.

Staff Reports related to items on the agenda are available on the City's website at <https://cityofexeter.ca.gov/> and available for viewing at City Hall.

6:30 p.m.

A. CALL TO ORDER CLOSED SESSION

Mayor called the closed session to order at 6:30 PM.

B. PUBLIC COMMENTS REGARDING CLOSED SESSION MATTERS

No public comments were presented.

C. ADJOURN TO CLOSED SESSION PURSUANT TO GOVERNMENT CODE SECTION(S)

1. GC 54956.9(d)(2) – Conference with Legal Counsel
Re: Potential Initiation of Litigation – One (1) Case
2. GC 54957(b)(1) – Public Employee Annual Performance Evaluation
Title: City Administrator
Title: City Attorney
3. GC 54957.6 – Conference with Labor Negotiations
Agency Negotiator: Jason Ridenour and Julia Lew
Employee Groups: CLOCEA

7:00 p.m.

D. CALL TO ORDER REGULAR SESSION

Mayor Johnson called the regular session to order at 07:06 p.m. City Attorney Lew noted for the record that there was no reportable action taken out of closed session.

E. INVOCATION

Led by Mayor Johnson.

F. PLEDGE OF ALLEGIANCE

Led by Council Member Alves.

G. PUBLIC COMMENT

Public comment was received from Pamela Whitmire, who provided an update on the Tulare County Association of Governments (TCAG). Ms. Whitmire also announced a new scholarship program planned for 2027 and noted that contributions to support the program may be made online.

H. SPECIAL PRESENTATIONS

1. Certificate of Recognition Honoring Pamela PK Whitmire for Advocacy for Transportation Improvement in the City of Exeter (p.5)
Presented by Mayor Johnson

I. CONSENT CALENDAR

Items listed under the Consent Calendar are considered routine and will be enacted by one motion. There will be no separate discussion of these matters unless a request is made and then the item will be removed from the Consent Calendar to be discussed and voted upon by a separate motion.

1. Approval of August 11, 2026, Regular Meeting Minutes (pp.6-12)
2. Approval of August 18, 2026, Special Meeting Minutes (pp.13-14)
3. Approval of the Payment of Bills for July 31, 2026, August 7, 2026 and August 12, 2026 (pp.15-52)
4. Approval of Payroll for the Periods of December 28, 2014, through June 19, 2022, and July 27, 2026, through August 9, 2026 (pp.53-64)
5. Authorization to Release a Request for Proposals (RFP) for Municipal Financial Management System Software, Application Hosting, Implementation and Technology Services (pp.65-91)
6. Authorize the Transition of Design Engineering Services for the Firebaugh Avenue Rehabilitation Project to A&M Consulting Engineers (A&M) and Authorize the Public Works Director to Execute a Task Order with A&M for Completion of the Remaining Design Scope of Work in an Amount Not to Exceed \$85,000 (pp.92-107)
7. Approval of the 2026 Annual Exeter Fall Festival Activities, including Facility Use, Street Closures, Beer Garden and Horseshoe Tournament (pp.108-141)

8. Approval of the Selection of American Emergency Products (AEP) for Police Vehicle Outfitting Services at a Cost of \$51,261.06 and Authorize the City Administrator or their Designee to Execute all Necessary Documents (pp.142-166)

Approval of Consent Calendar							
1 st	2 nd	Result	JONHSON	WILSON	ALVES	RIDDLE	LENTZ
WILSON	RIDDLE	(5-0)	AYE	AYE	AYE	AYE	AYE

J. INDIVIDUAL BUSINESS ITEMS

Comments related to Individual Business and Public Hearing Items are limited to three (3) minutes per speaker, for a maximum of 30 minutes per item. The Mayor may reasonably limit or extend the public comment period to preserve the Council's interest in conducting efficient, orderly meetings.

1. Consideration to Approve the City of Exeter History Walk Trail Signage Design and the Proposed Installation Locations; Authorizing the City Administrator, or Designee, to Accept the Signage and Execute Documents Necessary for Installation; and Accepting Ownership and Routine Maintenance of the Signage (pp.167-179)
Presented by Javier Andrade, Contract City Engineer

City Engineer provided a report for the Council and members of the public.

Public comment was received from Mark Hellwig, who provided additional background and information regarding the History Walk Trail project.

Public comment was received from Dwight Miller, who also provided comments and information regarding the project.

Approval of the City of Exeter History Walk Trail Signage Design and the Proposed Installation Locations; Authorizing the City Administrator, or Designee, to Accept the Signage and Execute Documents Necessary for Installation; and Accepting Ownership and Routine Maintenance of the Signage.							
1 st	2 nd	Result	JONHSON	WILSON	ALVES	RIDDLE	LENTZ
ALVES	WILSON	(5-0)	AYE	AYE	AYE	AYE	AYE

2. Consideration of Upcoming Planning Commission Term Expirations and Direction Regarding the Appointment Process (pp.180-184)
Presented by Jason Ridenour, City Administrator

City Administrator provided a report for the Council and members of the public.

Mayor opened the item up for public comment. No public comments were presented.

Following discussion, the City Council directed staff to return with an item addressing Planning Commission eligibility requirements, specifically the geographic boundaries within which an individual must reside to be eligible to serve on the Commission. The City Council also approved the application for release to solicit interest in the upcoming Planning Commission vacancies.

3. Presentation of Design Options for the E Street Trail Project; Selection of Preferred Decorative Sidewalk, Decorative Crosswalks, and Street Lighting Design Options; and Direction to Staff to Incorporate the Selected Options into the Final Design (pp.185-197) *Presented by Javier Andrade, Contract City Engineer*

Council Member Riddle recused herself from consideration of the item due to a conflict of interest. She stepped down from the dais and did not participate in the discussion.

City Engineer provided a report for the Council and members of the public.

Mayor opened the item up for public comment. No public comments were presented.

City Council provided direction to staff regarding the preferred design options and incorporation of the selected options into the final project design.

Upon conclusion of the item, Council Member Riddle returned to the dais.

K. CITY COUNCIL ITEMS OF INTEREST

Council Member Alves congratulated Alex Workman on his appointment to the City Council and expressed appreciation to the City Engineer. He announced the September 11, 2026, memorial event and encouraged the community to attend. He also announced the memorial service honoring Sergeant Aguirre scheduled for September 18, 2026.

Mayor Pro Tem Wilson reported that he would be attending the upcoming Tooleville Water Board meeting. He also congratulated the Exeter High School football team on its victory over Woodlake High School.

Council Member Riddle provided updates regarding the Tulare County Association of Governments (TCAG) and Tulare County Regional Transit Agency (TCRTA). She recognized Pamela Whitmire for her continued volunteer service. She also provided information regarding upcoming events honoring Sergeant Aguirre including the memorial service on September 18, 2026. Additionally, she announced an upcoming opening of a time capsule near the Carnegie Building that was buried in 1976.

Council Member Lentz reported that he attended a Greater Kaweah Sustainable Groundwater Management meeting.

Mayor Johnson commented on upcoming community events and congratulated the Exeter High School football team on its victory over Woodlake High School, noting it was a great way to begin the school year.

CITY ADMINISTRATOR/DEPARTMENT COMMENTS

City Administrator, Public Works Director, Chief of Police, Finance Director, City Attorney and City Clerk/Human Resources provided comments/reports.

L. REGULAR MEETING ADJOURNMENT

Mayor adjourned the meeting at 8:44 p.m.

Francesca Nevarez, City Clerk



Agenda Item Staff Report

Agenda Item Number:

I.2

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of the Payment of Bills for August 21, 2026.

Submitting Department:

Finance

Contact Name:

Janie Rodriguez, Finance Director

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve the payment of bills in the following amounts.

- \$659,712.43 dated August 21, 2026, for accrued expenditures charged to FY 2025-2026
- \$271,182.26 dated August 21, 2026, for expenditures charged to FY 2026-2027

Summary:

The Finance Department has reviewed and compiled invoices and expenses for city operations for approval by the City Council, which are summarized and attached to this report.

Background:

The payment of bills is recurring action presented to the City Council to ensure transparency and fiscal oversight of city expenditures. The item reflects payments made for various city services, supplies, utilities, and obligations incurred in the normal course of business. All bills have been reviewed by the Finance Department and are within budgeted appropriations.

Fiscal Impact:

- Total amount: \$930,894.69 dated August 21, 2026
- Funding source: Various city departmental budgets
- Budget implications: All payments are within the approved Fiscal Year 2025-2026 and Fiscal Year 2026-2027 budgets. No additional appropriations are necessary.

Prior City Council Actions:

The City Council routinely approves payment of bills during regular meetings. This item is part of the standard financial reporting and authorization process.

Attachments:

- Payments for Publication dated August 21, 2026
- Check Register dated August 21, 2026

Recommended motion to be made by the City Council:

I move to approve the payment of bills in the amount of \$930,894.69 dated August 21, 2026.

AVENU FINANCIAL SYSTEM
08/20/2026 15:47:55 Payments for Publication CITY OF EXETER
GL050S-V08.23 COVERPAGE
GL335R

Report Selection:

Run Group... 082126 Comment... CHECK RUN @FY@8/21/2026

Approval Date for Report..... 08 21 2026

Payments Through Date..... 08 21 2026

Cutoff Amount to be Used..... 0000000

RUN GROUP... 082126 COMMENT... CHECK RUN @FY@8/21/2026

DATA-JE-ID DATA COMMENT

D-08212026-422 CHECK RUN @FY@08/21/2026

Run Instructions:

Jobq	Banner	Copies	Form	Printer	Hold	Space	LPI	Lines	CPI	CP	SP	RT
L		01		LASERHP4	Y	S	6	066	10			

Approved on 8/21/2026 for Payments Through 8/21/2026

Vendor Name	Description	Amount
AAA QUALITY SERVICES	@FY@6/24-MILEAGE-UNGER	149.70
BSK ASSOCIATES	@FY@HPC SIMPLATE/NITRATE	564.00
COLLINS & SCHOETTLER	@FY@APR 2026 CITY PLANNI	10,104.00
COUNTY OF TULARE	@FY@JUN MAIL MONTHLY BIL	5,312.80
EMPLOYMENT DEVELOPMENT DEPT	@FY@APR-JUN 2026 UI BENE	886.00
LANDMARK IRRIGATION INC	@FY@PIPE WRENCH/BALL VAL	955.93
MCCORMICK KABOT JENNER & LEW	@FY@MAY/JUN 26 LEGAL SER	19,135.75
PACE SUPPLY CORP.	@FY@FIRE HYDRANT WET CLO	6,259.08
SERVIAM BY WRIGHT LLP	@FY@JUN 2026-333 PALM	2,737.10
TULARE COUNTY FIRE DEPT.	@FY@FY25/26 FIRE SERVICE	613,531.07
3 IN1 CAR CARE ENTERPRISES INC	@FY@JUN 2026-11 BASIC WA	77.00

*** Final Totals... 659,712.43

AVENU FINANCIAL SYSTEM

8/20/2026 15:47:55

Payments for Publication

CITY OF EXETER

GL335R-V08.23 PAGE

TOTAL NUMBER OF RECORDS PRINTED

40

AVENU FINANCIAL SYSTEM
08/20/2026 15:47:55

Payments for Publication

CITY OF EXETER
GL060S-V08.23 RECAPPAGE
GL335R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
----	-----	
104	GENERAL FUND	646,307.81
105	WATER FUND	9,121.05
106	SANITATION FUND	796.91
107	SEWER FUND	2,497.92
121	INSURANCE FUND	886.00
140	LANDSCAPE AND LIGHTING DISTR	102.74
TOTAL ALL FUNDS		659,712.43

BANK RECAP:

BANK	NAME	DISBURSEMENTS
----	-----	
BANK	BANK OF THE SIERRA	659,712.43
TOTAL ALL BANKS		659,712.43

Report Selection:

Optional Report Title.....

INCLUSIONS:

Fund & Account.		thru
Warrant Date.....		thru
Source Codes.....		thru
Journal Entry Dates.....	08/21/2026	thru 08/21/2026
Journal Entry Ids.....		thru
Warrant Number.....	090971	thru 091005
Project.....		thru
Vendor.....		thru
Invoice.....		thru
Purchase Order.....		thru
Bank.....		thru
Payment Method...		
Voucher		thru
Released Date.....		thru
Cleared Date.....		thru
Include Exp/Rev Closing Entries		N
Create Excel file & Download		N

Run Instructions:

Jobq	Banner	Copies	Form	Printer	Hold	Space	LPI	Lines	CPI	CP	SP	RT
L		01		LASERHP4	N	S	6	066	10			

Check Register Detail Listing

BANK	CHECK#	CHECK DATE	AMOUNT	VENDOR NAME	VEND #	FUND & ACCOUNT	DETAIL DESCR
BANK	90971	08/21/2026	357.19	AAA QUALITY SERVICES	1548	104.472.019.000	6/28/26-7/25/26-UNGER PK
BANK	90971	08/21/2026	101.93	AAA QUALITY SERVICES	1548	104.472.019.000	7/23 TOILET SEAT-CITY
BANK	90971	08/21/2026	105.65	AAA QUALITY SERVICES	1548	104.472.019.000	7/9 SOAP DISPENSER-SCROT
BANK	90972	08/21/2026	3,414.75	ACLARA TECHNOLOGIES LLC	5321	105.461.012.001	MTU WTR OD2 ENCDR 1P RIN
BANK	90972	08/21/2026	5,143.88	ACLARA TECHNOLOGIES LLC	5321	105.461.012.001	MTU WTR OD2 ENCDR 1P RIN
BANK	90973	08/21/2026	17.40	ALTA LANGUAGE SERVICES I	5250	104.404.033.000	RODRIGUEZ, J-IVR TEST SP
BANK	90973	08/21/2026	17.40	ALTA LANGUAGE SERVICES I	5250	105.461.033.000	RODRIGUEZ, J-IVR TEST SP
BANK	90973	08/21/2026	23.20	ALTA LANGUAGE SERVICES I	5250	107.441.033.000	RODRIGUEZ, J-IVR TEST SP
BANK	90974	08/21/2026	944.67	NEUMO RECORDS LLC	5561	104.404.022.000	AUG 2026 APP HOSTING
BANK	90974	08/21/2026	1,322.53	NEUMO RECORDS LLC	5561	105.461.022.000	AUG 2026 APP HOSTING
BANK	90974	08/21/2026	188.93	NEUMO RECORDS LLC	5561	106.451.022.000	AUG 2026 APP HOSTING
BANK	90974	08/21/2026	1,322.53	NEUMO RECORDS LLC	5561	107.441.022.000	AUG 2026 APP HOSTING
BANK	90975	08/21/2026	50.01	BASIC	3427	121.551.023.002	AUG 2026 COBRA FEE
BANK	90976	08/21/2026	24.25	BOOT BARN INC.	2061	104.421.014.000	BOOTS & SOCKS-MILLAN
BANK	90976	08/21/2026	48.49	BOOT BARN INC.	2061	104.431.014.000	BOOTS & SOCKS-MILLAN
BANK	90976	08/21/2026	37.52	BOOT BARN INC.	2061	104.431.014.000	BOOTS & SOCKS-MELLINGER
BANK	90976	08/21/2026	96.98	BOOT BARN INC.	2061	105.461.014.000	BOOTS & SOCKS-MILLAN
BANK	90976	08/21/2026	107.50	BOOT BARN INC.	2061	105.461.014.000	BOOTS & SOCKS-MELLINGER
BANK	90976	08/21/2026	72.73	BOOT BARN INC.	2061	107.441.014.000	BOOTS & SOCKS-MILLAN
BANK	90976	08/21/2026	105.00	BOOT BARN INC.	2061	107.441.014.000	BOOTS & SOCKS-MELLINGER
BANK	90976	08/21/2026	242.45	BOOT BARN INC.	2061	141.472.012.000	BOOTS & SOCKS-MCCOOL
BANK	90977	08/21/2026	100.00	BSK ASSOCIATES	183	105.461.012.001	QUANTI-TOTAL COLIFORM
BANK	90977	08/21/2026	45.00	BSK ASSOCIATES	183	105.461.012.001	NITRATE-N PH FIELD
BANK	90977	08/21/2026	60.00	BSK ASSOCIATES	183	105.461.012.001	URANIUM RADIOLOGICAL
BANK	90977	08/21/2026	100.00	BSK ASSOCIATES	183	105.461.012.001	QUANTI-TOTAL COLIFORM
BANK	90977	08/21/2026	122.50	BSK ASSOCIATES	183	105.461.012.001	QUANTI-TOTAL COLIFORM
BANK	90977	08/21/2026	376.25	BSK ASSOCIATES	183	105.461.012.001	TITLE 22-GM/IO/GP
BANK	90977	08/21/2026	512.00	BSK ASSOCIATES	183	105.461.012.002	NITRATE+NITRITE EPA 300
BANK	90977	08/21/2026	95.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	95.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	350.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	95.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	350.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	365.54	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90977	08/21/2026	180.00	BSK ASSOCIATES	183	107.441.012.001	BIOCHEMICAL OXY DEMAND
BANK	90978	08/21/2026	150.00	BUSTOS HEATING & COOLING	2320	104.404.019.000	CH-REPLACE AC PUMP
BANK	90978	08/21/2026	450.00	BUSTOS HEATING & COOLING	2320	104.404.022.001	FD-REPLACE AC PUMP
BANK	90978	08/21/2026	150.00	BUSTOS HEATING & COOLING	2320	105.461.019.000	CH-REPLACE AC PUMP
BANK	90978	08/21/2026	150.00	BUSTOS HEATING & COOLING	2320	107.441.019.000	CH-REPLACE AC PUMP
BANK	90979	08/21/2026	7,385.86	CAL APPAREL INC	5295	141.472.012.000	2026 YTH SOCCER UNIFORMS
BANK	90980	08/21/2026	9,996.88	CALIFORNIA TURF EQUIPMEN	3187	104.472.019.000	FRONT MT CORE AERATOR
BANK	90981	08/21/2026	224.00	3 IN1 CAR CARE ENTERPRIS	5525	104.421.020.000	JUL 2026-32 BASIC WASH
BANK	90982	08/21/2026	999.60	CIVICA LAW GROUP, APC	5319	104.405.021.313	JUL 313 S C ST CODE ENFO
BANK	90982	08/21/2026	228.20	CIVICA LAW GROUP, APC	5319	104.405.021.528	JUL 528 D ST CODE ENFORC
BANK	90983	08/21/2026	162.23	CONSENSUS CLOUD SOLUTION	5414	104.421.022.000	EFAX AUG MAINTENANCE FEE
BANK	90984	08/21/2026	17,565.00	CONSOLIDATED TESTING	2548	105.461.080.017	EMRGNY REP-VFD-WELL 14
BANK	90985	08/21/2026	1,468.76	COUNTY OF TULARE	2520	104.421.012.000	PD-CITATIONS BOOKS
BANK	90985	08/21/2026	124.84	COUNTY OF TULARE	2520	104.421.012.000	PD-PRINT SALES TAX
BANK	90985	08/21/2026	546.85	COUNTY OF TULARE	2520	105.461.011.000	JUL PRINT MONTHLY
BANK	90985	08/21/2026	76.66	COUNTY OF TULARE	2520	105.461.011.000	JUL PRINT DELINQUENTS
BANK	90985	08/21/2026	68.60	COUNTY OF TULARE	2520	105.461.011.000	JUL PRINT SALES TAX
BANK	90985	08/21/2026	1,872.83	COUNTY OF TULARE	2520	105.461.011.000	JUL MAIL MONTHLY BILL

Check Register Detail Listing

BANK	CHECK#	CHECK DATE	AMOUNT	VENDOR NAME	VEND #	FUND & ACCOUNT	DETAIL DESCR
BANK	90985	08/21/2026	203.09	COUNTY OF TULARE	2520	105.461.011.000	JUL MAIL DELINQUENTS
BANK	90985	08/21/2026	5.86	COUNTY OF TULARE	2520	105.461.011.000	JUL MAIL MONTHLY RESORT
BANK	90985	08/21/2026	248.54	COUNTY OF TULARE	2520	105.461.011.000	JUL FOLD AND INSERT
BANK	90985	08/21/2026	193.00	COUNTY OF TULARE	2520	106.451.011.000	JUL PRINT MONTHLY
BANK	90985	08/21/2026	27.05	COUNTY OF TULARE	2520	106.451.011.000	JUL PRINT DELINQUENTS
BANK	90985	08/21/2026	24.21	COUNTY OF TULARE	2520	106.451.011.000	JUL PRINT SALES TAX
BANK	90985	08/21/2026	660.99	COUNTY OF TULARE	2520	106.451.011.000	JUL MAIL MONTHLY BILL
BANK	90985	08/21/2026	71.67	COUNTY OF TULARE	2520	106.451.011.000	JUL MAIL DELINQUENTS
BANK	90985	08/21/2026	2.06	COUNTY OF TULARE	2520	106.451.011.000	JUL MAIL MONTHLY RESORT
BANK	90985	08/21/2026	87.72	COUNTY OF TULARE	2520	106.451.011.000	JUL FOLD AND INSERT
BANK	90985	08/21/2026	546.84	COUNTY OF TULARE	2520	107.441.011.000	JUL PRINT MONTHLY
BANK	90985	08/21/2026	76.65	COUNTY OF TULARE	2520	107.441.011.000	JUL PRINT DELINQUENTS
BANK	90985	08/21/2026	68.59	COUNTY OF TULARE	2520	107.441.011.000	JUL PRINT SALES TAX
BANK	90985	08/21/2026	1,872.82	COUNTY OF TULARE	2520	107.441.011.000	JUL MAIL MONTHLY BILL
BANK	90985	08/21/2026	203.08	COUNTY OF TULARE	2520	107.441.011.000	JUL MAIL DELINQUENTS
BANK	90985	08/21/2026	5.84	COUNTY OF TULARE	2520	107.441.011.000	JUL MAIL MONTHLY RESORT
BANK	90985	08/21/2026	248.54	COUNTY OF TULARE	2520	107.441.011.000	JUL FOLD AND INSERT
BANK	90986	08/21/2026	1.00	DEPARTMENT OF MOTOR VEHI	2968	105.461.020.000	LC PLATE REPLCM-1520578
BANK	90987	08/21/2026	379.05	THE PAPE GROUP INC	5252	105.461.012.001	LEVER VALVE/FREIGHT FEE
BANK	90988	08/21/2026	921.00	EMPLOYER DRIVEN SOLUTION	3424	121.551.023.002	SEPT 2026 COVERAGE
BANK	90989	08/21/2026	1,385.47	EWING IRRIGATION PRODUCT	1546	104.472.019.000	HUNTER ADJ ROTOR/PRO
BANK	90990	08/21/2026	2,002.36	FERGUSON US HOLDINGS, IN	5344	105.461.012.001	MTR BX/FIBRELYTE LID WTR
BANK	90991	08/21/2026	42.84	FUSION CONNECT, INC	5348	104.404.016.000	3556-8/18-9/17/26
BANK	90991	08/21/2026	214.23	FUSION CONNECT, INC	5348	104.421.016.000	0966-8/18-9/17/26
BANK	90991	08/21/2026	22.98	FUSION CONNECT, INC	5348	104.431.016.000	ACCT LVL 8/18-9/17/26
BANK	90991	08/21/2026	85.71	FUSION CONNECT, INC	5348	104.431.016.000	3516-8/18-9/17/26
BANK	90991	08/21/2026	42.87	FUSION CONNECT, INC	5348	104.471.016.000	3556-8/18-9/17/26
BANK	90991	08/21/2026	17.23	FUSION CONNECT, INC	5348	105.461.016.000	ACCT LVL 8/18-9/17/26
BANK	90991	08/21/2026	42.84	FUSION CONNECT, INC	5348	105.461.016.000	3556-8/18-9/17/26
BANK	90991	08/21/2026	64.26	FUSION CONNECT, INC	5348	105.461.016.000	3516-8/18-9/17/26
BANK	90991	08/21/2026	42.84	FUSION CONNECT, INC	5348	106.451.016.000	3556-8/18-9/17/26
BANK	90991	08/21/2026	17.23	FUSION CONNECT, INC	5348	107.441.016.000	ACCT LVL 8/18-9/17/26
BANK	90991	08/21/2026	42.84	FUSION CONNECT, INC	5348	107.441.016.000	3556-8/18-9/17/26
BANK	90991	08/21/2026	64.26	FUSION CONNECT, INC	5348	107.441.016.000	3516-8/18-9/17/26
BANK	90992	08/21/2026	4,461.77	GIEFER/ MICHAEL	3319	104.421.001.000	GIEFER ADPP SEP 2026
BANK	90993	08/21/2026	1,236.00	GOGOV INC	5481	104.405.022.000	CITIZ REQ MGMT SYS-ANNUA
BANK	90993	08/21/2026	3,708.00	GOGOV INC	5481	105.461.022.000	CITIZ REQ MGMT SYS-ANNUA
BANK	90993	08/21/2026	3,708.00	GOGOV INC	5481	107.441.022.000	CITIZ REQ MGMT SYS-ANNUA
BANK	90993	08/21/2026	1,236.00	GOGOV INC	5481	113.495.022.000	CITIZ REQ MGMT SYS-ANNUA
BANK	90994	08/21/2026	47.72	LEAF CAPITAL FUNDING LLC	3365	104.401.011.000	ADMIN-AUG 2026 KYOCERA
BANK	90994	08/21/2026	119.31	LEAF CAPITAL FUNDING LLC	3365	104.402.022.000	ADMIN-AUG 2026 KYOCERA
BANK	90994	08/21/2026	71.58	LEAF CAPITAL FUNDING LLC	3365	104.404.022.000	ADMIN-AUG 2026 KYOCERA
BANK	90994	08/21/2026	119.30	LEAF CAPITAL FUNDING LLC	3365	105.461.022.000	ADMIN-AUG 2026 KYOCERA
BANK	90994	08/21/2026	119.30	LEAF CAPITAL FUNDING LLC	3365	107.441.022.000	ADMIN-AUG 2026 KYOCERA
BANK	90995	08/21/2026	20.00	MCCORMICK KABOT JENNER &	139	104.404.019.002	JUL 26 CODE ENF-333 PALM
BANK	90995	08/21/2026	3,520.00	MCCORMICK KABOT JENNER &	139	104.404.021.000	JUL 26 LEGAL SERVICES
BANK	90995	08/21/2026	240.00	MCCORMICK KABOT JENNER &	139	104.404.021.000	JUL 26 L&L LEGAL SERVICE
BANK	90995	08/21/2026	1,805.60	MCCORMICK KABOT JENNER &	139	104.404.021.002	JUL 26 CC MEETINGS
BANK	90995	08/21/2026	40.00	MCCORMICK KABOT JENNER &	139	104.405.021.313	JUL 26 CODE ENF-313 C ST
BANK	90995	08/21/2026	380.00	MCCORMICK KABOT JENNER &	139	105.461.021.000	JUL 26 WTR LEGAL SERVICE

Check Register Detail Listing

BANK	CHECK#	CHECK DATE	AMOUNT	VENDOR NAME	VEND #	FUND & ACCOUNT	DETAIL DESCR
BANK	90995	08/21/2026	80.00	MCCORMICK KABOT JENNER &	139	107.441.021.000	JUL 26 SWR LEGAL SERVICE
BANK	90996	08/21/2026	75.00	MOORE TWINING ASSOCIATES	3501	105.461.012.001	MPN 10 DAY
BANK	90996	08/21/2026	75.00	MOORE TWINING ASSOCIATES	3501	105.461.012.001	MPN 10 DAY
BANK	90996	08/21/2026	75.00	MOORE TWINING ASSOCIATES	3501	105.461.012.001	MPN 10 DAY
BANK	90996	08/21/2026	520.00	MOORE TWINING ASSOCIATES	3501	105.461.012.001	HAA5 BY EPA 552.2-BSK
BANK	90996	08/21/2026	167.00	MOORE TWINING ASSOCIATES	3501	107.441.012.001	BOD 5 BY SM 5210B
BANK	90996	08/21/2026	167.00	MOORE TWINING ASSOCIATES	3501	107.441.012.001	BOD 5 BY SM 5210B
BANK	90996	08/21/2026	127.00	MOORE TWINING ASSOCIATES	3501	107.441.012.001	BOD 5 BY SM 5210B
BANK	90996	08/21/2026	167.00	MOORE TWINING ASSOCIATES	3501	107.441.012.001	BOD 5 BY SM 5210B
BANK	90996	08/21/2026	222.00	MOORE TWINING ASSOCIATES	3501	107.441.012.001	TOTAL NITROGEN
BANK	90997	08/21/2026	1,225.08	PROVOST & PRITCHARD	3289	105.461.080.047	JUL 2026 TOOLEVILLE
BANK	90998	08/21/2026	230.46	SIMMONS TIRE SERVICE	252	104.421.020.000	E11-TPMS SENSOR/FLAT/DM
BANK	90998	08/21/2026	35.19	SIMMONS TIRE SERVICE	252	104.431.020.000	FORD F250-ADVANTA TIRE
BANK	90998	08/21/2026	100.85	SIMMONS TIRE SERVICE	252	105.461.020.000	FORD F250-ADVANTA TIRE
BANK	90998	08/21/2026	98.51	SIMMONS TIRE SERVICE	252	107.441.020.000	FORD F250-ADVANTA TIRE
BANK	90999	08/21/2026	416.83	SOUTHERN CALIFORNIA EDIS	151	104.404.017.000	4714-7/14/26-8/11/26
BANK	90999	08/21/2026	17.18	SOUTHERN CALIFORNIA EDIS	151	104.421.017.000	8568-7/16/26-8/13/26
BANK	91000	08/21/2026	25.27	SOUTHERN CALIFORNIA GAS	152	104.431.020.000	7144-7/1/26-8/1/26
BANK	91000	08/21/2026	12.63	SOUTHERN CALIFORNIA GAS	152	105.461.020.000	7144-7/1/26-8/1/26
BANK	91000	08/21/2026	12.63	SOUTHERN CALIFORNIA GAS	152	107.441.020.000	7144-7/1/26-8/1/26
BANK	91001	08/21/2026	528.00	MINERAL KING PUBLISHING	536	104.404.015.001	8/5 PN-HOUSING ELEMENT
BANK	91002	08/21/2026	743.85	UNIVAR SOLUTIONS USA INC	1641	105.461.012.002	AUG SOD HYPO WELL 11
BANK	91002	08/21/2026	898.82	UNIVAR SOLUTIONS USA INC	1641	105.461.012.002	AUG SOD HYPO WELL 13
BANK	91003	08/21/2026	767.29	VERIZON WIRELESS	233	104.421.016.000	PD-6/29/26-7/28/26
BANK	91004	08/21/2026	2,694.20	VOLLMER EXCAVATION, L.P.	855	104.431.029.000	TEN WHEELER COLD MIX
BANK	91005	08/21/2026	172,720.74	WARREN & BAERG MANUFACTU	3259	107.441.080.056	MECHNCAL BAR SCREEN-WWTP

AVENU FINANCIAL SYSTEM
08/27/2026 13:15:06

Check Register Detail Listing

CITY OF EXETER
GL540R-V08.23 PAGE 4

BANK CHECK#	CHECK DATE	AMOUNT	VENDOR NAME	VEND #	FUND & ACCOUNT	DETAIL DESCR
REPORT TOTALS:		271,182.26				

RECORDS PRINTED - 000128



Agenda Item Staff Report

Agenda Item Number:

I.3.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of Payroll for the Period August 10, 2026, through August 23, 2026.

Submitting Department:

Finance

Contact Name:

Janie Rodriguez, Finance Director

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve payroll for the period August 10, 2026 to August 23, 2026, in the following amounts.

- \$87,860.81 for August 10, 2026, through August 23, 2026, period with a check date of August 28, 2026.

Summary:

This item requests City Council approval of payroll expenditures incurred during the pay period of August 10, 2026, through August 23, 2026, timely approval ensures the city remains compliant with labor obligations and continues uninterrupted compensation to employees.

Background:

The City of Exeter processes payroll on a biweekly basis. City Council approval is required for each payroll cycle as part of the City's fiscal oversight procedures. The current payroll covers all regular full-time, part-time, and temporary employees for the specified pay period.

Fiscal Impact:

- Total payroll amount: \$87,860.81 (for August 10, 2026 through August 23, 2026, payroll periods)
- Funding source: Approved departmental salary budgets

- Budget implications: Payroll is within the adopted Fiscal Year 2026-2027 budget; no additional funds are required.

Prior City Council Actions:

Payroll approval is a standing item brought to the City Council regularly to ensure accountability and continuity of operations.

Attachments:

- Payroll Register for the period of August 10, 2026, through August 23, 2026.

Recommended motion to be made by the City Council:

I move to approve payroll for the period August 10, 2026, through August 23, 2026, in the amount of \$87,860.81.

PERIOD 2 DATING 8/10/2026- 8/23/2026 CHECK DATE 8/28/2026
DIRECT DEPOSIT IS TURNED ON

CHECK NUMBER	CHECK AMOUNT	EMPLOYEE/BANK/VENDOR NAME	CODE	CHECK SEQ	
1916	63.69	CA STATE DISBURSEMENT UN	2	1	VENDOR CHECK
1917	1,649.24	MELLINGER/GRANT EDWARD	790	1	

TOTALS FOR CHECK FORM: CHEK				COUNTS	
NEGOTIABLE CHECKS					
	1,649.24	*EMPLOYEE CHECKS		1	
	63.69	*VENDOR CHECKS		1	
	0.00	*BANK CHECKS		0	
	1,712.93	**TOTAL NEGOTIABLE CHECKS		2	
OTHER CHECKS					
	0.00	*MANUAL CHECKS		0	
	0.00	*CANCELLED CHECKS		0	
	1,712.93	**TOTAL FOR CHECK FORM			
NON-NEGOTIABLE CHECKS					
	0.00	*DIRECT DEPOSIT STUBS		0	
	0.00	*VENDOR DIR DEP STUBS		0	

PERIOD 2 DATING 8/10/2026- 8/23/2026 CHECK DATE 8/28/2026
 DIRECT DEPOSIT IS TURNED ON

CHECK NUMBER	CHECK AMOUNT	EMPLOYEE/BANK/VENDOR NAME	CODE	CHECK SEQ
1	0.00	GOLDSTROM/NORMAN	629	2 MANUAL
55195	175.50	CLOCEA	4	1 VENDOR STUB ONLY
55196	308.00	EXETER POLICE OFFICER AS	3	1 VENDOR STUB ONLY
55197	192.94	EXETER POLICE OFFICER AS	3A	1 VENDOR STUB ONLY
55198	2,254.61	ARIAS/CHRISTINA	730	1 STUB ONLY
55199	2,884.59	QUINTANA FRANCESCA N	742	1 STUB ONLY
55200	4,917.74	RIDENOUR/JASON CHARLES	763	1 STUB ONLY
55201	1,496.55	CARTER/AMY JO	502	1 STUB ONLY
55202	3,090.07	HERNANDEZ/XOCHITL	306	1 STUB ONLY
55203	1,508.54	RAMOS LEON/YOSENIA	776	1 STUB ONLY
55204	3,983.24	RODRIGUEZ/JANIE	786	1 STUB ONLY
55205	1,717.30	TOBIAS/ANTHONY JORDAN	746	1 STUB ONLY
55206	1,880.82	BROWN/ANDREW EUGENE	762	1 STUB ONLY
55207	2,050.40	BRYANT/EZRA JOSEPH	752	1 STUB ONLY
55208	1,713.29	CARRETERO/VANESSA	402	1 STUB ONLY
55209	1,777.88	DONLEY/COLLIN BRENT	788	1 STUB ONLY
55210	1,898.64	DUNAGAN/MATTHEW THOMAS	787	1 STUB ONLY
55211	2,398.36	GREEN GROVE/BRAYDEN TAY	767	1 STUB ONLY
55212	539.62	GRIMSLEY/RICK WAYNE	791	1 STUB ONLY
55213	3,263.07	HEINKS/RYAN DAVID	765	1 STUB ONLY
55214	1,702.93	HERNANDEZ/ANDY	780	1 STUB ONLY
55215	1,319.16	HILL/HANNAH GRACE	747	1 STUB ONLY
55216	1,809.73	LINARES/FRANCISCO JR	772	1 STUB ONLY
55217	1,702.96	MAGANA MARTINEZ JOEL	773	1 STUB ONLY
55218	3,695.78	MOORE/ROBERT HARRY	764	1 STUB ONLY
55219	1,985.09	MORALES/SKYLEENA ROSE	779	1 STUB ONLY
55220	4,141.14	SCHIMPF/ROBERT BRIAN	766	1 STUB ONLY
55221	1,971.77	SHIELDS/ZION	708	1 STUB ONLY
55222	2,351.87	VILLARREAL/ISIDRO	707	1 STUB ONLY
55223	2,075.74	ALDRIDGE/GARY	618	1 STUB ONLY
55224	3,766.64	BOUDREAUX/ZACHARY MICHA	756	1 STUB ONLY
55225	1,847.91	HUGGINS/KYLE AARON	621	1 STUB ONLY
55226	2,648.24	MILLAN/MARCUS	622	1 STUB ONLY
55227	995.27	WENDT/EDDIE	626	1 STUB ONLY
55228	171.67	ARIAS/KAYLA OLIVIA	774	1 STUB ONLY
55229	1,673.50	GARVER/ELIJAH	712	1 STUB ONLY
55230	93.64	HANEY/CAMERON GARRETT B	789	1 STUB ONLY
55231	210.69	MADRIGAL/GRACE EMMA	784	1 STUB ONLY
55232	1,592.80	MCCOOL/JASPER JAX	785	1 STUB ONLY
55233	243.44	MIRWALD/PHILIP	625	1 STUB ONLY
55234	1,636.45	QUIROZ/PATRICK P	512	1 STUB ONLY
55235	2,329.63	RAMIREZ/GABRIEL GRACILI	761	1 STUB ONLY
55236	1,874.03	RAMIREZ/JUAN	608	1 STUB ONLY
55237	1,691.90	RIVERA/RYAN	733	1 STUB ONLY
55238	2,676.85	HIFNER/CHRISTOPHER	736	1 STUB ONLY
55239	553.64	RUBIO/IVAN	750	1 STUB ONLY
55240	1,334.25	CREECH/JACE W	777	1 STUB ONLY

PERIOD 2 DATING 8/10/2026- 8/23/2026 CHECK DATE 8/28/2026
DIRECT DEPOSIT IS TURNED ON

CHECK NUMBER	CHECK AMOUNT	EMPLOYEE/BANK/VENDOR NAME	CODE	CHECK SEQ
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TOTALS FOR CHECK FORM: STUB
NEGOTIABLE CHECKS

COUNTS

0.00	*EMPLOYEE CHECKS	0
0.00	*VENDOR CHECKS	0
0.00	*BANK CHECKS	0
0.00	**TOTAL NEGOTIABLE CHECKS	0

OTHER CHECKS

0.00	*MANUAL CHECKS	1
0.00	*CANCELLED CHECKS	0

0.00	**TOTAL FOR CHECK FORM	
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NON-NEGOTIABLE CHECKS

85,471.44	*DIRECT DEPOSIT STUBS	43
676.44	*VENDOR DIR DEP STUBS	3

EMPLOYER CODE	FUND CODE	HOME TOTALS	WORKED TOTALS	WORKED DIR DEP
1	104	71,538.45	51,895.80	51,604.77
1	105	9,325.59	14,897.42	14,210.33
1	106	.00	1,157.99	1,157.99
1	107	.00	10,638.47	9,967.35
1	121	.00	2,280.84	2,280.84
1	141	6,256.64	6,250.16	6,250.16

#1	CALCULATION TOTALS BY HOME FUND (NET PAY + REIMB. EXP.)
#2	PAYROLL REGISTER (CHECK AMOUNT)

#1	CALCULATION TOTALS BY FUND WORKED (NET PAY + REIMB. EXP.)
#2	LABOR DISTRIBUTION (NET PAY + REIMB. EXP.)

PERIOD 2 DATING 8/10/2026- 8/23/2026 CHECK DATE 8/28/2026

EMR CODE	FUND CODE	DEPT CODE	HOME TOTALS	FULL EMPLOYEE	PART	TEMP	FEMALE COUNTS
1	104	402 ADMINISTRATION	10,056.94	3			2
1	104	403 FINANCE	11,795.70	5			4
1	104	421 POLICE	36,202.51	16		1	3
1	104	431 STREET	11,333.80	4	2		
1	104	471 RECREATION	2,149.50	1	3		2
1	105	461 WATER	9,325.59	5	1		
1	141	405 CODE ENFORCEMENT	1,691.90	1			
1	141	421 POLICE	2,676.85	1			
1	141	471 RECREATION LEADER	553.64	1			
1	141	472 PARKS	1,334.25	1			
TOTAL			87,120.68	38	6	1	11

PERIOD 2 DATING 8/10/2026- 8/23/2026 CHECK DATE 8/28/2026

EMPLOYER CODE	FUND CODE	HOME TOTALS	WORKED TOTALS	WORKED DIR DEP
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GRAND TOTALS				
NEGOTIABLE CHECKS				COUNTS
	1,649.24	*EMPLOYEE CHECKS		1
	63.69	*VENDOR CHECKS		1
	0.00	*BANK CHECKS		0
	1,712.93	**TOTAL NEGOTIABLE CHECKS		2
OTHER CHECKS				
	0.00	*MANUAL CHECKS		1
	0.00	*CANCELLED CHECKS		0
	1,712.93	***GRAND TOTAL		
NON-NEGOTIABLE CHECKS				
	85,471.44	*DIRECT DEPOSIT STUBS		43
	676.44	*VENDOR DIR DEP STUBS		3
	86,147.88	**TOTAL NON-NEGOTIABLE CHECKS		46
NEGOTIABLE CHECKS/NON-NEGOTIABLE CHECKS				
	1,649.24	*EMPLOYEE CHECKS		1
	63.69	*VENDOR CHECKS		1
	0.00	*BANK CHECKS		0
	85,471.44	*DIRECT DEPOSIT STUBS		43
	676.44	*VENDOR DIR DEP STUBS		3
	87,860.81	***TOTAL NEGOTIABLE & NON-NEGOT		48
	0.00	*OTHER CHECKS		1
	87,860.81	***TOTAL NEG, NON-NEG, OTHER CHECKS		
		TOTAL SEQ 1 FEMALES		11



Agenda Item Staff Report

Agenda Item Number:

I.4.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of a Revised Street Closure Request from Exeter Unified School District for the 2026 Exeter High School Homecoming Parade Rescheduled to October 9, 2026, Subject to the Previously Approved Conditions of Approval.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

Department Recommendation:

Staff recommends that the City Council approve the revised street closure request from Exeter Unified School District for the 2026 Exeter High School Homecoming Parade, rescheduled from September 4, 2026, to October 9, 2026, subject to the previously approved conditions of approval.

Summary:

On July 28, 2026, the City Council approved a street closure request from Exeter Unified School District (EUSD) for the annual Exeter High School Homecoming Parade scheduled for September 4, 2026, including a street closure fee waiver in the amount of \$103. The approved closure included Rocky Hill Road from B Street to C Street, Pine Street from C Street to F Street, and all associated alley approaches between the hours of 12:00 p.m. and 1:30 p.m.

EUSD has since notified the City that the Homecoming Parade has been rescheduled to Friday, October 9, 2026, and has provided written confirmation requesting approval of the new date. All other aspects of the previously approved request, including the parade route, street closure hours, and conditions of approval, will remain unchanged.

Because the event date has changed from the date previously authorized by the City Council, staff is returning the street closure request to the City Council for approval of the revised date. The previously approved conditions of approval remain as follows:

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

- EUSD will provide an updated certificate of insurance with all required language and endorsements as required by City of Exeter.
- EUSD will provide required street closure authorization signatures from merchants.
- Parade participants must follow the approved route.
- EUSD is responsible for cleaning up any debris or litter left from the parade prior to 1:30 p.m.

Background:

For decades, students, faculty, alumni and the community of Exeter have taken great pride in celebrating Monarch Homecoming week with a downtown parade. With the responsibility of students and public safety as a priority, administration at both Exeter Unified School District and the City of Exeter have collaborated to create a safe environment for this long-standing tradition.

Students will stage their decorated vehicles and floats at G Street and Pine Street where the parade will assemble. The parade will start at Pine Street and F Street, and continue eastbound on Pine Street to C Street, where the parade will end. Parade participants will continue eastbound on Rocky Hill Road, stopping at B Street, where the parade will disperse. Students will be under the supervision of school staff. The City Public Works Department will post all required street closure notices 72 hours in advance, and the Exeter Police Dept will provide public safety.

Historically, the parade is less than 20 minutes long, allowing the Exeter Police Department to clear traffic and in most years, call for the opening of roads prior to the requested 1:30 p.m. request.

Fiscal Impact:

There is minimal staff time associated with the street closure. The City Council previously approved EUSD's request for a street closure fee waiver in the amount of \$103. No additional fee waiver is requested as a result of the rescheduling, and there is no additional fiscal impact associated with approval of the revised event date. The original staff report identified the waived \$103 as foregone street closure fee revenue.

Prior City Council Actions:

On July 28, 2026, the City Council approved the street closure request for the 2026 Exeter High School Homecoming Parade scheduled for September 4, 2026, subject to conditions of approval, and approved a street closure fee waiver in the amount of \$103.

Attachments:

- Written Confirmation of Rescheduled Date
- Updated Street Closure Application
- Updated Street Closure Signature Authorizations
- Parade Route Map

Recommended motion to be made by the City Council:

I move to approve the revised street closure request from Exeter Unified School District for the 2026 Exeter High School Homecoming Parade rescheduled to October 9, 2026, subject to the previously approved conditions of approval.

EMAIL FROM EUSD:

Thank you for the flexibility!

Parade date: 10/9/26

Street closure: 12:00pm- 1:30pm

Let me know if you need anything else.

Jake Mizner

559-623-5820



City of Exeter Street Closure Application

350 W. Firebaugh – PO Box 237, Exeter, CA 93221

Ph. #559-592-3318 Fax # 559-592-3516

Date of Event: 9/4/26 **10/9/26**

Name of group requesting street closure: Exeter Union HS

Name of contact person: Jake Mizner

Phone: [REDACTED]

Mailing address: 505 Rocky Hill Dr

Email: Jmizner@exeterkid.org

Alternate Contact Person: Margie Reed

Phone: [REDACTED]

Mailing Address: _____

Phone: _____

Type of event: Homecoming Parade

Time of closure: 12:00PM until 1:30 PM

Details of streets/parking lots/public right of way requesting to be closed: (provide map or additional pages if necessary)

Rocky Hill from Bst to Cst, and Pine St from Cst to Fst,
and all associated allies

☒ I understand my \$103 application fee is nonrefundable however, if the event is rescheduled due to inclement weather or other unforeseen reasons, I will not be required to pay a second application fee.

☒ I understand I am responsible for obtaining signatures from all locations that will be affected by the closure.

☒ I understand all terms and conditions including the need for liability insurance will be required.

Applicant Signature: _____

Date: 6/1/26

City of Exeter
Street Closure Authorization Form



Homecoming Parade
Exeter High School is requesting a street closure to include Pine from FST to EST
on 10/9/26 between the hours of 12:00 and 1:30 for

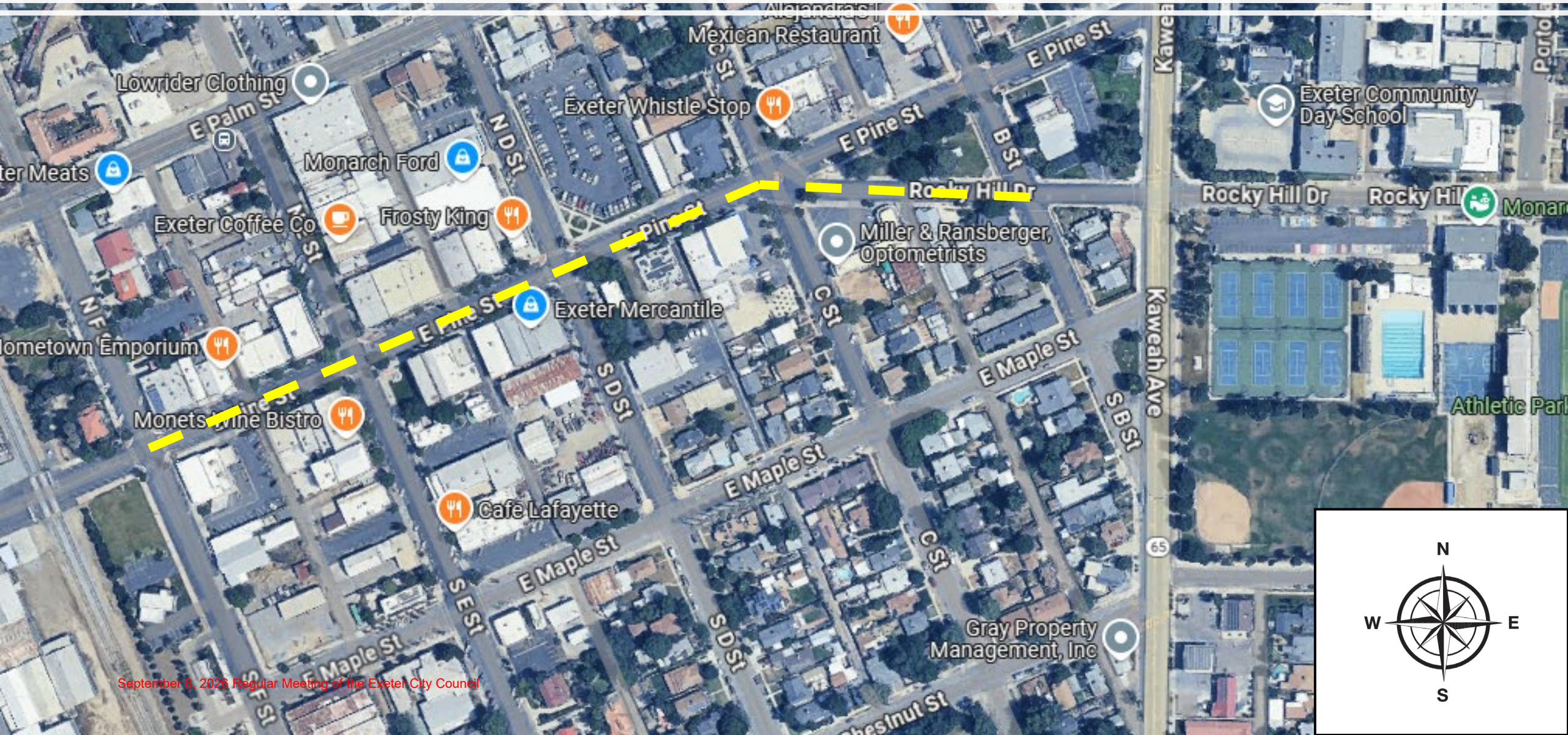
The locations listed below will be affected by this closure.

Address	Agree	Oppose	Business Name	Signature	Phone
145 E Pine St	✓		Homestead Emporium		
145 E Pine St	✓		Rich Cuts		
163 E PINE			ONLY ZEE		
139 E Pine St	✓		Vallarta Restaurant		
125 E Pine St	✓		Embellish Salon		
121 E Pine			Closed		
117 E Pine	✓		Unlition Hair Co.		
139 N. E St.	✓		Sanctuary Interiors		
115 Pine St	✓		Exeter Stage Sals		
101 E Pine St	✓		Ma Elena Aulas		
101 W. Pine St	✓		Exeter Chamber		
158 E. Pine St	✓		Common goods		
258 E PINE ST	✓		Exeter Antiques		
	✓		Exeter Vip Pizza		
152 E PINE ST.	✓		ROCK SALON		
196 E Pine ST	✓		Cash Doll Studio		
216 E Pine St	✓		Rocky Hill Wellness		

The locations listed below will be affected by this closure.

September 8, 2026 Regular Meeting of the Exeter City Council

EUHS Homecoming Parade Route





Agenda Item Staff Report

Agenda Item Number:

I.5.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of a Street Closure and Traffic Control Request from FYE Events for the 2026 Scarecrow Run on October 10, 2026, Subject to the Conditions of Approval.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve the street closure and traffic control request from FYE Events for the 2026 Scarecrow Run on October 10, 2026, subject to the conditions of approval.

Background & Summary:

FYE Events has submitted a request to conduct the annual Scarecrow Run on Saturday, October 10, 2026. The event will include a 2-mile run/walk, 10K run, and Kids Race, with the start and finish located at Exeter City Park.

The Scarecrow Run is an annual community event held in Exeter and offers multiple distances for participants of varying ages and abilities. For the 2026 event, FYE Events has submitted separate course maps for the 2-mile and 10K events, along with a detailed traffic control plan.

Streets along the 2-mile and 10K courses will remain open to local traffic. At least one lane will remain open on affected streets to maintain access for residents, businesses, and emergency vehicles. Flaggers will be positioned at left turns and key intersections, and course cyclists and volunteers will patrol the routes to monitor participant flow and assist with traffic and safety concerns.

The 10K traffic control plan identifies flagger locations at E. Chestnut Street, S. F Street, Industrial Drive, W. Glaze Avenue, W. Chestnut Street, W. Maple Street, W. Marinette Avenue,

W. Pine Street, and D Street. “SLOW – SPECIAL EVENT” warning signs will also be placed along W. Glaze Avenue and W. Marinette Avenue.

FYE Events is additionally requesting traffic control at the intersection of Visalia Road and N. Belmont Road between 6:30 a.m. and 8:00 a.m., including a request that the traffic signal be changed to flashing red during that time. The submitted traffic control plan provides for Exeter Police Department officers to be stationed at the intersection to assist with traffic control.

The Kids Race will be held entirely within Exeter City Park and will not impact public streets.

Staff recommends approval subject to the following conditions:

- FYE Events shall provide all required certificates of insurance, endorsements, and waivers in a form acceptable to the City prior to the event.
- FYE Events shall implement the submitted course maps and traffic control plan, subject to any modifications required by the Exeter Police Department and Public Works Department.
- At least one lane of travel shall remain open on affected streets to maintain access for residents, businesses, and emergency vehicles.
- FYE Events shall coordinate with the Exeter Police Department regarding traffic control at Visalia Road and N. Belmont Road, including the requested modification of the traffic signal to flashing red.
- FYE Events shall obtain any necessary approvals and coordinate with other agencies having jurisdiction over portions of the race course, as applicable.
- FYE Events shall be responsible for removing all event-related signs, cones, barricades, markings, debris, and other materials following completion of the event.

Fiscal Impact:

The applicable street closure application fee is \$107, which will be paid by the applicant.

Prior City Council Actions:

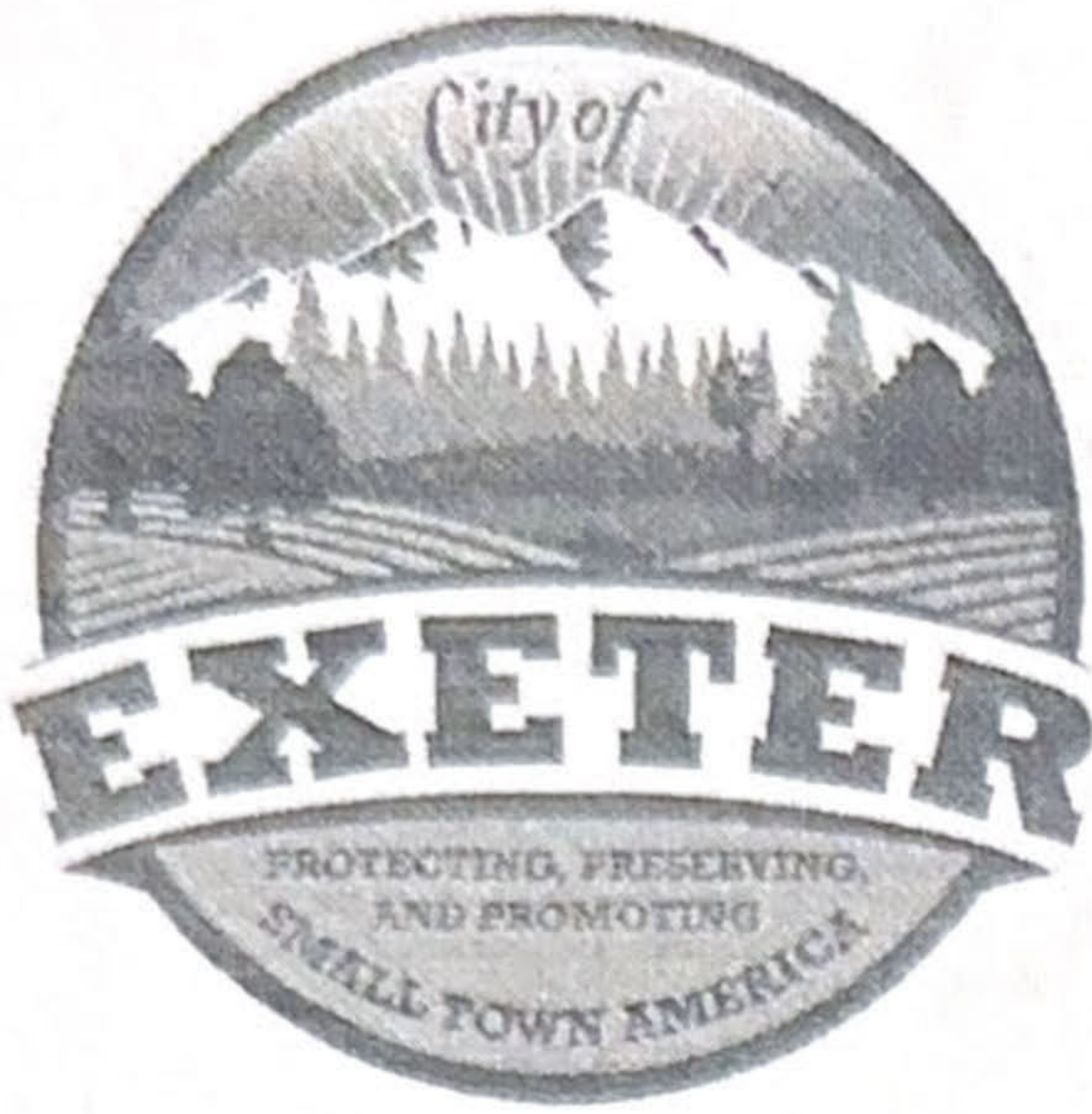
On September 23, 2025, the City Council approved the street closure and traffic control request associated with the 2025 Scarecrow Run.

Attachments:

- Street Closure Application
- 2-Mile Course Map and Traffic Control Plan
- 10K Course Map and Traffic Control Plan
- Traffic Control Plan

Recommended motion to be made by the City Council:

I move to approve the street closure and traffic control request from FYE Events for the 2026 Scarecrow Run on October 10, 2026, subject to the conditions of approval.



City of Exeter Street Closure Application

350 W. Firebaugh – PO Box 237, Exeter, CA 93221

Ph. #559-592-3318 Fax # 559-592-3516

Date of Event: 10/10/2026

Name of group requesting street closure: FYE Events

Name of contact person: Julian Wales Phone: [REDACTED]

Mailing address: [REDACTED] Email: [REDACTED]

Alternate Contact Person: Travis Wales Phone: [REDACTED]

Mailing Address: [REDACTED] Phone: [REDACTED]

Type of event: Fun Run

Time of closure: 6:30 am until 8:00 am

Details of streets/parking lots/public right of way requesting to be closed: (provide map or additional pages if necessary)

Intersection of Visalia Road and N. Belmont Road. I am requesting that the traffic lights at this intersection be changed to flashing red.

☒ I have been provided a copy of the City of Exeter Street Closure Policy and understand the provisions.

☒ I have been provided a copy of the City of Exeter Street Closure Application Attachment for insurance/waiver requirements and COVID information and understand my responsibilities.

☒ I understand my \$50 application fee is nonrefundable and if my event needs to be rescheduled, I will not be required to pay a second application fee.

Applicant Signature: [REDACTED] Date 8/25/2026

Office use: *****

Fee paid _____

Public Works Director _____

Chief of Police _____

Council Approval: _____



STREET CLOSURE APPLICATION ATTACHMENT

INSURANCE & WAIVERS

General Liability Insurance: *The undersigned shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01 in an amount not less than two million dollars (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage including without limitation, blanket contractual liability. If a general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit. The Undersigned's general liability policies shall be primary and shall not seek contribution from the City's coverage, and shall be endorsed using Insurance Services Office form CG 20 10 (or equivalent) to provide that City and its officers, officials, employees, and agents shall be additional insureds under such policies. When alcohol is being served or sold at any permitted facility, it is mandatory that the General Liability Policy include Liquor Liability Coverage.*

Any failure to comply with reporting provisions of the policies by the Undersigned shall not affect coverage provided the City.

Workers' Compensation: *Organizations with employees shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance with limits of at least one million dollars (\$1,000,000). Undersigned shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of City, its officers, agents, employees, and volunteers.*

Indemnity/Hold Harmless Agreement: *Undersigned shall indemnify, defend, and hold harmless the City, its officers, employees, agents and volunteers ("City indemnitees"), from and against any and all causes of action, claims, liabilities, obligations, judgments, or damages, including reasonable legal counsels' fees and costs of litigation ("claims"), arising out of the Undersigned's performance of its obligations under this agreement or out of the operations conducted by Undersigned, except for such loss or damage arising from the sole negligence or willful misconduct of the City. In the event the City indemnitees are made a party to any action, lawsuit, or other adversarial proceeding arising from Undersigned's performance of this agreement, the Undersigned shall provide a defense to the City indemnitees, or at the City's option, reimburse the City indemnitees their costs of defense, including reasonable legal counsels' fees, incurred in defense of such claims.*

I have read the Street Closure Request Application Attachment and do hereby certify that I have been duly authorized by the organization which I represent to enter into this agreement, and that the activity which the organization is sponsoring fully meets the conditions set forth herein and that we agree to observe all rules and procedures as stated.

Print Name of Applicant: Julian Wales

Signature of Applicant: [REDACTED]

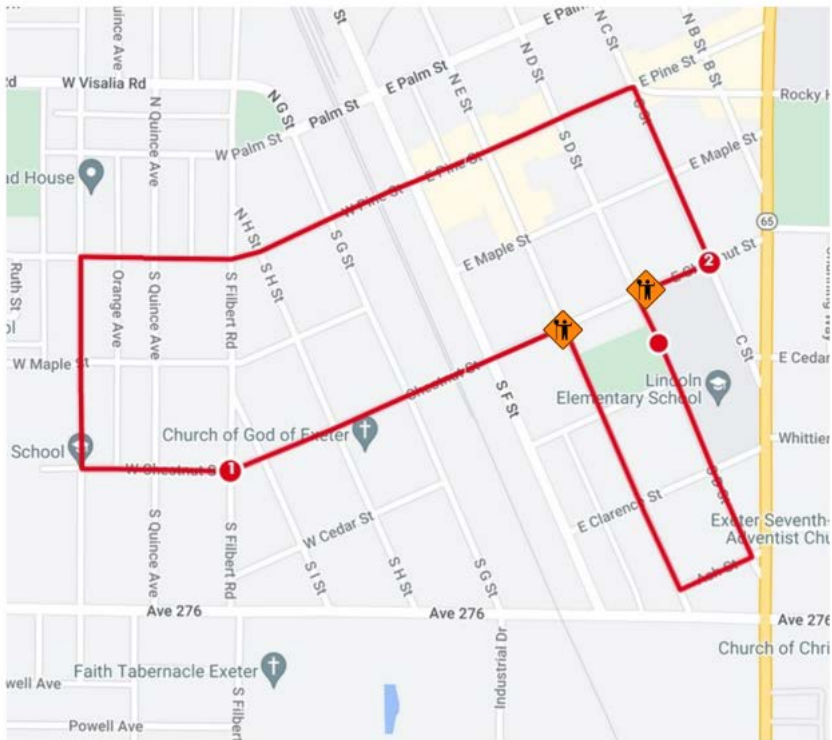
Date:

8/25/2026

Primary Phone Number(s): [REDACTED]

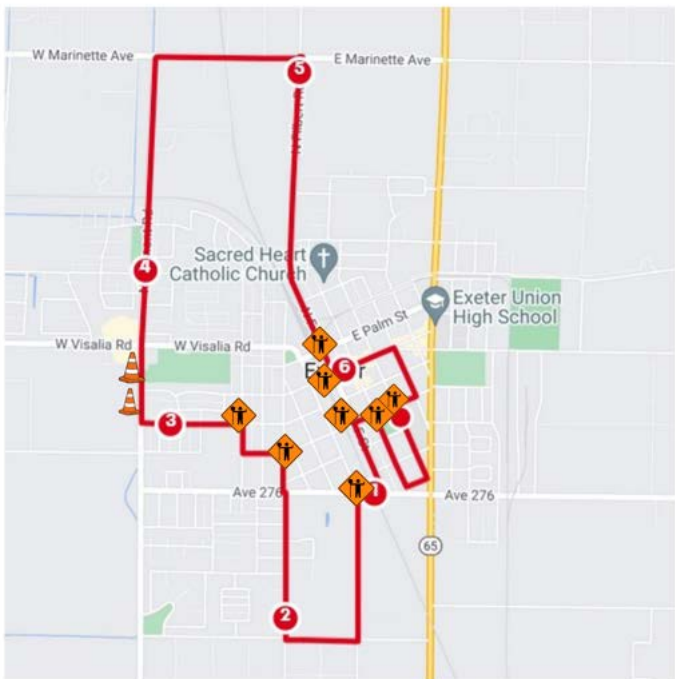
Email: [REDACTED]

2 mile Map and traffic control plan



September 8, 2026 Regular Meeting of the Exeter City Council

10k Map and traffic control plan



September 8, 2026 Regular Meeting of the Exeter City Council

Traffic Control Plan – Exeter Scarecrow Run

Event Description & Traffic Management

Streets along both the **2-Mile** and **10K** courses will remain open to local traffic at all times. To ensure the highest level of safety, **flaggers will be positioned at all left turns and additional key intersections wherever feasible.**

“SLOW – SPECIAL EVENT” warning signs will be posted on **West Marionette Avenue** and **West Glaze Avenue** to alert motorists of the event in progress.

In addition to stationary volunteers, **several course cyclists will patrol the route** to help monitor participant flow, assist at intersections, and communicate traffic or safety concerns to event staff and law enforcement in real time.

Exeter Police Department officers will be stationed at the intersection of **Belmont and Visalia Road** to assist with traffic control. At least one lane will remain open on all streets during the event, ensuring continued access for residents, businesses, and emergency vehicles.

The **Kids Race** is fully contained within **Exeter City Park** and does not impact public streets. All safety and traffic control measures are designed to maximize runner and pedestrian safety, maintain normal traffic flow, and comply fully with **CHP, Tulare County Sheriff's Office, Exeter Police Department, and City of Exeter** requirements.

Start & Finish Line

The start and finish are located inside **Exeter City Park** on **D Street**. The lane adjacent to the park will be temporarily closed for runners, while one lane remains open for traffic. Cones, barricades, and volunteers will ensure clear separation between participants and spectators.

Timing mats, water stations, and first aid will be positioned near the finish area for participant support and safety.

2-Mile Course

Start on D St → Right on Ash St → Right on E St → Left on Chestnut St → Right on S. Orange Ave → Right on E. Pine St → Right on C St → Right on E. Chestnut St → Left on D St (Finish).

10K Course

Start on S. D St → Right on Ash St → Right on E St → Left on E. Chestnut St → Left on S. F St → Right on Avenue 276 → Left on Industrial Dr → Right on W. Glaze Ave → Right on S. Filbert Rd → Left on W. Chestnut St → Right on S. Orange Ave → Left on W. Maple St → Right on N. Belmont Rd → Right on W. Marionette Ave → Right on N. Filbert Rd → Continue on N. F St → Left on W. Pine St → Right on C St → Right on E. Chestnut St → Left on D St (Finish).

Kids Race

The **Kids Race** is designed for children ages 11 and under. It's a short, fully contained loop

within **Exeter City Park** — no public streets are used. The course will be clearly marked with cones and monitored by volunteers to ensure participant safety at all times.

10K Course – Flagger Placement Plan

#	Location	Type	Notes
1	E. Chestnut St (Left from E St)	Left Turn	Directs runners safely across lane
2	S. F St (Left from E. Chestnut)	Left Turn	Moderate local traffic
3	Industrial Dr (Left from Ave 276)	Left Turn	Light industrial area
4	W. Glaze Ave	Special	“SLOW – SPECIAL EVENT” sign + flagger
5	W. Chestnut St (Left from S. Filbert)	Left Turn	Busier crossing
6	W. Maple St (Left from S. Orange)	Left Turn	Residential, moderate use
7	W. Marionette Ave	Special	“SLOW – SPECIAL EVENT” sign + flagger
8	W. Pine St (Left from N. F St)	Left Turn	Near return to downtown
9	D St (Left to Finish)	Left Turn	Inside finish area; volunteer/flagger control

Additional Note:

Flaggers will be placed at all left turns and key intersections, with additional personnel assigned as available to maximize safety coverage. Cyclists and mobile volunteers will circulate throughout the course to support traffic flow, monitor intersections, and report any issues promptly.



Agenda Item Staff Report

Agenda Item Number:

I.6.

Meeting Date:

September 8, 2026

Wording for Agenda:

Authorization of Street Closures for the City of Exeter's Annual Christmas Parade and Related Activities on December 4, 2026.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council authorize the street closures associated with the City of Exeter's Annual Christmas Parade and related activities on Friday, December 4, 2026, between the hours of 3:00 p.m. and 9:00 p.m.

Background & Summary:

The City of Exeter will host its annual Christmas Parade on Friday, December 4, 2026, continuing a longstanding community tradition that brings residents and visitors to Downtown Exeter to celebrate the holiday season.

The parade will begin at 6:30 p.m., with street closures beginning at 3:00 p.m. to provide adequate time for parade staging, event setup, and public safety preparations. Streets will remain closed following the parade as necessary for participant dispersal, cleanup, and the safe reopening of the roadway.

Following the success of the expanded parade route used last year, the City proposes to continue utilizing the extended route for 2026. The parade route will begin on Pine Street near B Street/Rocky Hill Drive and proceed westbound along Pine Street through Downtown Exeter. The parade will then turn south onto F Street, continue to Chestnut Street, and proceed eastbound on Chestnut Street to the disembarkation area. Additional lights will be setup along Chestnut this year to provide additional lighting.

In addition to the parade route, the event will require several supporting street closures. Pine Street west of F Street will be closed for public safety purposes, and a portion of E Street between Palm Street and Pine Street will be utilized for food trucks and other event activities. The map also identifies designated parade check-in locations near the eastern end of the route.

The designated parade staging area will be located along the eastern portion of Pine Street/Rocky Hill Drive and adjoining streets as depicted on the event map. These areas will allow parade entries to check in, stage, and enter the parade route in an organized manner.

The City's Recreation staff will coordinate and lead parade logistics, with support from other City departments. Public Works will post required notices and provide barricades and street closure support, while the Exeter Police Department will provide traffic control and public safety services during the event.

The Christmas Parade has been a longstanding tradition of Exeter and provides an opportunity for the community to gather in Downtown Exeter, support local businesses, and celebrate the holiday season.

Fiscal Impact:

Costs associated with the Christmas Parade will include City staff time and resources necessary for event coordination, setup, street closures, traffic control, public safety, and cleanup.

The City anticipates the following direct event-related costs for the parade to be approximately \$3,300. Funds are available in the adopted 2026/27 Fiscal year budget for the event.

Prior City Council Actions:

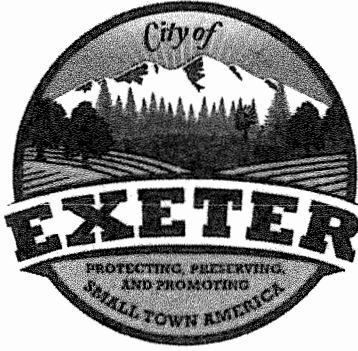
On November 19, 2025, the City Council approved the street closures associated with the 2025 City of Exeter Christmas Parade.

Attachments:

- Street Closure Application
- Amplified Sound Permit Application
- Event Map

Recommended motion to be made by the City Council:

I move to authorize the street closures associated with the City of Exeter's Annual Christmas Parade and related activities on Friday, December 4, 2026, between the hours of 3:00 p.m. and 9:00 p.m.



City of Exeter Street Closure Application

350 W. Firebaugh – PO Box 237, Exeter, CA 93221
Ph. #559-592-3318 Fax # 559-592-3516

Date of Event: 12/4/26

Name of group requesting street closure: City of Exeter

Name of contact person: El Garver Phone: 967-6900

Mailing address: _____ Email: egarver@exetercity.org

Alternate Contact Person: _____ Phone: _____

Mailing Address: _____ Phone: _____

Type of event: Christmas Parade

Time of closure: 3:00 PM until 9:00 PM

Details of streets/parking lots/public right of way requesting to be closed: (provide map or additional pages if necessary)

Refer to attached map

EG I have been provided a copy of the City of Exeter Street Closure Policy and understand the provisions.

EG I have been provided a copy of the City of Exeter Street Closure Application Attachment for insurance/waiver requirements and COVID information and understand my responsibilities.

EG I understand my \$50 application fee is nonrefundable and if my event needs to be rescheduled, I will not be required to pay a second application fee.

Applicant Signature: W. Garver Date 7/20/26

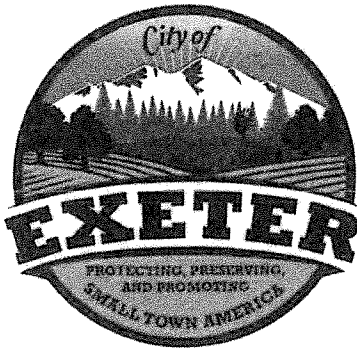
Office use: *****

Fee paid _____

Public Works Director _____

Chief of Police _____

Council Approval: _____



City of Exeter

100 North C Street
Exeter, CA 93221
Ph. #559-592-3103 Fax # 559-592-3346

Title 5, Chapter 5.48 –

Sound-Amplifying Systems, Meetings, Assemblies, Parades & Processions

Application for assemblies and parades on public streets, sidewalks and parks, also the use of sound amplifying equipment, within the City of Exeter. This application must be filed within ten (10) days nor more than sixty (60) days prior to the date of the assembly, parade or meeting.

A copy of this permit must be at the operating premises of the amplifying equipment for which this permit is issued.

Name of Applicant Eli Garver Phone No. 967-6906
Address 137 North F St Exeter

Name of Organization City of Exeter Phone No. 967-6906
Address _____

Type of Event Christmas Parade Location of Event Downtown

Date of Event 12/4/25 Start Time 3:00 PM End Time 9:00 PM

Type of equipment to be used Speakers

Additional Information _____

I, Eli Garver, HEREBY AGREE TO ABIDE BY ALL PROVISIONS SET FORTH IN CITY ORDINANCE 5.48 AND ALL OTHER APPLICABLE ORDINANCES OF THE CITY OF EXETER.

[Signature]
Applicant Signature

Chief of Police

7/20/25
Date

☐ Permit Denied
☐ Permit Approved

(THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED, HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.)

City of Exeter

Legend

- Parade Route
- Parade Staging
- Public Safety Closure
- Food Trucks & Activities
- ★ Parade Check-in Area



September 8, 2020 Regular Meeting of the Exeter City Council





Agenda Item Staff Report

Agenda Item Number:

I.7.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of a Temporary Street Closure and Temporary No-Parking Restrictions for the 2027 Rocky Hill Triathlon on March 13, 2027.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve the temporary street closure and temporary no-parking restrictions for the 2027 Rocky Hill Triathlon on March 13, 2027, subject to the conditions of approval.

Background & Summary:

Charles Duby, Race Director for the Rocky Hill Triathlon, has submitted a request for temporary street closures and no-parking restrictions associated with the annual Rocky Hill Triathlon, 5K, and 10K on Saturday, March 13, 2027. The event is scheduled from 7:30 a.m. to 1:00 p.m. and will begin and end at Exeter Union High School.

The requested street closure includes Rocky Hill Drive from Kaweah Avenue east to Yokohl Valley Drive. Temporary no-parking restrictions are also requested along the east side of Industrial Drive from Glaze Avenue to Firebaugh Avenue; G Street from Firebaugh Avenue to Pine Street; Pine Street from G Street to Rocky Hill Drive; and Rocky Hill Drive to Kaweah Avenue. The submitted event materials identify the proposed closure and no-parking areas associated with the course.

The Rocky Hill Triathlon is a longstanding annual event that attracts participants and spectators to Exeter and is known throughout the Central Valley as a challenging course for triathletes. The event organizer coordinates with the City of Exeter, Caltrans, Tulare County, the California Highway Patrol, and other applicable agencies to provide traffic control and public safety

throughout the course. Last year's staff report similarly identified this multi-agency coordination as part of the event.

The submitted traffic control map also identifies locations for Exeter Police Department traffic support, volunteer-staffed support, and event safety personnel along the course.

The applicant has also submitted an amplified sound permit for the use of a PA system for music and announcements at Exeter Union High School during the event.

Staff recommends approval subject to the following conditions:

- The event organizer shall provide all required certificates of insurance, endorsements, and waivers in a form acceptable to the City prior to the event.
- Amplified sound shall be permitted only in accordance with the approved amplified sound permit.
- The City of Exeter will post applicable street closure and no-parking notices at least 72 hours in advance and provide and remove City barricades associated with the approved closures. The applicant shall be responsible for any additional barriers necessary for participant and spectator safety and any associated costs.
- The event organizer shall be responsible for post-event cleanup and removal of event-related debris.
- The event organizer shall coordinate with the Exeter Police Department, Public Works Department, Caltrans, Tulare County, California Highway Patrol, and any other applicable agencies regarding traffic control and portions of the course within their respective jurisdictions.
- All street closures, no-parking restrictions, and traffic control shall be implemented in accordance with the approved event and traffic control maps and any modifications required by the City or other agencies having jurisdiction.

Fiscal Impact:

The applicable street closure fee is \$107. The event qualifies for a fee exemption pursuant to the City's Street Closure Policy based on the applicant's nonprofit status. Accordingly, no street closure fee will be collected for the event.

Prior City Council Actions:

On January 13, 2026, the City Council approved the temporary street closure, temporary no-parking restrictions, and special event fee waiver for the 2026 Rocky Hill Triathlon held on March 14, 2026.

Attachments:

- Street Closure Application
- Amplified Sound Permit Application
- Event/Traffic Control Map

Recommended motion to be made by the City Council:

I move to approve the temporary street closure and temporary no-parking restrictions for the 2027 Rocky Hill Triathlon on March 13, 2027, subject to the conditions of approval.



City of Exeter Street Closure Application

350 W. Firebaugh – PO Box 237, Exeter, CA 93221
Ph. #559-592-3318 Fax # 559-592-3516

Date of Event: 3.13.2027

Name of group requesting street closure: Rocky Hill Triathlon

Name of contact person: CHARLES DUBY Phone: [REDACTED]

Mailing address: [REDACTED] Email: [REDACTED]

Alternate Contact Person: _____ Phone: _____

Mailing Address: _____ Phone: _____

Type of event: Multi distance triathlon + 5k and 10k

Time of closure: 7:30am until 1pm

Details of streets/parking lots/public right of way requesting to be closed: *(provide map or additional pages if necessary)*

Rocky Hill Dr @ Kaweah Ave, East to Yokohl Valley Drive. No Parking on Industrial Dr North to G St, G St to Pine, Pine St to Rocky Hill Dr

CRD I have been provided a copy of the City of Exeter Street Closure Policy and understand the provisions.

CRD I have been provided a copy of the City of Exeter Street Closure Application Attachment for insurance/waiver requirements and COVID information and understand my responsibilities.

CRD I understand my \$50 application fee is nonrefundable and if my event needs to be rescheduled, I will not be required to pay a second application fee.

Applicant Signature: [REDACTED] Date 8/14/2026

Office use: *****
Fee paid _____

Public Works Director _____

Chief of Police _____

Council Approval: _____



STREET CLOSURE APPLICATION ATTACHMENT

INSURANCE & WAIVERS

General Liability Insurance: *The undersigned shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01 in an amount not less than two million dollars (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage including without limitation, blanket contractual liability. If a general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit. The Undersigned's general liability policies shall be primary and shall not seek contribution from the City's coverage, and shall be endorsed using Insurance Services Office form CG 20 10 (or equivalent) to provide that City and its officers, officials, employees, and agents shall be additional insureds under such policies. When alcohol is being served or sold at any permitted facility, it is mandatory that the General Liability Policy include Liquor Liability Coverage.*

Any failure to comply with reporting provisions of the policies by the Undersigned shall not affect coverage provided the City.

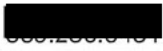
Workers' Compensation: *Organizations with employees shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance with limits of at least one million dollars (\$1,000,000). Undersigned shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of City, its officers, agents, employees, and volunteers.*

Indemnity/Hold Harmless Agreement: *Undersigned shall indemnify, defend, and hold harmless the City, its officers, employees, agents and volunteers ("City indemnitees"), from and against any and all causes of action, claims, liabilities, obligations, judgments, or damages, including reasonable legal counsels' fees and costs of litigation ("claims"), arising out of the Undersigned's performance of its obligations under this agreement or out of the operations conducted by Undersigned, except for such loss or damage arising from the sole negligence or willful misconduct of the City. In the event the City indemnitees are made a party to any action, lawsuit, or other adversarial proceeding arising from Undersigned's performance of this agreement, the Undersigned shall provide a defense to the City indemnitees, or at the City's option, reimburse the City indemnitees their costs of defense, including reasonable legal counsels' fees, incurred in defense of such claims.*

I have read the Street Closure Request Application Attachment and do hereby certify that I have been duly authorized by the organization which I represent to enter into this agreement, and that the activity which the organization is sponsoring fully meets the conditions set forth herein and that we agree to observe all rules and procedures as stated.

Print Name of Applicant: Charles Duby

Signature of Applicant:  Date: 8/14/2026

Primary Phone Number(s):  Email: 



City of Exeter

AMPLIFIED SOUND PERMIT APPLICATION

AMPLIFIED SOUND PERMIT APPLICATION

Title 5, Chapter 5.48 – Sound-Amplifying Systems, Meetings, Assemblies, Parades & Processions: Application for assemblies and parades on public streets, sidewalks and parks, also the use of sound amplifying equipment, within the City of Exeter. This application must be filed within ten (10) days nor more than sixty (60) days prior to the date of the assembly, parade or meeting.

A copy of this permit must be at the operating premises of the amplifying equipment for which this permit is issued.

Name of Applicant Charles Duby Phone No. [REDACTED]

Address [REDACTED]

Name of Organization Rocky Hill Triathlon Phone No. 559.592.9455

Address [REDACTED]

Type of Event Triathlon + 5k & 10k Location of Event EUHS

Date of Event 3/13/2027 Start Time 7:30am End Time 1:00pm

Type of equipment to be used PA System for music and announcing

Additional Information _____

I, Charles Duby, HEREBY AGREE TO ABIDE BY ALL PROVISIONS SET FORTH IN CITY ORDINANCE 5.48 AND ALL OTHER APPLICABLE ORDINANCES OF THE CITY OF EXETER.

[REDACTED]
Applicant Signature

Chief of Police

8/14/2026

Date

☐

Permit Denied

☐

Permit Approved

(THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED, HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.)



DISTANCE
12.61 MI

September 8, 2026 Regular Meeting of the Exeter City Council



=EPD Traffic Support



=Volunteer Staffed Support



=KRC Safety



Agenda Item Staff Report

Agenda Item Number:

I.8.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of a Facility Use Request from Painted Sweet LLC for the Craftober Kids Craft Fair at City Park on October 24, 2026, Subject to the Conditions of Approval.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve the facility use request form Painted Sweet LLC for the Craftober Kids Craft Fair at City Park on Saturday, October 24, 2026, subject to the conditions of approval.

Background & Summary:

Painted Sweet LLC, organized by Madelynn Headlee, has submitted a request to host Craftober: Exeter's Kids Craft Fair on Saturday, October 24, 2026, at City Park.

The park is requested from 1:00 p.m. to 9:00 p.m., including setup and cleanup, with the public event scheduled from 3:00 p.m. to 7:00 p.m.

Craftober is proposed as a family-friendly community event intended to provide children and families with hands-on craft activities while providing opportunities to connect with local artists, makers, and small businesses. Proposed activities include Halloween and fall-themed children's crafts, painting and creative projects, coloring and activity areas, local artists and makers, family-oriented vendors, and seasonal photo opportunities.

The proposed layout includes approximately 12 craft vendor spaces, three food vendor spaces, a central seating area, photo area, and information/check-in area. The organizer has indicated that the final layout may be adjusted based on the number of participating vendors and available space.

Vendors will register in advance and receive instructions regarding setup, event operations, and cleanup. The organizer will be responsible for event cleanup and ensuring the park is left clean and orderly following the event. The applicant has also requested the use of amplified sound for music during the event.

Staff recommends approval subject to the following conditions:

- The applicant shall provide all required certificates of insurance, endorsements, and waivers in a form acceptable to the City prior to the event.
- Vendors shall comply with all applicable City, County, and State licensing, permitting, health, and safety requirements.
- Food vendors shall possess all permits and approvals required by the Tulare County Environmental Health Division and other applicable agencies.
- The applicant shall ensure that vendor booths, tables, equipment, and activities do not obstruct sidewalks, walkways, emergency access, or other required access areas.
- Driving or parking on grass areas is prohibited unless specifically authorized by the City.
- The applicant shall be responsible for all event-related setup, cleanup, trash removal, and restoration of the park following the event.
- The event shall be conducted in accordance with the City's facility use requirements and any additional requirements imposed by City staff for public safety or protection of City property.
- At the applicant's request, Public Works staff will place delineators and caution tape around the wading pool area to restrict access during the event and provide an additional safety measure for young children in attendance.

Fiscal Impact:

The applicant has paid the applicable \$171 special event fee.

Prior City Council Actions:

None associated with this action. This is a new event.

Attachments:

- Facility Use Application
- Amplified Sound Permit Application
- Craftober Event Proposal
- Proposed Event Layout
- Proposed Event Aerial Map

Recommended motion to be made by the City Council:

I move to approve the facility use request from Painted Sweet LLC for the Craftober Kids Craft Fair at City Park on October 24, 2026, subject to the conditions of approval.



CITY OF EXETER
FACILITY USE APPLICATION

City Park

Application Date: 8/27/26 Facility/Park Requested: Schroth Park
Date(s) Needed: 10/24/26 Equipment Needed: N/A
Set-up Time: 1:00 pm Departure Time: 9:00 pm
Event Start Time: 3:00 pm Event End Time: 7:00 pm
Name of Organization: Painted Sweet LLC
Type of Event: Kids Craft Fair
Address: [REDACTED]

FACILITY USE POLICY:

The following rules and regulations will be strictly adhered to and enforced. Any infraction thereof shall be grounds for the immediate termination of the activity.

1. All facility users must comply with Tulare County Health Department regulations and any applicable City of Exeter requirements.
2. Users may utilize picnic benches, tables, or arbors owned by the City. Additional equipment and supplies must be provided by the applicant.
3. Nails, tacks, pins, or staples are not permitted on facility structures. Only masking tape or other approved materials may be used for decorations. All decorations must be removed at the conclusion of the event.
4. Driving or parking on grass areas is strictly prohibited unless authorized by the City.
5. After the event, users must collect all trash and place it in provided receptacles. The facility must be left clean and in its original condition.
6. Alcohol consumption is permitted only with prior City approval and in compliance with Chapter 5.08 of the Exeter Municipal Code. A separate Alcoholic Beverage Permit is required.

Insurance and Waivers:

- **General Liability Insurance:**
 - Commercial general liability insurance with coverage at least as broad as Insurance Services Office (ISO) form CG 00 01, in an amount not less than \$2,000,000 per occurrence, general aggregate, and \$2,000,000 products and completed operations. The policy shall include a per project or per location general aggregate endorsement. If a per project/location endorsement is not available, the limit for the general aggregate shall be doubled.
 - The policy shall allow and be endorsed as primary and not seek contribution from the City's coverage.
 - The policy(s) shall provide and be endorsed to include, the City, its officers, officials, employees, agents, and volunteers as additional insureds on ISO form CG 20 10 (or equivalent) for ongoing operations, and, for construction or service agreements, ISO form CG 20 37 (or equivalent) for completed operations.
 - Any failure to comply with reporting provisions of the policies by Applicant shall not affect coverage provided to the City.
 - Coverage shall state that Vendor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
 - Coverage shall allow and be endorsed to include a waiver of subrogation in favor of the City and its officers, officials, employees, and agents.
 - When alcohol is served or sold, liquor liability coverage is required.
- **Workers' Compensation and Employers' Liability - Statutory**
 - Applicant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for all persons employed directly or indirectly by Applicant. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than \$1,000,000 each accident, \$1,000,000 by disease-policy limit, and \$1,000,000 by disease-each employee. No proprietor, partner, executive officer, or member shall be excluded. In the alternative, Applicant may rely on a self-insurance program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code.

Determination of whether a self-insurance program meets the standards of the California Labor Code shall be solely in the discretion of City.

- The insurer, if insurance is provided, or Applicant, if a program of self-insurance is provided, shall allow, and be endorsed to waive all rights of subrogation against City and its officers, officials, employees, agents, and volunteers.
- The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Vendor does not have any employees.

- **Indemnity/Hold Harmless Agreement:**

- The applicant agrees to indemnify, defend, and hold harmless the City of Exeter, its officers, employees, agents, and volunteers from any and all claims, damages, or liabilities arising out of facility use, except for those caused by the sole negligence or willful misconduct of the City.

I have read and agree to the above Facility Use Policy and requirements.

Applicant/Organization Name: Madelynn Headlee, Painted Sweet LLC

Signature: _____

Date: 8/27/26

Phone Number _____

Email: _____

This Section for City Staff Use Only:

Rental Fee: 177⁰⁰

Date Paid: 8/27/26

Cash or Check: 180⁰⁰ change \$1300

Received by: AGC

**Certificate of
Insurance Received:** _____

Approved by: _____



City of Exeter

AMPLIFIED SOUND PERMIT APPLICATION

AMPLIFIED SOUND PERMIT APPLICATION

Title 5, Chapter 5.48 – Sound-Amplifying Systems, Meetings, Assemblies, Parades & Processions: Application for assemblies and parades on public streets, sidewalks and parks, also the use of sound amplifying equipment, within the City of Exeter. This application must be filed within ten (10) days nor more than sixty (60) days prior to the date of the assembly, parade or meeting.

A copy of this permit must be at the operating premises of the amplifying equipment for which this permit is issued.

Name of Applicant Madelynn Headlee Phone No. [REDACTED]
Address [REDACTED]

Name of Organization Painted Sweet LLC Phone No. (559) 352-0907
Address [REDACTED]

Type of Event Kids Craft Fair Location of Event Schroth Park City Park

Date of Event 10/24/26 Start Time 3:00pm End Time 7:00pm

Type of equipment to be used Audio speaker for music

Additional Information _____

I, Madelynn Headlee, HEREBY AGREE TO ABIDE BY ALL PROVISIONS SET FORTH IN CITY ORDINANCE 5.48 AND ALL OTHER APPLICABLE ORDINANCES OF THE CITY OF EXETER.

[REDACTED]
Applicant Signature

Chief of Police

8/27/26
Date

☐ Permit Denied
☒ Permit Approved

(THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED, HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.)

Craftober: Exeter's Kids Craft Fair

Event Plan & City Hall Proposal

Presented by: Painted Sweet

Organizer: Madelynn Headlee, Artist & Event Planner

Proposed Date: Saturday, October 24, 2026

Location: Exeter, California

Event Overview

Craftober: Exeter's Kids Craft Fair is a family-friendly community event designed to give children and families an opportunity to enjoy hands-on crafts, connect with local artists and makers, and participate in a fun fall/Halloween-themed community event.

The event will feature children's craft activities, local vendors, and additional family-friendly activities.

Purpose & Community Benefit

The event aims to:

- Provide children with creative, hands-on activities.
- Offer families a fun community experience in Exeter.
- Support local artists, makers, and small businesses.
- Encourage families to shop locally and engage with the community.
- Create an opportunity for a future recurring children's craft event.

Proposed Activities

Activities may include:

- Halloween and fall-themed children's crafts
- Painting and creative projects
- Coloring and activity areas
- Local artists, makers, and family-oriented vendors
- Seasonal photo opportunities or simple children's activities

Activities and vendors will be selected to maintain a welcoming, age-appropriate environment.

Safety & Supervision

Parents and guardians will remain responsible for supervising their children.

The organizer will:

- Use age-appropriate craft supplies and activities.
- Keep walkways and emergency access areas clear.
- Provide basic first-aid supplies.
- Maintain organized activity areas.
- Follow all applicable City requirements for safety, permits, insurance, and occupancy.

Event Operations

The final layout will include designated areas for children's crafts, vendors, check-in, and family space.

Vendors will register in advance and receive setup, event, and cleanup instructions. The number of vendors will be limited based on the capacity of the selected location.

The organizer will be responsible for event cleanup and ensuring the site is left clean and orderly.

Promotion

Promotion may include:

- Painted Sweet social media
- Flyers and posters
- Local community groups
- Participating businesses and vendors
- Community event calendars

City Coordination

Painted Sweet would like to work with the City of Exeter to determine the appropriate location and requirements for the event.

Items to coordinate may include:

- Venue and facility use
- Permits and insurance
- Vendor requirements

- Occupancy and safety requirements
- Parking and traffic considerations
- Restrooms, electricity, and other site needs
- Signage requirements

The organizer is open to adjusting the event plan based on City recommendations and site requirements.

Organizer Contact

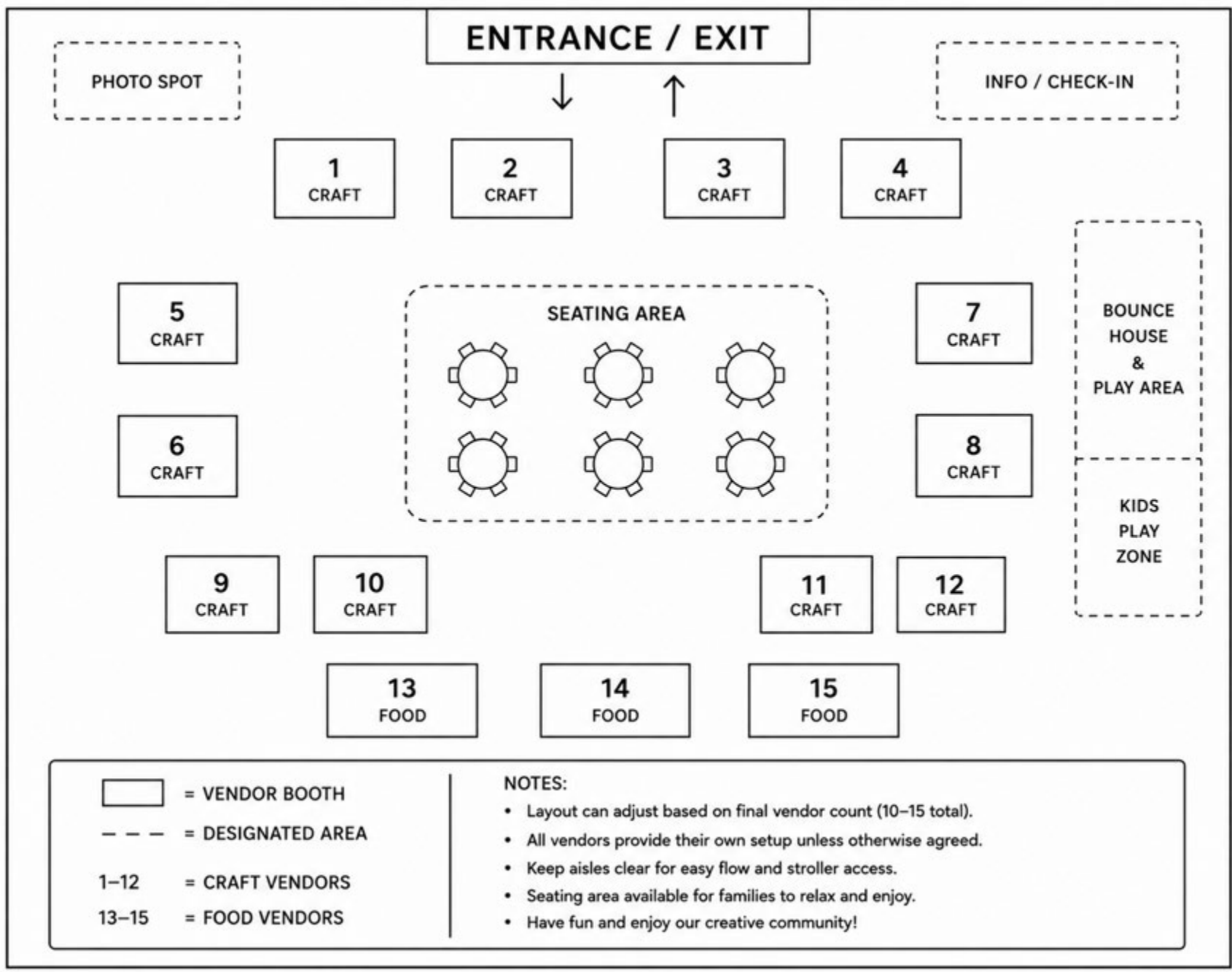
Painted Sweet

Madelynn Headlee, Artist & Event Planner

[REDACTED]

[REDACTED]

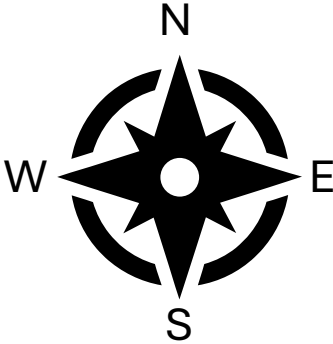
paintedsweet.com



City of Exeter

Legend

 Event Perimeter





Agenda Item Staff Report

Agenda Item Number:

I.9.

Meeting Date:

September 8, 2026

Wording for Agenda:

Award and Approve the Selection of Provost & Pritchard Consulting (P&P) Professional Engineering Services for the City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P), and Authorize the City Administrator (or Designee) to Negotiate and Execute a Project Specific Contract Consistent with the City's On-Call Professional Engineering Services Agreement (RFQ 26-01), in an Amount Not to Exceed \$1,560,000.00.

Submitting Department:

Public Works

Contact Name:

Zachary Boudreaux, Director of Public Works

Department Recommendation:

Staff recommends that City Council:

1. Award and approve of Provost & Pritchard Consulting Group (P&P) for Professional Engineering Services for the Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Board Project No. 5410003-001P).
2. Find P&P responsive and qualified to perform the requested scope of work.
3. Authorize the City Administrator (or Designee) to negotiate and execute a project-specific contract with P&P, consistent with the City's On-Call Professional Engineering Services Agreement (RFQ 26-01), for professional engineering services associated with the Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P), in an amount not to exceed \$1,560,000.00.

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Summary:

The City issued a Request for Proposals (RFP) to its four prequalified and selected on-call engineering firms – P&P, 4Creeks, Inc. (4Creeks), QK, Inc. (QK), and A&M Consulting Engineers (A&M) – requesting proposals for professional engineering services to advance the City of Exeter Drinking Water System Improvement Project under the City's Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P) (Planning Grant). The scope of work requested is defined in the City's approved Planning Grant Application and Scope of Work, provided as Attachments A and E to the RFP.

By the proposal deadline of 2:00 p.m. on August 21, 2026, the City received one proposal, from P&P. Staff reviewed the proposal against the rating criteria provided as Attachment D to the RFP and found the proposal responsive, complete, and reflective of a well-qualified project team.

Staff recommends the City Council award the Project to P&P and authorize the City Administrator (or Designee) to execute a project-specific contract with P&P under the City's On-Call Professional Engineering Services Agreement.

Background:

The City's existing drinking water system is unable to produce adequate water supply and capacity to meet California Title 22 source and storage requirements, and the nearby community of Tooleville is planned to be consolidated into the City's water distribution system, further increasing the system's supply and storage requirements. The Project generally consists of: rehabilitation of up to three (3) existing City wells; design and construction of up to two (2) new water supply wells, including hydrogeologic evaluation of new well sites; construction of two (2) new water storage tank sites and associated booster pump stations (one within the City and one in Tooleville); design, installation, and integration of a new City-wide SCADA system; installation of up to four (4) new auxiliary power generator facilities at critical well sites; and replacement and construction of new water distribution pipelines.

The Project is funded through the Planning Grant, awarded by the State Water Resources Control Board (State Water Board) under the Drinking Water State Revolving Fund (DWSRF) program, Funding Agreement No. D2402037. The Planning Grant funds project management and administration, preparation of an Engineering Report, environmental documentation, hydrogeologic evaluation and test well services, and engineering design of the selected construction project through the 30% and 60% milestones. The loan component of the Funding Agreement is fully forgiven; the City owes no principal to the State Water Board under the agreement.

On June 9, 2026, the City Council approved the selection of the top four rated firms – P&P, 4Creeks, QK, and A&M – to provide on-call special project engineering services under RFQ 26-01, authorized the City Administrator (or designee) to execute an Agreement for Professional Services with each firm, and authorized the Director of Public Works to approve and execute

related Task Orders in accordance with those agreements and the City's purchasing policy. Consistent with that authorization, staff issued a Request for Proposals directly to the four pre-qualified and selected on-call firms, rather than through a publicly advertised solicitation, with proposals due by August 21, 2026.

P&P's proposal reflects the firm's involvement with the Tooleville water supply issue dating to 2005, including preparation of the original Preliminary Engineering Report for the Tooleville Mutual Non-Profit Water Association (TMNPWA), evaluation of water supply alternatives, preparation of the 2023 water supply alternatives Technical Memorandum, and preparation of the City's Planning Grant Plan of Study in October 2023. P&P is also currently providing engineering services on the related Exeter-Tooleville Emergency Intertie and Water System Improvement Project. The firm's proposed project team is led by Project Manager Nick Jacobson, PE, and includes specialists in groundwater wells, hydrogeology, water treatment, environmental compliance, surveying, site civil, structural, instrumentation and controls, electrical, and geotechnical engineering. P&P's proposed scope of work tracks Exhibit A of the Planning Grant Funding Agreement.

Fiscal Impact:

The Planning Grant provides total funding of \$1,560,000 under Funding Agreement No. D2402037, allocated as follows: Project Management and Administration, Engineering Report, Environmental Documents, Hydrogeology Evaluation and Test Well Services (if approved), and Engineering Design for the Selected Construction Project. Regarding the Engineering Design allocation, funds are also designated for internal engineering review and for internal staff review. No City General Fund match is required.

Consistent with the City's On-Call Professional Engineering Services Agreement, staff recommends the City Administrator (or Designee) be authorized to negotiate compensation with P&P on a time-and-materials basis, using the firm's standard hourly rate schedule, in an amount not to exceed \$1,560,000 to complete the tasked outlined in Funding Agreement No. D2402037. All eligible costs are anticipated to be reimbursed through the funding agreement, subject to State Water Board approval of submitted reimbursement requests.

Prior City Council Actions:

- January 11, 2022 – Adoption of Resolution No. 2022-01, authorizing the City Administrator to sign and file a Financial Assistance Application with the State Water Board for the planning, design, and construction of the Drinking Water System Improvement Project.
- March 28, 2023 – Authorization for the City Administrator to execute a consolidation agreement between the City and TMNPWA.
- June 9, 2026 – Approval of the selection of the top four rated firms – P&P, 4Creeks, QK, and A&M – to provide on-call special project engineering services under RFQ 26-01; authorization for the City Administrator (or designee) to execute an Agreement for Professional Services with each firm; and authorization for the Director of Public Works

to approve and execute related Task Orders in accordance with those agreements and the City's purchasing policy.

Attachments:

- RFP – City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant
- DRAFT Agreement
- Proposal submitted by P&P, dated August 21, 2026

Recommended motion to be made by the City Council:

I move to award and approve the selection of Provost & Pritchard Consulting Group (P&P) for Professional Engineering Services for the City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P); find P&P responsive and qualified to perform the requested scope of work, and authorize the City Administrator (or Designee) to negotiate and execute a project specific contract with P&P, consistent with the City's On-Call Professional Engineering Services Agreement (RFQ 26-01).

**CITY OF EXETER
DEPARTMENT OF PUBLIC WORKS**

August 11, 2026

TO: Prequalified On-Call Engineering Consultants

FROM: Zachary Boudreaux, Director of Public Works

SUBJECT: Request for Proposals – City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P)

The City of Exeter (City) is requesting proposals from its prequalified on-call engineering consultants for professional engineering services to complete the City of Exeter Drinking Water System Improvement Project, funded under the City's Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P).

The full scope of work for this project is defined in the City's approved Planning Grant Application, provided as Attachment E. The general project location and proposed improvements are shown on the map provided as Attachment B. Proposers should review all attachments in full before preparing a proposal.

Proposal Content

Proposals should be brief and address the following:

- Statement of the proposer's understanding of the scope of work described in Attachment A, and identification of any additional tasks the firm believes are necessary.
- Proposed project team, including the primary point of contact for the City and any subconsultants.
- Availability to begin and ability to meet deadlines.

Proposal Submission

- Deadline: 2:00 p.m., Friday, August 21, 2026.
- Digital submission only, via email to pw@exetercityhall.com.
- No late proposals will be accepted.

Payment of invoices

Invoices are to be submitted no later than the 12th day of the following month to the Director of Public Works for review. Once approved by the Director of Public Works, the invoices are then submitted by the consultant to the State Water Resources Control Board for reimbursement through the grant funds.

Selection

The City will select a consultant from the proposals submitted, based on qualifications, understanding of the project, and proposed approach, consistent with the terms of each firm's existing on-call agreement with the City. Proposals will be scored using the rating criteria in Attachment D. This request does not constitute a contract for services, and the City reserves the right to reject any or all proposals.

Insurance

The selected consultant shall meet the City's minimum insurance requirements, provided as Attachment C.

Questions concerning this request should be directed to the Department of Public Works at pw@exetercityhall.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Zachary Boudreaux". The signature is fluid and cursive, with the first name "Zachary" and last name "Boudreaux" clearly distinguishable.

Zachary Boudreaux

Director of Public Works

City of Exeter

Attachments

Attachment A – Plan of Study

Attachment B – Project Location Map

Attachment C – City's Minimum Insurance Requirements

Attachment D – Consultant Evaluation Sheet

Attachment E – Drinking Water Planning Grant Scope of Work

Attachment 1 – Draft Plan of Study

1. Overview

Applicant Name:

City of Exeter (City)

Project Area:

The City of Exeter is located in Tulare County, in the San Joaquin Valley of California, approximately 5 miles southeast of the City of Visalia. The zip code for Exeter is 93221. According to the State Drinking Water Information System (SDWIS), the population of Exeter is 11,169.

Describe the problem or reason for the project (e.g., water quality, water supply deficiencies, storage capacity, public health):

The City's existing water system is unable to produce adequate water supply and capacity per California Title 22 source and storage requirements. Additionally, the nearby community of Tooleville is being consolidated into the City's water distribution system, resulting in increases to the water supply and storage requirements of the system.

Summary of Project:

The proposed project would provide improvements to the existing potable water distribution system by increasing water capacity, mitigating water quality issues, and upgrading existing well sites with needed emergency backup power and SCADA systems.

The City currently has a water supply shortfall. The project would include increasing the current water storage capacity for the City by constructing two (2) new water storage tank sites and associated booster pump stations within the City system. Up to three (3) existing wells could be rehabilitated in an attempt to increase the overall capacity of the system. The design and construction of up to two new water wells will be incorporated. Investigation of new wells will be initiated with a test hole at each location. A hydrogeologist familiar with the City's hydrogeology will be utilized for new well site evaluations.

Furthermore, the project will also include upgrading City well and tank sites to include supervisory control and data acquisition (SCADA) capability. The project will include design, installation, and integration of a new readily available SCADA system allowing City operators to oversee and control key City infrastructure remotely, thus increasing efficiency and ensuring the safe, reliable delivery of water to all customers.

Several City well sites do not include auxiliary power sources, which could lead to significant water supply shortages in the event where primary power is lost, therefore, the project will include the design and installation of up to four new generator facilities at critical well site locations throughout the City. The project will provide increased reliability and safety to the entire City.

The project includes pipeline replacement and construction of new pipelines in areas shown on the attached Exhibit.

A hydraulic evaluation of the existing system and proposed improvements will be conducted using the City's current hydraulic model. The hydraulic model will be used to evaluate both the existing system hydraulics and the hydraulic impacts of the proposed improvements. This effort will help quantify impacts and validate the need for proposed improvements prior to the final design phase.

The project will include associated engineering studies, a Preliminary Engineering Report, TMF Assessment, and environmental planning studies and documentation.

Explain any geographic, demographics, political, industrial, or environmental considerations that could affect the project:

Considerations that could potentially affect the project include the following:

- CEQA: The California Environmental Quality Act requirements have the potential to elongate the project timeline and/or delay acceptance of the project. The planning grant includes considerations for CEQA and allocates resources to ensure a smooth CEQA process. Please see section 3.2 below for a discussion of deliverables for CEQA.
- Additional property will need to be identified and negotiated for purchase in order to construct the new water wells, water storage tanks and associated facilities. If the City cannot find a property owner who is willing to negotiate the project timeline could be delayed until such time that viable property is identified.
- The existing wells throughout the City have historically had sufficient water quality, however a couple of wells have been found to have levels of gross alpha particles and nitrates that exceed or are equal to the State MCL. If sufficient water quality is not identified for either the new wells or the existing abandoned wells that are planned for rehabilitation, additional evaluations will need to be conducted in order to identify viable water source locations.

If the project will be co-funded or considered for co-funding, explain the status of all other sources of funding and the amounts:

It is not known if the project will be co-funded. It is understood that the City of Exeter does not have local funds to contribute to the project.

Briefly describe any relevant violations, enforcement actions, and/or other orders from the applicant's State Water Resources Control Board or any other agencies, the status of those violations/orders and explain how the project will address them. Provide an explanation if any outstanding violations and/or enforcement orders will not be addressed by the project.

The Tooleville Mutual Non-Profit Water Association (TMNPWA) received a Technical Reporting Order in Response to Expected Water Supply Shortage (Order No. 3-24-21-002) from the State Water Resources Control Board Division of Drinking Water, dated July 7, 2021, directing TMNPWA to submit a Weekly Drought Technical Report providing data concerning the community's water supply, drought conservation and drought contingency plans.

TMNPWA also received written correspondence from the SWRCB, dated August 23, 2021, that expressed concerns about the current and historic deficiencies and the current and on-going ability of the TMNPWA water system to provide a safe and affordable supply of drinking water

to its customers. The letter served as a notice to TMNPWA to negotiate with the City regarding consolidation.

The City of Exeter received written correspondence from the SWRCB, dated August 23, 2021, that expressed concerns about the current and historic deficiencies and the current and on-going ability of the Tooleville MNPWA water system to provide a safe and affordable supply of drinking water to its customers. The letter served as a notice to the City of Exeter to negotiate with the Tooleville MNPWA regarding consolidation with the City.

Copies of the above Order and Written Correspondence can be found in Attachment 1.1.

Describe any conversations the applicant has had with the State Water Resources Control Board regarding the project and/or planning application:

The applicant has and continues to participate in preliminary meetings discussing the project with several project stakeholders including the City of Exeter, Tooleville Mutual Non-Profit Water Association, California Department of Water Resources, California State Water Resources Control Board (DDW, DFA), Leadership Counsel, and Self-Help Enterprises.

Describe any previous projects performed with state or federal grant funding: The City of Exeter has one previous project that was completed with state or federal funding:

2009 – City of Exeter Brick Yard Storm Water Basin Project which, according to records obtained from the California Natural Resources Agency database, restored a 4.5-acre storm basin including some trail restoration, was funded entirely by California Proposition 84 – the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.

Describe previous efforts in support of the project and project alternatives:

A Preliminary Engineering Report (PER) was prepared for the Tooleville MNPWA in April 2005. The PER reviewed the existing water system and evaluated five alternatives to address the water supply and water quality issues. One of the proposed alternatives from this PER was the consolidation of water systems with the City of Exeter. This alternative was identified as the best long-term solution for the Tooleville community; however, Exeter was not able to commit to a consolidation at that time due to the condition of the water system. In February 2006, an amendment to the original PER was prepared recommending continued discussions between Exeter and Tooleville for consolidation.

The City of Exeter had a Water Master Plan prepared by QK in 2019 which included an in-depth analysis of the conditions of the existing water distribution system and related facilities. This report was integral in identifying existing water system deficiencies throughout the system.

A draft Technical Memorandum was prepared by Provost & Pritchard in 2022 and distributed to representatives from the City, Tooleville, and SWRCB discussing the conditions of the existing water system derived from the Water Master Plan along with recommended alternatives to address the deficiencies. A final Technical Memorandum is expected to be completed by July 2023.

2. System Information

2.1 General

The following information in this section was gathered from the SDWIS database accessed on May 10, 2023.

- Active service connections by type (Residential, commercial, industrial, other):
The City water system has a total of 3,311 service connections, of which 2,996 are residential, 283 are commercial, and 32 are industrial. All connections are metered.
Tooleville has a total of 77 service connections. The connections are not yet metered.
- Estimated population served by system:
The City's water system serves an estimated 11,509 persons. Approximately 11,169 persons are presently connected to the City's water system plus an additional estimated 340 persons from the community of Tooleville will be connected once consolidation is completed.
- Estimated number of households served:
The City's water system will serve approximately 3,073 total households once consolidation is completed.
- Estimated number of second homes:
There are 0 second homes in the City's water service area.
- Estimated population served by project:
The project serves approximately 11,509 persons directly.
- Estimated number of new customers that will be added because of the project:
This project does not anticipate that it will add any new customers. When the Emergency Intertie project is completed the City will master meter and sell water to Tooleville Mutual. Tooleville Mutual will continue to own and manage the Tooleville system after the intertie while the remainder of the improvements identified in this Planning Grant Application are completed over the next several years. Once all improvements are completed both in the Exeter system and in Tooleville, the City will then consolidate the Tooleville system and Tooleville Mutual will dissolve.

Describe any violations, enforcement actions, and/or other orders from the State Water Resources Control Board, the status of those violations/orders and explain how the project will address them:

- *The City received written correspondence from the State Water Resources Control Board Division of Drinking Water, dated August 23, 2021, that expressed concerns about the current and historic deficiencies and the current and on-going ability of the Tooleville MNPWA water system to provide a safe and affordable supply of drinking water to its customers. The letter served as a notice to the City of Exeter to negotiate with the Tooleville MNPWA regarding consolidation with the City. A copy of this correspondence can be found in Attachment 1.1.*

- This project will allow the City of Exeter to increase its water storage and supply capacities to not only meet the state minimum requirements but exceed them. In doing so, this would afford the City of Exeter the ability to more reasonably consider consolidation with Tooleville.

Describe consolidation and regionalization options and considerations, and any efforts made for consolidation/regionalization:

The City is located near the community of Tooleville, which is currently under emergency status due to insufficient water supply and quality issues. Consolidation with Tooleville is under consideration, however, in order for the City to feasibly supply consistent water to both communities, the City's existing water system needs to be improved.

The Department of Water Resources intends to fund an Emergency Project that will include a new well in the City of Exeter and a pipeline extension from Exeter to Tooleville, as a first step toward consolidation.

2.2 Distribution System

Describe the wells, including number, age, condition, etc.

The existing City water distribution system consists of five active wells, designated as Wells E09W, E11W, E12W, E13W, and E14W, and four inactive wells, designated as Wells E06W, E02W, E05W, and E10W. Well E06W is presently off-line due to a Nitrates exceedance. All of the active wells are chlorinated. The active wells were constructed from 1964 through 2007 with measured capacities ranging from 186 gpm to 1,132 gpm. The efficiencies of all active wells have been steadily decreasing, which could be due to a variety of reasons including the lowering of groundwater tables, clogging of well screens, or worn impellers. Four of the active wells are currently equipped with hydropneumatic tanks.

Describe the water storage tank:

The City has one 100,000-gallon elevated water storage tank located in the northeast quadrant of the City. This tank provides pressure regulation to the system and is the only existing form of water storage for the system.

Describe the system pipes:

The pipes throughout the City range from 1" in diameter up to 12" in diameter. Pipe materials include AC, steel, and cast-iron in older areas, and C900 PVC in more recently developed areas. Many of the pipelines have exceeded their useful life. An exhibit of the existing water system is included in Attachment 1.2.

Summarize the results of any inspections or studies:

In 2019, the City hired QK to evaluate the water system to identify any deficiencies in the City's existing and proposed future water systems. The findings of this study were recorded and can be found in the City's Water System Master Plan in Attachment 1.2.

Describe any issues with access, easements, or private laterals, or any legal issues that could impact the project:

It is not anticipated that access, easements, or private laterals may affect the project. Acquisition of new well sites will require agreements with property owners and may include Options to purchase property, depending on results of test hole investigations. Access easements to tank sites will require definition and agreement from property owners.

2.3 System Map

Include a map of the system showing system boundaries, roads, etc.

- The City of Exeter prepared a Water Master Plan that contains a figure showing the existing water system. The figure is included here in Attachment 1.2.

2.4 Treatment Facilities

Provide a general summary of treatment facilities (Process/technologies employed, age, condition, permitted treatment capacity, etc.)

The existing City distribution system is disinfected by continuous chlorination at all active well sites. According to the Sanitary Survey report completed by the State Water Resources Control Board in 2020, chlorination is performed by use of a NSF certified chemical metering pump, NSF 61 certified 12.5% sodium hypochlorite solution, and 300-gallon chemical storage tanks. The disinfection systems operate in accordance with the Chlorination Operations Plan developed in 2018 and each well site is inspected on a daily basis to ensure all components are functioning correctly. City staff also perform free chlorine residual tests regularly to ensure that levels are maintained around 1 mg/L at all times. The Sanitary Survey report can be found in Attachment 1.3.

If a new treatment capacity is anticipated, include the new capacity and how those projections were determined:

Additional disinfection systems are anticipated with the addition of multiple well sources to the distribution system either through rehabilitation of existing, abandoned wells or the drilling of new wells. Each well source that is added will be required to follow the Chlorination Operations Plan on file.

3. Project Information

3.1 Project Details

Provide an in-depth explanation of the project purpose:

The purpose of this project is to improve the City's existing water distribution system enough to provide sufficient water supply and storage capacity to the residents of the City of Exeter. These improvements will provide the City with sufficient resources to also be able to consider providing the community of Tooleville with safe, reliable drinking water. The project will include the following components:

- Prepare a Preliminary Engineering Report defining the existing system, deficiencies, alternatives, and selected improvement project.
- Perform a Technical Managerial and Financial Assessment for the City of Exeter.
- Perform necessary environmental studies and evaluations. Recommend the adoption of the appropriate environmental documents.
- Investigate potential causes of occasional coliform, trihalomethanes, and haloacetic acid exceedances in the distribution system. Recommend potential mitigation measures.
- Evaluation of existing wells throughout the City to determine current well conditions and the feasibility of rehabilitation services for the abandoned wells.
- Obtain options on potential well sites, perform test hole evaluations, and if viable, construct two new water supply wells and appurtenances for the City of Exeter water system.
- Evaluation of groundwater quality, depth-to-water levels, and rehabbed/new well pumping capacities by a certified hydrogeologist.
- Design of a new SCADA system for the City's water supply wells and storage tanks.
- Design of auxiliary power sources at critical well sites to ensure the reliability of safe drinking water to the City.
- Design and construction of a new water storage tank and associated facilities to provide sufficient water storage capacity to the City.
- Design and construction of new water storage tanks with associated facilities in Tooleville to provide sufficient water storage capacity.
- Design of new water distribution pipelines and replacement of existing water distribution pipelines as identified.
- Perform necessary studies including survey and geotechnical investigations to provide required design information.
- Development of a computerized hydraulic model to evaluate the existing and proposed water systems to ensure design parameters are met.

Explain any water quality or public health problems that will be addressed:

The project will address the following water quality and public health concerns.

- The City is unable to provide sufficient maximum day demand, peak hour demand, or maximum day plus fire flow demand supply, nor does it have sufficient water storage capacity in the distribution system. This project will allow the City's water

distribution system to supply sufficient water supply along with having enough water storage capacity to provide for public health and safety.

Provide details if the project is a result of enforcement orders or violations:

The project is a direct result of the following enforcement orders and violations previously discussed above.

- The City received written correspondence from the State Water Resources Control Board Division of Drinking Water, dated August 23, 2021, that expressed concerns about the current and historic deficiencies and the current and on-going ability of the Tooleville MNPWA water system to provide a safe and affordable supply of drinking water to its customers. The letter served as a notice to the City of Exeter to negotiate with the Tooleville MNPWA regarding consolidation with the City. See Attachment 1.1.

Provide the reasons for upgrades/replacement/rehabilitation:

The City's water distribution system is unable to provide sufficient maximum day demand, peak hour demand, or maximum day plus fire flow demand supply, nor does it have sufficient water storage capacity in the distribution system. This project will allow the City's water distribution system to supply sufficient water supply along with having enough water storage capacity to provide for public health and safety. The new SCADA system will ensure that the water supply systems are able to communicate to ensure that all facilities are working correctly as well as providing real-time feedback of the system's status to City officials at all times.

Describe previous project related work performed, including work with state or federal agencies, technical assistance providers, or other nonprofit organizations (examples include application assistance, income survey, rate studies, etc.):

This project is new and includes no previous work performed. The project is a product of evaluations and studies performed to investigate the consolidation of Tooleville to the City of Exeter. The project is also a product of the water system Master Plan prepared for the City of Exeter.

If there is an urgency, explain the targeted timeframe and factors affecting project timeline:

Due to the existing deficiencies of the City's current water distribution system, including lack of required supply and storage, system improvements need to be implemented in a timely manner. The targeted timeframe is to begin field evaluations and start conceptual design documents by the beginning of 2024 with construction starting by 2028 and construction completion prior to the beginning of 2032. The project timeframe has several components that are not in the control of the City of Exeter. If required approvals and funding contracts are obtained in a timeframe that allows the construction to proceed more quickly than described above, it would be a benefit to the residents of Exeter and Tooleville.

Describe any previous attempts to address issues. For example, summarize previous feasibility studies, environmental reviews, in-depth technical analysis etc.:

- A Preliminary Engineering Report (PER) was completed by Provost & Pritchard Consulting for Tooleville MNPWA in April 2005. The PER reviewed the existing water system and evaluated five alternatives to address the water supply and water quality issues.
- An amendment to the original PER was prepared in February 2006. The amendment recommended continued discussions between the City of Exeter and Tooleville as well as that the Tooleville MNPWA proceed with drilling a test well as soon as possible.
- In 2019, QK produced a Water Master Plan which identified several deficiencies throughout the system. As part of the Water Master Plan, a capital improvement plan was prepared to fix the identified deficiencies.
- A draft Technical Memorandum was prepared by Provost & Pritchard in 2022 and distributed to representatives from the City, Tooleville, and SWRCB discussing the conditions of the existing water system derived from the Water Master Plan along with a recommended alternatives to address the deficiencies. A final Technical Memorandum is expected to be completed by August 2023.

Describe project alternatives to be considered:

Project alternatives that have been considered for the community of Tooleville since 2005 have included the following:

- 1) *Drill new replacement wells, water storage, and pipeline improvements*
- 2) *Treat existing or new wells from Nitrate contamination*
- 3) *Acquire firm water rights from the U.S. Bureau of Reclamation and treat new water supply to meet enhanced surface water treatment standards*
- 4) *Connect to the City of Exeter*
- 5) *Drill replacement wells and utilize a water storage tank for blending of nitrate concentrations to acceptable levels*

An extension of the review of Alternative 4 above resulted in the following recommended improvements:

General Description – Transmission Pipeline in Firebaugh east, Master Meter for Tooleville MNPWA

- A new water supply well is constructed northeast of Vine Street and Elberta Road (W8)
- A new water supply well is constructed west of Firebaugh and Belmont (W9)
- A water storage tank of at least 0.5 MG (not to exceed 1.0 MG) is constructed at Dobson Field (T1).
- A Booster Pump Station is constructed at the new water storage tank.
- A new 16 inch diameter pipeline from the new Tank (T1) to Rocky Hill Ave. and in Rocky Hill Ave. to 1st St.
- A new 12 inch diameter pipeline in 3rd St. from Rocky Hill to Firebaugh Ave.
- A new 10 inch diameter pipeline in 2nd St. from Rocky Hill to Firebaugh Ave.
- A new 12 inch diameter pipeline in 1st St. from Rocky Hill to Firebaugh Ave.
- A new 12 inch diameter pipeline in Firebaugh Ave between 1st St. and 3rd St.
- A new 12 inch diameter pipeline in Firebaugh Ave. between State Route 65 and Industrial Rd (portion of P1)
- A new 12 inch diameter pipeline in Firebaugh Ave. between Filbert Rd. to Belmont Rd. (P5)
- Pressure Sustaining Valve near Firebaugh Ave and 3rd St. (to keep pressure in Exeter)
- Utilize the existing TMNPWA property south of the Alfred Well for a tank and booster pumping station.
- Master Meter near Firebaugh and 3rd St. or at the Tooleville tank site.
- Transmission Pipeline (16" pipe) in Firebaugh to Alfred to the new Tooleville water storage tanks. No connections allowed in the new pipeline due to low pressure.
- Booster pump station in at the new Tooleville water storage tanks
- Individual AMI meters
- Destroy the Alfred Well and the Morgan Well

Additional alternatives that will be reviewed include the rehabilitation of existing City of Exeter wells and the construction of new City of Exeter wells, as described in the overall scope of the project.

Describe possible environmental documents required:

The project will require an initial study, which may result in a mitigated negative declaration. Cultural and biological studies may be required as supporting evidence.

Describe possible land acquisition / easement documents required:

Additional land may need to be acquired by the City to accommodate the water storage tanks, as well as the potential acquisition of property for new well sites. Easement documents and encroachment permits would also be necessary for any obstruction in State or County rights-of-way during installation of new pipelines.

List proposed construction items to be evaluated – Including how the components will contribute to improving public health, water quality, system reliability, addressing violations, etc.

Table 3 -1. Proposed Solutions

Proposed Solution	Issue/Violations/Enforcement Orders Addressed
Evaluation and rehabilitation of existing City wells	Current City wells are unable to provide enough water supply to meet MDD, PHD, or MDD+FF demands throughout the City's existing water system. An evaluation of three existing City wells (E02W, E10W, and E12W) will be performed. If deemed viable, these wells will be rehabilitated to increase the City's overall water supply capacity.
Evaluation and analysis of new well drilling	Current City wells are unable to provide enough water supply to meet MDD, PHD, or MDD+FF demands throughout the City's existing water system. Adding additional supply sources to the system will increase the overall supply, meeting these requirements.
Design and installation of new City SCADA system	The current City distribution system is not integrated, making it difficult for operators to effectively identify and diagnose water system issues. A new City-wide SCADA system will greatly improve operations of the water system.
Design and installation of auxiliary power sources at four critical well sites	Installation of emergency power sources at critical well sites will provide increased safety and redundancy for the City customers.
Construction of new water storage tanks and associated facilities	Construction of additional water storage tanks in Exeter and Tooleville will ensure that the City is able to meet the state requirements for storage and will provide additional safety and redundancy in emergency situations for both communities.
Development of a computerized hydraulic model evaluating the existing and proposed water distribution system	A hydraulic model for the City of Exeter currently exists but will need to be updated based on the findings of the prior evaluations. Updated model will evaluate max day demand, peak hour demand, and max day plus fire flow demand scenarios for both the existing and proposed systems to identify any areas of concern.
Conduct geotechnical study of the proposed tank sites as well as along the alignment of the new pipelines.	Analysis of the soils that will be supporting the new installations is critical in ensuring the safety of the public.
Design of new and replacement of existing water distribution pipelines	Newly installed and replaced water distribution pipelines will ensure that the increased supply of water will be able to efficiently move throughout the system.

3.2 Scope of Work

List each task to be performed and provide a brief explanation of how each task will support the planning/design of a construction project. Clearly identify deliverables for each task.

- Evaluation of up to three (3) existing Wells for Rehabilitation –. City wells E02W, E10W, and E12W will be evaluated by a professional well rehabilitation service to determine the feasibility of rehabilitation for each. Evaluation of each well includes, but is not limited to, pulling of the pump and reinstallation of vertical turbines, video surveys, brushing and airlifting of casing, acid solution treatment of well casings with airlift disposal, airshocking and ISO pack of casing perforations and final testing of the rehabbed pumps. The findings from these evaluations will provide the basis for how each subsequent task will be completed. Well E10W has been inactive for several years due to Perchlorate. More extensive rehabilitation/treatment will likely be required for said well.
 - *Deliverable: Final evaluation reports for each well and recommendations from Well Rehabilitation Services on how to proceed.*
- Evaluation of Well Sites by Certified Hydrogeologist – The well sites, determined by the previous analysis, which will be added to the water system will be evaluated by a certified hydrogeologist to ensure sufficient water quality and quantity can be obtained. Option agreements will be provided to ensure that the required solution can be selected at that time. If the drilling of new wells is required, that option will include the drilling of test holes at potential well sites.
 - *Deliverable: Final report and recommendations for wells to bring online. Option agreements. Test hole drilling.*
- Development of a Preliminary Engineering Report detailing the current condition of the City's water supply system and providing detailed analysis of multiple potential solutions to correct the identified deficiencies.
 - *Deliverable: Preliminary Engineering Report document.*
- Development of Hydraulic Model – Update existing hydraulic model to evaluate existing system and proposed improvements.
 - *Deliverable: Technical memo and updated figures.*
- Geotechnical Investigation – A geotechnical investigation will be performed to investigate and test soil across the project site for the purposes of developing construction requirements. The geotechnical investigation will be necessary to assist with the design documents.
 - *Deliverable: Final Geotechnical Investigation Report*
- Design of Water System and Electrical systems – Preparation of design drawings for pipes, tanks, booster pumps, well site layouts, generators, etc. Preparation of front end and technical specifications. Preparation of Engineers Opinion of Probable Construction Costs.
 - *Deliverables:*
 - *30% Plans, Specifications, and Engineer's Opinion of Probable Construction Cost*
 - *60% Plans, Specifications, and Engineer's Opinion of Probable Construction Cost*
- CEQA Documents – Required CEQA documentation for the project will be completed by a professional planner to support the project and any required environmental processes.

- *Deliverable: Required CEQA documentation e.g. Environmental Impact Report, Negative Declaration, Mitigated Negative Declaration, or Notice of Exemption. CEQA documentation also includes biological and/or cultural impact reports, if required.*
- DWSRF Construction Funding Application and Applicable Packages/ Attachments – A DWSRF Construction Funding Application will be submitted on behalf of the City of Exeter for the purposes of improving the water supply and storage capacity to required levels to serve both the existing City demands as well as the Tooleville community's demands. The construction grant will include all applicable packages and attachments necessary to be evaluated by the State Water Resources Control Board.
 - *Deliverable: Completed DWSRF Construction Funding Application on behalf of the City of Exeter.*
- Project Management and Administration – Assistance gathering, organizing, and submitting financial documents and fiscal controls on behalf of the City of Exeter and the community of Tooleville will be administered throughout the planning process. Planning Grant administration will be conducted throughout the grant timeline.
 - *Deliverable: Required Planning Grant Reports*

3.3 Budget

Provide an estimated cost for each task included in the scope of work.

Table 3-2. Planning Budget

Task		Estimated Cost
Well Evaluation and Rehabilitation Services	- Evaluation of 3 existing City wells for rehabilitation services - Evaluation of groundwater quality and quantity by certified hydrogeologist for existing well sites identified for potential rehabilitation services	\$322,000
Hydrogeology Evaluation Services	- Option agreements for potential well sites - Bid phase services - Test hole drilling services (2 test wells) - Drilling oversight for test wells (2 test wells) - Evaluation of groundwater quality and quantity by certified hydrogeologist for potential new well site(s)	\$1,490,000
Development of Hydraulic Model and Analysis	Updating existing hydraulic model with projected supply data and location information	\$24,000
Geotechnical Services	- Evaluation of soil quality and soil borings for two tank sites - Soil borings along alignment of proposed pipeline	\$43,000
Preliminary Engineering Report	- Evaluation of alternatives for water supply - Preparation of preliminary cost estimates for selected alternative	\$60,000
Well Site Infrastructure and Electrical Systems 60% Design	- Design plans and specifications up to 60% for electrical systems install at well sites including, but not limited to, the following items: - On-site generators - SCADA systems and integration - On-site electrical wiring	\$195,000
Water Distribution System Design (30% and 60%)	- Design plans and specifications up to 60% for water distribution system including, but not limited to, the following items: - Plan and profile views for pipeline alignments - Well and tank site layouts including all necessary valves and appurtenances - Construction details	\$353,000
California Environmental Quality Act Documents	- Initial studies in project areas - Initiation of waiver process in applicable areas	\$64,000
Project Management and Administration	Project administration tasks and funding grant administration services	\$86,000
Total Planning Grant Amount Requested:		\$2,637,000

3.4 Schedule

A draft project schedule is included as Attachment 1.4.

3.5 Overall Exhibit

A draft project exhibit is included as Attachment 1.5.

Attachments

Attachment 1.1: Compliance Orders

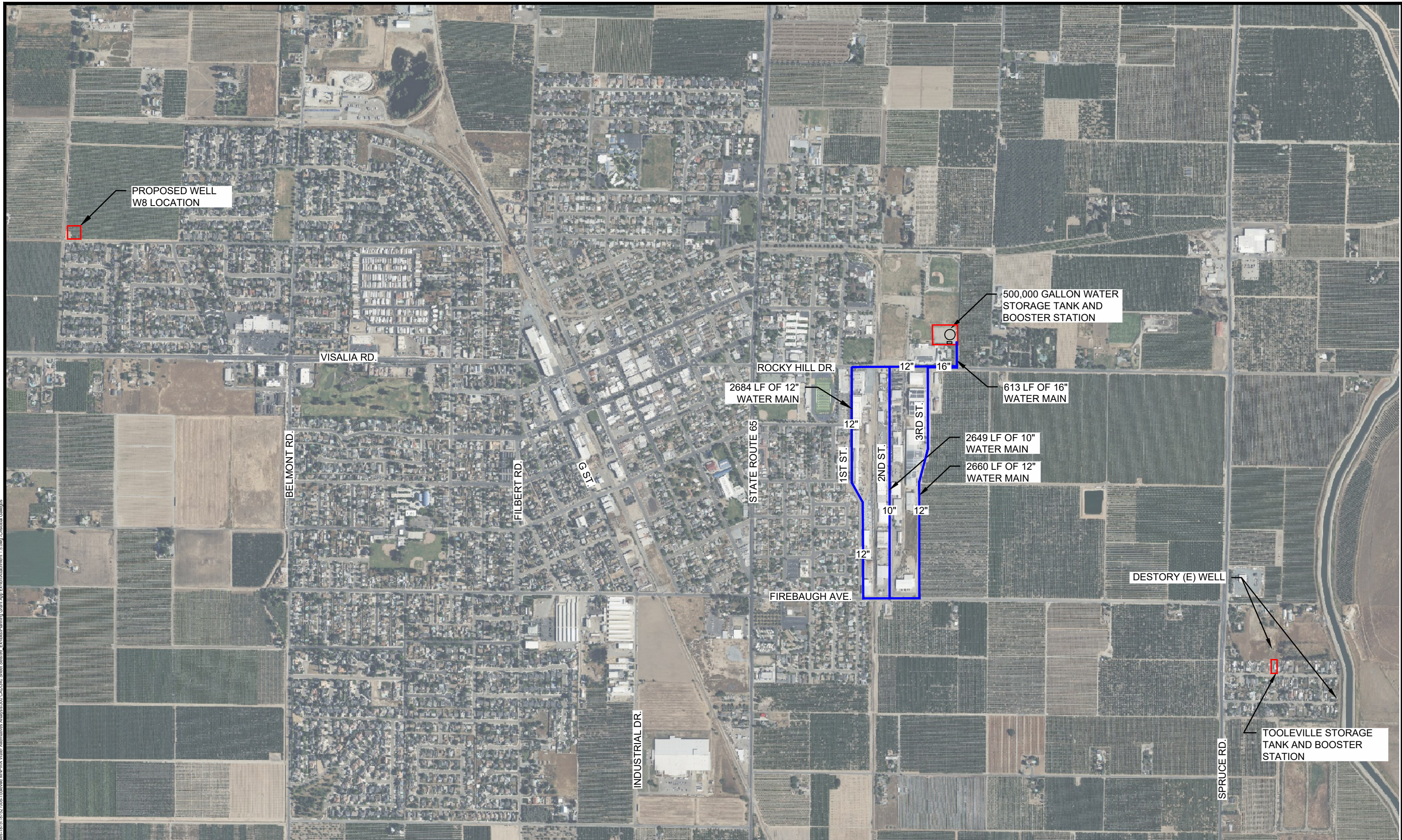
Attachment 1.2: City of Exeter Water Master Plan

Attachment 1.3: Sanitary Survey

Attachment 1.4: Project Schedule

Attachment 1.5: Project Scope Exhibit

10/17/2025 9:46 AM G:\Self Help Enterprises\1575\15751008>Tooleville MNPWA Water Alternatives Analysis\300 CAD\300 Sheet Set\99 Exhibit\Planning Grant App Exhibit\Attachment 1.5.swp -Cresthal Collages



TOOLEVILLE MNPWA WATER SYSTEM PROJECT

SELF HELP ENTERPRISES
COUNTY OF TULARE

ATTACHMENT 1.5 - PROJECT SCOPE EXHIBIT

September 8, 2026 Regular Meeting of the Exeter City Council



ATTACHMENT C
CITY'S MINIMUM INSURANCE REQUIREMENTS

A. Minimum Scope & Limits of Insurance

1. Commercial General Liability

- a. Vendor shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office (ISO) form CG 00 01, in an amount not less than two million (\$2M) per occurrence, four million (\$4M) general aggregate, and two million (\$2M) products and completed operations. The policy shall include a per project or per location general aggregate endorsement. If a per project/location endorsement is not available, the limit for the general aggregate shall be doubled.
- b. The policy shall allow and be endorsed as primary and not seek contribution from the City's coverage.
- c. The policy(s) shall provide and be endorsed to include, the City, its officers, officials, employees, agents, and volunteers as additional insureds on ISO form CG 20 10 (or equivalent) for ongoing operations, and, for construction or service agreements, ISO form CG 20 37 (or equivalent) for completed operations.
- d. Any failure to comply with reporting provisions of the policies by Vendor shall not affect coverage provided to the City.
- e. Coverage shall state that Vendor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- f. Coverage shall allow and be endorsed to include a waiver of subrogation in favor of the City and its officers, officials, employees, and agents.

2. Business Automobile Liability

- a. Vendor shall provide auto liability coverage for owned, non-owned, and hired autos using ISO Business Auto Coverage form CA 00 01 (or equivalent) with a limit of not less than one million (\$1M) per accident.
- b. The policy shall provide and be endorsed that the City, its officers, officials, employees, agents, and volunteers are included or named as additional insureds.
- c. The policy shall allow and be endorsed to include a waiver of subrogation in favor of the City, its officers, officials, employees, and agents.

3. Workers' Compensation and Employers' Liability – Statutory

- a. Vendor shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for all persons employed directly or indirectly by Vendor. The Statutory Workers' Compensation Insurance and Employer's Liability Insurance shall be provided with limits of not less than \$1,000,000 each accident, \$1,000,000 by disease-policy limit, and \$1,000,000 by disease-each employee. No Vendor may rely on a self-insurance

program to meet those requirements, but only if the program of self-insurance complies fully with the provisions of the California Labor Code. Determination of whether a self-insurance program meets the standards of the California Labor Code shall be solely in the discretion of City.

- b. The insurer, if insurance is provided, or Vendor, if a program of self-insurance is provided, shall allow, and be endorsed to waive all rights of subrogation against City and its officers, officials, employees, agents, and volunteers.
- c. The requirement to maintain Statutory Worker's Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Vendor does not have any employees.

4. Professional Liability

- a. Vendor shall maintain professional liability insurance that insures against professional errors and omissions that may be made in performing professional services in the minimum amount of two million (\$2M) per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of the start of work, and Vendor agrees to maintain continuous coverage through a period no less than three (3) years after completion of the work.

5. Pollution Liability or Contractor's Pollution Liability

- a. For sites where a pollution exposure could exist, or scopes where a pollution exposure could occur from Vendor's or its subcontractor's or subconsultant's services/work, coverage shall be provided for liability arising out of sudden, accidental and gradual pollution and remediation. The policy limit shall be no less than one million (\$1M) per claim.
- b. All activities contemplated in this agreement shall be specifically scheduled on the policy as "covered operations."
- c. The policy shall provide coverage for the hauling of waste from the project site to the final disposal location, including non-owned disposal sites.
- d. The policy shall provide and be endorsed to include the City, its officers, officials, employees, and agents as insureds.

6. Cyber Liability (or Technology Errors and Omissions)
 - a. Vendor shall provide Cyber Liability Insurance with limits not less than one million (\$1M) per claim.
 - b. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by Vendor in this agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information or personally identifiable information (PII), alteration of electronic information, extortion, and network security.

The policy shall provide coverage for breach response costs as well as regulatory fines and penalties, and credit monitoring expenses with limits sufficient to respond to these obligations.
7. Installation Floater ("Course of Construction")
 - a. Vendor, shall provide a stand-alone, project -specific installation floater insurance policy covering the work performed under the agreement, on a form at least as broad as Insurance Services Offices, Inc. (ISO) Causes of Loss - Special Form. The policy shall be provided for 100% replacement value on an "all-risk" or special causes of loss basis, including flood as applicable.
 - b. The policy shall cover the labor, materials, and equipment, including materials and equipment in transit or away from the project site, to be installed in the existing structure(s), and debris removal.
 - c. The coverage shall be written for an amount equal to the initial contract amount plus the value of any subsequent change orders.
 - d. The City shall be named as Loss Payee on the policy and there shall be no coinsurance penalty provision in any such policy.
 - e. The policy shall allow for or include a waiver of subrogation in favor of the City

ATTACHMENT D
CONSULTANT EVALUATION SHEET
(adapted from Caltrans LAPM Exhibit 10-B)

CONSULTANT / FIRM NAME: _____

Criteria	Max Points	Rating
Understanding of the work to be done	30	
Experience with similar kinds of work	30	
Quality of staff for work to be done	20	
Availability of staff for the assignment	20	
Total	100	

Evaluator: _____ City Contact: _____

Print Name: _____ Initials: _____

Signature: _____ Date: _____

Date: _____

EXHIBIT A – SCOPE OF WORK AND SCHEDULE

A.1 PROJECT PURPOSE AND DESCRIPTION.

The Project is for the benefit of the City of Exeter (Recipient; CA5410003) and the Tooleville Mutual Non-Profit Water Association (Tooleville; CA5400567). The funding under this Agreement shall be used for alternative analysis, engineering, environmental, and design to consolidate Tooleville with the Recipient and bring both water systems into compliance with the California Code of Regulations, Title 22, Division 4, Chapter 16 Waterworks Standards, for capacity to meet existing demand.

A.2 SCOPE OF WORK.

The Recipient agrees to do the following:

ITEM	DESCRIPTION
1	Project Management and Administration 1.1 Prepare and submit a complete DWSRF Planning Application. 1.2 Monitor Project budget and schedule. 1.3 Prepare and submit progress reports and reimbursement requests. 1.4 Coordinate with State Water Board staff, attend Project meetings, provide status updates, and respond to questions. 1.5 Coordinate with the public: - Develop public outreach materials; - Facilitate public workshops; - Hold public update sessions; 1.6 Comply with Department of Industrial Relations labor compliance regulations. 1.7 Coordinate with various state, local, and other agencies for regulatory review, permitting, and approvals. 1.8 Complete necessary legal reviews: - Review documents, professional services agreements, and the State Water Board financing agreement; - Acquire property appraisals, easements, and other property documents necessary for the Project; - Draft and review consolidation agreement(s) for consolidation of Tooleville Mutual Non-Profit Water Association by Recipient. ITEM 1: a) DWSRF Planning Application b) Consolidation Agreement
2	Engineering Report 2.1 Prepare an Engineering/Project Report per the DWSRF Policy: - Describe the water quality and or quantity problems to be addressed, evaluate all feasible alternatives. Must evaluate consolidation of the subject system with nearby water systems. The evaluation must compare each alternative's estimated capital cost and operations and maintenance (O&M) costs over a 20–40-year life cycle analysis. Feasible alternative(s) evaluated must include, at a minimum: - A new source of potable water; - Consolidation w/ Tooleville Mutual Non-Profit Water Association; Final Project Report must be signed and stamped by a Professional Engineer.

	2.2 Recommend a preferred alternative or combination of alternatives that address the constituent compliance and/or other deficiencies. Upon concurrence from all stakeholders, the preferred alternative will be known as the “Selected Construction Project.” ITEM 2 SUBMITTALS: a) Draft Engineering Report b) Final Engineering Report
3	Environmental Documents
	3.1 Prepare California Environmental Quality Act (CEQA) documents for the Selected Construction Project. 3.2 If necessary, prepare National Environmental Protection Act-like (NEPA-like) documents, such as a Section 7 biological report and a Section 106 cultural report. 3.3 Circulate the CEQA document(s) for public comment. 3.4 Finalize the CEQA document(s) with responses to comments received, resolution adopting the CEQA document(s), and filed Notice of Determination (NOD). ITEM 3 SUBMITTALS: a) Draft Environmental Documents b) Final Environmental Documents
4	Hydrogeology Evaluation/ Test Well Services (if approved)
	4.1 Perform test well analysis and drilling; 4.2 Prepare a Hydrogeological Study that discusses the review of hydrogeological data, groundwater supply capacity assessment, and potential well location recommendation(s); 4.3 Geotechnical services and evaluation of soil quality; 4.4 Prepare construction documents such as plans and specifications for test well drilling. Submit to the Division and District Office/Local Primacy Agency for review and approval; 4.5 Drill test well, conduct geophysical survey, collect and analyze groundwater samples, and conduct pump test; and 4.6 Prepare a Test Well Completion Report that includes a summary of findings such as water quality data and recommendations. ITEM 4 SUBMITTALS: a) Hydrogeological Study b) Test Well Plans and Specifications c) Test Well Completion Report
5	Engineering Design for Selected Construction Project
	5.1 Survey, map, pothole, and obtain easements necessary for planning activities. Actual purchase cost of land and easements other than planning Project easements is not reimbursable under this funding agreement. If a temporary easement(s) is required, a licensed professional must draft easements and submit to the County for recording. 5.2 Prepare and submit 30% draft plans and specifications and draft opinion of probable construction costs. 5.3 Prepare and submit 60% plans and specifications and revised opinion of probable construction costs. ITEM 5 SUBMITTALS a) 30% Draft Plans and Specifications and Draft Opinion of Probable Construction Costs b) 60% Plans and Specifications and Revised Opinion of Probable Construction Costs

A.3 SCHEDULE.

Failure to provide items by the due dates indicated in the table below may constitute a material violation of this Agreement. The Project Manager may adjust the dates in the "Estimated Due Date" column of this table, but Critical Due Date adjustments will require an amendment to this Agreement. The Recipient must complete and submit all work in time to be approved by the Division prior to the Work Completion Date. As applicable for specific submittals, the Recipient must plan adequate time to solicit, receive, and address comments prior to submitting the final submittal. The Recipient must submit the final Reimbursement Request prior to the Final Reimbursement Request Date set forth on the Cover Page.

ITEM	DESCRIPTION OF SUBMITTAL	CRITICAL DUE DATE	ESTIMATED DUE DATE
EXHIBIT A – SCOPE OF WORK			
	WORK TO BE PERFORMED BY RECIPIENT		
1	Project Management and Administration a) DWSRF Planning Application b) Consolidation Agreement	N/A N/A	Complete March 31, 2027
2	Engineering Report a) Draft Engineering Report b) Final Engineering Report	N/A N/A	December 31, 2025 June 30, 2027
3	Environmental Documents a) Draft Environmental Documents b) Final Environmental Documents	N/A N/A	March 31, 2027 June 30, 2027
4	Hydrogeology Evaluation and Test Well Services (if approved) a) Hydrogeological Study b) Test Well Plans and Specifications c) Test Well Completion Report	N/A N/A N/A	December 31, 2025 March 31, 2026 June 30, 2026
5	Engineering Design for Selected Construction Project a) 30% Draft Plans and Specifications and Draft Opinion of Probable Construction Costs b) 60% Plans and Specifications and Revised Opinion of Probable Construction	N/A N/A	March 31, 2027 June 30, 2027
REPORTING PROVISIONS			
1	Progress Reports	N/A	Quarterly
2	Project Completion Report	N/A	June 30, 2027
3	As Needed Information and Reports	N/A	As Requested by Division
EXHIBIT B – REIMBURSEMENTS, BUDGET DETAIL			
1	First Reimbursement Request	No later than 90 days from Agreement Execution Date	N/A
2	Reimbursement Requests	N/A	Quarterly
3	Final Reimbursement Request	September 30, 2027	N/A

The Recipient must deliver any request for extension of the Work Completion Date no less than 90 days prior to the Work Completion Date.

The Division may require corrective work to be performed prior to Project Completion. Any work occurring after the Work Completion Date will not be reimbursed under this Agreement.

A.4 PROGRESS REPORTS.

The Recipient must provide a progress report to the Division each quarter, beginning no later than 90 days after execution of this Agreement. The Recipient must provide a progress report with each Reimbursement Request. Failure to provide a complete and accurate progress report may result in the withholding of Project Funds. A progress report must contain the following information:

- 1) A summary of progress to date including a description of progress since the last report, amount budgeted, amount spent, and percent completion for each task;
- 2) Statement indicating if all critical due dates are on track;
- 3) Statement indicating if all deliverable due dates are on track;
- 4) A description of compliance with any special conditions; and
- 5) Any problems encountered, proposed resolution, schedule for resolution, and status of previous problem resolutions.

EXHIBIT B – FUNDING PROVISIONS

B.1 ESTIMATED REASONABLE COST AND PROJECT FUNDS.

The estimated reasonable cost of the total Project is set forth on the Cover Page of this Agreement, and is greater than or equal to the funding anticipated to be provided by the State Water Board under this Agreement. Subject to the terms of this Agreement, the State Water Board agrees to provide Project Funds not to exceed the amount of the Project Funding Amount set forth on the Cover Page of this Agreement.

B.2 RECIPIENT CONTRIBUTIONS.

The Recipient must pay any and all costs connected with the Project including, without limitation, any and all Project Costs. If the Project Funds are not sufficient to pay the Project Costs in full, the Recipient must nonetheless complete the Project and pay that portion of the Project Costs in excess of available Project Funds, and shall not be entitled to any reimbursement therefor from the State Water Board.

The loan component of this Agreement is forgiven. The estimated amount of principal that will be due to the State Water Board from the Recipient under this Agreement is Zero dollars and no cents (\$0.00).

If the Recipient recovers funds from any responsible parties, the Recipient shall immediately notify the Division. The amount of this Agreement may be reduced to reflect the recovered funds.

B.3 VERIFIABLE DATA.

Upon request by the Division, the Recipient must submit verifiable data to support deliverables specified in the Scope of Work. The Recipient's failure to comply with this requirement may be construed as a material breach of this Agreement.

B.4 BUDGET COSTS.

Budget costs are contained in the Summary Project Cost Table below:

LINE ITEM	PROJECT FUNDING AMOUNT	TOTAL ESTIMATED COSTS
Project Management and Administration	\$110,000	\$110,000
Engineering Report	\$50,000	\$50,000
Environmental Documents	\$64,000	\$64,000
Hydrogeology Evaluation and Test Well Services (if approved)	\$788,000	\$788,000
Engineering Design for Selected Construction Project	\$548,000	\$548,000
TOTAL	\$1,560,000	\$1,560,000

The Division's Form 260 and Form 261 will document a more detailed budget of eligible Project Costs and Project funding amounts.

The Recipient is prohibited from requesting disbursement amounts that represent Recipient's mark-ups to costs invoiced or otherwise requested by consultants or contractors.

Project Costs incurred prior to the Eligible Work Start Date on the cover page of this Agreement are not eligible for reimbursement.

Reasonable indirect costs may be allowable upon approval by the Division.

Exhibit B

B.5 LINE ITEM ADJUSTMENTS.

Subject to the prior review and approval of the Division, adjustments between existing budget line items may be used to defray allowable direct costs. Budget adjustments deleting a budget line item or adding a new budget line item shall require a formal amendment. The sum of adjusted line items in the budget must not exceed the total budget amount. The Division may propose budget adjustments.

B.6 REIMBURSEMENT PROCEDURE.

Except as may be otherwise provided in this Agreement, reimbursements will be made as follows:

1. Upon execution and delivery of this Agreement by both parties, the Recipient may request immediate reimbursement of any eligible incurred costs through submission to the State Water Board of the Reimbursement Request Form 260 and Form 261, or any amendment thereto, duly completed and executed. To be eligible for reimbursement, Project Costs, including planning and design allowance costs, must have been incurred in compliance with all applicable requirements, including the cross-cutting requirements listed in Exhibits C and D.
2. The Recipient must submit a Reimbursement Request for costs incurred prior to the date this Agreement is executed by the State Water Board no later than ninety (90) days after this Agreement is executed by the State Water Board. Late Reimbursement Requests may not be honored.
3. Additional Project Funds will be promptly disbursed to the Recipient upon receipt of Reimbursement Request Form 260 and Form 261, or any amendment thereto, duly completed and executed by the Recipient for incurred costs consistent with this Agreement, along with receipt of progress reports due under this Agreement.
4. The Recipient must not request reimbursement for any Project Cost until such cost has been incurred and is currently due and payable by the Recipient, although the actual payment of such cost by the Recipient is not required as a condition of Reimbursement Request. Supporting documentation (e.g., receipts) must be submitted with each Reimbursement Request. The amount requested for Recipient's administration costs must include a calculation formula (i.e., hours or days worked times the hourly or daily rate = total amount claimed). Reimbursement of Project Funds will be made only after receipt of a complete, adequately supported, properly documented, and accurately addressed Reimbursement Request. Upon request by the Division, supporting documents for professional and administrative services must include the employees' names, classifications, labor rates, hours worked, and descriptions of the tasks performed. Reimbursement Requests submitted without supporting documents may be wholly or partially withheld at the discretion of the Division.
5. The Division may withhold disbursements where costs incurred do not reflect actual time spent.
6. The Recipient must spend Project Funds within 30 days of receipt. If the Recipient earns interest earned on Project Funds, it must report that interest immediately to the State Water Board. The State Water Board may deduct earned interest from future reimbursements.
7. The Recipient must not request a reimbursement unless that Project Cost is allowable, reasonable, and allocable.
8. The Recipient must submit all draft deliverables prior to reimbursement beyond 70 percent of the Project Funding Amount, and it must submit all final deliverables to the Division prior to reimbursement beyond 90 percent of the Project Funding Amount.
9. Notwithstanding any other provision of this Agreement, no reimbursement shall be required at any time or in any manner which is in violation of or in conflict with federal or state laws, policies, or regulations.

Notwithstanding any other provision of this Agreement, the Recipient agrees that the State Water Board may retain an amount equal to ten percent (10%) of the Project Funding Amount until Project Completion. Any retained amounts due to the Recipient will be promptly disbursed to the Recipient, without interest, upon Project Completion.

B.7 REVERTING FUNDS AND DISCUMBRANCE.

In the event the Recipient does not submit Reimbursement Requests for all funds encumbered under this Agreement timely, any remaining funds revert to the State. The State Water Board may notify the Recipient that

Exhibit B

the project file is closed, and any remaining balance will be disencumbered and unavailable for further use under the Agreement.

Exhibit B

CONTRACT

SERVICES AGREEMENT FOR

CITY OF EXETER DRINKING WATER SYSTEM IMPROVEMENT PROJECT DRINKING WATER PLANNING GRANT (CALIFORNIA WATER BOARDS PROJECT NO. 5410003-001P)

This Agreement, entered into this 8th day of September 2026, by and between the City of Exeter, hereinafter referred to as the "CITY", and Provost and Pritchard Consulting Group, hereinafter referred to as the "CONSULTANT".

W I T N E S S E T H

WHEREAS, the CITY is authorized and empowered to employ service CONSULTANTS in the performance of its duties and functions; and

WHEREAS, the CITY has the desire to secure certain services to assist in the preparation and completion of the items of work described in the RFP for the above-referenced project issued August 11, 2026 incorporated fully herein as Exhibit A, and hereinafter referred to as the "SERVICES"; and

WHEREAS, the CONSULTANT represents it is licensed, qualified and willing to provide such services pursuant to terms and conditions of this Agreement.

NOW, THEREFORE, CITY and CONSULTANT agree as follows:

I. SERVICES TO BE PERFORMED BY THE CONSULTANT

- A. Authorized Scope of Work/Compliance with Master Professional Services Agreement: The CONSULTANT agrees to perform all work necessary to complete in a manner satisfactory to the CITY those tasks described in Exhibit A, and in accordance with the Master Professional Services Agreement RFQ No. 2026-01, Agreement No. 2026-01 "Master Agreement" fully incorporated herein as Exhibit "B." The following terms specified are in addition to and/or clarify the requirements set forth in the Master Agreement.

SERVICES.

II. TIME OF PERFORMANCE

The CONSULTANT shall commence performance of this Agreement within ten (10) days of CONSULTANT's Notice to Proceed following City Council approval of this Agreement and shall complete the work within the timeframes outlined in Exhibit "A", unless otherwise extended in writing by CITY, in its sole discretion.

If the CONSULTANT fails to complete the SERVICES within the time specified, plus any extensions of time which may be granted, the CITY shall determine the percent of each work item completed and shall pay the CONSULTANT on that basis.

CONSULTANT shall not be responsible for delays which are due to causes beyond the CONSULTANT's reasonable control. In the case of any such delay, the time of completion shall be extended accordingly in writing signed by both parties.

III. COMPENSATION

- A. Total Compensation: For services performed pursuant to this Agreement, the CITY agrees to pay and the CONSULTANT agrees to accept, as payment in full, a monthly sum not to exceed (\$1,560,000.00, and as set forth in the Master Services Agreement entered into between the parties on July 21, 2026. This amount shall constitute complete compensation, including document production and out-of-pocket expenses for all services for the work and SERVICES identified in Exhibit "A".
- B. Payment of Compensation: The CONSULTANT shall be compensated monthly no later than thirty (30) days following submission of a written, verified billing invoice to the CITY.
- C. State Reimbursement: CONSULTANT shall request reimbursement from the State Water Resources Control Board for eligible costs incurred under this Agreement, in accordance with the requirements of Funding Agreement No. D2402037, and shall provide CITY with copies of all reimbursement requests and supporting documentation upon request.

IV. AUTHORIZED REPRESENTATIVE

- A. CITY: The City Administrator shall represent the CITY in all matters pertaining to the services to be rendered under this Agreement, except where approval of the City Council of the City of Exeter is specifically required.
- B. CONSULTANT: Nick Jacobson, PE shall represent and act as principle for CONSULTANT in all matters pertaining to the services to be rendered by it under this Agreement.

V. TERMINATION

The right to terminate this Agreement, with or without cause, may be exercised without prejudice to any other right or remedy to which the terminating party may be entitled at law or under this Agreement.

- A. Termination By Either Party Without Cause: The CITY or CONSULTANT may terminate this Agreement at any time by giving written notice to the other of such termination and specifying the effective date thereof, at least thirty (30) days before the effective date of such termination.
- B. Termination of Agreement for Cause: The CITY may by written notice to the CONSULTANT specifying the effective date thereof, at least thirty (30) days before the effective date of such termination, terminate the whole or any part of this Agreement in any of the following circumstances:
 - 1. If the CONSULTANT fails to perform the services called for by this Agreement within time(s) specified herein or any extension thereof; or
 - 2. If the CONSULTANT fails to make progress under this Agreement as to endanger performance of this Agreement in accordance with its terms, and does not correct such failure within a period of ten (10) days (or longer period as the CITY may authorize in writing) after receipt of notice from the CITY specifying such failure.
- C. Post-Termination:
 - 1. In the event the CITY terminates this Agreement with or without cause, the CITY may procure, upon such terms and such manner as it may determine appropriate, services similar to those terminated.
 - 2. The CONSULTANT shall not be liable for any excess costs if the failure to perform this Agreement arises out of causes beyond the control and without the fault or negligence of the CONSULTANT. Such causes include, but are not limited to, acts of God or of the public enemy, floods, epidemics, quarantine restrictions, strikes, and unusually severe weather.

3. Should the Agreement be terminated with or without cause, the CONSULTANT shall provide the CITY with all finished and unfinished documents, data, photographs, reports, access keys or badges, etc. related to the SERVICES.
4. Upon termination, with or without cause, CONSULTANT will be compensated for the services satisfactorily completed to the date of termination according to compensation provisions contained herein. In no event, shall the total compensation paid CONSULTANT exceed the total compensation agreed to herein.
5. If, after notice of termination of this Agreement, as provided for in this article, it is determined for any reason that the CONSULTANT was not in default under the provisions of this article, then the rights and obligations of the parties shall be the same as if the Agreement was terminated without cause.
6. Termination of this Agreement shall not terminate any obligation to indemnify, to maintain and make available any records pertaining to the Agreement, to cooperate with any audit, to be subject to offset, or to make any reports of pre-termination activities.

VI. INTEREST OF OFFICIALS AND THE CONSULTANT

- A. No officer, member, or employee of the CITY who exercises any functions or responsibilities in the review or approval of this Agreement shall:
 1. Participate in any decision relating to this Agreement which effects his personal interest or the interest of any corporation, partnership, or association in which he has, directly or indirectly, any interest; or
 2. Have any interest, direct or indirect, in this Agreement or the proceeds thereof during his tenure or for one year thereafter.
- B. The CONSULTANT hereby covenants that he has, at the time of the execution of this Agreement, no interest, and that he shall not acquire any interest in the future, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed pursuant to this Agreement. The CONSULTANT further covenants that in the performance of this work, no person having any such interest shall be employed.

VII. NO PERSONNEL, AGENCY OR COMMISSION

The CONSULTANT warrants, by execution of this Agreement, that no personnel agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide established commercial or selling agencies maintained by the CONSULTANT for the purpose of securing business. For breach or violation of this warranty, the CITY shall have the right to annul this Agreement without liability or, in its discretion, to deduct from this Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

VIII. SUBCONTRACTING

- A. The CONSULTANT shall not subcontract or otherwise assign any portion of the SERVICES to be performed under this Agreement without the prior written approval of the CITY.
- B. In no event shall the CONSULTANT subcontract services in excess of 50% of the contract amount, excluding specialized services. Specialized services are those items not ordinarily furnished by a CONSULTANT performing the particular type of services.

IX. INDEPENDENT CONTRACTOR

In the performance of the services herein provided for, the CONSULTANT shall be, and is, an independent contractor and is not an agent or employee of the CITY. The CONSULTANT has and shall retain the right to exercise full control and supervision of all persons assisting the CONSULTANT in the performance of said services hereunder. The CONSULTANT shall be solely responsible for all matters relating to the payment of its employees including compliance with social security and income tax withholding and all other regulations governing such matters.

X. SPECIFICATIONS

All specifications, manuals, standards, etc., either attached to this Agreement or incorporated by reference, are binding as to the performance of the work specified in this Agreement unless they are changed by written amendment to this Agreement modified in writing to incorporate such changes.

XI. DOCUMENTS/DATA

- A. Ownership of Documents: All original papers and documents, produced as a result of this Agreement, shall become the property of the CITY. In addition, CITY shall be provided with access and use of any other papers and documents consistent with the purpose and scope of services covered by this Agreement. Any additional copies, not otherwise provided for herein, shall be the responsibility of the CITY.

Documents, including drawings and specifications, prepared by CONSULTANT pursuant to this Agreement, are not intended or represented to be suitable for reuse by CITY or others on extensions of the PROJECT or on any other project. Any use of the completed documents for other projects and any use of incomplete documents without the specific written authorization from CONSULTANT will be at CITY's sole risk and without liability to CONSULTANT. Further, any and all liability arising out of changes made to CONSULTANT's deliverables under this Agreement by CITY or persons other than CONSULTANT is waived as against CONSULTANT, and the CITY assumes full responsibility for such changes unless the CITY has given CONSULTANT prior notice and has received from CONSULTANT written consent for such changes.

- B. Publication: No report, information, or other data given or prepared or assembled by the CONSULTANT pursuant to this Agreement, shall be made available to any individual or organization by the CONSULTANT without the prior written approval of the CITY. Notwithstanding the foregoing, however, the CONSULTANT shall not be required to protect or hold in confidence and confidential information which (1) is or becomes available to the public with the prior written consent of the CITY; (2) must be disclosed to comply with law; or (3) must be disclosed in connection with any legal proceedings.
- C. Copyrights: The CONSULTANT shall be free to copyright material developed under this Agreement with the provision that the CITY be given a nonexclusive and irrevocable license to reproduce, publish or otherwise use, and to authorize others to use the material for government or public purposes.

XII. INDEMNIFICATION AND INSURANCE

- A. The Indemnification requirements are set forth in the Master Agreement.
- B. Without limiting CITY's right to indemnification, it is agreed that CONSULTANT shall secure prior to commencing any activities under this Agreement, and maintain during the term of this Agreement, insurance coverage placed with insurances approved to do business in California with an AM Best Rating of A-;VII or higher as specified in Attachment "C" of the RFP.

- C. CITY'S Risk Manager is hereby authorized to modify the requirements set forth above in the event he/she determines that such reduction is in the CITY'S best interest.
- D. Each insurance policy required by this Agreement shall contain the following clause:
- "This insurance shall not be canceled, limited in scope or coverage, or non-renewed until after thirty (30) days prior written notice has been given to the City Clerk, City of Exeter, 100 N. C Street, Exeter, CA 93221." If a carrier will not provide the required notice of cancellation, the CONSULTANT shall provide written notice to the City of a cancellation no later than ten (10) business days before cancellation.
- E. Any available insurance proceeds broader than, or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the additional insureds. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified; or (2) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured; whichever is greater. No representation is made that the minimum insurance requirements are sufficient to cover the obligations of the CONSULTANT.
- F. Prior to commencing any work under this Agreement, CONSULTANT shall deliver to CITY insurance certificates confirming the existence of the insurance required by this Agreement, and including the applicable clauses referenced above. CONSULTANT shall provide to CITY endorsements to the above-required policies, which add to these policies the applicable clauses referenced above. Said endorsements shall be signed by an authorized representative of the insurance company and shall include the signatory's company affiliation and title. Should it be deemed necessary by CITY, it shall be CONSULTANT's responsibility to see that CITY receives documentation acceptable to CITY which sustains that the individual signing said endorsements is indeed authorized to do so by the insurance company. CITY has the right to demand, and to receive within a reasonable time period, copies of any insurance policies required under this Agreement.
- G. Subcontractors: CONSULTANT must enter into a written and executed contract agreement with each of its subcontractors that provide materials, services, or perform work for the CONSULTANT under this Agreement. The contract agreement must contain a defense, indemnification and hold harmless provision in favor of the City and its officers, officials, employees, agents, and volunteers. The contract agreement shall also cause the subcontractor to comply with the insurance requirements required of the CONSULTANT, including providing an additional insured endorsement for ongoing and, for construction work or services, for completed operations for equal risk level activities and operations as solely determined by the City. The City reserves the right to modify the insurance coverages and limits based on the nature of the risk or other special circumstances CONSULTANT shall obtain certificates of insurance and policy endorsements from each of its subcontractors and provide a copy to City upon request.
- H. In addition to any other remedies CITY may have if CONSULTANT fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, CITY may, at its sole option:
1. Obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; or
 2. Order CONSULTANT to stop work under this Agreement and/or withhold any payment(s) which become due to CONSULTANT hereunder until CONSULTANT demonstrates compliance with the requirements hereof; or
 3. Terminate this Agreement.

Exercise of any of the above remedies, however, is an alternative to other remedies CITY may have and is not the exclusive remedy for CONSULTANT's failure to maintain insurance or secure appropriate endorsements.

Nothing herein contained shall be construed as limiting in any way the extent to which CONSULTANT may be held responsible for payments of damages to persons or property resulting from CONSULTANT's or its subcontractor's performance of the work covered under this Agreement.

XIV. MISCELLANEOUS PROVISIONS

- A. Asbestos and Hazardous Materials: In providing its services hereunder, CONSULTANT shall not be responsible for identification, handling, containment, abatement, or in any other respect, for any asbestos or hazardous material if such is present in connection with the SERVICES. In the event the CITY becomes aware of the presence of asbestos or hazardous material at the service location, CITY shall be responsible for complying with all applicable federal and state rules and regulations, and shall immediately notify CONSULTANT, who shall then be entitled to cease any of its services that may be affected by such presence, without liability to CONSULTANT arising therefrom.
- B. Successors and Assigns: This Agreement shall be binding upon and shall inure to the benefit of any successors to or assigns of the parties.
- C. Prohibition of Assignment: Neither the CITY nor CONSULTANT shall assign, delegate or transfer their rights and duties in this Agreement without the written consent of the other party.
- D. Dispute/Governing Law: Any dispute not resolvable by informal arbitration between the parties to this Agreement shall be adjudicated in a Court of Law under the laws of the State of California.
- E. Notices: Notice shall be sufficient hereunder if personally served as set forth in the Master Agreement.
- F. Jurisdiction/Venue/Waiver Of Removal: This Agreement is entered into and is to be performed in Tulare County, California. This Agreement shall be administered and interpreted under the laws of the State of California. Jurisdiction of litigation arising from this Agreement shall be in that State. Any action brought to interpret or enforce this Agreement, or any of the terms or conditions hereof, shall be brought in Tulare County, California. The CONSULTANT hereby expressly waives any right to remove any action to a county other than Tulare County as permitted pursuant to Section 394 of the California Code of Civil Procedure.
- G. Integration/Modification: This Agreement and each of the exhibits referenced herein, which are incorporated by reference, represents the entire understanding of the CITY and the CONSULTANT as to those matters contained herein. In case of conflict between any of the terms and conditions of this Agreement and any CONSULTANT proposal or attachment, the terms and conditions of this Agreement shall control. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This Agreement may not be modified or altered except in writing signed by the CITY and the CONSULTANT.
- H. Conflict With Law: If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said law, but the remainder of the Agreement shall be in full force and effect.
- I. Attorney's Fees: In the event either party commences any action, arbitration or legal proceedings for the enforcement of this Agreement, the prevailing party, as determined by the court or arbitrator, shall be entitled to recovery of its attorney's fees and court costs incurred in the action brought thereon.
- J. Construction: This Agreement is the product of negotiation and compromise on the part of each party and the parties agree, notwithstanding Civil Code Section 1654, that in the event of uncertainty the language will not be construed against the party causing the uncertainty to exist.

- K. Authority: Each signatory to this Agreement represents that it is authorized to enter into this Agreement and to bind the party to which its signature represents.
- L. Headings: Section headings are provided for organizational purposes only and do not in any manner affect the scope or intent of the provisions thereunder.
- M. Firearms Prohibited: Guns may not be carried by contractors /vendors/CONSULTANTS while working on City of Exeter premises without the expressed written approval of a City of Exeter Department Head, or an exemption in the contract. If a contractor/vendor/CONSULTANT is caught carrying a gun, without City permission, their contract will be terminated.

IN WITNESS WHEREOF, this Agreement is executed on the day and year first above written.

CITY OF EXETER

CONSULTANT

City Administrator

Project Manager

Approved as to Form

City Attorney

SERVICES Manager

Attachments:

Exhibit "A": RFP

Exhibit "B": Master Agreement

PROPOSAL

CITY OF EXETER
**CITY OF EXETER DRINKING WATER
SYSTEM IMPROVEMENT PROJECT,
DRINKING WATER PLANNING GRANT
(CALIFORNIA WATER BOARDS
PROJECT NO. 5410003-001P)**

AUGUST 21, 2026

www.provostandpritchard.com • (559) 449-2700

September 8, 2026 Regular Meeting of the Exeter City Council

PROVOST &
PRITCHARD

PROVOST&PRITCHARD CONSULTING GROUP

455 W Fir Ave, Clovis, CA 93611 • (559) 449-2700
www.provostandpritchard.com

August 21, 2026

Zachary Boudreaux, Director of Public Works
City of Exeter
350 W Firebaugh Ave
Exeter, CA 93221
pw@exetercityhall.com

Subject: Request for Proposal: City of Exeter Drinking Water System Improvement Project, Drinking Water Planning Grant (California Water Boards Project No. 5410003-001P)

Mr. Boudreaux:

Provost & Pritchard Consulting Group (Provost & Pritchard/P&P) appreciates the opportunity to submit our proposal to the City of Exeter for the Drinking Water System Improvement Project. This assignment represents the next critical step in a process P&P has supported for more than 20 years: developing a reliable, long-term water supply solution for Exeter and Tooleville. Our history with this effort gives the City something particularly valuable as it moves into this planning phase—continuity of the technical knowledge, decisions, agency coordination, and relationships that have shaped the project to this point.

P&P's involvement dates to 2005 and has included preparation of the original Preliminary Engineering Report for Tooleville, evaluation of water supply alternatives and potential well sites, coordination with the City and regulatory and funding agencies, preparation of the 2023 water supply alternatives Technical Memorandum, and preparation of the City's Planning Grant Plan of Study. We are also currently providing full-service engineering for the Exeter-Tooleville Emergency Intertie and Water System Improvement Project, including groundwater investigations, environmental compliance, design, bidding support, and construction management.

That history is directly relevant to the work now requested. The Planning Grant calls for project management and administration, an Engineering Report, environmental documentation, hydrogeologic evaluation and test well services, and engineering design through the 30% and 60% milestones. It also requires continued evaluation of the improvements necessary to address Exeter's water supply and storage deficiencies while advancing consolidation with Tooleville. P&P is already deeply familiar with the systems, alternatives, groundwater challenges, infrastructure needs, funding framework, and consolidation objectives underlying these tasks. Our team can carry that knowledge forward rather than recreate it.

Just as important, the proposed project team is comprised of numerous professionals who are already working on Exeter's water system improvements in support of the ongoing, "Exeter-Tooleville Emergency Intertie and Water System Improvement Project". Project Manager Nick Jacobson, PE, will serve as the City's primary point of contact, supported by specialists in groundwater wells, hydrogeology, water treatment, environmental compliance, surveying, site civil, structural, instrumentation and controls, electrical, and geotechnical engineering. This continuity provides a direct connection between work already underway and the broader improvements contemplated by the Planning Grant.

At this time, we believe P&P offers the City a compelling combination of the requirements needed to successfully deliver this project: a detailed understanding developed through decades of involvement, extensive municipal water

experience, a multidisciplinary team already familiar with Exeter and the current challenge, and the capacity to continue advancing the work within the Planning Grant schedule.

The City and Tooleville have spent years progressing from investigation and alternatives analysis toward consolidation and implementation. P&P has been alongside both communities through that progression. We would greatly appreciate the opportunity to maintain that continuity and help the City carry the project through its next phase – from the work completed and ongoing today to a coordinated, fundable, and implementable program of water system improvements.

Respectfully,

A handwritten signature in blue ink, appearing to read 'Nick Jacobson', with a stylized, flowing script.

Nick Jacobson, PE
Project Manager

A handwritten signature in blue ink, appearing to read 'Soo Ho Park', with a stylized, flowing script.

Soo Ho Park, PE, TE
Principal-in-Charge

UNDERSTANDING & APPROACH

Provost & Pritchard Consulting Group has been involved with this project from the beginning and has a firm understanding of what is required for the scope of work. We assisted the City in preparing the technical portion of the planning grant application and helped define the scope described in the RFP.

Provost & Pritchard is proposing to deliver a scope of work that aligns with Exhibit A of the RFP. Some additional tasks are included that do not appear in Exhibit A, but are included because they will be critical to the overall project success. Some items Scope of Work section of Exhibit A were previously completed and are not included in scope of work for this proposal. Those items will be listed in the assumptions section of this proposal. The proposed scope of work includes:

Phase 1 – Project Administration (ADM)

This phase will include general project administration tasks that will be required to successfully meet planning funding requirements. This phase will encompass the entire duration of the project. Task included with this phase include:

- Project management tasks
- Monitor project budget and schedule
- Prepare and submit quarterly progress reports
- Prepare monthly reimbursement claims
- Coordinate with Project stakeholders
- Coordination with the public as needed
- Assist the City with Department of Industrial Relations compliance
- Coordinate with various state, local, and other agencies for regulatory review, permitting and approvals
- Assist the City with appraisals, easements, and other property documents for the Project

Deliverables:

- Monthly reimbursement claims
- Quarterly progress reports
- Final report
- Meeting agendas/notes (as needed)

Phase 2 – Engineering Report (PER)

The phase will build on the technical memorandum that was prepared by Provost & Pritchard in 2023 as part of a separate, but related project. The scope of work included with this phase includes the preparation of a preliminary engineering report that conforms to the State Water Resources Control Board requirements. At a minimum, the report will include the following sections:

- Section 1 – Background
- Section 2 – Problem Description
- Section 3 – Supply and Demand Analysis
- Section 4 – Consolidation Analysis
- Section 5 – Alternatives Summary and Analysis
- Section 6 – Selected Alternative Description
- Section 7 – Response to Climate Change
- Section 8 – Preliminary Schedule

Following the completion and submittal of the draft report, Provost & Pritchard will conduct a workshop with the City and other relevant stakeholders to review comments and answer questions. The draft report will then be updated as needed and finalized. This phase will be completed in parallel with Phase 4 - Hydrogeology Evaluation/Test Well Services (see below for scope details) because a project alternative cannot be selected until we have an indication about the viability of a proposed water supply well. Completion of this phase will allow for the project to proceed into the schematic design portion of Phase 5- Engineering Design for Selected Construction Project (see below for scope details).

Deliverables

- Draft engineering report
- Final engineering report

Phase 3 – Environmental Documents (ENV)

This Project is subject to requirements of the California Environmental Quality Act (CEQA) as well as the State Environmental Permit Process (SERP). The SERP requires submittal of an approved/certified CEQA document along with a completed “Environmental Package Construction” (EPC) application to the SWRCB for its subsequent approval. The EPC is needed to document compliance with a variety of federal cross-cutter authorities. For purposes of this proposal, Provost & Pritchard has assumed an Initial Study/Mitigated Negative Declaration (IS/MND) will be the appropriate level of CEQA documentation for the proposed Project. P&P will participate in one workshop with the City to review the findings of the IS/MND and answer questions and address comments. The IS/MND will then be updated as needed and submit an updated report for adoption by the City and submittal to the State Clearinghouse. This phase will begin at the completion of the 30% design in Phase 5 (see below) and commence after Phase 5 is complete (after 60% design). The scope of work on this phase includes the following tasks:

- Project Kick-off, Tribal Notification, Informal Consultations
- Preparation of Administrative Draft Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the CEQA Guidelines Appendix G Environmental Checklist (2019).
- Provost & Pritchard will perform a biological evaluation (Phase 6) and incorporate results into the IS/MND. The evaluation will be consistent with CEQA and NEPA standards, including Section 7 Determinations. Results will be incorporated into the IS/MND. The biological evaluation will include a review relevant background information, a reconnaissance-level field survey of the project area, and preparation a Biological Evaluation Report. The report would describe potential project-related impacts to state- and federally-listed or special status species, habitats, and other sensitive biological resources, prescribe mitigation measures to reduce the potential of project-related impacts to a less-than-significant level, and be consistent with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards and state and federal laws.
- Provost & Pritchard will engage with a cultural subconsultant to prepare a phase I cultural resources survey/Class III technical report. The subconsultant will generate a technical report summarizing the findings which will be incorporated into the IS/MND
- Provost & Pritchard will also run the San Joaquin Valley Air District’s California Emissions Estimator Model (CalEEMod) to assist in determining impacts related to air quality and greenhouse gas.
- Preparation of a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI), Notice of Completion (NOC), and will publish and circulate these documents via newspaper, mail, electronic transmittal and/or overnight delivery as required by CEQA announcing a 30-day public review period.

Deliverables

- One (1) electronic copy of the draft biological evaluation report.

- One (1) electronic copy of the final biological evaluation report.
- One (1) electronic copy of the Administrative Draft IS/MND to the City
- One (1) electronic copy, each, of the Draft IS/MND, NOI, NOC, and NOD
- One (1) electronic copy of the Final Draft IS/MND to the City

Phase 4 – Hydrogeology Evaluation/Test Well Services (HGE)

Work on this phase will be performed in parallel with Phase 2 – Engineering Report. Information gathered in this phase will be incorporated into the engineering report, the schematic and 60% design phases of the project. A selected alternative cannot be identified without the findings from the test hole work on this phase. Work on this phase will begin with a hydrogeologic evaluation. The hydrogeologic evaluation will be performed by a licensed hydrogeologist and will ultimately identify and confirm a site for a test hole. At that point the City and P&P will work side by side to execute an option agreement with the landowner of the chosen test hole site. Upon execution of an option agreement, P&P will prepare test hole contract documents and support the City during the test hole bidding phase. Once a contractor is selected and hired directly by the City, P&P will support the City and manage the test hole drilling and sampling. At the same time P&P will engage with a geotechnical firm to conduct a geotechnical investigation to gain insight into the subsurface conditions in the project area. This phase will culminate in a test hole summary memorandum and a geotechnical report. Work under this phase includes:

- Geotechnical investigation
- Hydrogeologic investigation
- Assisting the City in preparation of an option agreement with the property owner of the test hole site
- Prepare electronic bid documents available to bidders, upon request, at the P&P offices in Clovis and maintain plan holders list. No hard copy bid documents will be produced as part of this scope.
- Preparation of a notice to bidders, advertisement in the Visalia Times Delta Recorder (2 notices), and sending of the bid documents to two builders exchanges.
- Coordinate and conduct pre-bid meeting at the project site.
- Review Requests for Information (RFIs) from prospective bidders during the bid period and prepare responses.
- Prepare and distribute addendum to plan holders, if necessary, to address RFIs (up to three addenda included).
- Conduct bid opening, review and evaluate bid proposals, prepare canvass of bids, and recommend lowest responsible bidder to the City for award of contract.
- Coordinate and conduct a pre-construction meeting at the project site
- Drilling oversight services for the duration of the drilling of the test hole.
- Review Contractor submittals
- Responses to Contractor requests for information
- Site visits during drilling operations to inspect work
- Coordination, collection, and delivery of water quality samples collected during drilling.
- Test hole summary memorandum

Deliverables

- Draft and final test hole plans, specifications, and engineer's estimate of probable construction cost (EOPCC)
- Hydrogeologic study
- Draft and final geotechnical report
- Preparation of bid addenda

- Response to submittals and RFIs
- Bid canvass
- Test hole summary memorandum

Phase 5 – Engineering Design for Selected Construction Project (DES)

Work in this phase will include schematic level design (30%) and 60% level design. For the schematic design P&P will prepare a basis of design report. P&P will review and utilize City-provided project specific information and other relevant information to set forth the Basis of Design that covers the components of this project. The Basis of Design will be a critical component on which P&P and City will need to collaborate to ensure mutual understanding on the criteria guiding the design and PS&E setup. The basis of design report will include a 30% level set of plans, specifications, and an EOPCC. Upon completion of the basis of design report, P&P will meet with the City and other relevant stakeholders to review the report, answer questions, and address comments. The basis of design report will be updated as needed and then will form the basis of the 60% design.

Feedback from the basis of design will be used to generate 60% design plans, specifications, and EOPCC. 60% design documents will include civil and electrical sheets and provide sufficient detail to allow for the completion of the IS/MND being completed as part of Phase 3 (see above). Work on this phase will include the following:

- Topographic survey and basemap
- Preparation of a basis of design report
- Utility research
- Preparation of 30% drawings, specifications (table of contents), and EOPCC
- 30% design workshop with City and project stakeholders
- Preparation of 60% drawings, specifications, and EOPCC

Deliverables

- Draft and final basis of design report
- 30% plans, specifications, and EOPCC
- 60% plans, specifications, and EOPCC

PROJECT ASSUMPTIONS

The scope of work and associated fees shown in this proposal are based on the following assumptions:

- Item 1.1 in Exhibit A, “Preparation and submittal of a complete DWSRF planning application” is not included in this scope of work since it was previously completed and submitted by the City to the Division of Financial Assistance.
- Effort to prepare deliverable B in Item 1 of Exhibit A of the RFP, “Consolidation Agreement” is not included in this scope of work since it was completed in April 2023. The City will submit a copy of the consolidation agreement to the State if that has not already been done.
- The City will contract with a labor compliance contractor to provide labor compliance services.
- The City will be responsible for preparing the revised water system permit including the technical, managerial, and financial (TMF) package.
- Well site will consist of an area with at least enough space to provide 50-foot clear zone between well and fence line in accordance with DDW requirements.
- No construction will encroach into Caltrans right-of-way and no permit from Caltrans will be required.
- P&P will provide the necessary front-end specifications covering bidding and contract requirements.
- The City will provide background information and records necessary to complete the design.

- The City will hire an attorney to provide legal services, including review of front-end specifications.
- The City will pay for all permitting fees and laboratory analysis fees to complete the design and permit the new well and provide results to Provost & Pritchard.
- The City will pay for newspaper advertising for the bidding of the test hole.
- P&P will provide contract administration and construction observation (test hole only). The City will manage all funding agreement requirements not specifically stated within this proposal and will engage their attorney for review of all contracting documents.
- Provost & Pritchard current CAD version, CAD standards and title block will be used for the design of this project.
- This proposal does not include focused biological surveys, handling of special status species, or documentation beyond what has been described in this scope of work.
- The City will be responsible for hiring a drilling contractor for the test hole.
- City of Exeter is the CEQA lead agency, and an Initial Study/Mitigated Negative Declaration is the appropriate level of CEQA analysis.
- City of Exeter is responsible for providing access to the site for field surveys.
- This proposal includes a single site visit for biological and cultural surveys.
- No technical studies other than those mentioned above will be completed.
- The cost of the IC records search will not exceed \$500.00, which is included in our fee.
- This proposal includes responding to up to three public comment letters received during the public review period.
- This proposal does not include the County Clerk filing fee (\$50.00) and the California Department of Fish and Wildlife 2024 Environmental Document filing fee (\$3,405.00). These fees will be paid by the City.
- We have assumed that the Pollution Liability/Contractor's Pollution Liability Insurance requirements are not applicable to our proposed professional engineering and geotechnical services scope. Pollution liability risks associated with drilling, construction activities, handling of drilling fluids and cuttings, waste transportation, or disposal are assumed to be the responsibility of the contractor performing such work for the City. If the City requires Pollution Liability Insurance coverage for the consulting team, such coverage can be procured and provided at an additional cost to the City.

ADDITIONAL SERVICES

The following services are not included in this proposal, however, these and others can be provided at additional cost, upon request.

- Potholing existing utilities
- Construction phases services such as: construction review, construction staking, contract management services, as-built survey not specifically listed in this proposal
- Additional office or field services required due to any governmental agency changes in ordinances, codes, policies, procedures, or requirements after the date of this agreement.
- Payment of all checking and inspection fees, zoning and annexation application fees, assessment fees, and all other fees, permits, title company charges, and all other similar charges not specifically covered by the terms of this agreement.

OUR HISTORY WITH THE PROJECT

The following timeline represents Provost & Pritchard's long history with the project:

- **2005** – P&P became involved with the Tooleville Mutual Non-Profit Water Association (TMNPWA). TMNPWA received a funding agreement from State DHS and Rural Utilities Service to develop a dependable source of potable water. A Preliminary Engineering Report was completed.
- **2006** – Test Well No. 1 was constructed but could not be developed as a water source due to high nitrates and high salinity. It was concluded that an alternative well site would need to be pursued.
- **2008** – A new distribution system was constructed in TMNPWA with meter-ready connections and new fire hydrants. The project was funded in part by USDA Rural Utilities Service, a State of California Department of Public Health Grant, and Tulare CDBG No. 06-STBG-2598.
- **2011** – P&P was hired to investigate water source alternatives. Three alternatives were compared:
 - **Alternative 1:** TMNPWA drills its own well and wheels water through Exeter.
 - **Alternative 2:** TMNPWA pays a capacity fee to Exeter and purchases water through a master meter.
 - **Alternative 3:** TMNPWA pays for additional capacity in Exeter and contracts with Exeter to operate the system and provide water to TMNPWA

Alternative 1 was identified as the recommended alternative.

- **2013** – Sites for a new well were identified.
- **2014** – P&P investigated the Yarber Property as a potential well site. Work included meetings with Exeter, TMNPWA, and Mr. Yarber; preparation of Yarber Property well site exhibits; and analysis of a water exchange for a reduced property price. Property negotiations were not successful.
- **2015** – Investigation of potential well sites resumed, including sending Letters of Property Inquiry to landowners.
- **2016** – A time extension request was submitted to the State Water Resources Control Board (SWRCB), requesting an additional 18 months under the funding agreement. A rate study was to be prepared, and the State engaged in conversations with the City of Exeter regarding the potential for Exeter to provide water to TMNPWA and locate a viable well site.
- **Water Rate Study** – A Rate Comparison Study was prepared evaluating full consolidation with the City of Exeter and a wholesale (Master Meter)-type connection to the City. Results were presented to SWRCB and TMNPWA.
- **2021** – P&P was hired by Self-Help Enterprises to prepare a water supply alternatives review. P&P coordinated with Self-Help Enterprises, TMNPWA, the City of Exeter, County of Tulare, DWR, DDW, DFA, and Leadership Counsel for Justice & Accountability.
- **2022** – P&P prepared a summary exhibit showing the anticipated infrastructure associated with City of Exeter improvements and the TMNPWA consolidation.
- **April 18, 2023** – The City and the TMNPWA enter into an agreement to consolidate TMNPWA into the City of Exeter.
- **September 1, 2023** – P&P issued the final Technical Memorandum for the water supply alternatives review. The recommended alternative was to connect TMNPWA to the City of Exeter.
- **October 2023** – P&P prepared the Final Plan of Study for the City of Exeter Planning Grant Application. An exhibit was also prepared showing the overall infrastructure improvements outlined in the Planning Grant Application.

- **Design Phase** – Design of the consolidation improvements proceeded through an On-Call Agreement with DWR and subsequently through a contract with the City of Exeter funded by a DWR grant. P&P also assisted the City with obtaining the planning grant.
- **Well Site Investigation** – A conceptual layout exhibit was prepared showing the TMNPWA Consolidation Infrastructure as a combined project. The initial location for a new well site in Exeter was later changed. A test hole was subsequently constructed near Firebaugh and Belmont with DWR funding, but the results were not sufficient to meet City needs. The City and P&P are currently beginning to drill a second test hole at the City Public Works Yard. The test hole will be pumped and sampled to estimate water quality and quantity.
- **March 31, 2026** – The On-Call Agreement with DWR ended.
- **August 2026** – Work under the City of Exeter contract is ongoing.

Provost & Pritchard has over 20 years working with the TMNPWA and the City to find a solution to the issues in Tooleville. As stated above, on April 18 2023, the City and the TMNPWA entered into an agreement which outlined terms for the consolidation of the TMNPWA into the City of Exeter. The terms included numerous water system improvements in both the current TMNPWA and City service areas. The initial phase of implementation entitled, *Exeter-Tooleville Emergency Intertie and Water System Improvement Project*, is being funded by DWR and is further described below.

EXETER-TOOLEVILLE EMERGENCY INTERTIE AND WATER SYSTEM IMPROVEMENT PROJECT

CITY OF EXETER

The Exeter-Tooleville Emergency Intertie and Water System Improvement Project (project) addresses critical water supply reliability concerns through development of emergency intertie infrastructure and supplemental groundwater production facilities. The project includes installation of approximately 5,500 linear feet of 16-inch potable water transmission main to connect the City of Exeter water system with the Tooleville Mutual Non- Profit Water Association system, along with a master meter, valves, and associated appurtenances.

In parallel with pipeline improvements, the project includes development of a new municipal groundwater production well and well site facilities within the City. A test hole is being drilled and evaluated to assess groundwater quality and production capacity prior to final well design and construction. Engineering efforts include hydrogeologic evaluation, coordination with regulatory agencies, and preparation of well design recommendations based on test results.

Provost & Pritchard is providing full-service engineering support, including project administration, environmental documentation and permitting, design, bidding support, and construction management. Design services include preparation of plans, specifications, and engineer's opinion of probable construction costs at multiple design milestones (50%, 90%, and 100%), along with coordination with agencies for encroachment permits and utility approvals. The team is also supporting the bidding process, including preparation of bid documents, responses to contractor inquiries, and bid evaluation.

Construction-phase services include resident engineering and construction management, including submittal and RFI review, coordination with the contractor and stakeholders, construction observation, tracking of project documentation, and preparation of record drawings. Construction staking services are also being provided to support field implementation.

The project is advancing through design and construction phases under a funding agreement with DWR, with ongoing coordination among the City, County of Tulare, regulatory agencies, and project stakeholders to deliver a reliable emergency water supply connection and improved system resiliency.

PROJECT TEAM

Nicholas Jacobson, PE, Senior Engineer

Project Manager / Primary Point of Contact

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #84909
- NASSCO Pipeline Assessment and Certification #07003388
- Certified Level One Water Loss Audit Validator

EDUCATION

- M.S. Civil Engineering, California State University, Fresno
- B.S. Business Administration, Major Emphasis: Accounting, California State University, Long Beach

Nicholas Jacobson has more than 15 years of professional experience in municipal water and wastewater infrastructure. His experience includes water distribution systems, groundwater wells, hydraulic modeling, water and sewer master planning, permitting, sewer rehabilitation, and construction administration. Nick's experience carrying projects from planning and design through construction makes him well suited to lead multidisciplinary water infrastructure assignments, as he is currently doing on the City of Exeter Emergency Water Supply Project.

- **Exeter Emergency Water Supply Project – City of Exeter, Tulare County, CA – Project Manager**
- **Teviston Drought Resilience Water System Improvement Project –** Teviston Community Services District, Tulare County, CA – Project Manager/Engineer *(2026 ASCE San Francisco Section Fresno Branch Outstanding Water Project and Outstanding Sustainable Engineering Project awards)*
- **Water System Improvements at Cantua Creek and El Porvenir –** County of Fresno, Fresno County, CA – Project Manager/Engineer

Soo Ho Park, PE, TE, Principal Engineer

Principal-in-Charge

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #89361
- Traffic Engineer, California #2961

EDUCATION

- M.S. Civil Engineering, Missouri University of Science & Technology
- Graduate Certificate, Construction Management, Missouri University of Science & Technology
- B.S. Civil Engineering, United States Military Academy

Soo Ho Park has more than 16 years of leadership, management, and civil engineering experience. He has managed local, state, and federally funded public works projects for cities and agencies throughout the Central Valley and currently serves as the City of Fowler's Contract City Engineer. His design experience includes grading and utilities, water and sewer mains, drainage, roadway improvements, traffic signals, and ADA-accessible infrastructure.

- **SR 99 Water Main Crossing at Washington –** City of Tulare, Tulare County, CA – Project Manager
- **Hermosa Street Rehabilitation –** City of Lindsay, Tulare County, CA – Project Manager
- **Pleasant Avenue Improvements –** City of Tulare, Tulare County, CA – Project Engineer

Michael Taylor, PE, Principal Engineer
Quality Assurance & Control (QA/QC)

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #39961

EDUCATION

- M.S. Civil Engineering, California State University, Fresno
- B.S. Civil Engineering, University of California, Davis

Michael Taylor has more than 42 years of professional experience with municipal water and wastewater infrastructure. His background includes water treatment and distribution, wastewater collection and treatment, storm drainage, groundwater studies, pipelines, and long-term district engineering. His extensive design, funding, permitting, and construction experience provides a strong foundation for senior QA/QC review focused on technical quality, constructability, and multidisciplinary coordination.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – QA/QC
- **District Engineering and Utility Support Services** – Malaga County Water District, Fresno County, CA – Principal Engineer
- **Municipal Water and Wastewater Engineering Services** – Caruthers Community Services District, Fresno County, CA – District Engineer

Herb Simmons, PE, Principal Engineer
Technical Lead – Groundwater Wells

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #47854

EDUCATION

- M.S., Civil Engineering, California State University, Fresno
- B.S. Environmental Resources Engineering, Humboldt State University

Herb Simmons has more than 40 years of professional experience in groundwater and water supply engineering. His background includes municipal well design and construction oversight, hydrogeologic investigations, groundwater management and recharge, water distribution systems, and water district engineering. He has extensive experience with test holes, zone-specific water quality sampling, production well design, pump selection, bidding, and construction review.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – Technical Lead – Groundwater Wells
- **Well Rehabilitation and Well Field Management** – Arvin-Edison Water Storage District, Kern County, CA – Project Engineer
- **New Municipal Production Wells** – Riverdale Public Utility District, Fresno County, CA – Project Engineer
- **Pixley Public Utilities District** – Tulare County, CA – Former District Engineer

Kevin Berryhill, PE, Principal Engineer

Technical Lead – Treatment

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #70415
- Mechanical Engineer, California #32762

EDUCATION

- M.S. Mechanical Engineering, California State University, Long Beach
- B.S. Mechanical Engineering, California Polytechnic State University, San Luis Obispo

Kevin Berryhill has more than 30 years of professional experience specializing in water treatment and water quality. His work includes feasibility and pre-design studies, treatment process selection, plans and specifications, cost estimates, permitting, pilot studies, and construction support. His groundwater treatment experience includes arsenic, nitrate, perchlorate, TCP, PFAS, iron, manganese, and other regulated constituents.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – Technical Lead – Treatment
- **Well 11 Perchlorate Treatment** – City of Lindsay, Tulare County, CA – Project Manager/Technical Lead
- **Well 38 Arsenic Treatment Plant Design** – City of Turlock, Stanislaus County, CA – Principal-in-Charge
- **PFAS Treatment Design Build at 21 City of Bakersfield Wells** – W.M. Lyles Company/California Water Service Company, Kern County, CA – Project Manager/Treatment Technical Lead
- **TCP Treatment Plant Design** – County of Tulare, Tulare County, CA – Principal-in-Charge

Shawn Vaughn, CHG, PG, Senior Geologist/Hydrogeologist

Technical Lead – Hydrogeology

REGISTRATIONS/CERTIFICATIONS

- Certified Hydrogeologist, California #1103
- Professional Geologist, California #8947
- OSHA HAZWOPER

EDUCATION

- B.S. Geology, San Jose State University

Shawn Vaughn has more than 24 years of professional experience in hydrogeology and groundwater resources. His work includes drilling oversight, geologic logging, aquifer and well testing, groundwater quality evaluation, recharge investigations, monitoring programs, and regulatory compliance. Shawn has extensive field experience supporting pilot holes and production wells from drilling and zone sampling through development and performance testing.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – Technical Lead – Hydrogeology
- **Malaga CWD Well 3A and Tank** – Malaga County Water District, Fresno County, CA – Project Hydrogeologist
- **Well No. 9** – City of Fowler, Fresno County, CA – Project Hydrogeologist

Timothy Odom, PLS, Licensed Surveyor

Project Surveyor

REGISTRATIONS/CERTIFICATIONS

- Professional Land Surveyor, California #8468
- FAA Part 107 Remote Pilot Certificate #4384797

EDUCATION

- B.S. Geomatics Engineering, California State University, Fresno

Timothy Odom has more than 21 years of professional surveying experience. His background includes geodetic and conventional control surveys, topographic and boundary surveys, ALTA/NSPS surveys, legal descriptions, subdivision mapping, construction staking, GPS surveying, UAV surveys, and remote sensing. Tim also serves as acting County/City Surveyor for several Central Valley public agencies.

- **Wellhead TCP Treatment** – City of Tulare, Tulare County, CA – Project Surveyor
- **Water System Consolidation** – City of Hanford, Kings County, CA – Project Surveyor
- **O Street Improvements** – City of Tulare, Tulare County, CA – Project Surveyor

Amy Wilson, Senior Planner

Technical Lead – California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA)

EDUCATION

- B.A. Business Management, Fresno Pacific University, California

Amy Wilson has more than 16 years of professional planning and environmental experience. She specializes in CEQA and NEPA documentation, environmental compliance and permitting, entitlement processing, and air quality analysis. Her experience includes preparing environmental documents for municipal water infrastructure, groundwater projects, treatment facilities, and other public improvements throughout the Central Valley.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – CEQA/NEPA
- **Critical Impacts Analysis for Aquifer Storage and Recovery Project** – County of Tulare, Tulare County, CA – Project Manager
- **Environmental Documentation for Well No. 5 Arsenic Treatment Facilities** – Riverdale Public Utility District, Fresno County, CA – Assistant Planner

Andrew D'Olier, PE, PMP, LEED GA, Senior Engineer

Technical Lead – Site Civil

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #93821
- Project Management Professional #3427026
- LEED Green Associate

EDUCATION

- B.S. Civil Engineering, California State University, Fresno

Andrew D'Olier has more than 11 years of experience and has been involved in municipal site development projects across multiple states. His specialties include site grading design, municipal water system, stormwater management with a focus in Low Impact Development implementation, commercial and residential land development, and recreational facility development.

- **Yettem & Seville Water System Improvement Phase 2** – Yettem-Seville CSD, Tulare County, CA – Project Manager
- **Historic Water Tower Site Upgrades** – City of Fresno, Fresno County, CA – Project Engineer
- **Master Planning for Department of Public Utilities** – City of Fresno, Fresno County, CA – Design Engineer

Jim Hansen, PE, SE, Principal Structural Engineer

Technical Lead – Structural

REGISTRATIONS/CERTIFICATIONS

- Civil Engineer, California #40744
- Structural Engineer, California #3251

EDUCATION

- B.S. Architectural Engineering, California Polytechnic State University, San Luis Obispo

Jim Hansen has more than 43 years of professional structural engineering experience. His water infrastructure expertise includes reinforced-concrete structures, pipeline and turnout facilities, hydraulic control structures, pump station support structures, and other water conveyance facilities. He brings extensive experience in value engineering, constructability review, structural design, and preparation of construction documents.

- **System Improvements for Distribution Efficiency** – South San Joaquin Irrigation District, San Joaquin County, CA – Structural Reviewer
- **Frick Unit In-Line Pipeline** – Arvin-Edison Water Storage District, Kern County, CA – Structural Engineer
- **Big Dry Creek at Enterprise Canal Improvements** – Fresno Irrigation District, Fresno County, CA – Structural Reviewer

Kevin Pezzoni, EE, Principal Electrical Engineer

Technical Lead – Instrumentation and Controls

REGISTRATIONS/CERTIFICATIONS

- Electrical Engineer, California #16269

EDUCATION

- B.S. Aeronautical Engineering, California Polytechnic State University, San Luis Obispo

Kevin Pezzoni has more than 27 years of electrical engineering experience with particular expertise in critical infrastructure, pumping systems, well facilities, SCADA systems, and instrumentation and controls. His work includes power distribution, variable frequency drives, backup power, telemetry, process controls, and coordination of electrical systems with civil and mechanical infrastructure.

- **Well No. 9** – City of Fowler, Fresno County, CA – Electrical Engineer
- **Citywide Chlorination** – City of Turlock, Stanislaus County, CA – Electrical Engineer
- **CBK-25 PFAS Removal** – City of Bakersfield, Kern County, CA – Electrical Engineer

Steve Eastham, PE, Principal Electrical Engineer

Technical Lead – Electrical Engineering

REGISTRATIONS/CERTIFICATIONS

- Registered Professional Engineer, California #E-18786
- Registered Professional Engineer, Idaho #18682
- Illuminating Engineering Society of North America
- National Fire Protection Association

EDUCATION

- B.S. Electrical Engineering, University of the Pacific, Stockton, California

Steve Eastham has extensive electrical engineering experience spanning industrial, municipal, institutional, and commercial facilities. His background includes electrical design, bidding, procurement, construction, and management of capital improvement projects. He has designed systems for public infrastructure, lift stations, healthcare facilities, schools, parks, airports, industrial facilities, and other complex projects and is well versed in applicable electrical codes and jurisdictional requirements.

- **Well 4A – Pixley, Tulare County, CA** – Electrical Engineer of Record
- **Zumwalt Park – City of Tulare, Tulare County, CA** – Electrical Engineer of Record
- **Roundabout at Mulberry & Naranjo Boulevard** – City of Woodlake, Tulare County, CA – Electrical Engineer of Record

Carrie L. Rodriguez, PE, GE, Principal/Geotechnical Group Manager

Technical Lead – Geotechnical Engineering

REGISTRATIONS/CERTIFICATIONS

- Geotechnical Engineer, California #3016
- Civil Engineer, California #62240

EDUCATION

- M.S. Civil Engineering, University of California, Berkeley
- B.S. Civil Engineering, University of Washington

Carrie Rodriguez has more than 25 years of geotechnical engineering and materials testing experience. Her work includes geotechnical investigations for pipelines, water and wastewater facilities, transportation infrastructure, and public improvements. She manages project scoping, site reconnaissance, subsurface investigations, soil classification and sampling, engineering analyses, report preparation, construction testing, and special inspections.

- **Exeter Emergency Water Supply Project** – City of Exeter, Tulare County, CA – Geotechnical Engineering
- **Wells 28 and 29** – City of Manteca, San Joaquin County, CA – Geotechnical Senior Reviewer
- **Wineberry/Canterbury Waterline Replacement** – Dublin San Ramon Services District, Alameda County, CA – Lead Geotechnical Engineer/Project Manager

PROVOST&PRITCHARD

CONSULTING GROUP



Agenda Item Staff Report

Agenda Item Number:

I.10.

Meeting Date:

September 8, 2026

Wording for Agenda:

Approval of a Request for the Exeter Memorial District to Display a Banner Honoring Sergeant Adolph P. Aguirre to be Across Pine Street.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☒ Consent Calendar

☐ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council approve the request on behalf of the Exeter Memorial District to display a commemorative banner honoring World War II Seargent Adolph P. Aguirre across Pine Street, west of F Street, in accordance with the City's Banner Policy.

Summary & Background:

On December 9, 2025, the City Council adopted Resolution 2025-44 approving a policy on the exhibition of federal, state, and City flags, and banners from City buildings and facilities. Chapter 69.07K of the Zoning Ordinance requires that any sign located or displayed on or over public property receive City Council approval.

The Exeter Memorial District has submitted a request to display a commemorative banner across Pine Street, west of F Street, honoring Sergeant Adolph P. Aguirre, an Exeter native and World War II servicemember whose remains were recently identified and are returning home more than 80 years after his death.

Sergeant Aguirre was raised in the Exeter area and graduated from Exeter Union High School in 1941. He later entered military service and served with the United States Army Air Forces during World War II. On August 16, 1943, Sergeant Aguirre was serving aboard a B-24D Liberator during a bombing mission over Italy when the aircraft failed to return from the mission.

After more than eight decades, Sergeant Aguirre's remains were identified, and he will return home to Exeter on September 11, 2026. He will be laid to rest at the Exeter District Cemetery on September 18, 2026.

In recognition of Sergeant Aguirre's service, sacrifice, and connection to the Exeter community, the Exeter Memorial District is requesting authorization to display a commemorative banner across Pine Street. The banner would be installed and displayed in accordance with the City's adopted Banner Policy and applicable installation and safety requirements.

Fiscal Impact:

There is minimal staff time associated with hanging the banner across Pine Street. No other significant fiscal impact is anticipated.

Prior City Council Actions:

On December 9, 2025, the City Council adopted Resolution 2025-44 approving a policy on the exhibition of federal, state, and City flags, and banners from City buildings and facilities.

Attachments:

- Submitted Banner Application

Recommended motion to be made by the City Council:

I move to approve the request on behalf of the Exeter Memorial District to display a commemorative banner honoring World War II Sergeant Adolph P. Aguirre across Pine Street, west of F Street, in accordance with the City's banner policy.

APPLICANT INFORMATION

Organization/Applicant Name: Exeter Veterans Memorial Building
Contact Person: Samuel Woodland
Mailing Address: PO BOX 496 EXETER CA 93221
Phone Number: 559-592-2263
Email: SAMUEL@EXETERVETERANSMEMORIALBUILDING.ORG

Does the requested banner communicate information regarding a public event, event held at public facilities, City or other local public agency programs, information or services, or promotions of amenities of general interest to the community including holidays and seasons? ☐ Yes ☒ No

EVENT DETAILS

Event Name: SGT AGUIRRE HOMECOMING
Event Description: THE ARRIVAL AND BURIAL OF SGT AGUIRRE
Event Location: EXETER CEMETERY, EXETER VETERANS MEMORIAL BUILDING
Event Start Date: 9/11/2026 - 9-10-2026
Event End Date: 9/18/2026 - 9-21-2026

BANNER REQUEST DETAILS

Purpose of Banner: ☐ City-Sponsored Event ☐ City-Funded Event
☐ Seasonal/Holiday Display (as approved by City)

Requested Banner Display

Description of Banner:

Dates:

Installation Date:

Removal Date:

Requested Banner Location(s): ☐ Downtown Banner Poles
☒ Hanging Banner Across Pine St.

REQUIRED SUBMITTALS

- ☐ Final Banner Design (including dimensions and material specs)
- ☐ Installation Contractor Name and Contact
- ☐ Proof of Fee Payment (if applicable)
- ☒ Hanging Banner Across Pine St.

DONATION OPTION

Is applicant donating banner(s) to the City?

☒ Yes

☐ No

Donated to Family

ACKNOWLEDGMENT

By signing below, the applicant acknowledges:

1. Banner use is restricted to non-commercial, non-political, non-religious City-sponsored or City-funded events.
2. Applicant is responsible for all installation, removal, and production costs
3. Banners cannot be hung more than 14 days prior to the event and must be removed within 5 days after.
4. The City is not responsible for damage, vandalism, weather impact, or loss of banner(s).
5. Applications must be submitted at least 60 days prior to installation; up to 6 months in advance allowed.
6. City retains full discretion to deny, reschedule, or prioritize banners based on need and policy.

Applicant Signature: *Nick Middle*

Date: 9-2-2026

CITY USE ONLY

Date Received:

9/3/26

Received By:

Francesca Nevarez

Fee Paid (if applicable):

Permit Determination:

☐ Approved

☐ Denied

Approved Banner Location(s):

Comments/Conditions:

City Administrator Signature:

Date:



Agenda Item Staff Report

Agenda Item Number:

J.1.

Meeting Date:

September 8, 2026

Wording for Agenda:

Public Hearing to Consider Adoption of Resolution No. 2026-39, A Resolution of the City Council of the City of Exeter, Approving Amendments to the City of Exeter Master Rate and Fee Schedule for Fiscal Year 2026/2027.

Submitting Department:

Finance

Contact Name:

Janie Rodriguez, Finance Director

Department Recommendation:

Staff recommends that the City Council conduct a public hearing and adopt Resolution 2026-39, approving amendments to the City of Exeter Master Rate and Fee Schedule.

Summary:

The City Council approved the Fiscal Year 2026/2027 Rate and Fee Schedule on July 28, 2026. Following adoption, staff identified items requiring updates to ensure the schedule accurately reflects previously approved fees and applicable rates. This item proposes amendments to the animal services and refuse sections of the schedule. If approved, the amendments will become effective September 9, 2026.

Background:

As a governmental entity, the City of Exeter provides a variety of essential and limited discretionary services. Fees charged for services are an important part of the City's revenue stream to be able to continue with providing the services.

The City Council approved Fiscal Year 2026/2027 Rate and Fee Schedule on July 28, 2026. Subsequent review of the adopted schedule identified items requiring updates. Staff also determined that animal control-related fees approved by the City Council on February 24, 2026, were not included at the previously approved amounts in the Rate and Fee Schedule presented to the City Council on July 28, 2026.

For action by:

☒ City Council

Regular Session:

☐ Consent Calendar

☐ Regular Item

☒ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

The proposed amendments are intended to ensure that the current Master Rate and Fee Schedule accurately reflect fees previously approved by the City Council and the applicable multi-unit refuse rates based on the approved per-unit rate.

The proposed amendments include the following:

Animal Control-Related Fees (Previously approved)

- Dog License (altered): \$19 per license
- Dog License (unaltered): \$90 per license

These fees were previously approved by the City Council on February 24, 2026, consistent with the City's contract with the City of Visalia for animal control services. The amounts included in the Rate and Fee Schedule approved on July 28, 2026, did not reflect the previously approved fees. The amendment updates the fees to the previously approved amounts and incorporates those amounts into the City's Master Rate and Fee Schedule.

The remaining animal control-related fees, including other services charged by the City of Visalia, are not being amended and will remain the same as previously approved.

Multi-Unit Refuse Rates (Updated)

- 2 units: \$61.26
- 3 units: \$91.89
- 4 units: \$122.52

The multi-unit refuse rates are being updated to accurately reflect the approved \$30.63 per-unit rate. The rates for properties with multiple units are calculated based on the rate per unit.

Fees and rates not specifically identified for amendment through this item will remain as previously approved by the City Council.

Fiscal Impact:

The proposed amendments will update the Rate and Fee Schedule to reflect the previously approved animal control-related fees and update the multi-unit refuse rates. The amended fee schedule is intended to improve cost recovery for animal control and refuse services.

No General Fund appropriation is required as part of this action. Revenues will depend on service usage and enforcement activity.

Prior City Council Actions:

- On February 24, 2026, the City Council approved animal control-related fees consistent with Ordinance No. 717.

- On July 28, 2026, the City Council approved the Fiscal Year 2026/2027 Rate and Fee Schedule.

Attachments:

- Proposed Amendments to the City of Exeter Master Rate and Fee Schedule
- Resolution 2026-39

Recommended motion to be made by the City Council:

I move to adopt Resolution No. 2026-39, approving amendments to the City of Exeter Master Rate and Fee Schedule for Fiscal Year 2026/2027.

CITY OF EXETER

Fee Description		Adopted Fee July 28, 2026	Amended Fee
RECREATION AND COMMUNITY			
Animal Services			
Dog License (altered)	each	\$ 11.00	\$ 19.00
Dog License (unaltered)	each	\$ 30.00	\$ 90.00
UTILITIES			
Multi-Unit Refuse Rates			
2 units		\$ 59.96	\$ 61.26
3 units		\$ 89.94	\$ 91.89
4 units		\$ 119.92	\$ 122.52

Animal license fees were previously approved by the City Council on February 24, 2026, and are being incorporated into the City's Master Rate and Fee Schedule at the previously approved amounts. The remaining animal control-related fees, including other services charged by the City of Visalia, are not being amended and will remain the same as previously approved.

RESOLUTION NO. 2026-39

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EXETER, AMENDING THE CITY OF EXETER RATE AND FEE SCHEDULE FOR FISCAL YEAR 2026/2027

WHEREAS, the City Council adopted Resolution No. 2026-32 on July 28, 2026, approving the City of Exeter Rate and Fee Schedule for Fiscal Year 2026/2027; and

WHEREAS, the City Council previously approved animal control-related fees on February 24, 2026, pursuant to Resolution No. 2026-05, and those fees are being incorporated into the City's Rate and Fee Schedule at the previously approved amounts; and

WHEREAS, the multi-unit refuse rates are being updated to reflect the approved \$30.63 per-unit rate; and

WHEREAS, City Council has duly held a public hearing on September 8, 2026, regarding the proposed amendments to the Rate and Fee Schedule.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Exeter hereby amends the Rate and Fee Schedule for Fiscal Year 2026/2027 as follows:

Animal Services

- Dog License (altered): \$19.00
- Dog License (unaltered): \$90.00

Multi-Unit Refuse Rates

- 2 units: \$61.26
- 3 units: \$91.89
- 4 units: \$122.52

BE IT FURTHER RESOLVED that the animal control-related fees and amended multi-unit refuse rates identified in this Resolution are incorporated into the City's Rate and Fee Schedule and shall become effective September 9, 2026.

BE IT FURTHER RESOLVED that all other fees and rates adopted by Resolution No. 2026-05 and 2026-32 and not specifically amended by this Resolution shall remain unchanged and in effect.

PASSED AND ADOPTED by the City Council of the City of Exeter this 8th day of September, 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Jacob Johnson, Mayor

ATTEST:

Francesca Nevarez, City Clerk



Agenda Item Staff Report

Agenda Item Number:

J.2.

Meeting Date:

September 8, 2026

Wording for Agenda:

Consideration of Geographic Residency Requirements for Planning Commission Membership and Direction Regarding Amendment of Chapter 2.16 of the Exeter Municipal Code.

Submitting Department:

Administration

Contact Name:

Jason Ridenour, City Administrator

For action by:

☒ City Council

Regular Session:

☐ Consent Calendar

☒ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Department Recommendation:

Staff recommends that the City Council review the geographic boundary options presented for Planning Commission appointment, select a preferred residency boundary, and direct staff to return with an ordinance amending Chapter 2.16 of the Exeter Municipal Code to establish the selected residency requirement.

Background & Summary:

On August 25, 2026, the City Council considered the upcoming January 2027 term expirations for two members of the Exeter Planning Commission and discussed the process for filling those terms. The terms currently held by Commissioners Dave Hails and Phillip Townsend expire in January 2027.

During that discussion, the City Council expressed support for utilizing an application process to fill the upcoming terms but directed staff to first return with options for establishing a geographic residency requirement for Planning Commission membership.

Currently, Chapter 2.16 of the Exeter Municipal Code provides that the Planning Commission consists of five members appointed by the Mayor with the approval of the City Council and provides that members may not be sitting members of the City Council. The Municipal Code does not expressly require Planning Commissioners to reside within the Exeter City limits or within another specified geographic area.

Because the existing Municipal Code establishes the composition of the Planning Commission without an explicit residency requirement, establishing a geographic eligibility requirement would require an amendment to Chapter 2.16 by ordinance.

To assist the City Council in determining the appropriate geographic boundary, staff has included maps illustrating potential options:

- **Option 1 – Exeter City Limits:** Require Planning Commissioners to reside within the incorporated boundaries of the City of Exeter.
- **Option 2 – City of Exeter Urban Development Boundary:** Require commissioners to reside within the City of Exeter or within the City's adopted Urban Development Boundary, which identifies territory for Exeter's potential future growth and municipal services.
- **Option 3 – Other Boundary as Directed by the City Council. Establish an alternative geographic residency boundary as directed by the City Council.**

The City limits map depicts the existing incorporated boundary. The Urban Development Boundary map includes the City's planning area for future annexations.

The Urban Development Boundary option would allow individuals who live outside the incorporated City but within territory identified for Exeter's potential future growth and municipal service area to be eligible for appointment.

Staff reviewed the residency status of the current members of the Planning Commission. The establishment of a City limit or Sphere of Influence residency requirement would make one current member, Kirk Gilles, ineligible for appointment. Commissioner Gilles' term is scheduled to conclude in January 2029.

Following Council direction of a preferred boundary, staff will finalize a draft ordinance amending Chapter 2.16 of the Exeter Municipal Code and schedule a Public Hearing for City Council consideration.

Fiscal Impact:

There is no significant fiscal impact associated with selecting a geographic eligibility boundary or amending the Municipal Code. Minor costs associated with publication and codification of the ordinance will be absorbed within the adopted budget.

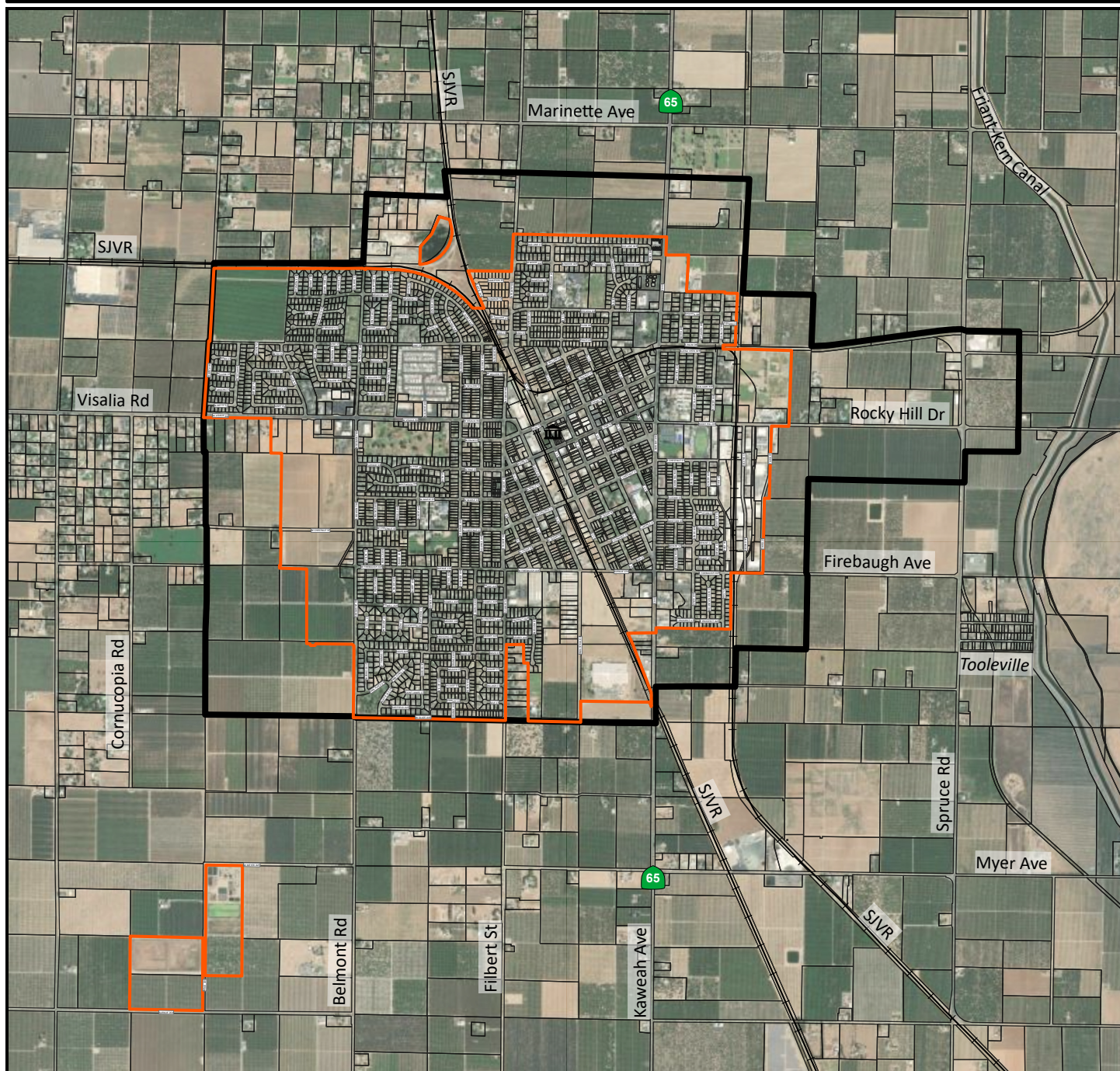
Attachments:

- Exeter City Limits and Urban Development Boundary Map
- Draft Ordinance Amending Chapter 2.16 – Planning Commission Membership Requirements

Recommended motion to be made by the City Council:

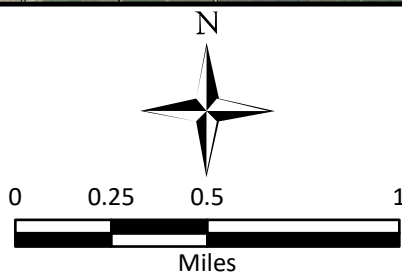
I move to select _____ as the geographic residency boundary for eligibility to serve on the Exeter Planning Commission and direct staff to revise the ordinance amending Chapter 2.16 of the Exeter Municipal Code to establish the selected residency requirement and provide direction on the Planning Commissioner currently residing outside of the boundary selected.

City of Exeter - Urban Development Boundary



Legend

-  Urban Development Boundary
-  City Limits
-  Parcels
-  Railroad (SJVR)
-  City Hall



Scale: 1 inch = 0.5 Miles

Tulare County



Prepared by:



Data maintained by: Tulare County LAFCO (2022), California Department of Transportation (Caltrans) (2020), Vantor (2026)
Coordinate System: NAD 1983 State Plane California IV FIPS 0404 (US Feet)

For Reference and Display Only

September 8, 2026 Regular Meeting of the Exeter City Council

ORDINANCE NO. 722

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EXETER AMENDING SECTION 2.16.010 OF CHAPTER 2.16 OF THE EXETER MUNICIPAL CODE RELATING TO PLANNING COMMISSION MEMBERSHIP REQUIREMENTS

WHEREAS, Chapter 2.16 of the Exeter Municipal Code establishes the City of Exeter Planning Commission and provides for the appointment of five members by the Mayor with the approval of the City Council; and

WHEREAS, the Planning Commission serves an important role in reviewing land use, development, subdivision, zoning, and planning matters affecting the City of Exeter and surrounding areas; and

WHEREAS, the Exeter Municipal Code currently does not establish a geographic residency requirement for individuals appointed to serve on the Planning Commission; and

WHEREAS, on August 25, 2026, the City Council considered the upcoming expiration of two Planning Commission terms and directed staff to return with options for establishing a geographic residency requirement prior to soliciting applications for those terms; and

WHEREAS, the City Council desires to establish a geographic residency requirement to ensure that members of the Planning Commission have an appropriate connection to the Exeter community and the areas affected by the City's planning and land use decisions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EXETER DOES ORDAIN AS FOLLOWS:

SECTION 1. Amendment of Exeter Municipal Code Section 2.16.010.

Section 2.16.010 of Chapter 2.16 of the Exeter Municipal Code is hereby amended to read as follows:

2.16.010 Members—Appointment—and Qualifications

- A. The planning commission shall consist of five members, all of whom shall be appointed by the mayor with the approval of the city council. All of the members shall be entitled to vote at meetings of the planning commission.

- B. No person who is a city councilman shall be appointed as a member of the planning commission.
- C. All members of the planning commission shall, at the time of appointment and throughout their term of office, reside within [REDACTED]. A member who ceases to reside within the required geographic area shall no longer be eligible to serve as a member of the planning commission.

SECTION 2. CEQA.

The City Council finds that adoption of this Ordinance is not a project subject to the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15378 because the Ordinance constitutes an organizational or administrative activity of government that will not result in direct or indirect physical changes in the environment.

SECTION 3. Severability.

If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 4. Effective Date.

This Ordinance shall take effect thirty (30) days following its adoption.

SECTION 5. Publication.

The City Clerk shall cause this Ordinance or a summary thereof to be published in accordance with applicable law.

PASSED AND ADOPTED by the City Council of the City of Exeter this [REDACTED], 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jacob Johnson, Mayor

ATTEST:

Francesca Nevarez, City Clerk

DRAFT



Agenda Item Staff Report

Agenda Item Number:

J.3.

Meeting Date:

September 8, 2026

Wording for Agenda:

Consider Adoption of Resolution No. 2026-40, A Resolution of the City Council of the City of Exeter, Approving the Updated City of Exeter Statement of Investment Policy and Resolution No. 2026-41, Delegating Investment Authority to the Treasurer.

Submitting Department:

Finance

Contact Name:

Janie Rodriguez, Finance Director

Department Recommendation:

Staff recommends that the City Council adopt Resolution No. 2026-40, approving the updated City of Exeter Statement of Investment Policy as presented, and Resolution No. 2026-41, delegating authority to invest City funds to the Finance Director/Treasurer.

Summary:

The City of Exeter's Investment Policy establishes the City's objectives and guidelines for the investment of public funds in a manner which will provide the greatest security with the maximum investment return while maintaining adequate liquidity and conforming to all state and local statutes governing the investment of public funds.

The updated Statement of Investment Policy is presented for City Council approval, along with the delegation of investment authority to the Finance Director/Treasurer for a one-year period in accordance with California Government Code Section 53607.

Background:

The City maintains an Investment Policy to establish guidelines for the prudent investment and management of public funds in accordance with California law and the City's financial objectives.

For action by:

☒ City Council

Regular Session:

☐ Consent Calendar

☒ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

The City's Investment Policy was last considered and adopted by the City Council on August 9, 2022. Since that time, changes in applicable law, investment practices, terminology, and the City's investment program have made it appropriate to update the policy.

Staff conducted a review of the existing policy and prepared the proposed 2026 Investment Policy to update statutory references and clarify provisions governing investment management, authorized investments, safekeeping, internal controls, and investment reporting. The updated policy also reaffirms the Finance Director/City Treasurer's fiduciary responsibility to safeguard public assets and continues to prioritize the safety of principal, followed by maintaining adequate liquidity to meet the City's obligations, and then investment return.

The Investment Policy may be reviewed periodically to ensure its continued consistency with the City's overall investment objectives and conformity with all state and local statutes governing the investment of public funds. Any amendments to the Investment Policy are to be presented to the City Council for consideration at a public meeting. A redline version identifying the proposed changes is attached for the City Council's review.

According to California Government Code Section 53607, the authority to invest City funds of a local agency may be delegated for a one-year period or until the delegation of authority is revoked. Staff recommends assigning the Finance Director/Treasurer with the City's investment responsibility.

Fiscal Impact:

There is no fiscal impact associated with this item.

Prior City Council Actions:

- August 9, 2022, City Council adopted the updated Investment Policy.

Attachments:

- Investment Policy – Redline Copy
- Investment Policy – Clean Copy
- Draft Resolution No. 2026-40
- Draft Resolution No. 2026-41

Recommended motion to be made by the City Council:

I move to adopt Resolution No. 2026-40, a Resolution of the City Council of the City of Exeter approving the updated Statement of Investment Policy and Resolution No. 2026-41, a Resolution of the City Council of the City of Exeter delegating investment authority to the Treasurer.

THE CITY OF EXETER, CALIFORNIA
STATEMENT OF INVESTMENT POLICY

Updated as of ~~August-September 98, 2022~~26

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I. INTRODUCTION

The following investment policy addresses the methods, procedures and practices, which must be exercised to ensure effective and judicious fiscal and investment management of the City's funds. It is the policy of the City to invest public funds in a manner that will provide a maximum market rate of return, given its requirements for preserving principal and meeting the daily cash flow demands of the City. All investments will comply with this Investment Policy and governing laws.

~~Adhering to California Government Code Section 53646(a)(2) and the City's Financial Policy, the Investment Policy will be submitted to the City Council for review annually.~~

II. SCOPE

This Investment Policy applies to all of the City's financial assets and investment— activities with the following exceptions:

- A. Proceeds of debt issuance shall be invested in accordance with the City's general investment philosophy as set forth in this policy; however, such proceeds have been or will be invested in accordance with permitted investment provisions of their specific bond indentures.

III. GENERAL OBJECTIVES

The overriding objectives of the City's investment program are to preserve principal, provide sufficient liquidity, and manage investment risks.

1. *Safety*: Safety of principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to mitigate credit risk and interest rate risk. To attain this objective, the City will diversify its investments by investing funds among independent financial institutions offering a variety of securities with independent returns.
2. *Liquidity*: The investment portfolio will remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.
3. *Rate of Return*: The investment portfolio will be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints for safety and liquidity needs.

IV. PRUDENCE, INDEMNIFICATION AND ETHICS

- A. *Prudent Investor Standard*: Management of the City's investments is governed by the Prudent Investor Standard as set forth in the California Government Code 53600.3:

" ... all governing bodies of local agencies or persons authorized to make investment decisions on behalf of those local agencies investing public funds pursuant to this chapter are trustees and therefore fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to-, the general economic conditions and the anticipated needs of the [a](#)Agency, that a

prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the [a](#)Agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

- B. *Indemnification*: The City Administrator, Treasurer, and other authorized persons responsible for managing City funds, acting in accordance with written procedures and the investment policy and exercising due diligence, will be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.
- C. *Ethics*: Officers and employees involved in the investment process will refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions.

V. DELEGATION OF AUTHORITY

- A. Authority to manage the City's investment program is derived from California Government Code Sections 53600 *et seq.* ~~It is recommended that the Treasurer render to the City Council an investment policy annually. The City Administrator is responsible for the investment of City funds and the administration of this Investment Policy. Management responsibility for the cash management and investing of City funds is hereby designated to the Treasurer. The City Administrator has overall administrative responsibility for this~~

Investment Policy. Investment decision-making and transaction authority for City funds is vested in the Treasurer, as delegated by the City Council pursuant to a separate resolution adopted under Government Code Section 53607, which delegation is subject to annual renewal by the City Council.

The Treasurer will be responsible for all transactions undertaken and will establish a system of procedures and controls to regulate the activities of subordinate employees. Under the provision of California Government Code Section 53600.3, the Treasurer, when authorized to make investment decisions on behalf of the City, shall act as a trustee and fiduciary subject to the prudent investor standard. The Treasurer will review the City's investment holdings monthly to monitor compliance with the City investment policy.

- B. The City may engage the services of one or more external investment managers to assist in the management of the City's investment portfolio in a manner consistent with the City's objectives. Such external managers may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy. Such managers must be registered under, or otherwise exempt from registration under, the Investment Advisers Act of 1940 (15 U.S.C. § 80b-1 et seq.) ~~under the Investment Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.)~~

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VI. AUTHORIZED FINANCIAL INSTITUTIONS, DEPOSITORIES, AND BROKER/DEALERS

A list will be maintained of financial institutions and depositories authorized to provide investment services. In addition, a list will be maintained of approved security ~~ties~~ dealers selected by creditworthiness and ~~for~~ other factors, including information obtained through ~~such as~~ FINRA (Financial Industry Regulatory

Agency Authority). ~~broker~~ Broker Check ~~check~~.

A. The Treasurer will determine which financial institutions are authorized to provide investment services to the City.

B. Selection of financial institutions and broker/dealers authorized to engage in transactions with the City will be at the sole discretion of the City Administrator.

C. All financial institutions which desire to become qualified bidders for investment transactions (and which are not dealing with the investment adviser) must supply the Treasurer with an audited financial statement for the prior three years, ~~proof of National Association of Security Dealers certification, proof of State of California registration~~ evidence of current registration with regulatory authorities, and a signed statement certifying that the institution has reviewed ~~the~~ California Government Code Section 53600 *et seq.* and the City's Investment Policy. Broker/dealers must provide evidence of current registration with the Financial Industry Regulatory Authority (FINRA) and will meet all requirements established by federal and state law.

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D. Public deposits will be made only in qualified public depositories as established by State law. Deposits will be insured by the Federal Deposit Insurance Corporation (FDIC), or, to the extent the amount exceeds the insured maximum, will be collateralized in accordance with State law.

VII. SAFEKEEPING AND CUSTODY

A. *Delivery-versus-payment*: Settlement of all investment transactions will be completed using standard delivery-vs-payment (DVP) procedures whenever practicable. Under DVP procedures, payments for securities will occur upon

[delivery of the securities to the City's designated custodian or safekeeping institution.](#) ▸

- B. Third-Party Safekeeping:* To protect against potential losses by collapse of individual securities dealers, and to enhance access to securities, interest payments and maturity proceeds, all securities owned by the City will be held in safekeeping by a third-party bank custodian, acting as agent for the City under the terms of a custody agreement executed by the bank and the City.

[Investments held through authorized investment pools, including the Local Agency Investment Fund \(LAIF\), or other authorized pooled investment programs, are not subject to delivery or third-party safekeeping requirements and will be maintained in accordance with the requirements and procedures of the respective investment program.](#)

EXHIBIT A

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VIII. AUTHORIZED AND SUITABLE INVESTMENTS

All investments will be made in accordance with Sections 53600 *et seq.* of the Government Code of California Government Code and as described within this Investment Policy. ~~The summary (including the additional investment vehicles) of the permitted investment options and the applicable statutes/statutory requirements is found in the Appendix II, Allowable Investment Instruments per Under California State Government Code, as Pr provided by the California Debt and Investment Advisory Commission (CDIAC). The pPermitted investments under this policy will include: Appendix II, Allowable Investment Instruments Under California State Government Code, as provided by the California Debt and Investment Advisory Commission (CDIAC), is included for general reference regarding the full range of investments California law permits local agencies to hold; it is not an independent grant of investment authority. The investments authorized for City investment under this policy consist exclusively of the following, as further restricted by Section IX:~~

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1. **Municipal Bonds.** These include bonds of the City, the state of California, any other state, and any local aAgency within the state of California. The bonds will be registered in the name of the City or held under a custodial agreement at a bank. The bonds shall be rated at the time of purchase within the 4 highest general classifications established by a rating service of nationally recognized expertise in rating bonds of states and their political subdivisions. There are no limits on the dollar amount or percentage that the City may invest in Municipal Bonds.
2. **U.S. Treasury and other government obligations** for which the full faith and credit of the United States are pledged for the payment of principal and

interest. There are no limits on the dollar amount or percentage that the City may invest in U.S. Treasuries.

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3. **Federal Agency or United States government-sponsored enterprise obligations, participations, or other instruments**, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. There are no limits on the dollar amount or percentage that the City may invest in government-sponsored enterprises.

4. **Banker's acceptances provided that:**

- a. They are issued by institutions with short term debt obligations rated "-A1" or higher, or the equivalent, by at least two nationally recognized statistical rating organization (NRSRO); and have long-term debt obligations which are rated "A" or higher by at least one nationally recognized statistical rating organization;
- b. The maturity does not exceed 180 days; and
- c. No more than 40% of the total portfolio may be invested in banker's acceptances, no more than 30% in any one bank, and no more than 5% per issuer.

5. **Federally insured time deposits** (Non-negotiable certificates of deposit) in state or federally chartered banks, savings and loans, or credit unions, provided that:

- a. The amount per institution is limited to the maximum covered under federal insurance.

6. **Time deposits (Non-negotiable certificates of deposit)** in state or

federally chartered banks, savings and loans, or credit unions in excess of insured amounts which are fully collateralized with securities in accordance with California law, provided that:

- a. They are issued by institutions ~~which~~that have long-term debt obligations ~~which are~~ rated "AA" or higher by at least one nationally recognized statistical rating organization; and/or have short term obligations rated "A~~1~~" or higher, or the equivalent, by at least one nationally recognized statistical rating organization;

7. Certificate of Deposit Placement Services (CDARS)

- a. The City may invest funds through certificate of deposit placement services, provided that such ~~The amount is limited to the maximum covered under federal insurance. investments will comply with statutory limits and requirements, including the maximum percentage permitted by California law.~~

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8. Negotiable certificates of deposit (NCDs) provided that:

- a. They are issued by institutions ~~which~~that have long-term obligations ~~which are~~ rated "AA" or higher by at least one nationally recognized statistical rating organization; and/or have short-term debt obligations rated "A~~1~~" or higher, or the equivalent, by at least one nationally recognized statistical rating organization;
- b. No more than 30% of the total portfolio may be invested in NCDs and no more than 5% per issuer.

9. **Repurchase agreements** collateralized with securities authorized under Sections ~~VIII, items I and VIII~~ 2 and 3, of this policy, with collateral maintained at a level of at least 102% of the market value of the repurchase agreements, provided that:

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- a. The maximum maturity of repurchase agreements will be 1 year;
- b. There is no limit to the amount to be invested in repurchase agreements;
- c. Securities used as collateral for repurchase agreements will be delivered to the City's custodian bank (See Section VII-B); and,
- d. The repurchase agreements are the subject of a master repurchase agreement between the City and the provider of the repurchase agreement. The master repurchase agreement will be substantially in the form developed by the Securities Industry and Financial Markets Association (SIFMA).

~~10.~~ **State of California Local Agency Investment Fund (LAIF)**, provided that:

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- a. The City may invest up to the maximum permitted amount in LAIF; and,
- b. LAIF's investments in instruments prohibited by or not specified in the City's policy do not exclude it from the City's list of allowable investments, provided that the fund's reports allow the Finance Director/Treasurer to adequately judge the risk inherent in LAIF's portfolio.

11. **Local government investment pools** authorized under applicable California law, provided that the pool is consistent with the City's investment objectives and this Investment Policy. Prior to investing in an investment pool other than LAIF, the Treasurer will conduct appropriate due diligence regarding the pool's investment objectives, eligible investments, liquidity, safeguarding of assets, reporting practices and fees.

12. **Corporate ~~medium-term~~ medium-term notes (MTNs) and ~~C~~Corporate ~~b~~Bonds,** provided that:

- a. Are issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States;
- b. Are rated "AA" category or its equivalent or better by at least one nationally recognized statistical rating organization; and,
- c. Holdings of medium-term notes may not exceed 30% of the portfolio and no more than 5% per issuer.

13. **Mortgage pass-through securities and asset-backed securities,** provided that such securities:

- a. Are issued by an issuer having an "AA" or higher rating for the issuer's debt as provided by at least one nationally recognized statistical rating organization;
- b. Are rated in a rating category of "AA" or its equivalent or better by at least two nationally recognized statistical rating

organizations; and-

- c. Purchase of securities authorized by this subdivision may not exceed 20% of the portfolio.

14. **Money market mutual funds** that are registered with the Securities and Exchange Commission under the Investment Company Act of 1940, provided that such funds:

a. Receive the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized rating services; or

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b. Have an investment adviser registered with, or exempt from registration with, the Securities and Exchange Commission that has not less than five years of experience investing in securities and obligations and manages assets in excess of \$500 million; and
The securities underlying investments are allowable investments under this investment policy.

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c. Purchase of securities authorized by this subdivision may not exceed 20% of the portfolio.

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15. **Commercial paper** is the trade name applied to unsecured promissory notes issued by finance and industrial companies to raise funds on a short-term basis. Commercial paper can be purchased on an interest bearing or discount basis. The City will invest in commercial paper only if the paper:

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- a. Attains the highest letter and number rating as provided for by a nationally recognized statistical-rating organization (NRSRO); and
- b. The maturity does not exceed 397 days; and
- ~~b-c.~~ No more than 25% of the total investment portfolio may be invested in commercial paper, and no more than 10% of the City's total investment assets may be invested in combined commercial paper and medium-term notes of any single issuer.

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IX. PORTFOLIO RISK MANAGEMENT

A. Prohibited investment vehicles and practices

1. State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
2. In accordance with Government Code Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
3. Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited.
4. Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
5. Purchasing or selling securities on margin is prohibited.

6. The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage is prohibited.
7. The purchase of foreign currency denominated securities is prohibited.

B. Mitigating credit risk in the portfolio

Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The City will mitigate credit risk by adopting the following strategies:

1. The diversification requirements included in Section VIII are designed to mitigate credit risk in the portfolio.
2. No more than 5% of the total portfolio may be invested in securities of any single issuer, other than the [U.S.](#) Government, its agencies and enterprises.
3. The City may elect to sell a security prior to its maturity and record a capital gain or loss in order to improve the quality, liquidity or yield of the portfolio in response to market conditions or [the](#) City's risk preferences.
4. If securities owned by the City are downgraded by either Moody's or S&P to a level below the quality required by this Investment Policy, it will be the City's policy to review the credit situation and make a determination as to whether to sell or retain such securities in the portfolio.

- a. If a security is downgraded, the Treasurer will use discretion in determining whether to sell or hold the security based on its current maturity, the economic outlook for the issuer, and other relevant factors.
- b. If a decision is made to retain a downgraded security in the portfolio, its presence in the portfolio will be monitored and reported monthly to the City Administrator.

C. Mitigating market risk in the portfolio

Market risk is the risk that the portfolio value will fluctuate due to changes in the general level of interest rates. The City recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, ~~longer-term~~longer-term portfolios have higher volatility of return. The City will mitigate market risk by providing adequate liquidity for short-term cash needs, and by making ~~longer-term~~longer-term investments only with funds that are not needed for current cash flow purposes. The City further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. The City, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

1. The City will maintain a minimum of three months of budgeted operating expenditures in short term investments to provide

sufficient liquidity for expected disbursements.

2. Unless matched to a specific future cash flow, the maximum stated final maturity of individual securities in the portfolio will be five years, except as otherwise stated in this policy; and,

X. INVESTMENT OBJECTIVES (PERFORMANCE STANDARDS AND

EvaluationEVALUATION)

A. **Overall objective:** The investment portfolio will be designed with the overall objective of obtaining a total rate of return throughout economic cycles, commensurate with investment risk constraints and cash flow needs.

B. **Specific objective:** The investment performance objective for the portfolio will be to earn a total rate of return over a market cycle which is approximately equal to the return on the Market Benchmark Index as described in the City's investment procedures manual.

XI. PROCEDURES AND INTERNAL CONTROLS

A. Procedures

The Treasurer will establish written investment policy procedures to assist with day-to-day operations of the investment program consistent with this policy. ~~Such~~ Any delegation of authority to ~~any~~ persons assigned ~~to be responsible~~ responsibility for investment transactions shall be in accordance with this policy. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Treasurer.

B. Internal Controls

The Treasurer is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal control structure shall include appropriate procedures and controls for the authorization and execution of investment transactions, separation of duties, safekeeping of securities, accurate recordkeeping, reconciliation of investment and custodial records. The internal control structure will be designed to provide reasonable assurance that these objectives are met. Internal controls will be described in the City's investment policy procedures.

XII. REPORTING, DISCLOSURE AND PROGRAM EVALUATION

A. Periodic reporting

~~Periodic~~ Pursuant to Government Code Section 53607, the Treasurer will submit a monthly report to the City Council listing the investment transactions (purchases, sales, and maturities) undertaken during the preceding month, including the type, issuer, and amount of each transaction. ~~On a quarterly basis,~~ investment reports will be submitted by the Treasurer to the ~~governing board~~ City Administrator, the City's internal auditor (if any), and the City Council within 45 days following the end of the quarter covered by the report. These reports will disclose, at a minimum, the following information about the risk characteristics of the City's portfolio:

1. A listing of individual securities held at the end of the reporting period by authorized investment category.

2. Average life and final maturity of all investments listed.
3. Coupon, discount, or earnings rate for each investment.
4. Par value, ~~a~~Amortized ~~b~~Book ~~v~~Value, and ~~M~~market ~~v~~value.
5. Percentage of the ~~p~~Portfolio represented by each investment category.
6. A statement of compliance with the investment policy, including a schedule of any transactions or holdings which do not comply with this policy or with the California Government Code, including a justification for their presence in the portfolio and a timetable for resolution; and,
7. A statement that the City has adequate funds to meet its ~~cash~~ flow ~~expenditure~~ requirements for the next ~~three-six~~ months, or an explanation as to why sufficient money may not be available.

B. Annual reportsInvestment Policy Review and Adoption

The Investment Policy shall be reviewed periodically to ensure its consistency with the City's overall investment objectives of preservation of principal, liquidity, and return, and its relevance to current law and financial and economic trends. Any modifications to the Investment Policy shall be presented to the City Council for consideration and approval at a public meeting.

- ~~1. The investment policy will be reviewed annually within 120 days of the end of the fiscal year to ensure its consistency with the overall objectives of preservation of principal, liquidity and return, and its relevance to current law and financial and economic trends.~~

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~~2. An annual report will be presented in conjunction with the investment policy review. This report will include comparisons of the City's return to the Benchmark Index return, suggest policies and improvements that might enhance the investment program, and will include an investment plan for the coming year.~~

C. Periodic audit

The Treasurer may establish a process of periodic independent review by an external expert to assure compliance with internal controls.

Appendix I

The following positions are authorized to transact investment business and wire funds for investment purposes on behalf of the City of Exeter:

1. City Administrator
2. [Finance Director](#)/Treasurer

APPENDIX II

ALLOWABLE INVESTMENT INSTRUMENTS PER STATE GOVERNMENT CODE (AS OF JANUARY 1, 2026)^A APPLICABLE TO ALL LOCAL AGENCIES^B

See "Table of Notes for Figure 1" on the next page for footnotes related to this figure.

INVESTMENT TYPE	MAXIMUM MATURITY ^C	MAXIMUM SPECIFIED % OF PORTFOLIO ^D	MINIMUM QUALITY REQUIREMENTS	GOV'T CODE SECTIONS
Local Agency Bonds	5 years	None	None	53601(a)
U.S. Treasury Obligations	5 years	None	None	53601(b)
State Obligations— CA And Others	5 years	None	None	53601(c) 53601(d)
CA Local Agency Obligations	5 years	None	None	53601(e)
U.S Agency Obligations	5 years	None	None	53601(f)
Bankers' Acceptances	180 days	40% ^E	None	53601(g)
Commercial Paper—Non-Pooled Funds ^F (under \$100,000,000 of investments)	397 ^G days or less	25% ^H of the agency's money ^I	Highest letter and number rating by an NRSRO ^J	53601(h)(2)(e)
Commercial Paper—Non-Pooled Funds (min. \$100,000,000 of investments)	397 ^G days or less	40% ^H of the agency's money ^I	Highest letter and number rating by an NRSRO ^J	53601(h)(2)(e)
Commercial Paper—Pooled Funds ^I	397 ^G days or less	40% ^H of the agency's money ^I	Highest letter and number rating by an NRSRO ^J	53635(a)(4)
Negotiable Certificates of Deposit	5 years	30% ^K	None	53601(i)
Non-negotiable Certificates of Deposit	5 years	None	None	53630 et seq.
Placement Service Deposits	5 years	50% ^L	None	53601.8 and 53635.8
Placement Service Certificates of Deposit	5 years	50% ^L	None	53601.8 and 53635.8
Repurchase Agreements	1 year	None	None	53601(j)
Reverse Repurchase Agreements and Securities Lending Agreements	92 days ^M	20% of the base value of the portfolio	None ^N	53601(j)
Medium-Term Notes ^O	5 years or less	30%	"A" rating category or its equivalent or better	53601(k)
Mutual Funds And Money Market Mutual Funds	N/A	20% ^P	Multiple ^{Q,R}	53601(l) and 53601.6(b)
Collateralized Bank Deposits ^S	5 years	None	None	53630 et seq. and 53601(n)

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Mortgage Pass-Through and Asset-Backed Securities ¹	5 years or less ²	20%	“AA” rating category or its equivalent or better ²	53601(o)
County Pooled Investment Funds	N/A	None	None	27133
Joint Powers Authority Pool	N/A	None	Multiple ¹⁵	53601(p)
Local Agency Investment Fund (LAIF)	N/A	None	None	16429.1
Voluntary Investment Program Fund ¹²	N/A	None	None	16340
Supranational Obligations ¹⁴	5 years or less	30%	“AA” rating category or its equivalent or better	53601(q)
Public Bank Obligations	5 years	None	None	53601(r), 53635(c) and 57603

TABLE OF NOTES FOR FIGURE 1

- ^A Sources: Sections 16340, 16429.1, 27133, 53601, 53601.6, 53601.8, 53630 et seq., 53635, 53635.8, and 57603.
- ^B Municipal Utilities Districts have the authority under the Public Utilities Code Section 12871 to invest in certain securities not addressed here.
- ^C Section 53601 provides that the maximum term of any investment authorized under this section, unless otherwise stated, is five years from the settlement date. However, the legislative body may grant express authority to make investments either specifically or as a part of an investment program approved by the legislative body that exceeds this five-year remaining maturity limit. Such approval must be issued no less than three months prior to the purchase of any security exceeding the five-year maturity limit.
- ^D Percentages apply to all portfolio investments regardless of source of funds. For instance, cash from a reverse repurchase agreement would be subject to the restrictions.
- ^E No more than 30% of the agency's money may be in bankers' acceptances of any one commercial bank.
- ^F Applies to local agencies, other than counties or a city and county, that are a city, a district, or other local agency that do not pool money in deposits or investments with other local agencies other than local agencies that have the same governing body (non-pooled).
- ^G Local agencies, described in footnote F (non-pooled), may invest no more than 10% of their investment assets in the commercial paper and medium-term notes of any single issuer.
- ^H Issuing entity must be organized and operating within the U.S. as a general corporation, have assets in excess of \$500 million, and have debt other than commercial paper, if any, rated by a NRSRO in a rating category of "A" or its equivalent or higher; or the issuing entity must be organized within the U.S. as a special purpose corporation, trust, or LLC, have program wide credit enhancements, and have commercial paper that is rated "A-1" or higher, or the equivalent, by a NRSRO.
- ^I Includes the City of Los Angeles and agencies defined as a county, a city and county, or other local agency that pools money in deposits or investments with other local agencies, including local agencies that have the same governing body (pooled).
- ^J Local agencies, described in footnote I (pooled), may invest no more than 10% of their investment assets in the commercial paper of any single issuer.
- ^K No more than 30% of the agency's money may be in negotiable certificates of deposit that are authorized under Section 53601(i).
- ^L Effective January 1, 2020, no more than 50% of the agency's money may be invested in deposits, including certificates of deposit, through a placement service as authorized under 53601.8 (excludes negotiable certificates of deposit authorized under Section 53601(i)). On January 1, 2031, the maximum percentage of the portfolio reverts back to 30%. Investments made pursuant to 53635.8 remain subject to a maximum of 30% of the portfolio.
- ^M Reverse repurchase agreements or securities lending agreements may exceed the 92-day term if the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of a security using a reverse repurchase agreement or securities lending agreement and the final maturity dates of the same security.
- ^N Reverse repurchase agreements must be made with primary dealers of the Federal Reserve Bank of New York or with a nationally or state-chartered bank that has a significant relationship with the local agency. The local agency must have held the securities used for the agreements for at least 30 days.
- ^O "Medium-term notes" are defined in Section 53601 as "all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States."
- ^P No more than 10% invested in any one mutual fund. This limitation does not apply to money market mutual funds.
- ^Q A mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies or the fund must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Sections 53601 and 53635.
- ^R A money market mutual fund must receive the highest ranking by not less than two nationally recognized statistical rating organizations or retain an investment advisor registered with the SEC or exempt from registration and who has not less than five years' experience investing in money market instruments with assets under management in excess of \$500 million.
- ^S Investments in notes, bonds, or other obligations under Section 53601(n) require that collateral be placed into the custody of a trust company or the trust department of a bank that is not affiliated with the issuer of the secured obligation, among other specific collateral requirements.
- ^T Security types authorized under Section 53601(o) that are issued or guaranteed by an issuer identified in subdivisions (b) or (f), are not subject to the limitations placed on privately issued securities authorized in Section 53601(o)(2)(A)(B).
- ^U A joint powers authority pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).
- ^V Local entities can deposit between \$200 million and \$10 billion into the Voluntary Investment Program Fund, upon approval by their governing bodies. Deposits in the fund will be invested in the Pooled Money Investment Account.
- ^W Only those obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), and Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less.

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TABLE OF NOTES FOR FIGURE 1

- ^A Sources: Sections 16340, 16429.1, 27133, 53601, 53601.6, 53601.8, 53630 et seq., 53635, 53635.8, and 57603.
- ^B Municipal Utilities Districts have the authority under the Public Utilities Code Section 12871 to invest in certain securities not addressed here.
- ^C Section 53601 provides that the maximum term of any investment authorized under this section, unless otherwise stated, is five years. However, the legislative body may grant express authority to make investments either specifically or as a part of an investment program approved by the legislative body that exceeds this five year remaining maturity limit. Such approval must be issued no less than three months prior to the purchase of any security exceeding the five-year maturity limit.
- ^D Percentages apply to all portfolio investments regardless of source of funds. For instance, cash from a reverse repurchase agreement would be subject to the restrictions.
- ^E No more than 30 percent of the agency's money may be in bankers' acceptances of any one commercial bank.
- ^F Includes agencies defined as a city, a district, or other local agency that do not pool money in deposits or investment with other local agencies, other than local agencies that have the same governing body.
- ^G Local agencies, other than counties or a city and county, may purchase no more than 10 percent of the outstanding commercial paper and medium-term notes of any single issuer.
- ^L Reverse repurchase agreements or securities lending agreements may exceed the 92-day term if the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of a security using a reverse repurchase agreement or securities lending agreement and the final maturity dates of the same security.
- ^M Reverse repurchase agreements must be made with primary dealers of the Federal Reserve Bank of New York or with a nationally or state chartered bank that has a significant relationship with the local agency. The local agency must have held the securities used for the agreements for at least 30 days.
- ^N "Medium-term notes" are defined in Section 53601 as "all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States."
- ^O No more than 10 percent invested in any one mutual fund. This limitation does not apply to money market mutual funds.
- ^P A mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies or the fund must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Sections 53601 and 53635.

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^h Issuing corporation must be organized and operating within the U.S., have assets in excess of \$500 million, and debt other than commercial paper must be in a rating category of "A" or its equivalent or higher by a nationally recognized statistical rating organization, or the issuing corporation must be organized within the U.S. as a special purpose corporation, trust, or LLC, have program wide credit enhancements, and have commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical rating agency.

ⁱ Includes agencies defined as a county, a city and county, or other local agency that pools money in deposits or investments with other local agencies, including local agencies that have the same governing body. Local agencies that pool exclusively with other local agencies that have the same governing body must adhere to the limits set forth in Section 53601(h)(2)(C).

^j No more than 30 percent of the agency's money may be in negotiable certificates of deposit that are authorized under Section 53601(i).

^k Effective January 1, 2020, no more than 50 percent of the agency's money may be invested in deposits, including certificates of deposit, through a placement service as authorized under 53601.8 (excludes negotiable certificates of deposit authorized under Section 53601(i)). On January 1, 2026, the maximum percentage of the portfolio reverts back to 30 percent. Investments made pursuant to 53635.8 remain subject to a maximum of 30 percent of the portfolio.

^o A money market mutual fund must receive the highest ranking by not less than two nationally recognized statistical rating organizations or retain an investment advisor registered with the SEC or exempt from registration and who has not less than five years' experience investing in money market instruments with assets under management in excess of \$500 million.

ⁿ Investments in notes, bonds, or other obligations under Section 53601(n) require that collateral be placed into the custody of a trust company or the trust department of a bank that is not affiliated with the issuer of the secured obligation, among other specific collateral requirements.

^e A joint powers authority pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).

^t Local entities can deposit between \$200 million and \$10 billion into the Voluntary Investment Program Fund, upon approval by their governing bodies. Deposits in the fund will be invested in the Pooled Money Investment Account.

^u Only those obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), and Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less.

**THE CITY OF EXETER, CALIFORNIA
STATEMENT OF INVESTMENT POLICY**

Updated as of September 8, 2026

I. INTRODUCTION

The following investment policy addresses the methods, procedures and practices, which must be exercised to ensure effective and judicious fiscal and investment management of the City's funds. It is the policy of the City to invest public funds in a manner that will provide a maximum market rate of return, given its requirements for preserving principal and meeting the daily cash flow demands of the City. All investments will comply with this Investment Policy and governing laws.

II. SCOPE

This Investment Policy applies to all of the City's financial assets and investment activities with the following exceptions:

- A. Proceeds of debt issuance shall be invested in accordance with the City's general investment philosophy as set forth in this policy; however, such proceeds have been or will be invested in accordance with permitted investment provisions of their specific bond indentures.

III. GENERAL OBJECTIVES

The overriding objectives of the City's investment program are to preserve principal, provide sufficient liquidity, and manage investment risks.

1. *Safety*: Safety of principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The objective will be to

mitigate credit risk and interest rate risk. To attain this objective, the City will diversify its investments by investing funds among independent financial institutions offering a variety of securities with independent returns.

2. *Liquidity*: The investment portfolio will remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.
3. *Rate of Return*: The investment portfolio will be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints for safety and liquidity needs.

IV. PRUDENCE, INDEMNIFICATION AND ETHICS

- A. *Prudent Investor Standard*: Management of the City's investments is governed by the Prudent Investor Standard as set forth in the California Government Code 53600.3:

" ... all governing bodies of local agencies or persons authorized to make investment decisions on behalf of those local agencies investing public funds pursuant to this chapter are trustees and therefore fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of

the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

B. Indemnification: The City Administrator, Treasurer, and other authorized persons responsible for managing City funds, acting in accordance with written procedures and the investment policy and exercising due diligence, will be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

C. Ethics: Officers and employees involved in the investment process will refrain from personal business activity that could conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions.

V. DELEGATION OF AUTHORITY

A. Authority to manage the City's investment program is derived from California Government Code Sections 53600 *et seq* The City Administrator has overall administrative responsibility for this Investment Policy. Investment decision-making and transaction authority for City funds is vested in the Treasurer, as delegated by the City Council pursuant to a separate resolution adopted under Government Code Section 53607, which delegation is subject to annual renewal by the City Council.

The Treasurer will be responsible for all transactions undertaken and will establish a system of procedures and controls to regulate the activities of subordinate employees. Under the provision of California Government Code

Section 53600.3, the Treasurer, when authorized to make investment decisions on behalf of the City, shall act as a trustee and fiduciary subject to the prudent investor standard. The Treasurer will review the City's investment holdings monthly to monitor compliance with the City investment policy.

- B. The City may engage the services of one or more external investment managers to assist in the management of the City's investment portfolio in a manner consistent with the City's objectives. Such external managers may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy. Such managers must be registered under, or otherwise exempt from registration under, the Investment Advisers Act of 1940 (15 U.S.C. § 80b-1 *et seq.*).

VI. AUTHORIZED FINANCIAL INSTITUTIONS, DEPOSITORIES, AND BROKER/DEALERS

A list will be maintained of financial institutions and depositories authorized to provide investment services. In addition, a list will be maintained of approved securities dealers selected by creditworthiness and other factors, including information obtained through FINRA (Financial Industry Regulatory Authority) BrokerCheck.

- A. The Treasurer will determine which financial institutions are authorized to provide investment services to the City.
- B. Selection of financial institutions and broker/dealers authorized to engage in transactions with the City will be at the sole discretion of the City Administrator.
- C. All financial institutions which desire to become qualified bidders for investment

transactions (and which are not dealing with the investment adviser) must supply the Treasurer with an audited financial statement for the prior three years, evidence of current registration with regulatory authorities, and a signed statement certifying that the institution has reviewed California Government Code Section 53600 *et seq.* and the City's Investment Policy. Broker/dealers must provide evidence of current registration with the Financial Industry Regulatory Authority (FINRA) and will meet all requirements established by federal and state law.

- D. Public deposits will be made only in qualified public depositories as established by State law. Deposits will be insured by the Federal Deposit Insurance Corporation (FDIC), or, to the extent the amount exceeds the insured maximum, will be collateralized in accordance with State law.

VII. SAFEKEEPING AND CUSTODY

- A. *Delivery-versus-payment:* Settlement of all investment transactions will be completed using standard delivery-vs-payment (DVP) procedures whenever practicable. Under DVP procedures, payments for securities will occur upon delivery of the securities to the City's designated custodian or safekeeping institution.
- B. *Third-Party Safekeeping:* To protect against potential losses by collapse of individual securities dealers, and to enhance access to securities, interest payments and maturity proceeds, all securities owned by the City will be held in safekeeping by a third-party bank custodian, acting as agent for the City under the terms of a custody agreement executed by the bank and the City.

Investments held through authorized investment pools, including the Local Agency Investment

Fund (LAIF), or other authorized pooled investment programs, are not subject to delivery or third-party safekeeping requirements and will be maintained in accordance with the requirements and procedures of the respective investment program.

VIII. AUTHORIZED AND SUITABLE INVESTMENTS

All investments will be made in accordance with Sections 53600 *et seq.* of the California Government Code and as described within this Investment Policy. Appendix II, Allowable Investment Instruments Under California State Government Code, as provided by the California Debt and Investment Advisory Commission (CDIAC), is included for general reference regarding the full range of investments California law permits local agencies to hold; it is not an independent grant of investment authority. The investments authorized for City investment under this policy consist exclusively of the following, as further restricted by Section IX:

1. **Municipal Bonds.** These include bonds of the City, the state of California, any other state, and any local agency within the state of California. The bonds will be registered in the name of the City or held under a custodial agreement at a bank. The bonds shall be rated at the time of purchase within the 4 highest general classifications established by a rating service of nationally recognized expertise in rating bonds of states and their political subdivisions. There are no limits on the dollar amount or percentage that the City may invest in Municipal Bonds.
2. **U.S. Treasury and other government obligations** for which the full faith and credit of the United States are pledged for the payment of principal and interest. There are no limits on the dollar amount or percentage that the City may invest in U.S. Treasuries.

3. **Federal Agency or United States government-sponsored enterprise obligations, participations, or other instruments**, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. There are no limits on the dollar amount or percentage that the City may invest in government-sponsored enterprises.

4. **Bankers' acceptances provided that:**

- a. They are issued by institutions with short term debt obligations rated "A1" or higher, or the equivalent, by at least two nationally recognized statistical rating organizations (NRSRO); and have long-term debt obligations which are rated "A" or higher by at least one nationally recognized statistical rating organization;
- b. The maturity does not exceed 180 days; and
- c. No more than 40% of the total portfolio may be invested in bankers' acceptances, no more than 30% in any one bank, and no more than 5% per issuer.

5. **Federally insured time deposits** (Non-negotiable certificates of deposit) in state or federally chartered banks, savings and loans, or credit unions, provided that:

- a. The amount per institution is limited to the maximum covered under federal insurance.

6. **Time deposits (Non-negotiable certificates of deposit)** in state or federally chartered banks, savings and loans, or credit unions in excess of insured amounts which are fully collateralized with securities in accordance with California law, provided that:

- a. They are issued by institutions that have long-term debt obligations rated "AA" or higher by at least one nationally recognized statistical rating organization; and/or have short term obligations rated "A1" or higher, or the equivalent, by at least one nationally recognized statistical rating organization;

7. Certificate of Deposit Placement Services (CDARS)

- a. The City may invest funds through certificate of deposit placement services, provided that such investments will comply with statutory limits and requirements, including the maximum percentage permitted by California law.

8. Negotiable certificates of deposit (NCDs) provided that:

- a. They are issued by institutions that have long-term obligations rated "AA" or higher by at least one nationally recognized statistical rating organization; and/or have short-term debt obligations rated "A1" or higher, or the equivalent, by at least one nationally recognized statistical rating organization;
- b. No more than 30% of the total portfolio may be invested in NCDs and no more than 5% per issuer.

9. Repurchase agreements collateralized with securities authorized under Section VIII, items 2 and 3, of this policy, with collateral maintained at a level of at least 102% of the market value of the repurchase agreements, provided that:

- a. The maximum maturity of repurchase agreements will be 1 year;
- b. There is no limit to the amount to be invested in repurchase agreements;
- c. Securities used as collateral for repurchase agreements will be delivered to the City's custodian bank (See Section VII.B); and,
- d. The repurchase agreements are the subject of a master repurchase agreement between the City and the provider of the repurchase agreement. The master repurchase agreement will be substantially in the form developed by the Securities Industry and Financial Markets Association (SIFMA).

10. State of California Local Agency Investment Fund (LAIF), provided that:

- a. The City may invest up to the maximum permitted amount in LAIF; and,
- b. LAIF's investments in instruments prohibited by or not specified in the City's policy do not exclude it from the City's list of allowable investments, provided that the fund's reports allow the Finance Director/Treasurer to adequately judge the risk inherent in LAIF's portfolio.

11. Local government investment pools authorized under applicable California law, provided that the pool is consistent with the City's investment objectives and this Investment Policy. Prior to investing in an investment pool other than LAIF, the Treasurer will conduct appropriate due diligence regarding the pool's investment objectives, eligible investments, liquidity, safeguarding of assets, reporting practices and fees.

12. Corporate medium-term notes (MTNs) and corporate bonds, provided that:

- a. Are issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States;
- b. Are rated "A" category or its equivalent or better by at least one nationally recognized statistical rating organization; and,
- c. Holdings of medium-term notes may not exceed 30% of the portfolio and no more than 5% per issuer.

13. Mortgage pass-through securities and asset-backed securities, provided that such securities:

- a. Are issued by an issuer having an "AA" or higher rating for the issuer's debt as provided by at least one nationally recognized statistical rating organization;
- b. Are rated in a rating category of "AA" or its equivalent or better by at least two nationally recognized statistical rating organizations; and
- c. Purchase of securities authorized by this subdivision may not exceed 20% of the portfolio.

14. Money market mutual funds that are registered with the Securities and Exchange Commission under the Investment Company Act of

1940, provided that such funds:

- a. Receive the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized rating services; or
- b. Have an investment adviser registered with, or exempt from registration with, the Securities and Exchange Commission that has not less than five years of experience investing in securities and obligations and manages assets in excess of \$500 million; and
- c. Purchase of securities authorized by this subdivision may not exceed 20% of the portfolio.

15. **Commercial paper** is the trade name applied to unsecured promissory notes issued by finance and industrial companies to raise funds on a short-term basis. Commercial paper can be purchased on an interest bearing or discount basis. The City will invest in commercial paper only if the paper:

- a. Attains the highest letter and number rating as provided for by a nationally recognized statistical-rating organization (NRSRO); and
- b. The maturity does not exceed 397 days; and
- c. No more than 25% of the total investment portfolio may be invested in commercial paper, and no more than 10% of the City's total investment assets may be invested in combined commercial paper and medium-term notes of any single issuer.

IX. PORTFOLIO RISK MANAGEMENT

A. Prohibited investment vehicles and practices

1. State law notwithstanding, any investments not specifically described herein are prohibited, including, but not limited to futures and options.
2. In accordance with Government Code Section 53601.6, investment in inverse floaters, range notes, or mortgage derived interest-only strips is prohibited.
3. Investment in any security that could result in a zero-interest accrual if held to maturity is prohibited.
4. Trading securities for the sole purpose of speculating on the future direction of interest rates is prohibited.
5. Purchasing or selling securities on margin is prohibited.
6. The use of reverse repurchase agreements, securities lending or any other form of borrowing or leverage is prohibited.
7. The purchase of foreign currency denominated securities is prohibited.

B. Mitigating credit risk in the portfolio

Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The

City will mitigate credit risk by adopting the following strategies:

1. The diversification requirements included in Section VIII are designed to mitigate credit risk in the portfolio.
2. No more than 5% of the total portfolio may be invested in securities of any single issuer, other than the U.S. Government, its agencies and enterprises.
3. The City may elect to sell a security prior to its maturity and record a capital gain or loss in order to improve the quality, liquidity or yield of the portfolio in response to market conditions or the City's risk preferences.
4. If securities owned by the City are downgraded by either Moody's or S&P to a level below the quality required by this Investment Policy, it will be the City's policy to review the credit situation and make a determination as to whether to sell or retain such securities in the portfolio.
 - a. If a security is downgraded, the Treasurer will use discretion in determining whether to sell or hold the security based on its current maturity, the economic outlook for the issuer, and other relevant factors.
 - b. If a decision is made to retain a downgraded security in the portfolio, its presence in the portfolio will be monitored and reported monthly to the City Administrator.

C. Mitigating market risk in the portfolio

Market risk is the risk that the portfolio value will fluctuate due to changes in the general level of interest rates. The City recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. The City will mitigate market risk by providing adequate liquidity for short-term cash needs, and by making longer-term investments only with funds that are not needed for current cash flow purposes. The City further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. The City, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

1. The City will maintain a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements.
2. Unless matched to a specific future cash flow, the maximum stated final maturity of individual securities in the portfolio will be five years, except as otherwise stated in this policy; and,

X. INVESTMENT OBJECTIVES (PERFORMANCE STANDARDS AND EVALUATION)

- A. **Overall objective:** The investment portfolio will be designed with the overall objective of obtaining a total rate of return throughout economic cycles, commensurate with investment risk constraints and cash flow

needs.

- B. **Specific objective:** The investment performance objective for the portfolio will be to earn a total rate of return over a market cycle which is approximately equal to the return on the Market Benchmark Index as described in the City's investment procedures manual.

XI. PROCEDURES AND INTERNAL CONTROLS

A. Procedures

The Treasurer will establish written investment policy procedures to assist with day-to-day operations of the investment program consistent with this policy. Any delegation of authority to persons assigned responsibility for investment transactions shall be in accordance with this policy. No person may engage in an investment transaction except as provided under the terms of this policy and the procedures established by the Treasurer.

B. Internal Controls

The Treasurer is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the City are protected from loss, theft or misuse. The internal control structure shall include appropriate procedures and controls for the authorization and execution of investment transactions, separation of duties, safekeeping of securities, accurate recordkeeping, reconciliation of investment and custodial records. The internal control structure will be designed to provide reasonable assurance that these objectives are met. Internal controls will be described in the City's investment policy procedures.

XII. REPORTING, DISCLOSURE AND PROGRAM EVALUATION

A. Periodic reporting

Pursuant to Government Code Section 53607, the Treasurer will submit a monthly report to the City Council listing the investment transactions (purchases, sales, and maturities) undertaken during the preceding month, including the type, issuer, and amount of each transaction. On a quarterly basis, investment reports will be submitted by the Treasurer to the City Administrator, the City's internal auditor (if any), and the City Council within 45 days following the end of the quarter covered by the report. These reports will disclose, at a minimum, the following information about the risk characteristics of the City's portfolio:

1. A listing of individual securities held at the end of the reporting period by authorized investment category.
2. Average life and final maturity of all investments listed.
3. Coupon, discount, or earnings rate for each investment.
4. Par value, amortized book value, and market value.
5. Percentage of the portfolio represented by each investment category.
6. A statement of compliance with the investment policy, including a schedule of any transactions or holdings which do not comply with this policy or with the California Government Code, including a justification for their presence in the portfolio and a timetable for resolution; and,

7. A statement that the City has adequate funds to meet its expenditure requirements for the next six months, or an explanation as to why sufficient money may not be available.

B. Investment Policy Review and Adoption

The Investment Policy shall be reviewed periodically to ensure its consistency with the City's overall investment objectives of preservation of principal, liquidity, and return, and its relevance to current law and financial and economic trends. Any modifications to the Investment Policy shall be presented to the City Council for consideration and approval at a public meeting.

C. Periodic audit

The Treasurer may establish a process of periodic independent review by an external expert to assure compliance with internal controls.

Appendix I

The following positions are authorized to transact investment business and wire funds for investment purposes on behalf of the City of Exeter:

1. City Administrator
2. Finance Director/Treasurer

APPENDIX II

ALLOWABLE INVESTMENT INSTRUMENTS PER STATE GOVERNMENT CODE (AS OF JANUARY 1, 2026)^A APPLICABLE TO ALL LOCAL AGENCIES^B

See "Table of Notes for Figure 1" on the next page for footnotes related to this figure.

INVESTMENT TYPE	MAXIMUM MATURITY ^C	MAXIMUM SPECIFIED % OF PORTFOLIO ^D	MINIMUM QUALITY REQUIREMENTS	GOV'T CODE SECTIONS
Local Agency Bonds	5 years	None	None	53601(a)
U.S. Treasury Obligations	5 years	None	None	53601(b)
State Obligations— CA And Others	5 years	None	None	53601(c) 53601(d)
CA Local Agency Obligations	5 years	None	None	53601(e)
U.S Agency Obligations	5 years	None	None	53601(f)
Bankers' Acceptances	180 days	40% ^E	None	53601(g)
Commercial Paper—Non-Pooled Funds ^F (under \$100,000,000 of investments)	397 days or less	25% ^G	Highest letter and number rating by an NRSRO ^H	53601(h)
Commercial Paper—Non-Pooled Funds (min. \$100,000,000 of investments)	397 days or less	40% ^G	Highest letter and number rating by an NRSRO ^H	53601(h)
Commercial Paper—Pooled Funds ^I	397 days or less	40% ^J	Highest letter and number rating by an NRSRO ^H	53635(a)
Negotiable Certificates of Deposit	5 years	30% ^K	None	53601(i)
Non-negotiable Certificates of Deposit	5 years	None	None	53630 et seq.
Placement Service Deposits	5 years	50% ^L	None	53601.8 and 53635.8
Placement Service Certificates of Deposit	5 years	50% ^L	None	53601.8 and 53635.8
Repurchase Agreements	1 year	None	None	53601(j)
Reverse Repurchase Agreements and Securities Lending Agreements	92 days ^M	20% of the base value of the portfolio	None ^N	53601(j)
Medium-Term Notes ^O	5 years or less	30%	"A" rating category or its equivalent or better	53601(k)
Mutual Funds And Money Market Mutual Funds	N/A	20% ^P	Multiple ^{Q, R}	53601(l) and 53601.6(b)
Collateralized Bank Deposits ^S	5 years	None	None	53630 et seq. and 53601(n)
Mortgage Pass-Through and Asset-Backed Securities ^T	5 years or less ^T	20%	"AA" rating category or its equivalent or better ^T	53601(o)
County Pooled Investment Funds	N/A	None	None	27133
Joint Powers Authority Pool	N/A	None	Multiple ^U	53601(p)
Local Agency Investment Fund (LAIF)	N/A	None	None	16429.1

Voluntary Investment Program Fund ^v	N/A	None	None	16340
Supranational Obligations ^w	5 years or less	30%	“AA” rating category or its equivalent or better	53601(q)
Public Bank Obligations	5 years	None	None	53601(r), 53635(c) and 57603

TABLE OF NOTES FOR FIGURE 1

- ^A Sources: Sections 16340, 16429.1, 27133, 53601, 53601.6, 53601.8, 53630 et seq., 53635, 53635.8, and 57603.
- ^B Municipal Utilities Districts have the authority under the Public Utilities Code Section 12871 to invest in certain securities not addressed here.
- ^C Section 53601 provides that the maximum term of any investment authorized under this section, unless otherwise stated, is five years from the settlement date. However, the legislative body may grant express authority to make investments either specifically or as a part of an investment program approved by the legislative body that exceeds this five-year remaining maturity limit. Such approval must be issued no less than three months prior to the purchase of any security exceeding the five-year maturity limit.
- ^D Percentages apply to all portfolio investments regardless of source of funds. For instance, cash from a reverse repurchase agreement would be subject to the restrictions.
- ^E No more than 30% of the agency's money may be in bankers' acceptances of any one commercial bank.
- ^F Applies to local agencies, other than counties or a city and county, that are a city, a district, or other local agency that do not pool money in deposits or investments with other local agencies other than local agencies that have the same governing body (non-pooled).
- ^G Local agencies, described in footnote F (non-pooled), may invest no more than 10% of their investment assets in the commercial paper and medium-term notes of any single issuer.
- ^H Issuing entity must be organized and operating within the U.S. as a general corporation, have assets in excess of \$500 million, and have debt other than commercial paper, if any, rated by a NRSRO in a rating category of "A" or its equivalent or higher; or the issuing entity must be organized within the U.S. as a special purpose corporation, trust, or LLC, have program wide credit enhancements, and have commercial paper that is rated "A-1" or higher, or the equivalent, by a NRSRO.
- ^I Includes the City of Los Angeles and agencies defined as a county, a city and county, or other local agency that pools money in deposits or investments with other local agencies, including local agencies that have the same governing body (pooled).
- ^J Local agencies, described in footnote I (pooled), may invest no more than 10% of their investment assets in the commercial paper of any single issuer.
- ^K No more than 30% of the agency's money may be in negotiable certificates of deposit that are authorized under Section 53601(i).
- ^L Effective January 1, 2020, no more than 50% of the agency's money may be invested in deposits, including certificates of deposit, through a placement service as authorized under 53601.8 (excludes negotiable certificates of deposit authorized under Section 53601(i)). On January 1, 2031, the maximum percentage of the portfolio reverts back to 30%. Investments made pursuant to 53635.8 remain subject to a maximum of 30% of the portfolio.
- ^M Reverse repurchase agreements or securities lending agreements may exceed the 92-day term if the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of a security using a reverse repurchase agreement or securities lending agreement and the final maturity dates of the same security.
- ^N Reverse repurchase agreements must be made with primary dealers of the Federal Reserve Bank of New York or with a nationally or state-chartered bank that has a significant relationship with the local agency. The local agency must have held the securities used for the agreements for at least 30 days.
- ^O "Medium-term notes" are defined in Section 53601 as "all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States."
- ^P No more than 10% invested in any one mutual fund. This limitation does not apply to money market mutual funds.
- ^Q A mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies or the fund must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Sections 53601 and 53635.
- ^R A money market mutual fund must receive the highest ranking by not less than two nationally recognized statistical rating organizations or retain an investment advisor registered with the SEC or exempt from registration and who has not less than five years' experience investing in money market instruments with assets under management in excess of \$500 million.
- ^S Investments in notes, bonds, or other obligations under Section 53601(n) require that collateral be placed into the custody of a trust company or the trust department of a bank that is not affiliated with the issuer of the secured obligation, among other specific collateral requirements.
- ^T Security types authorized under Section 53601(o) that are issued or guaranteed by an issuer identified in subdivisions (b) or (f), are not subject to the limitations placed on privately issued securities authorized in Section 53601(o)(2)(A)(B).
- ^U A joint powers authority pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).
- ^V Local entities can deposit between \$200 million and \$10 billion into the Voluntary Investment Program Fund, upon approval by their governing bodies. Deposits in the fund will be invested in the Pooled Money Investment Account.
- ^W Only those obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), and Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less.

RESOLUTION NO. 2026-40

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EXETER ADOPTING THE STATEMENT OF INVESTMENT POLICY

WHEREAS, an investment policy establishes the City's investment objectives and provides guidelines for the prudent management and investment of public funds; and

WHEREAS, the California Government Code establishes requirements governing the investment of public funds, including authorized investments and practices intended to promote the use of reliable, diverse, and safe investment instruments to better ensure a prudently managed portfolio worthy of public trust; and

WHEREAS, the City of Exeter has established a Statement of Investment Policy (attached hereto) to provide guidelines for the management and investment of City funds in conformity with all state and local statutes governing the investment of public funds; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Exeter hereby adopts the Statement of Investment Policy, in the form attached hereto as Exhibit A.

PASSED AND ADOPTED by the City Council of the City of Exeter this 8th day of September, 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jacob Johnson, Mayor

ATTEST:

Francesca Nevarez, City Clerk

RESOLUTION NO. 2026-41

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EXETER DELEGATING INVESTMENT AUTHORITY TO THE TREASURER

WHEREAS, California Government Code Section 53607 authorizes the legislative body of a local agency to delegate its authority to invest the funds of the City to the Finance Director/Treasurer for a period of one year; and

WHEREAS, the City Council of the City of Exeter desires to delegate such investment authority to the Finance Director/Treasurer to provide for the administration and management of the City's investment program; and

WHEREAS, the Finance Director/Treasurer shall assume full responsibility for investment transactions conducted pursuant to this delegation until the delegation is revoked or expires; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Exeter hereby delegates to the Finance Director/Treasurer the authority to invest and reinvest City funds in accordance with Government Code Section 53607 and the City's adopted Statement of Investment Policy.

BE IT FURTHER RESOLVED that this delegation shall remain in effect for one year from the date of adoption of this Resolution, unless earlier revoked by the City Council.

PASSED AND ADOPTED by the City Council of the City of Exeter this 8th day of September, 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Jacob Johnson, Mayor

ATTEST:

Francesca Nevarez, City Clerk



Agenda Item Staff Report

Agenda Item Number:

J.4.

Meeting Date:

September 8, 2026

Wording for Agenda:

Consideration of Options to Address the use of Golf Carts and Low Speed Vehicles on City Streets, Including the Enforcement of Current California Vehicle Codes, Development of a Targeted Golf Cart and Low Speed Vehicle Plan or Authorization of the Preparation and Submittal of an Application to the Caltrans Fiscal Year 2027-28 Sustainable Transportation Planning Grant Program for a Citywide Exeter Mobility Plan, Inclusive of Golf Carts and other Low-speed Travel Modes, and Commit the Required Local Match.

Submitting Department:

Administration

Engineering

Legal

Contact Name:

Jason Ridenour, City Administrator

Julia Lew, City Attorney

Javier Andrade, P.E., City Engineer (A&M Consulting Engineers)

Department Recommendation:

Consider options provided and provide direction to address the use of golf carts and low speed vehicles on City streets, including the enforcement of current California Vehicle Codes, development of a targeted golf cart and low speed vehicle plan/program or authorize staff, with the assistance of the City Engineer, to prepare and submit an application to the Caltrans Fiscal Year 2027-28 Sustainable Transportation Planning Grant (STPG) Program for a citywide Exeter Mobility Plan that includes golf carts and other low-speed travel modes, request \$290,000 in grant funds, and commit the required local match of 11.47 percent of total project cost, approximately \$37,600, which may be met with City staff time.

For action by:

☒ City Council

Regular Session:

☐ Consent Calendar

☒ Regular Item

☐ Public Hearing

Review:

City Administrator
(Initials Required)

J.R.

Background & Summary:

At the January 9, 2024, City Council meeting, at the request of Council Member Vicki Riddle, the Council discussed the potential development of local regulations and pursuing state legislative authority to allow more widespread use of golf carts and neighborhood electric vehicles on City streets. That report explained current State law and included example programs from the Cities of Laguna Woods, Indio, and Lincoln. The Council took no formal action on the matter. At its meeting on August 11, 2026, the City Council approved Council Member Vicki Riddle's request to discuss the development of a golf cart master plan and potential funding sources at a future meeting.

The California Vehicle Code regulates the use of golf carts. Under the California Vehicle Code (CVC) Section 345 Golf Carts are defined as electric motor vehicles with at least 3 wheels and a weight of less than 1,300 lbs., which are designed to be and are operated at not more than 15 miles per hour and are designed to carry golf equipment and a maximum of 2 people including the driver. The Vehicle Code provides a framework for the operation of golf carts. CVC 21716 states with the exception of provisions provided in Section 21115.1, no person shall operate a golf cart on any highway except in a speed zone of 25 miles per hour or less. CVC Section 360 define "Highway" as a way or place of whatever nature, publicly maintained and open to the use of the public for purposes vehicular travel. The definition of Highway includes streets. State of California Attorney General Opinion No. 90-302 further clarifies the provisions in CVC 21716 to be carts that are registered for "on road" travel with the Department of Motor Vehicles, bear a license plate issued by the Department, and are properly equipped.

In accordance with CVC 21115, a local authority can find that a highway under its jurisdiction is located adjacent to, or provides access to, a golf course and between the golf course and the place where golf carts are parked or stored or is within or bounded by a real estate development offering golf facilities and is designed and constructed, so as to safely permit the use of regular vehicular traffic and also the driving of golf carts on the highway. If the local authority makes those findings, it may, by resolution or ordinance, designate the highway or portion of the highway for combined use golf cart and motor vehicle use and prescribe local rules and regulations that shall have the force of law. In such cases, no highway shall be so designated for a distance of more than one mile from the golf course if the highway is not located within a development or beyond the area of a development, provided, the finding of the local authority in this respect shall be conclusive. Upon the designation becoming effective it shall be lawful to drive golf carts upon the highway in accordance with the prescribed local rules and regulations. The rules and regulations may also establish crossing zones and speed limits and other operating standards but shall not require that the golf carts conform to any requirements of this code with respect to registration, licensing, or equipment, except that if operated during darkness the golf cart shall be subject to the provisions of Section 24001.5 regarding equipment. CVC 21115.1 provides a local authority the ability by ordinance or resolution the ability to establish crossing zones to be used by golf carts at any time other than during darkness on a street other than a state highway that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course.

California Attorney General Opinion No. 90-302 clarified that under CVC 21115, if a local authority designate certain portions of local highways (streets) for combined use by golf carts and regular vehicle traffic, then golf carts that are not registered with the DMV, and that are not equipped as required by the Vehicle Code (if not operated during darkness), may be operated on those designated portion of streets. Additionally, under subdivision (c) of section 21101 of the CVC, local authorities may prohibit the operation of golf carts on particular local streets (where otherwise allowed by State law) if circumstances warrant. The Opinion also clarifies that the Code does not permit local authorities to authorize the use of golf carts on any public street under their jurisdiction with a speed limit in excess of 25 miles per hour.

California Vehicle Code also addresses low speed vehicles. A low-speed vehicle (LSV or NEV) is a motor vehicle that has 4 wheels, can attain a speed of more than 20 miles per hour and not more than 25 miles per hour, and has a gross vehicle weight rating of less than 3000 pounds (CVC 385.5). LSVs are considered Golf Carts and are not required to be registered if and when operated in the same manner and locations as allowed for Golf Carts on locally designated roadways as set forth in CVC 21115 (CVC 4023) or operated pursuant to a lawfully adopted Golf Cart Transportation Plan. Otherwise, an LSV is subject to and must be operated in accordance with all vehicle code requirements applicable to motor vehicles and drivers of motor vehicles (VC 21251), including DMV registration and drivers' licensing requirements. LSVs must also meet federal Motor Vehicle Safety Standards. CVC 21253 states that LSVs cannot be operated on roadways with a speed limit in excess of 35 miles per hour (excluding authorized crossings) unless the local area (city or county) obtains specific state legislation authorizing the City to adopt a "NEV Transportation Plan.

Notwithstanding the above sections, Vehicle Code 21114.5 also allows local authorities to, by ordinance, authorize the operation of electric carts physically disabled persons, persons 50 years or older, or local, state or federal workers in the course of their employment, to operate "electric carts" on public sidewalks. While not specifically defined, the term "electric carts" expressly excludes motorized wheelchairs, scooters, etc. (already allowed by statutory right for the disabled), and has been interpreted to include golf carts.

Travel Mode	Where Allowed Today	What Expands Access
Golf carts	Private roads and golf courses (if allowed by any applicable HOA/facility rules). Public Streets where speed limit doesn't exceed 25mph if the golf cart is registered and plated with the DMV.	If designated by Resolution or Ordinance as required by law (and with required safety findings and any local permit requirements) – 1) streets posted 25 mph or less, within a one mile radius of a golf course; 2) designated routes and crossings (by local regulation or state statute if applicable); and/or 3) on sidewalks if disabled,

		governmental worker, or person 50 years or older.
Low-speed electric vehicles (NEVs)	Streets posted 35 mph or less; DMV registration and license plate required	Designated routes and crossings, adopted and regulated by ordinance.
Golf carts operating on streets over 25mph	Not allowed	Separated golf cart lanes under an adopted golf cart transportation plan
NEVs operating on streets over 35mph	Not allowed, except crossings at approximately 90 degrees	Would require State legislation; a plan will evaluate whether to pursue it

Staff's analysis established three approaches to regulating the use of golf carts and low speed vehicles on City streets. The City can rely on and enforce current California Vehicle Code, develop and adopt a targeted golf cart plan/program that would evaluate and make recommendations regarding the use of golf carts and low speed vehicles within city limits that can be utilized for the development of an ordinance or resolution on the operation on City streets. This would be funded with General Fund or Measure P Funds. The City can also apply for a grant to complete a mobility plan that would encompass the operation of golf carts and low speed vehicles.

Caltrans has issued a call for applications for the FY 2027-28 Sustainable Transportation Planning Grant. This State grant pays for exactly this kind of planning document. Applications are due October 9, 2026, and awards will be announced in spring 2027. If this path is desirable, staff's recommendation to have a competitive grant application would be to apply for funding for a mobility plan that includes golf carts, low speed vehicles, bicycles/electric bicycles, and pedestrians.

Sustainable Transportation Planning Grant at a Glance:

- **Amount:** Sustainable Communities Competitive grants range from \$50,000 to a maximum of \$700,000. Staff recommends a request of \$290,000, sized to the scope of the plan needed.
- **Local match:** 11.47 percent of total project cost, which may be provided as City staff time rather than cash. At the recommended request, the match is approximately \$37,600.
- **Schedule:** Applications due October 9, 2026; awards announced spring 2027; funded plans must be completed within approximately 32 months of the grant agreement, or roughly 2030.
- **Grant requirements:** The funded document must include community engagement, be consistent with the TCAG Regional Transportation Plan, and end with an implementation program of specific projects. These requirements shape the scope described below.

Mobility Plan Description:

As noted above, state law sets different rules for each type of low-speed vehicle, and each type of route has different requirements. A plan covering only golf carts would leave out most residents and would be a weaker grant application. A mobility plan covers everyone traveling without a car, with golf carts as a featured mode.

The Plan's Phased Approach:

The Mobility Plan would organize improvements into three phases, to allow for progress to be made on lower cost solutions, while the larger investments are studied properly.

Near term (years 0 to 2) | Education, maps, and crossings. Golf carts may already operate on streets posted 25 mph or less (if registered and plated with the DMV), which covers most Exeter residential streets. The near-term program designates and signs a connected golf cart route network on those streets, adds marked crossings where State law allows, and establishes a simple permitting program and safety education program. This is mostly signs, paint, and an ordinance.

Mid term (years 2 to 5) | Explore trails and connections. The plan will evaluate multi-use trail corridors connecting neighborhoods to parks, schools, downtown, and the golf course, along with striped lanes on wider collector streets where space allows. Trails can serve golf carts, bicycles, and pedestrians together where designated under State law, and are the improvements residents most often request.

Long term (years 5 and beyond) | Build the infrastructure. The plan will identify the larger investments: separated facilities on streets, improved crossings of the State highways (subject to Caltrans approval), parking and potential charging locations, and the ordinances and master plan adoption needed to expand where low-speed vehicles can travel. Each project will carry a cost estimate and a funding strategy, positioning the City for construction grants.

Fiscal Impact:

Option 1: Enforce current state law and design educational materials. There will be nominal costs associated with developing educational materials. No addition funding is needed.

Option 2: Develop targeted golf cart and low speed vehicle plan, including mapping, educational materials, and recommendations for proposed golf cart and low speed vehicle ordinance. The estimated cost of this plan would be approximately \$25,000 and would require appropriation to the General Fund or Measure P Budget. Staff recommend if Option 2 is preferred that the City Council appropriate \$25,000 of unappropriated Measure P Funds to fund the project.

Option 3: Apply for FY 2027-28 Sustainable Transportation Planning Grant. There is no cost to apply beyond staff and City Engineer time. The recommended grant request is \$290,000, for a total project cost of approximately \$327,600. The required local match is approximately \$37,600 (11.47 percent of total project cost) over the life of the plan, and it may be satisfied with City staff time already budgeted. No General Fund appropriation is required.

Prior Council/Board Actions:

January 9, 2024: Council discussed golf cart and neighborhood electric vehicle regulations Item. No formal action was taken.

Attachments:

- 1) January 9, 2024, Golf Cart Staff Report
- 2) State of California Attorney General Opinion No. 90-302
- 3) Caltrans FY 2027-28 STPG Call for Applications (forwarded by TCAG)
- 4) STPG Program Summary and Schedule
- 5) Exeter Golf Course Radius Map

Recommendation motion to be made by the City Council:

I move to direct staff to move forward with Option 1 enforcing current regulation, Option 2 developing a targeted golf cart and low speed vehicle plan/program followed up with a draft ordinance and appropriate \$25,000 of Measure P Funds for the project or Option 3 authorize staff with the assistance of the City Engineer, to prepare and submit an application to the Caltrans Fiscal Year 2027-28 Sustainable Transportation Planning Grant Program for a citywide Exeter Mobility Plan inclusive of golf carts and other low-speed travel modes, in the amount of \$290,000, and to commit the required local match of approximately \$37,600 (11.47 percent (%) of total project cost), which may be satisfied with City staff time.

**City of Exeter
Agenda Item Transmittal**

Meeting Date: January 9, 2024

Agenda Item Number: 15

Wording for Agenda: Discuss and provide direction/input concerning the development of local regulations and pursuing state legislative authority to allow more widespread use of Golf Carts and Neighborhood Electric Vehicles on City Streets.

Submitting Department: Administration
Contact Name: City Administrator, Adam Ennis, City Attorney, Julia Lew
Phone Number: (559) 592-4539
Email: adam@exetercityhall.com

For action by:

☒ City Council

Regular Session:

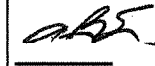
☐ Consent Calendar

☒ Regular Item

☐ Public Hearing

Review:

**City Administrator
(Initials Required)**



Department Recommendation:

Provide direction/input concerning the potential development of local regulations and pursuing state legislative authority to allow more widespread use of Golf Carts and Neighborhood Electric Vehicles on City Streets.

Summary/Background:

At the City Council meeting of October 10, 2023, at the request of Council Member Vicki Riddle, the Council authorized the above-referenced matter to be scheduled for consideration at a regular City Council meeting.

Current Laws Regulating Golf Carts and Low Speed/Neighborhood Electric Vehicles.

Golf Carts

Golf Carts are electric motor vehicles with at least 3 wheels and a weight of less than 1,300 lbs., which are designed to be and are operated at not more than 15 miles per hour and are designed to carry golf equipment and a maximum of 2 people including the driver. [VC 345] State law allows a city to (by resolution or ordinance) expressly designate and regulate a highway or portion of a highway that is under its jurisdiction for combined use by golf carts and other registered motor vehicles, if the city finds that the highway is located adjacent to or provides access to a golf course, or is within or bounded by real estate developments offering golf facilities (and where those facilities become available by virtue of the home ownership), and the city finds that highway is designed and constructed to safely permit that combined use. There is also a requirement that no such highway be designated for combined use for a distance of more than one mile from the golf course if that highway is not located within a development or beyond the area of the development. [VC 21115.] City rules and regulations may establish crossing zones, speed limits, and other operating standards but shall not interfere with the registration, licensing, or equipment requirements established by State law. Appropriate signs must also be installed before the local regulations can become effective. Additionally, a city may establish crossing zones for use by Golf Carts at any time other than during darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course, provided that the police department finds that the street conditions (with proper markers, lighting and signage) will safely permit the crossing. Golf Carts additionally cannot be operated on highways in speed zones of greater

than 25 miles per hour (excluding authorized crossings) unless the City has adopted a Golf Cart Transportation Plan. Crossings of state highways require transportation plans and approval of Caltrans (see below).

Golf Carts are exempt from registration with the DMV if operated per the above restrictions. [VC 4019] Since Golf Carts are considered to be “motor vehicles,” drivers are required to be licensed when driving on a highway or within a parking lot.

Low Speed Vehicles (aka Neighborhood Electric Vehicles)

A low-speed vehicle (LSV or NEV) is a motor vehicle that has 4 wheels, can attain a speed of more than 20 miles per hour and not more than 25 miles per hour, and has a gross vehicle weight rating of less than 3000 pounds. [VC 385.5.] LSVs are considered Golf Carts and are not required to be registered if and when operated in the same manner and locations as allowed for Golf Carts as set forth above [VC 4023] or operated pursuant to a lawfully adopted Golf Cart Transportation Plan. Otherwise, an LSV is subject to all vehicle code requirements applicable to motor vehicles and drivers of motor vehicles. [VC 21251] LSVs must also meet federal Motor Vehicle Safety Standards. [VC 21253] LSVs cannot be operated on roadways with a speed limit in excess of 35 miles per hour (excluding authorized crossings) unless the local area (city or county) obtains specific state legislation authorizing the City to adopt a “NEV Transportation Plan.”

Attached for example purposes, is the City of Laguna Woods’ regulations concerning the use of Golf Carts and LSVs.

Golf Cart and Nev Transportation Plans

A city or county may adopt by ordinance or resolution a Golf Cart Transportation Plan. The plan area can include public and private areas (where the owner’s consent is obtained). Such plans only cover true “Golf Carts” as defined above and not LSV/NEVs. The plans allow for the creation of golf cart lanes but do not allow the use of any state highway or portion thereof, except for crossings or where a separate golf cart lane can be established. Plans must include a minimum, route selection; transportation interfacing; citizen and community involvement in planning; coordination with long-range transportation planning; provision for golf cart related facilities like special access points and crossings; provisions for parking facilities; and provisions for special paving, road markings, signage and striping, etc. A city or county must adopt 1) minimum design criteria for Golf Carts which can include seatbelts and other safety devices; 2) a permit process requiring that the design criteria be met; 3) minimum safety criteria for Golf Cart operators including the possession of a valid driver’s license and the state mandated financial responsibility requirements; and 4) restrictions limiting the operation of golf carts to separated golf cart lanes on those roadways identified in the Plan, and allowing only those golf carts that have been retrofitted with the safety equipment specified in the Plan to be operated on separated golf cart lanes of approved roadways in the plan area. An example of such a Plan has been included – 1) the golf cart transportation plan map, regulations, and other information from the City of Indio. As of the date of the preparation of this staff report, Council member Riddle was going to be visiting the City of Indio later this week to review Indio’s golf cart transportation routes and attributes and can provide additional information to the City Council.

NEV Transportation Plans are only allowed if the City or County has specific State statutory authorization. The specific purpose of these plans is generally to further the creation of sustainable development that reduces gasoline demand and vehicle emissions and to further the facilitation of efficient movement. Such plans allow for the more widespread use of low-speed vehicles and contain similar requirements to those of golf cart plans (including the requirement for possessing a driver’s license), except they can provide for more flexibility for

roadway use. State crossings also require State approval (Caltrans). See the attached NEV Transportation Plan from the City of Lincoln provided as an example.

Some Common Misconceptions and Challenges

- California Driver's License requirements
- Specific safety equipment needs for LSV/NEV's
- Registration Requirements
- Actual areas of operation
 - o Designated golf cart paths vs roadways & sidewalks
- Golf Course Dependency
- Transportation Plan development and complexity

Discussion Items

Council Member Riddle has requested that the City Council consider whether to 1) review the City for areas that would currently qualify for golf cart use if authorized by the City Council; and to further consider whether to engage in a review for 2) the possibility of the development of a Golf Cart Transportation Plan, and/or 3) the possibility of pursuing State legislative authority for a NEV Transportation Plan. All of the above would require involvement and consideration by the City's Public Safety Department, and the Plans would require additional participation by the Planning Commission. Public Safety has reviewed this report and may have additional comments to provide to the City Council.

Fiscal Impact: To be determined.

Prior Council/Board Actions: None.

Attachments: 1) City of Laguna Woods' Regulations and Guide to Golf Cart and Low Speed Vehicle Use;
2) City of Indio Golf Cart Transportation Plan documents; and
3) City of Lincoln's NEV Transportation Plan (updated 2023)

Recommended motion to be made by Council/Board: I move to provide direction concerning the development of local regulations and pursuing state legislative authority to allow more widespread use of Golf Carts and Neighborhood Electric Vehicles on City Streets

CHAPTER 8.18. GOLF CARTS AND LOW-SPEED VEHICLES

Sec. 8.18.010. Purpose and intent.

The purpose of this chapter is to provide reasonable regulations for the use of golf carts and low-speed vehicles on specifically designated golf cart paths and across specifically established golf cart crossings. This chapter is intended to protect and promote the health, safety, and welfare of the public. In adopting and implementing the regulatory provisions of this chapter, it is the intent of the City Council to further the objectives specified above, and to create reasonable regulations in conformance with the California Vehicle Code.

(Ord. No. 06-03, § 1, 5-17-2006; Ord. No. 19-03, § 3(Exh. A), 4-17-2019)

Editor's note(s)—Ord. No. 19-03, § 3(Exh. A), adopted April 17, 2019, changed the title of section 8.18.010 from "Purpose" to read as herein set out.

Sec. 8.18.020. Definitions.

The following definitions shall govern the meaning of words and phrases used in this chapter, except that definitions from the California Vehicle Code shall have the meaning of the then-current effective statute, as may be amended from time to time or replaced by a successor statute:

- (05) *Golf cart* means, as defined in California Vehicle Code § 345, a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver.
- (10) *Golf cart crossing* means a crossing on a portion of a highway that has been specifically established by a resolution of the City Council for use by golf carts, in accordance with California Vehicle Code § 21115.1.
- (15) *Golf cart path* means a path on a portion of a highway, other than the roadway, that has been specifically designated by a resolution of the City Council for use by golf carts. Golf cart paths are identified by posted signs and are set apart from the roadway by curbs, barriers, markings, or other delineation.
- (20) *Highway* means, as defined in California Vehicle Code § 360, a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel, including streets.
- (25) *Low-speed vehicle* means, as defined in California Vehicle Code § 385.5, a motor vehicle, other than a motor truck, having four wheels on the ground and an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. A low-speed vehicle is not a golf cart, except when operated pursuant to the California Vehicle Code §§ 21115 or 21115.1.
- (30) *Sidewalk* means, as defined in California Vehicle Code § 555, that portion of a highway, other than the roadway, set apart by curbs, barriers, markings, or other delineation for pedestrian travel.

(Ord. No. 06-03, § 1, 5-17-2006; Ord. No. 19-03, § 3(Exh. A), 4-17-2019)

Sec. 8.18.030. Regulations.

- (a) Golf carts may be operated on golf cart paths and across golf cart crossings in accordance with the California Vehicle Code. It shall be a violation of this chapter to operate a golf cart (1) on any sidewalk unless such sidewalk has been specifically designated a golf cart path in accordance with this chapter or (2) on any portion of a highway unless such portion has been specifically established as a golf cart crossing in accordance with this chapter.
 - (b) It shall be a violation of this chapter for anyone to operate a low-speed vehicle on a golf cart path or sidewalk.
 - (c) Any violation of this chapter shall be deemed an infraction, subject to the provisions of chapters 1.04 and 1.06 of this Code.
 - (d) Nothing in this chapter shall be deemed to prohibit the use of golf carts and low-speed vehicles that are operated in accordance with the California Vehicle Code or that are operated on private property.
- (Ord. No. 06-03, § 1, 5-17-2006; Ord. No. 19-03, § 3(Exh. A), 4-17-2019)

Editor's note(s)—Ord. No. 19-03, § 3(Exh. A), adopted April 17, 2019, changed the title of section 8.18.030 from "Regulations for golf carts and low-speed vehicles" to read as herein set out.

Sec. 8.18.040. Signs, markers, and lighting.

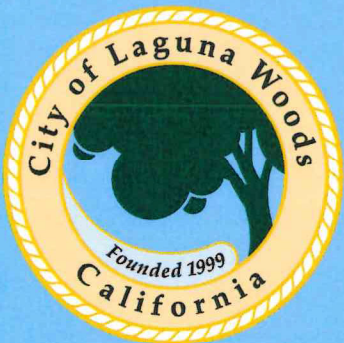
The City Manager is authorized to erect and maintain signs, markers, and lighting adjacent to or on golf cart paths, golf cart crossings, and sidewalks, as deemed necessary, to (1) comply with the California Vehicle Code or (2) explain the regulations set forth in the California Vehicle Code or this chapter.

(Ord. No. 19-03, § 3(Exh. A), 4-17-2019)

Sec. 8.18.050. Compliance disclaimer.

- (a) The presence, absence, maintenance condition, or visibility of signs, markers, or lighting authorized pursuant to Section 8.18.040 shall not excuse noncompliance with this chapter nor with any other local laws or regulations, or federal or state laws or regulations.
- (b) This chapter is not intended to be exclusive and compliance with its provisions shall not excuse noncompliance with any other local laws or regulations, or federal or state laws or regulations.

(Ord. No. 19-03, § 3(Exh. A), 4-17-2019)



Guide to Golf Cart and Low-Speed Vehicle Use in Laguna Woods

The City of Laguna Woods is committed to supporting the mobility of its residents. Over the years, the City has constructed a network of paths and crossings to help facilitate the use of golf carts throughout Laguna Woods. This guide is intended to provide an introduction to where and under what circumstances golf carts and low-speed vehicles (AKA "neighborhood electric vehicles") can be used.



GOLF CARTS

What is a golf cart?

As defined by the California Vehicle Code (CVC), a golf cart is “a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver” (CVC 345).

Where can a golf cart be driven in Laguna Woods?

Golf carts **CAN** be driven:

- ✓ On the City’s designated golf cart paths **[SEE MAP]** (*Laguna Woods Municipal Code 8.18.030*);
- ✓ Across the City’s designated golf cart crossings during daylight **[SEE MAP]** (CVC 21115.1); and
- ✓ On private property (CVC 21115). Homeowner’s associations and private property owners may have their own golf cart use regulations, including access, license, and registration requirements. Please check with the appropriate parties prior to using a golf cart on private property.

Golf carts **CANNOT** be driven:

- ✗ On any roadway or bicycle lane on El Toro Road, Moulton Parkway, Santa Maria Avenue, or Ridge Route Drive (CVC 21716);
- ✗ Across any part of the El Toro Road/Moulton Parkway intersection (CVC 21716, CVC 21663, and *Laguna Woods Municipal Code 8.18.030*);
- ✗ On any sidewalk on El Toro Road, Moulton Parkway, Santa Maria Avenue, or Ridge Route Drive, unless designated as a golf cart path **[SEE MAP]** (CVC 21716, CVC 21663, and *Laguna Woods Municipal Code 8.18.030*);
- ✗ Across any designated golf cart crossing during darkness **[SEE MAP]** (CVC 21115.1); or
- ✗ In City Centre Park, “A Place for Paws” Dog Park, or Woods End Wilderness Preserve (*Laguna Woods Municipal Code 8.18.030*).

Does golf cart use require a driver's license or registration?

NO. Golf cart use does not require a California driver's license or registration with the California Department of Motor Vehicles (CVC 4019).

YIELD!

Golf carts and low-speed vehicles must yield to pedestrians, bicyclists, and other vehicles. Drivers must be mindful of their vehicles’ speed and must respect the safety of others as they pass.

LOW-SPEED VEHICLES

What is a low-speed vehicle?

(AKA "neighborhood electric vehicle")



As defined by the California Vehicle Code (CVC), a low-speed vehicle is "a motor vehicle that meets all of the following requirements: (1) has four wheels, (2) can attain a speed, in one mile, of more than 20 miles per hour and not more than 25 miles per hour, on a level paved surface, and (3) has a gross vehicle weight rating of less than 3,000 pounds" (CVC 385.5(a)).

Where can a low-speed vehicle be driven in Laguna Woods?

Low-speed vehicles **CAN** be driven:

- ✓ Across the City's designated golf cart crossings **[SEE MAP]** (CVC 21115.1); and
- ✓ On private property (CVC 21115). Homeowner's associations and private property owners may have their own low-speed vehicle use regulations, including access, license, and registration requirements. Please check with the appropriate parties prior to using a low-speed vehicle on private property.

Low-speed vehicles **CANNOT** be driven:

- ✗ On any roadway or bicycle lane on El Toro Road, Moulton Parkway, Santa Maria Avenue, or Ridge Route Drive (CVC 21260);
- ✗ Across any part of the El Toro Road/Moulton Parkway intersection (CVC 21260, CVC 21663, and Laguna Woods Municipal Code 8.18.030);
- ✗ On any sidewalk on El Toro Road, Moulton Parkway, Santa Maria Avenue, or Ridge Route Drive (CVC 21260, CVC 21663, and Laguna Woods Municipal Code 8.18.030);
- ✗ On the City's designated golf cart paths **[SEE MAP]** (Laguna Woods Municipal Code 8.18.030); or
- ✗ In City Centre Park, "A Place for Paws" Dog Park, or Woods End Wilderness Preserve (Laguna Woods Municipal Code 8.18.030).

Does low-speed vehicle use require a driver's license or registration?

YES. The driver of a low-speed vehicle must have a valid California driver's license and the low-speed vehicle must be registered with the California Department of Motor Vehicles prior to any use on public roadways (CVC 12500(a)) or shopping centers (CVC 12500(c)).

Drivers may be held civilly and criminally liable for collisions or other injuries or damage caused by or related to their use of golf carts or low-speed vehicles.

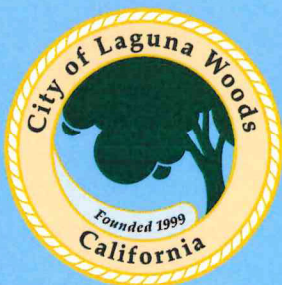
**DRIVE
SAFELY AND
RESPONSIBLY!**

City of Laguna Woods

Designated Golf Cart Paths & Crossings Map



For more information on California Vehicle Code requirements and other motor vehicle laws pertaining to the use of golf carts and low-speed vehicles, please contact the California Department of Motor Vehicles at (800) 777-0133/TTY (800) 368-4327 or www.dmv.ca.gov, or private legal counsel.



City of Laguna Woods

24264 El Toro Road
Laguna Woods, CA 92637

(949) 639-0500

TTY (949) 639-0535

www.cityoflagunawoods.org

This guide is provided for informational purposes only. It is not all-inclusive, and it does not contain or constitute legal advice. There may be information in this guide that is inaccurate, incomplete, or no longer current for your specific situation. The City makes no warranty, express or implied, about the reliability or accuracy of the information in this guide. The laws, drivable areas, and designated paths and crossings referenced may change, at any time, without notice.

CHAPTER 72: GOLF CART TRANSPORTATION PLAN

Section

72.01 Purpose and designation of chapter

72.02 Definitions

72.03 Design criteria

72.04 Safety criteria

72.05 Permits

72.06 Crossings for golf clubs

72.07 Golf Cart Transportation Program

72.99 Penalty

§ 72.01 PURPOSE AND DESIGNATION OF CHAPTER.

Cal. Streets & Highway Code Chapter 6 authorizes the city to establish and adopt a golf cart transportation plan. The city establishes a golf cart transportation program, in conformance this authority that will provide a safe and convenient means of golf cart access to golf courses and neighboring uses within the city. This chapter will establish definitions, routes and crossings, equipment standards and requirements, golf cart operator requirements and safety criteria, permit requirements and procedures, and enforcement standards. This chapter shall be referenced as the city's "Golf Cart Transportation Plan." For the purposes of this chapter, words and phrases shall have the meanings listed in § 72.02.

(Ord. 1583, passed 12-15-10)

§ 72.02 DEFINITIONS.

For purposes of this chapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

CITY. The City of Indio.

GOLF CART. A motor vehicle having not less than three wheels in contact with the ground that is designed to be and is operated at not more than 25 miles per hour and carries golf equipment, food/beverages for golfers, and one or more people, including a driver, and can be utilized on a golf course for play, service to golfers or maintenance.

GOLF CART CIRCULATION PLAN. The plan presented by city staff concurrent with this chapter's approval or such plan as may supersede same by determination of the Planning Commission. The golf cart circulation plan shall be a public record maintained by the City Clerk.

GOLF CART FACILITY. All travel ways, as designated by and located in the city within public right-of-way, that provide for golf cart travel. There shall be three categories of golf cart facilities:

- (1) Class I golf cart paths provide an area separate from the roadway used by automobile traffic for shared one-way or two-way use by golf carts, bicycles and pedestrians.
- (2) Class II golf cart lanes provide a striped lane for one-way golf cart and bicycle travel on a street or highway.
- (3) Class III golf cart routes provide for shared use with automobile and bicycle traffic. Class III facilities are established by placing golf cart route signs along roadways with speed limits of 25 miles per hour or less in order to link them to Class I or Class II facilities.

GOLF CART OPERATOR. Any person that operates a golf cart within public right-of-way per this chapter.

GOLF CLUB. A public or private golf course owned by an institutional golf cart operator and located in its entirety on private or city-owned property with the sole exception of city street crossings identified in § 72.06.

INSTITUTIONAL GOLF CART. A golf cart owned by an institutional golf cart operator and operated exclusively within a golf club.

INSTITUTIONAL GOLF CART OPERATOR. Any entity, e.g., a company, corporation, homeowners' association, management association, etc., that owns and allows usage of golf carts at a golf club by persons who are playing golf, and are:

- (1) Members of the entity in question, or
- (2) Residents or guests of residents of a community related to the entity in question, or
- (3) Otherwise affiliated with, paying fees to, or in receipt of consent from the entity in question to do so.

(Ord. 1583, passed 12-15-10)

§ 72.03 DESIGN CRITERIA.

With the limited exception of institutional golf carts and golf carts using a crossing for golf clubs per § 72.06, all golf carts traveling on or over any golf cart facility must comply the following design criteria:

- (A) Red reflectors;
- (B) Parking brake;
- (C) Horn;
- (D) Headlights, brake lights, and rear lights;
- (E) Front and rear turn signal indicator lights;
- (F) Seat belts;
- (G) Covered passenger compartment;
- (H) Backup buzzer;
- (I) Golf cart locking device;
- (J) Mirror combination (left and right side mirrors, left and rear mirrors, or multi-directional cross bar mirror) and unobstructed view to the rear.

(Ord. 1583, passed 12-15-10) Penalty, see § 72.99

§ 72.04 SAFETY CRITERIA.

All golf carts operating on or over any golf cart facility, must comply with the following safety criteria:

- (A) A golf cart operator must possess a valid California driver's license, a driver's license issued by another state, or other proof of legal authority to operate a motor vehicle in California;
- (B) A golf cart operator must have insurance that complies with the financial responsibility requirements established pursuant to Cal. Vehicle Code Chapter 1, Division 7, §§ 16000 et seq.;
- (C) Each golf cart must be maintained in a safe condition;
- (D) In the case of an institutional golf cart, the party responsible to fulfill this duty to maintain the golf cart in question is the institutional golf cart operator, not an individual golf cart operator;
- (E) Operation of a golf cart that does not meet the design criteria specified in § 72.03 is prohibited between one-half hour after sunset and one-half hour before sunrise at designated crossings;
- (F) Golf cart operators must yield the right-of-way to automobiles, pedestrians and bicyclists;

(G) Golf cart operators may only travel on a designated golf cart facility, a golf club crossing conforming to § 72.06, or a public street with a speed limit of 25 miles per hour or less; and

(H) Except as otherwise provided in this chapter, each golf cart operated in the city shall comply with the design criteria required by § 72.03 and be properly permitted as required by § 72.05.

(Ord. 1583, passed 12-15-10) Penalty see § 72.99

§ 72.05 PERMITS.

With the limited exceptions of institutional golf carts and golf carts using a crossing for golf clubs per § 72.06, said golf carts requiring no permit, the following permit rules are established:

(A) No golf cart shall be driven within the city without a current golf cart permit decal visibly displayed on the right rear fender of the golf cart.

(B) The golf cart permit shall be valid for two years from the date of issuance.

(C) A golf cart permit fee shall be established and may be modified by City Council resolution.

(D) Golf cart permit fees shall be payable by any golf cart operator who proposes to drive a golf cart within the city.

(Ord. 1583, passed 12-15-10) Penalty see § 72.99

§ 72.06 CROSSINGS FOR GOLF CLUBS

The golf cart circulation plan shall identify city streets that may be crossed by institutional golf carts being used to play golf at a golf club. Each such crossing for a golf club shall incorporate design criteria as required by the Public Works Director.

(Ord. 1583, passed 12-15-10)

§ 72.07 GOLF CART TRANSPORTATION PROGRAM.

The city is adopting this chapter concurrent with its approval of a non-codified Golf Cart Transportation Program. The Program approved may be amended from time to time by the Planning Commission of the City of Indio. The current Golf Cart Transportation Program shall be maintained as a public record by the City Clerk.

(Ord. 1583, passed 12-15-10)

§ 72.99 PENALTY.

Any person operating or driving a golf cart in the city in violation of this chapter is guilty of an infraction punishable by a fine not exceeding \$100. Within the discretion of the City Prosecutor, a second violation of this chapter occurring on a date subsequent to any initial violation shall be punishable as an infraction with a fine not exceeding \$250. Within the discretion of the City Prosecutor, a third violation of this chapter occurring on a date subsequent to any second violation shall be punishable as either an infraction with a fine not exceeding \$500 or as a misdemeanor.

(Ord. 1583, passed 12-15-10)

In 2011, the City of Indio adopted a Golf Cart Transportation Program which allows drivers of properly equipped golf carts to travel along designated pathways, sidewalks, and bicycle lanes in the City. The program requires the golf cart and the driver to meet certain minimum standards, and the golf cart must have a current permit.

Golf Cart Permit and Inspection

A permit is required to drive a golf cart on City designated golf cart lanes and paths. Before a permit can be issued, the golf cart must be inspected for required safety equipment. Inspections may be arranged by calling the Indio Police Department, Records Department (Monday-Friday) at (760) 391-4057, Press 2. The permit is valid for two years. Permits must be adhered to the right rear bumper/fender of your golf cart.

- Golf carts are permitted only on routes and paths specifically designated for their use.
- Golf carts are allowed on all streets in residential areas when posted speeds do not exceed 25 miles per hour.
- Citations may be issued for operating a golf cart in a location not included in this program.
- Golf carts are allowed to park in designated designated motor vehicle parking spaces.
- Golf carts are required to yield to bicycles and pedestrians when traveling along shared routes and paths.
- Children may not operate golf carts on City golf cart lanes and paths.
- Seat belts must be worn at all this times when the cart is in operation.
- Golf carts may only cross public streets at intersections with pedestrian crosswalks.

Golf Cart Requirements

The golf cart program has been designed to accommodate golf carts that meet industry standards for manufactured golf carts. For purposes of this program, a golf cart has two seats, at least three wheels in contact with the ground and is operated at no more than 25 miles per hour. A golf cart must be equipped with all the required safety equipment listed below in order to obtain a permit to travel on City cart lanes and paths:

REQUIRED SAFETY EQUIPMENT

SEAT BELTS	PARKING BRAKE	HEAD LIGHTS	REAR LIGHTS
BRAKE LIGHTS	BACK-UP BUZZER	LOCKING DEVICE	HORN
UNOBSTRUCTED VIEW TO THE REAR		RED REFLECTORS (CVC 24607)	
COVERED PASSENGER COMPARTMENT		FRONT & REAR TURN SIGNAL INDICATOR	
<u>ONE MIRROR COMBINATION BELOW</u>			
-LEFT AND RIGHT SIDE MIRRORS			
-LEFT AND REAR VIEW MIRRORS			
-MULTI-DIRECTIONAL CROSS BAR MIRROR			

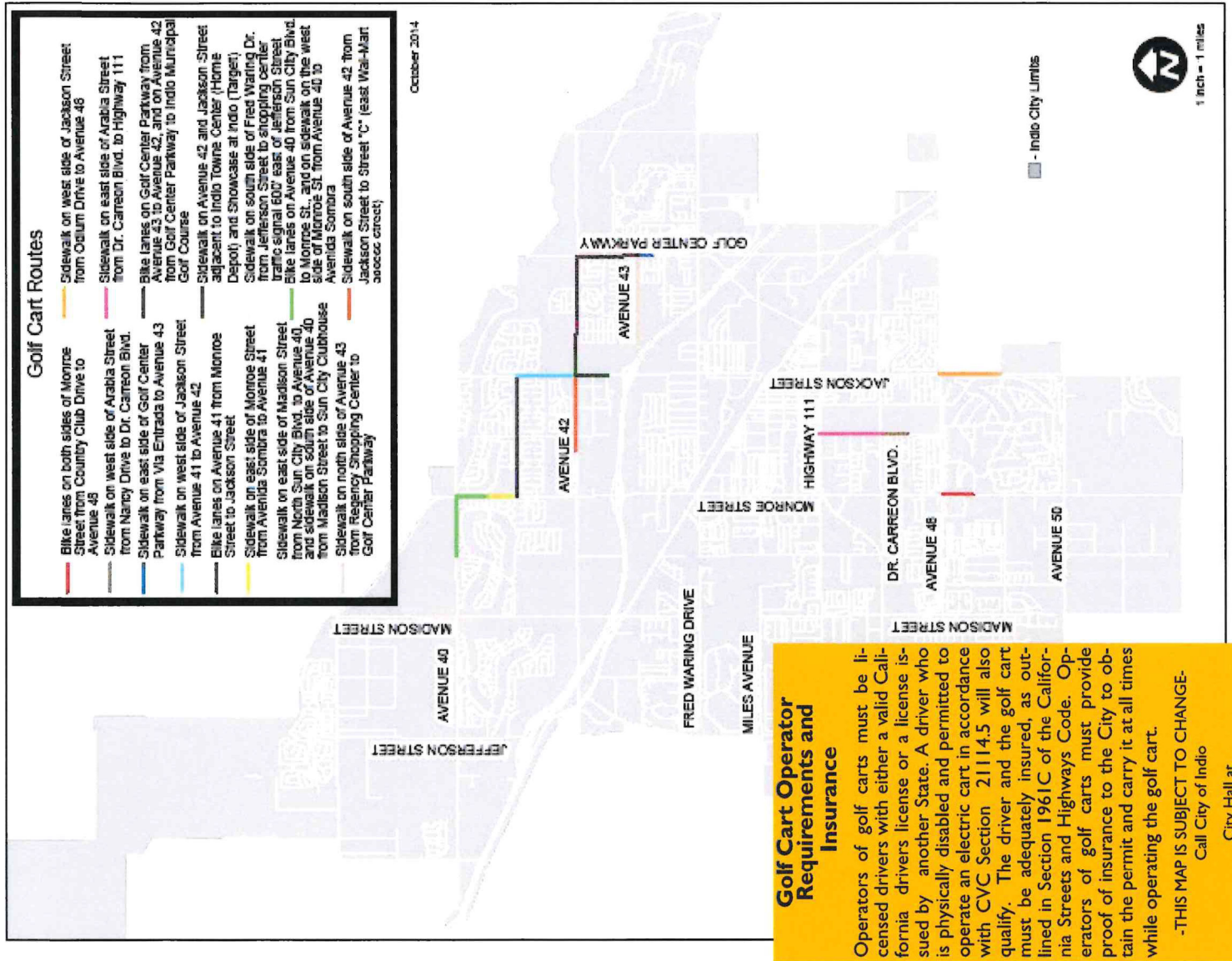
All equipment listed is available from a local golf cart dealer

Golf Cart Transportation Program



City of Indio

100 CIVIC CENTER
MALL
INDIO, CA 92201
MAIN: 760-391-4000
FAX: 760-391-4027



Golf Cart Operator Requirements and Insurance

Operators of golf carts must be licensed drivers with either a valid California drivers license or a license issued by another State. A driver who is physically disabled and permitted to operate an electric cart in accordance with CVC Section 21114.5 will also qualify. The driver and the golf cart must be adequately insured, as outlined in Section 1961C of the California Streets and Highways Code. Operators of golf carts must provide proof of insurance to the City to obtain the permit and carry it at all times while operating the golf cart.

-THIS MAP IS SUBJECT TO CHANGE-

Call City of Indianapolis
City Hall at
(760) 391-4000

City of Indio Golf Cart Transportation Program Procedures – April 2011

Obtaining a Permit

- 1) Applicant modifies golf cart per City's Design Criteria including:
 - Red reflectors
 - Parking brake
 - Horn
 - Headlights, brake lights, and rear lights
 - Front and rear turn signal indicators
 - Seat belts
 - Covered passenger compartment
 - Backup buzzer
 - Golf cart locking device
 - Mirror combination (left and right side mirrors, OR left and rear mirrors, OR multi-directional cross bar mirror) AND unobstructed view to the rear
- 2) Applicant obtains proof of insurance (see sample form) for driver and for golf cart (consult with your insurance agent - a recreational vehicle policy may be required).
- 3) Applicant calls Indio Police Department Records Section (1-760-391-4057; Press 2) to schedule golf cart inspection at applicant's home.
- 4) Indio Police Department brings Permit Form to your home; applicant completes information at top of form and signs; Indio Police Department inspects golf cart and either signs off or notes deficiencies for correction.
- 5) Applicant brings completed permit form to Finance Department at City Hall, together with proof of insurance; applicant pays fee of fifty dollars (\$50.00) for two (2) years.
- 6) Finance Department issues permit, distributes copies to applicant and Police, and keeps original on file; Finance Department provides permit decal to applicant.
- 7) Applicant attaches permit decal to right rear fender of golf cart.

NOTE: Applicant may drive golf cart with permit ONLY on designated pathways, sidewalks, and bicycle lanes, as well as on any residential street, for two (2) years.

Renewing a Permit

- 1) Finance Department mails renewal notice to permit holder six (6) weeks before expiration.
- 2) Permit holder, as renewal applicant, repeats steps 2 through 7 above.

Requesting a New Golf Cart Route

Call City of Indio Public Works Engineering at 1-760-391-4017.

Attachments

Registration Form for Golf Cart Permit
Sample Proof of Insurance Form
Currently Designated Golf Cart Routes

CITY OF INDIO
POLICE DEPARTMENT
SERVICE FEES

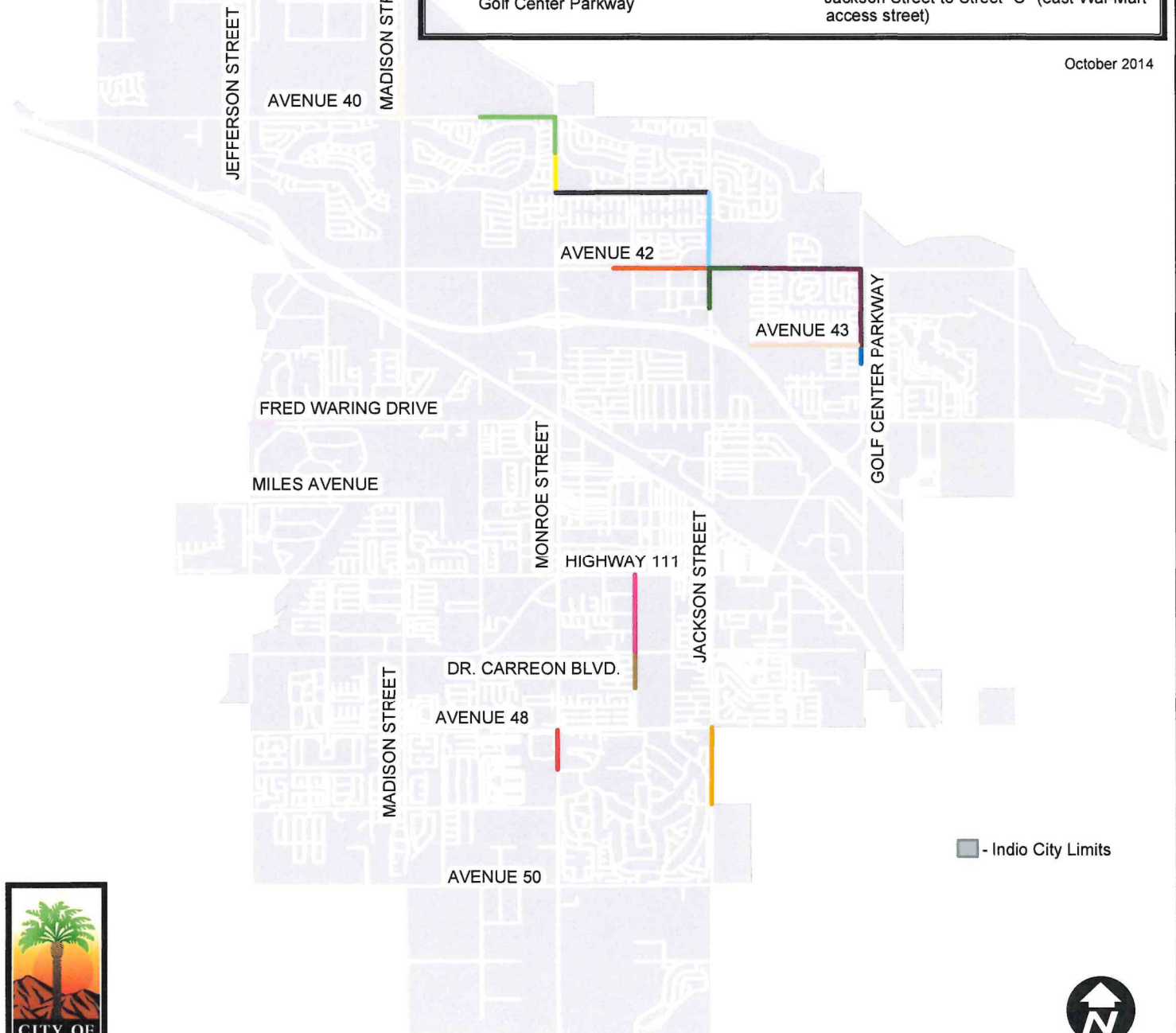
Police Fees

Fee Description	Current Fee	Fee Effective January 1, 2013	Fee Effective July 1, 2013	Fee Effective January 1, 2014	Ultimate Cost Recovery Percentage
Permit to Discharge Firearms in Conjunction with a Depredation Permit	\$ -	\$ 647	\$ 647	\$ 647	100%
Fingerprinting	\$ 15	\$ 63	\$ 63	\$ 63	75%
Police Reports	\$ 10	\$ 27	\$ 27	\$ 27	75%
Police Photos	\$ 15	\$ 27	\$ 27	\$ 27	75%
Background Letter	\$ 15	\$ 27	\$ 27	\$ 27	75%
Abatement of Dismantled or Abandoned Vehicles	\$ 150	\$ 123	\$ 123	\$ 123	100%
Auto Repossession	\$ 15	\$ 27	\$ 27	\$ 27	75%
Vehicle Impound	\$ 200	\$ 265	\$ 265	\$ 265	100%
Golf Cart Transportation Program (per Cart)	\$ 50	\$ 9	\$ 9	\$ 9	100%
Concealed Weapon Permit	\$ 5	\$ 100	\$ 100	\$ 100	n/a
Concealed Weapon Permit Renewal	\$ 5	\$ 25	\$ 25	\$ 25	n/a
Concealed Weapon Permit Extra Card	\$ -	\$ 25	\$ 25	\$ 25	n/a
Concealed Permit Updates and Changes	\$ -	\$ 10	\$ 10	\$ 10	n/a
False Alarm Response Fee	\$ -	\$ 93	\$ 93	\$ 93	100%
DUI Emergency Response	\$ -	\$ 556	\$ 556	\$ 556	100%

Golf Cart Routes

- Bike lanes on both sides of Monroe Street from Country Club Drive to Avenue 48
- Sidewalk on west side of Arabia Street from Nancy Drive to Dr. Carreon Blvd.
- Sidewalk on east side of Golf Center Parkway from Via Entrada to Avenue 43
- Sidewalk on west side of Jackson Street from Avenue 41 to Avenue 42
- Bike lanes on Avenue 41 from Monroe Street to Jackson Street
- Sidewalk on east side of Monroe Street from Avenida Sombra to Avenue 41
- Sidewalk on east side of Madison Street from North Sun City Blvd. to Avenue 40, and sidewalk on south side of Avenue 40 from Madison Street to Sun City Clubhouse
- Sidewalk on north side of Avenue 43 from Regency Shopping Center to Golf Center Parkway
- Sidewalk on west side of Jackson Street from Odum Drive to Avenue 48
- Sidewalk on east side of Arabia Street from Dr. Carreon Blvd. to Highway 111
- Bike lanes on Golf Center Parkway from Avenue 43 to Avenue 42, and on Avenue 42 from Golf Center Parkway to Indio Municipal Golf Course
- Sidewalk on Avenue 42 and Jackson Street adjacent to Indio Towne Center (Home Depot) and Showcase at Indio (Target)
- Sidewalk on south side of Fred Waring Dr. from Jefferson Street to shopping center traffic signal 600' east of Jefferson Street
- Bike lanes on Avenue 40 from Sun City Blvd. to Monroe St., and on sidewalk on the west side of Monroe St. from Avenue 40 to Avenida Sombra
- Sidewalk on south side of Avenue 42 from Jackson Street to Street "C" (east Wal-Mart access street)

October 2014



ACORDTM CERTIFICATE OF LIABILITY INSURANCE		DATE (MM/DD/YYYY)
PRODUCER	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED	INSURERS AFFORDING COVERAGE	NAIC #
	INSURER A:	
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR	ADD'L	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS								
		GENERAL LIABILITY ☐ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC				EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$								
		AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$								
		GARAGE LIABILITY ☐ ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC \$ AUTO ONLY: AGG \$								
		EXCESS/UMBRELLA LIABILITY ☐ OCCUR ☐ CLAIMS MADE ☐ DEDUCTIBLE RETENTION \$				EACH OCCURRENCE \$ AGGREGATE \$ \$ \$ \$								
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">WC STATU-TORY LIMITS</td> <td style="width: 40%;">OTH-ER</td> </tr> <tr> <td>E.I. EACH ACCIDENT</td> <td>\$</td> </tr> <tr> <td>E.I. DISEASE - EA EMPLOYEE</td> <td>\$</td> </tr> <tr> <td>E.I. DISEASE - POLICY LIMIT</td> <td>\$</td> </tr> </table>	WC STATU-TORY LIMITS	OTH-ER	E.I. EACH ACCIDENT	\$	E.I. DISEASE - EA EMPLOYEE	\$	E.I. DISEASE - POLICY LIMIT	\$
WC STATU-TORY LIMITS	OTH-ER													
E.I. EACH ACCIDENT	\$													
E.I. DISEASE - EA EMPLOYEE	\$													
E.I. DISEASE - POLICY LIMIT	\$													
		OTHER												

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

Insurance coverage as required by Section 1961C of the California Streets and Highways Code to enable the driver to operate the golf cart with a valid City of Indio Golf Cart Permit only on designated golf cart facilities and only in accordance with provisions of the City's Golf Cart Transportation Program.

CERTIFICATE HOLDER

City of Indio
 Finance Department
 100 Civic Center Mall
 Indio, California 92201

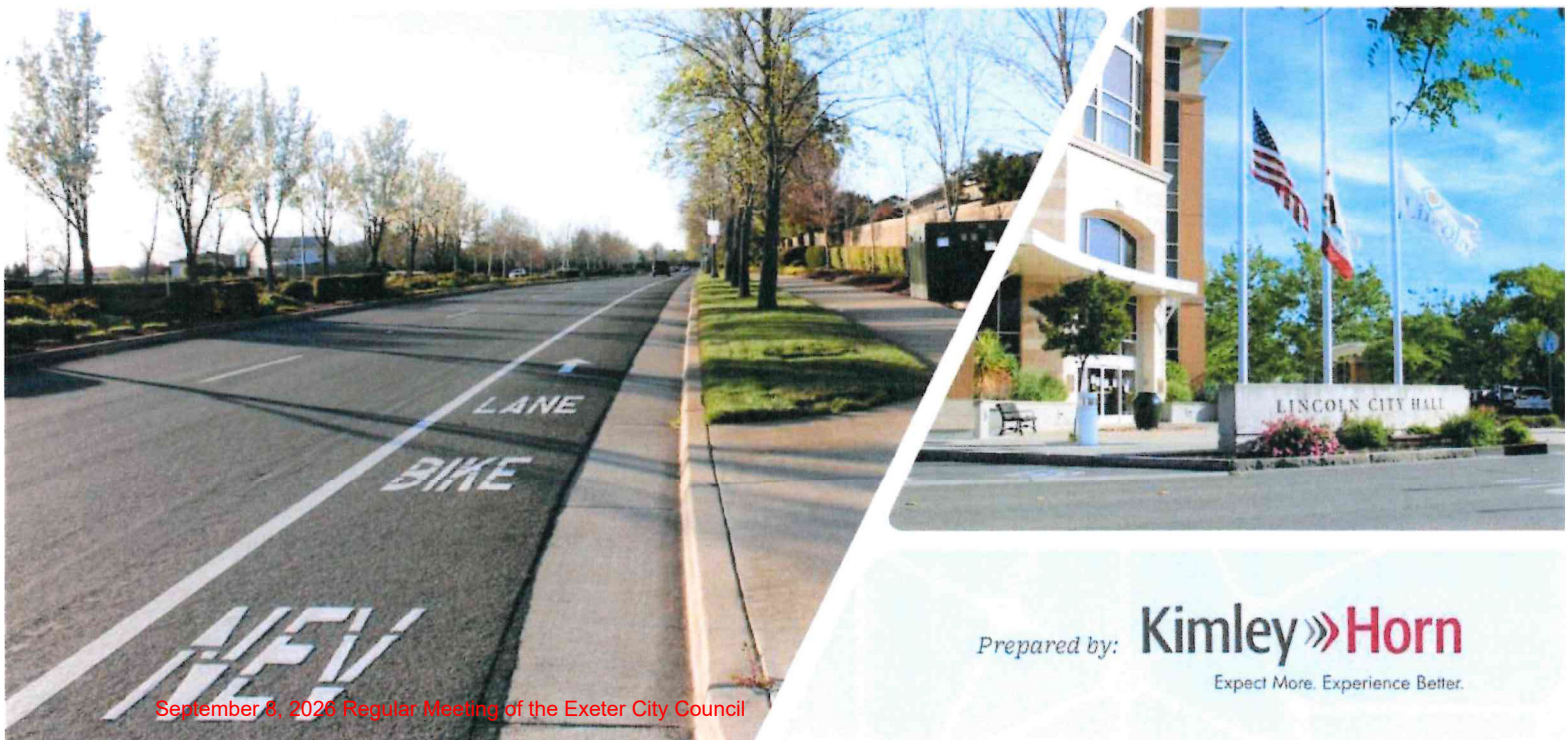
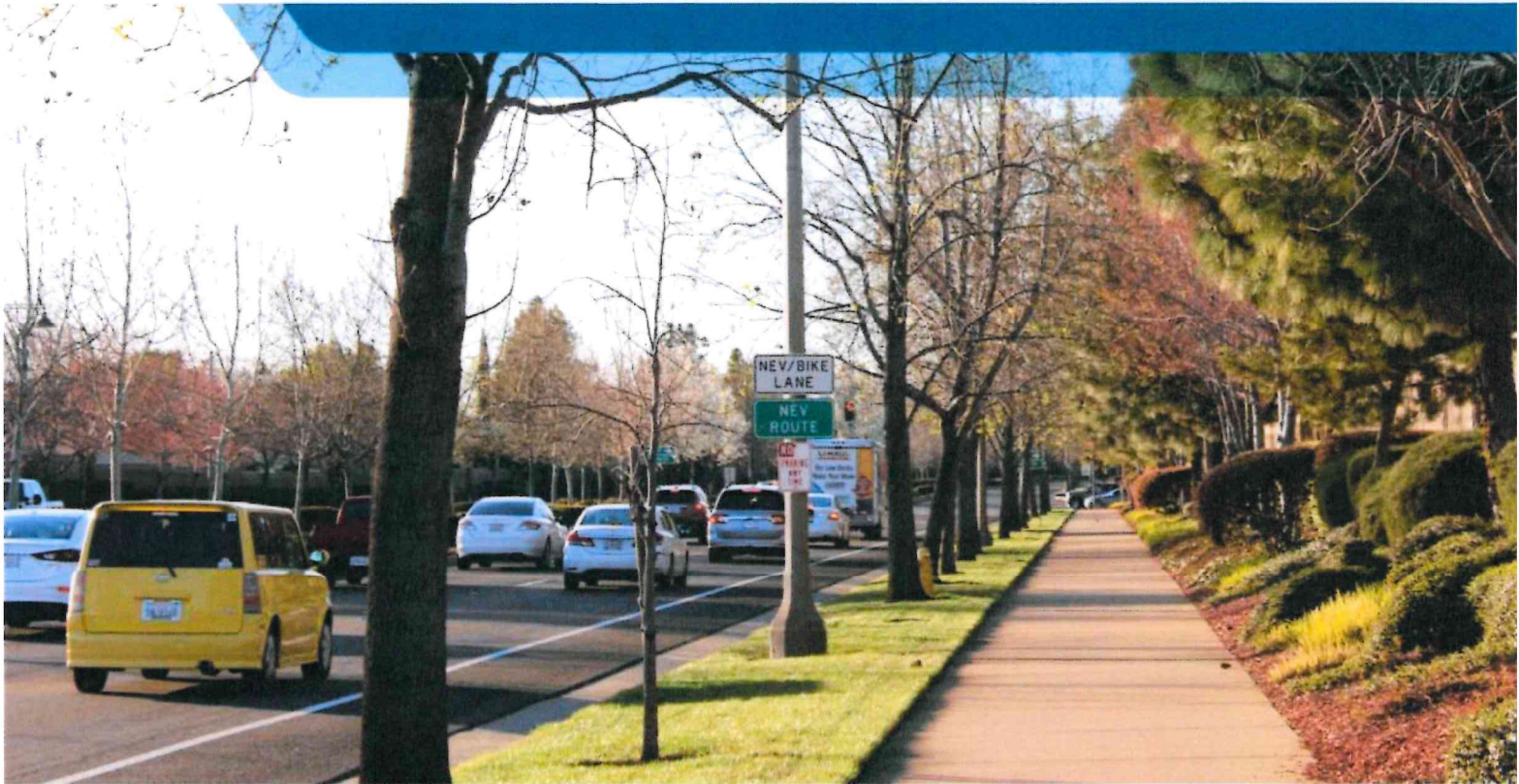
CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE



Neighborhood Electric Vehicle (NEV) and Golf Cart Master Plan Update



September 8, 2023 Regular Meeting of the Exeter City Council



Neighborhood Electric Vehicle (NEV) and Golf Cart Master Plan Update

City of Lincoln,
California

March 2023

Prepared for:

City of Lincoln

Prepared by:

Kimley»»Horn

555 Capitol Mall, Suite 300
Sacramento, California 95814

Phone: (916) 858-5800



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INTRODUCTION

Overview and Purpose

In 2006 the City of Lincoln (City) established a Neighborhood Electric Vehicle (NEV) Plan and a separate Twelve Bridges Golf Cart Transportation Plan. The City is unique in that it was the first to establish a NEV Plan, and one of the only cities in the State of California to have a golf cart master plan.

This NEV/Golf Cart Master Plan Update combines both plans into a single, comprehensive document intended to provide a framework for the City to follow in regard to maintenance and expansion of the respective infrastructure networks. This document also updates the City's NEV and Golf Cart network and provides a list of potential projects and their associated costs to assist with prioritization. The overarching goal of the City's investment in this update is to provide a safe and connected NEV and Golf Cart network within the City of Lincoln.

In addition to serving as a planning guide for the City, this report is also meant to provide guidance to the City's residents. This report provides information on the difference between NEVs and Golf Carts and where they are allowed to travel. This explanation is accomplished by exhibits showing where NEVs and Golf Carts are road-legal, where they are allowed to cross major roads, and where parking spaces are currently available.

This NEV/Golf Cart Master Plan Update accomplishes the following:

- Updates required information elements of the NEV Plan and the Golf Cart Plan
- Updates the City's existing NEV network to include street and NEV route improvements completed since the previous plan was published in 2006
- Determines the efficacy of the 2006 NEV Plan and 2006 Golf Cart Plan and revises these recommendations based on input from the public, combined with a comprehensive assessment of NEV and Golf Cart connectivity relative to existing and future development patterns
- Establishes a future NEV/Golf Cart network that connects all areas of significance in the City with facilities and routes that have been lacking or will be required with new developments

The NEV/Golf Cart Master Plan Update addresses elements required under Assembly Bill 2353 (2004) and the California Streets and Highways Code. These requirements are shown in **Table 1** and **Table 2** in the order in which they are presented in this report.

Project Area

The City of Lincoln, California, is located in Placer County, approximately 10 miles north of the City of Roseville and 25 miles north/northeast of the City of Sacramento. The City is approximately 24 square miles in area; however, this plan area includes the City limits and its "sphere of influence", including Village 1 and Village 7 and other Special Use Districts in the City's General Plan (see **Figure 1**).



Table 1 – NEV Plan Elements

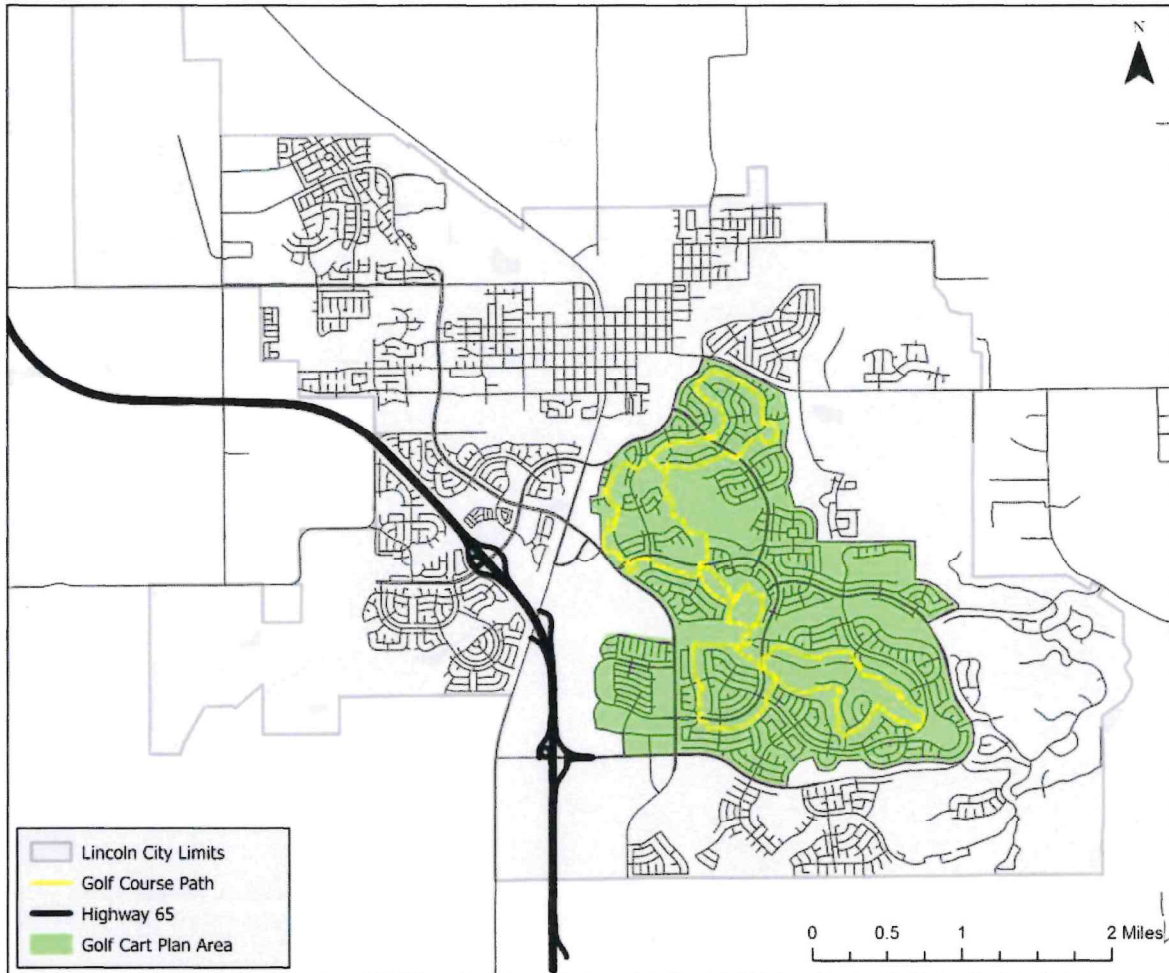
Required NEV Plan Element		Report Reference Page
A.	Minimum design/safety criteria for NEVs	4
B.	Transportation interfacing	6
C.	Minimum general design criteria for NEV routes and lanes	7
D.	Provisions for NEV electrical charging stations	8
E.	Provision for NEV related facilities, including special access points and NEV crossings	8
F.	Provision for NEV parking facilities at locations including community commercial centers, golf courses, public areas, parks, etc.	8
G.	Route selection	12
H.	Flexibility and coordination with long-range transportation planning	15
I.	Citizens and community involvement in planning	20
J.	Provision for special paving, road markings, signage and striping for NEV lanes, road crossings, parking, and circulation	Appendix D
K.	Uniform specifications and symbols	Appendix D

Table 2 – Golf Cart Plan Elements

Required Golf Cart Plan Element		Report Reference Page
A.	Minimum design/safety criteria for golf carts	5
B.	Defined permit process	6
C.	Minimum safety criteria for golf cart operators	6
D.	Restrictions limiting the operation of golf carts to plan areas	6
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M.	Citizens and community involvement in planning	20
N.	Provision for special paving, road markings, signage and striping for golf cart lanes, road crossings, parking, and circulation	Appendix D
O.	Uniform specifications and symbols	Appendix D



Figure 1 – City of Lincoln Overview



LINCOLN'S HISTORY WITH NEVS AND GOLF CARTS

In 2004 the State of California passed Assembly Bill 2353 (AB 2353), authorizing the City of Lincoln to establish a Neighborhood Electric Vehicle (NEV) transportation plan. NEVs continue to be an increasingly popular mode of transportation for shorter trips and provide numerous benefits to communities. However, the use of NEVs is restricted by the California Vehicle Code (CVC), which only allows NEVs on streets with speed limits of 35 mph or less. To allow NEVs to utilize the City's roadway network more fully, the City initiated the creation of AB 2353. This bill ultimately created provisions for the use of NEV Lanes on roads with speed limits greater than 35 mph, assuming that standard design criteria were followed.

Following the 2004 adoption of AB 2353 by the California State Legislature, the City published its *NEV Transportation Plan* in 2006. Over the following years, numerous projects that were proposed in the plan were implemented. AB 2353 required the City to submit an evaluation report to the Legislature before January 1, 2008, describing the general effectiveness of the NEV plan and whether it should be terminated or continued. In 2008, AB 2963 was adopted, pushing back the due date of the report to January 1, 2012, and giving the City additional time to implement the projects described in the existing plan. Subsequently, the City submitted its evaluation report on January 1, 2011, stating that the plan had been generally successful and that there would be numerous benefits to expanding the provisions of AB



2963 statewide. NEVs are currently permitted to use the City's transportation network and, as a result, a precedent has been set for residents and users of the broad transportation system. AB 2353 and 2963 are included for reference in **Appendix A**.

The City has followed a thoughtful and well-researched process to create a NEV Plan under the supervision of the State Legislature. This background has prepared the City to manage its NEV facilities in an ongoing manner, including maintenance and the logical expansion of NEV routes. The City is now seeking to refresh its existing NEV Plan and build upon the existing network in a manner consistent with existing policies and plans. This step is necessary, given additional growth within the City since 2006 and changes to speed limits that may affect the safe use of NEVs.

The City is also seeking to update the 2006 *Twelve Bridges Golf Cart Transportation Plan*. Golf carts are allowed to drive on paths within a golf course, but are not considered street-legal outside of the golf course. As described in the California Streets and Highways Code, a golf cart plan is required for permitted golf carts to drive on public roads outside of a golf course (see **Appendix B**). The 2006 Golf Cart Plan defined the plan area as the Del Webb/Twelve Bridges community and set design criteria for golf cart facilities that extend beyond the golf course. This update serves as an evaluation of the existing Golf Cart Plan and provides updated policies and projects to best serve the needs of the community.

Together, these updated NEV and Golf Cart Plans will provide a summary of existing vehicle and infrastructure requirements, a roadmap for future project locations, and will serve as a consolidated resource for residents to know where they can drive the respective vehicles.

BENEFITS OF NEVS AND GOLF CARTS

There are numerous benefits to the use of NEVs and golf carts for a variety of mobility needs. NEVs are often a smart choice for shorter trips within the City as they can travel along many of the routes connecting residential communities and destination commercial centers. Residents traveling to the store or for recreational purposes can save on gas and can often charge their vehicles at their destination of choice. NEVs produce no greenhouse gas (GHG) emissions and do not pollute the air, making them a much more environmentally friendly option than fossil fuel powered vehicles.

Golf carts provide similar benefits to NEVs. Older residents with more restricted mobility can use golf carts to travel within the golf course itself, and within the larger golf course community. Golf carts are also electric, providing benefits to air quality and reduced GHG emissions. There are also potential safety benefits to the use of golf carts, given that they operate at lower speeds.

VEHICLE DEFINITIONS AND REQUIREMENTS

NEV Definitions and Vehicle Requirements

- Neighborhood electric vehicles are classified Federally as Low Speed Vehicles (LSVs). According to the Federal Motor Vehicle Safety Standards 49 CFR 571.3(b), LSVs are defined as being 4-wheeled vehicles with a top speed attainable in 1 mile of more than 20-mph but not greater than 25-mph, and having a Gross Vehicle Weight Rating (GVWR) less than 3,000 lbs. The following safety features are required for LSVs:
 - a. Headlamps
 - b. Front and rear turn signal lamps
 - c. Taillamps
 - d. Stop lamps



- e. Reflex reflectors: one red on each side as far to the rear as practicable, and one red on the rear
 - f. An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior mirror
 - g. A parking brake
 - h. A windshield that conforms to the Federal motor vehicle safety standard on glazing materials (49 CFR 571.205)
 - i. A VIN that conforms to the requirements of part 565 Vehicle Identification Number of this chapter
 - j. A Type 1 or Type 2 seat belt assembly conforming to Sec. 571.209 of this part, Federal Motor Vehicle Safety Standard No. 209, Seat belt assemblies installed at each designated seating position
 - k. Low-speed vehicles shall comply with the rear visibility requirements specified in paragraphs S6.2 of FMVSS No. 111
 - l. An alert sound as required by §571.141
- The classification "NEV" is defined by the State of California in AB 2353 Section 1, Division 2.5, Chapter 7. According to AB 2353, NEVs must have 4 wheels, a maximum speed greater than 20-mph, but not greater than 25, and a GWVR of less than 3000 lbs. AB 2353 states that LSVs are not golf carts, except when operated pursuant to Section 21115 or 21115.1. AB 2353 also provides for NEVs to use state highways or any crossing of the highway, subject to approval of the State Department of Transportation (Caltrans). NEVs must meet all of the safety requirements with which LSVs comply
 - A driver's license is required to drive an NEV on public roads
 - Consistent with the National Highway Traffic Safety Administration (NHTSA) requirements, all NEVs must be equipped with:
 - a. Seat belts (lap only, or lap and shoulder)
 - b. Brake lights
 - c. Rear lights
 - d. Headlights
 - e. Mirrors, one of the following selection: (1) left side and right-side mirrors, (2) left-side and rear-view mirrors, or (3) multi-directional cross bar window
 - f. Windshield
 - g. Horn
 - h. Front and rear turn signal indicators
 - i. Rear red-reflectors
 - j. Parking brake
 - k. Covered passenger compartment

Golf Cart Definitions and Vehicle Requirements

- The California Streets and Highway Code defines a golf cart as "a motor vehicle having not less than three wheels in contact with the ground and unladen weight less than 1,300 pounds which is designed to be and is operated at not more than 25 miles per hour and is designated to carry golf equipment and not more than two persons, including the driver"
- Any person operating a golf cart in violation of the rules outlined in the golf cart plan is guilty of an infraction punishable by a fine

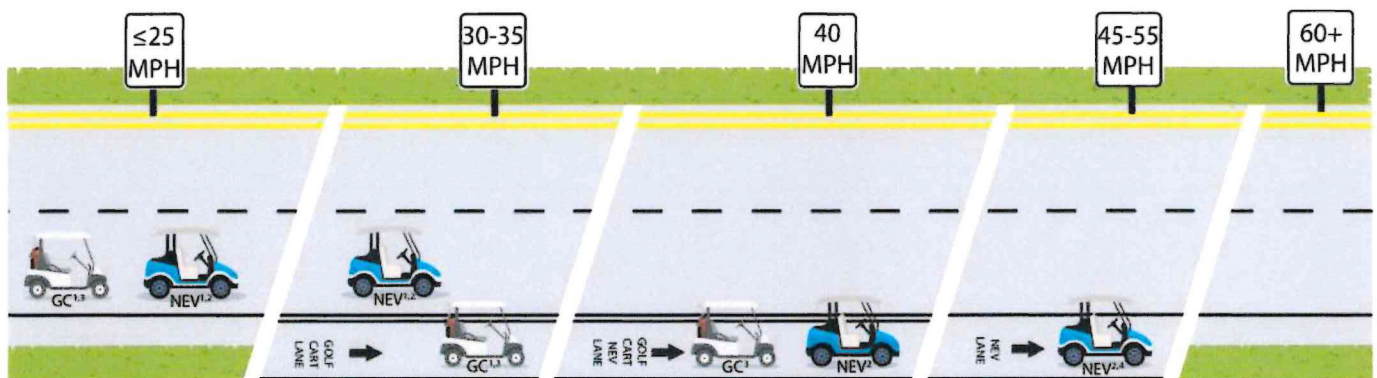


- Consistent with the existing Golf Cart Plan requirements, golf carts must be equipped and operated with the following to drive on roads outside of the golf course:
 - a. Brake lights conforming to CVC 24603
 - b. Front and rear turn signal indicator lights, conforming to CVC 24952 and 24953
 - c. Full rear-view mirror mounted in a continuous multi-section array across the top of the passenger compartment CVC 26709
 - d. Single beam headlamps, conforming to CVC 24400
 - e. Parking brake CVC 26450
 - f. Seatbelts for both driver and passenger, in two-point (i.e. lap) mounting, conforming to 49-CFR-571.209 and 571.210
 - g. Safely equipped or properly loaded to conform to CVC Section 24002
- Golf carts that will only be operated on the golf course and not on adjacent streets are not required to meet the above requirements. Any golf carts that are modified to increase their top speed or intended for use on public roads must meet these requirements though.
- A driver's license is required to drive a golf cart on public roads. Golf carts operated on public streets must also have a permit issued by the Lincoln Police Department (see sample application in **Appendix C**. Applications include resident information, a checklist of safety requirements, proof of insurance, and a processing fee. Permits and inspection certificates are valid for two years. For the purposes of this report, a speed modified golf cart is the same as a permitted golf cart.

CIRCULATION REQUIREMENTS

As previously discussed, NEVs and Golf Carts are governed by their own requirements specifying the facilities on which and how they can legally operate. **Figure 2** summarizes the various conditions for each vehicle depending on the subject roadway's posted speed limit.

Figure 2 – Speed Limits and Lane Requirements



Note: Golf Carts are limited to the extents of the Golf Cart Plan Area and must have a permit from City PD

¹CVC 21260 Restricts Low Speed Vehicles to roads with Design Speeds of 35 or less

²See AB 2353 for NEV Lane Design Speed Criteria

³See Twelve Bridges Golf Cart Plan for Golf Cart Lane Design Speed Criteria

⁴NEV Lanes are allowed on roads with speed limits greater than 45 mph only with City Engineer approval

Generally speaking, golf carts are restricted to lower speed roadways and, when legally traveling on a higher speed facility, they are restricted to a designated golf cart lane. Conversely, because NEVs have a higher speed and are more physically reinforced, these vehicles can travel with traffic at higher speeds and have a higher maximum speed limit allowed with a designated NEV lane. The requirements summarized in **Figure 2** serve as the framework for the evaluation and facility modifications recommended as part of this consolidated plan update.



NEV Circulation Standards

NEV Routes

AB 2353 was approved in 2004, amending the California Vehicle Code (Chapter 7, Section 1963) and established guidance for NEVs and their supporting infrastructure. Per this amendment, NEV routes are classified as Class I, Class II, and Class III. The following section describes the required geometry, pavement markings, and signage for the different NEV facilities.

1. Class I NEV Routes
 - a. Class I NEV routes provide separate right-of-way for NEV use. These facilities are shared with bikes, pedestrians, and under certain circumstances, golf carts. Class I facilities can be divided into two types: one-way paths and two-way paths.
 - i. One-way NEV paths have a minimum width of 10-feet (eight-feet wide path with a one-foot shoulder on each side).
 - ii. Two-way NEV paths have a minimum width of 16-feet (14-foot-wide path with one-foot shoulders on each side). The path may be reduced to 12-feet at the discretion of the City engineer. The extra width is required in order to accommodate vehicles traveling in both directions.
 - b. Proposed Modification: the existing NEV Plan does not have signage recommendations for Class I NEV routes. NEV operators need to know when a path is one-way, so that head-on conflicts do not arise. Likewise, bikes and pedestrians need to know if they should expect to be sharing the path with NEVs. Because they are electric, NEVs are quiet and may catch other path users by surprise. It is the recommendation of this plan that Class I NEV routes be appropriately signed. See **Appendix D** for an example sign.
2. Class II NEV Routes
 - a. Class II NEV routes provide a separate striped lane adjacent to through traffic lanes on roadways with speed limits of 55-mph or less (AB 2353). Class II NEV facilities are shared between NEVs and bikes, and will henceforth be referred to as NEV/Bike Lanes in this report. NEV/Bike Lanes should be striped to be eight-feet wide, though seven-feet wide lanes are permissible in some instances at the discretion of the City engineer. When necessary, NEV/Bike Lanes may be reduced to six-feet wide, but only with the approval of the City engineer. Roads with speed limits of greater than 35 mph and less than or equal to 55 mph must have NEV/Bike Lanes for NEVs to travel on the road.

The previous NEV Master Plan set the road design speed for Class II NEV routes as 45 mph or less. This limit is more restrictive than AB 2353, which set the maximum design speed as 55 mph or less. It is the recommendation of this plan to defer to AB 2353 for this matter and to allow NEV lanes on roads with speeds up to 55 mph. However, City Engineer approval will be required to install NEV lanes on roadways with speed limits in excess of 45 mph. This extra level of approval ensures that NEV routes are planned not only with connectivity in mind but with safety as a priority. This policy also satisfies the need to allow NEVs on higher speed roadways. Lincoln has a few roads with design speeds greater than 45 mph that serve a critical role in the City's NEV network. For example, portions of Lincoln Boulevard and Twelve Bridges Drive both have speed limits of 50 mph and an NEV lane, and provide NEVs with direct connections between residential and commercial areas. These routes have been safely used by NEVs since 2020 or earlier and are being formally included in the NEV plan update, with approval from the City Engineer.

- b. NEV/Bike Lanes should be signed and have pavement markings at the far side of every intersection with a collector street, or at a minimum every half-mile. The sign and pavement marking criteria for NEV/Bike Lanes can be found in **Appendix D**.



3. Class III NEV Route

- a. Class III NEV routes are roads with speeds of 35 mph or less where NEVs share the travel lane with conventional vehicle traffic
- b. Class III NEV routes should be marked with a NEV route sign on the far side of intersections with collector streets and at a maximum every half mile. The NEV route sign can be found in **Appendix D**.

NEV Crossings

NEVs are permitted to cross at intersections where the NEV route is continuous. Per CVC §21260(2), NEVs may only cross state highways at controlled intersections, though they may cross at uncontrolled locations with the approval of the agency with primary responsibility for the intersection. The CVC also states that NEVs “may cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees”.

NEV Parking

NEVs are allowed to park in typical parking spaces like traditional motor vehicles, and multiple NEVs may not share the same parking spot. Dedicated NEV parking spaces are encouraged and design criteria are included in **Appendix E** (these parking spaces are seven-feet wide and 15-deep). Dedicated NEV parking spaces have been installed in the Lincoln Crossing Marketplace, Sterling Point Center, and Lincoln Village at Twelve Bridges shopping centers. The availability of NEV parking spots at shopping centers and other destinations throughout the City would help encourage further use of NEVs. Accordingly, per the existing NEV Plan, the following recommendations apply to new developments:

1. Charging stations should be located near the center of stalls at normal light pole locations
2. Retail and commercial properties should provide a minimum of two spaces for the first 10,000 square feet of the building area, plus one additional space for each additional 6,000 square feet
3. Medical facilities require a minimum of four (4) spaces
4. Educational facilities require a minimum of eight (8) spaces
5. Neighborhood parks require a minimum of four (4) spaces

Golf Cart Circulation Standards

Golf Cart Routes

The *Twelve Bridges Golf Cart Transportation Plan* defined four functional classifications for golf cart circulation. Golf cart facilities are limited to the golf course community. Limited connections to nearby commercial areas are permitted with the approval of the City engineer.

1. Golf Cart Paths

- a. Golf cart paths provide a separate right-of-way for golf carts to use. These paths exist typically within the limits of the golf course community to provide access to different sections of the course. These facilities are shared with bikes and pedestrians, and NEVs are allowed onto these paths. Golf cart paths can be broken into two types:
 - i. One-way golf cart paths have a minimum width of 10-feet (eight-feet wide path with a one-foot shoulder on each side)
 - ii. Two-way golf cart paths have a minimum width of 16-feet (14-foot-wide path with one-foot shoulders on each side). These facilities are shared with bikes, pedestrians, and even NEVs. The extra width is required in order to accommodate vehicles travelling in both directions, or vehicles passing.
- b. Proposed Modification: the existing Golf Cart Plan does not have signage recommendations for golf cart paths. However, golf cart paths should be signed. Golf cart path operators need



to know when a path is one-way, so that head-on conflicts do not arise. Likewise, bikes and pedestrians need to know if they should expect to be sharing the path with golf carts. As with NEVs, golf carts are quiet and may catch other path users by surprise. It is the recommendation of this plan that golf cart paths be appropriately signed. See **Appendix D** for an example sign.

2. Golf Cart Lanes

- a. Golf cart lanes provide a striped lane adjacent to through traffic lanes on roadways with speed limits less than 45 mph. Golf cart lanes can be shared between golf carts, NEVs, and bikes. Golf cart lanes should be striped to be at least seven-feet wide, measured from the face of curb, with a minimum vertical clearance of eight-feet from obstructions. Consistent with the existing plan, Golf cart lanes must have a smooth paved or concrete surface and be separated from vehicle travel lanes by two solid 4-inch white lines. This added buffer provides more protection to golf carts, which operate at a slower pace compared to NEVs. Roads with speed limits of greater than 25 mph and less than or equal to 40 mph must have golf cart lanes for golf carts to travel on the road. The previous golf cart plan set the road design speed for golf cart lanes as between 25 and 45 mph; this standard appears to change later in the plan, however, where it is recommended that golf carts in the golf cart community be permitted to drive on streets only where the speed limit is 35 mph or less. This recommendation was made without any reference to golf cart lanes, however, leaving the reader with the impression that golf cart lanes are only allowed on roads with speeds of 30 or 35 mph. This apparent difference has led to some confusion about what is the maximum road design speed for golf carts. Since the Streets and Highways Code is silent on this issue, it is up to the City to set the design speed for golf cart lanes. It is the recommendation of this Plan to allow golf carts on roads with speed limits of 40 mph or less, if there is a golf cart lane that meets the standards previously described. This allows the City greater flexibility for allowing golf cart travel, while still not allowing golf carts on roads with a speed differential of greater than 25 mph.
- b. Golf cart lanes should be signed and have pavement markings at the far side of every intersection with a collector street, or at a minimum every half-mile. The sign and pavement marking criteria for golf cart lanes can be found in **Appendix D**.

3. Golf Cart Routes

- a. Golf cart routes are designated residential streets and alleys with a speed limit of 25 mph or less. Golf carts share the travel lane with automobiles, bikes and NEVs.
- b. Golf cart routes should be marked with a golf cart route sign on the far side of intersections with collector streets and at a maximum every half mile. The golf cart route sign can be found in **Appendix D**.

Golf Cart Crossings

Golf cart crossings are locations where golf cart routes intersect a road that is not a golf cart route. Per section 21115.1 of the CVC, golf carts are permitted to cross any road with a speed limit of 45 mph or less, except at night. Golf carts are also not permitted to cross state highways. Crossings must occur at 90 degrees to the direction of the roadway.

Golf Cart Parking

Golf carts are allowed to park in typical parking spaces like traditional motor vehicles, and multiple golf carts may not share the same parking spot. Dedicated golf cart parking spaces are encouraged and design criteria are included in **Appendix E** (these parking spaces are seven-feet wide and 15-feet deep). The availability of golf cart parking spots at shopping centers and other destinations connected to the Twelve Bridges Golf Cart Plan area would help encourage further use of golf carts. Dedicated golf cart parking



spaces have been installed in the Lincoln Hills Town Center, Sterling Pointe Center, and Lincoln Hills Neighborhood Center shopping centers. The previous Twelve Bridges Golf Cart Plan made recommendations for golf cart parking. The suggestions are as follows:

1. **Retail Centers:** two to three spaces per 100,000 square feet, plus one additional space for each additional 30,000 square feet
2. **Commercial Centers:** two to three spaces per 100,000 square feet plus one additional space for each additional 30,000 square feet
3. **Private Neighborhood Parks:** two to three spaces
4. **Medical Facilities:** four to six spaces
5. **Educational Facilities:** six to eight spaces

EXISTING CONDITIONS

As depicted in **Figure 3**, the City has built out an expansive network of NEV and golf cart facilities. Roadways with NEV/Bike Lanes are shown in thick blue lines while roadways with golf cart/NEV lanes are displayed with thick green lines. The golf cart community is hatched with a green background to define the limits of where golf carts are allowed to travel (with the exception for access to nearby shopping centers, if golf cart paths are provided). Roadways where speeds are low enough for golf carts and NEVs to drive in the travel lanes with autos are shown with thin green lines. Likewise, roadways depicted with thin blue lines represent the locations where NEVs may drive in the travel lane with vehicles.

Existing NEV Facilities

The City does not currently have any Class I NEV routes. However, there are more than 11 miles of NEV/Bike lanes on major collectors and arterials throughout the City. Of note are Lincoln Boulevard, Joiner Parkway, and Twelve Bridges Drive. These facilities' lanes enable NEVs to travel on these main routes and access destinations throughout the City. There is also an expansive network of Class III NEV routes. The prominence of residential streets within the City allows for NEVs to travel on more than 200-miles of public streets. Additionally, signs and pavement markings have been implemented throughout the City to designate NEV lanes and routes.

As part of the assessment of existing conditions, the speed limits of City streets were mapped. **Figure 4** presents the speed limits of various roads throughout the City. The roads are color-coded based on speed to show where NEV lanes would be necessary to accommodate their travel. NEVs can drive in the travel lane with other vehicles on the roads depicted in green (speed limits of 35 mph or less). NEV lanes are required on the roads depicted in blue (speed limits greater than 35 mph) for NEVs to travel there. Furthermore, NEVs are prohibited on the roads marked in red (speed limits greater than 55 mph). The majority of roads are local roads with prima facie speed limits of 25 mph, allowing for NEVs to travel with automobiles.

NEV Route Improvements (previously planned but not implemented)

The majority of NEV lanes or routes identified in the 2006 Plan have been implemented. At least one improvement not initially identified in the Plan (Lincoln Boulevard between 1st Street and Ferrari Ranch Road) was implemented following the publication of the 2018 Bikeways Master Plan. However, several planned NEV routes were not implemented, due the economic downturn of 2009. For example, the roadway extension projects for Ferrari Ranch Road/Moore Road and Gladding Parkway were never constructed, and thus NEV lanes were not added to these roads. Furthermore, NEV lanes were not added to Nicolaus Road, Ferrari Ranch Road, or McCourtney Road.



Figure 3 – Existing NEV and Golf Cart Facilities

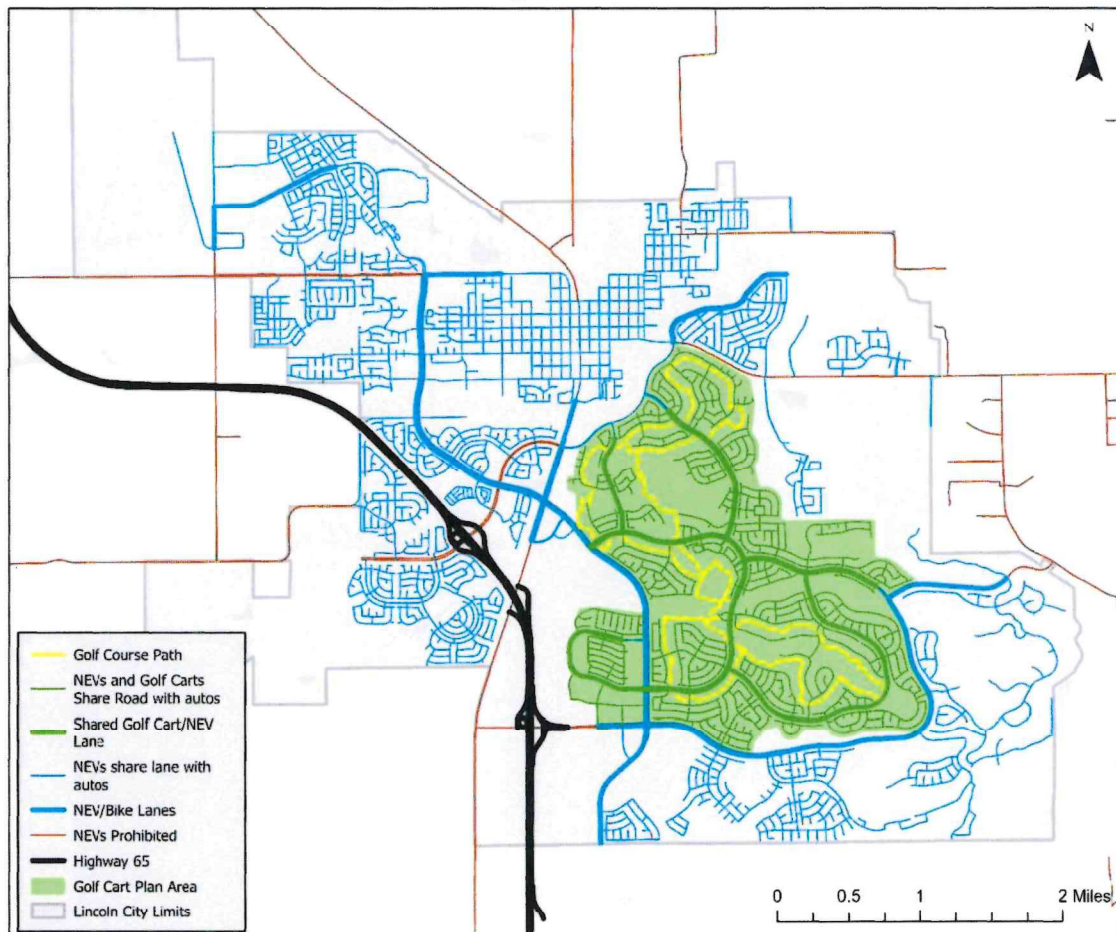
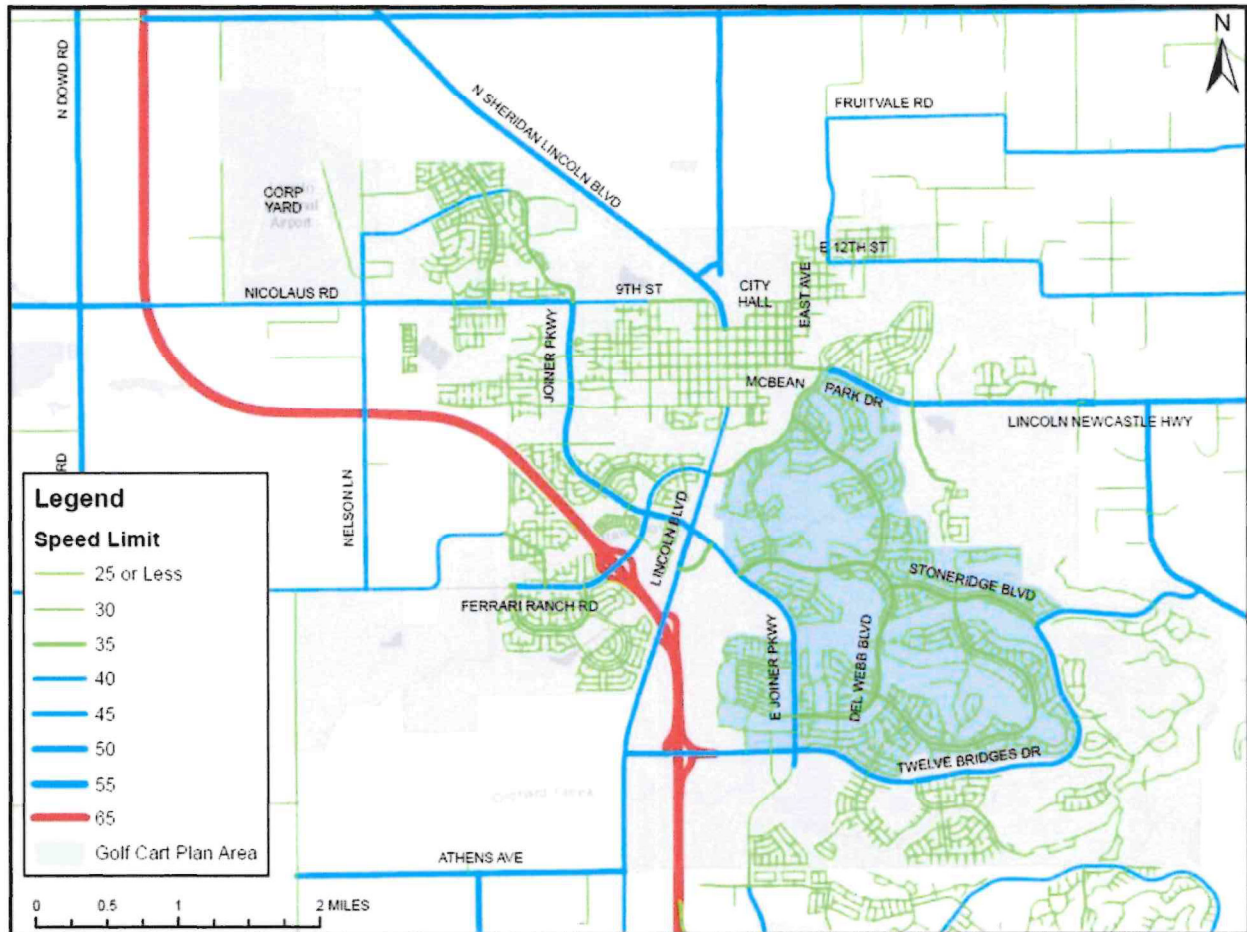




Figure 4 – Existing Speed Limits



Existing Golf Cart Facilities

The majority of the proposed projects identified in the 2006 Plan have been implemented (see **Figure 5**). All of the proposed golf cart lanes have been implemented along Del Webb Boulevard, Spring Valley Parkway, Stoneridge Boulevard, Sun City Boulevard, Ingram Parkway, and Bella Breeze Drive. Numerous golf cart route signs have been installed throughout the Twelve Bridges/Sun City community as well.

Golf Cart Improvements (previously planned but not implemented)

The golf cart paths intended to connect Del Webb Boulevard to Sterling Parkway have yet to be implemented. Similarly, the golf cart crossings at the East Joiner Parkway intersections with Sterling Parkway and Del Webb Boulevard have yet to be constructed.

PROPOSED PROEJCTS

Based on the completion of the existing conditions assessment and a review of the previous plans, a number of proposed NEV and golf cart projects have been identified. The purpose of these projects is to improve the connectivity of the NEV and golf cart route networks. **Figure 6** shows the location of the proposed projects within the City. Exhibits depicting the nature of the proposed improvements, as well as planning level Opinion of Probable Construction Costs (OPCCs) can be found in **Appendix F** and **Appendix G**, respectively. **Table 3** presents a general summary of the proposed projects' costs.



Figure 5 – Existing Golf Cart Route Conditions



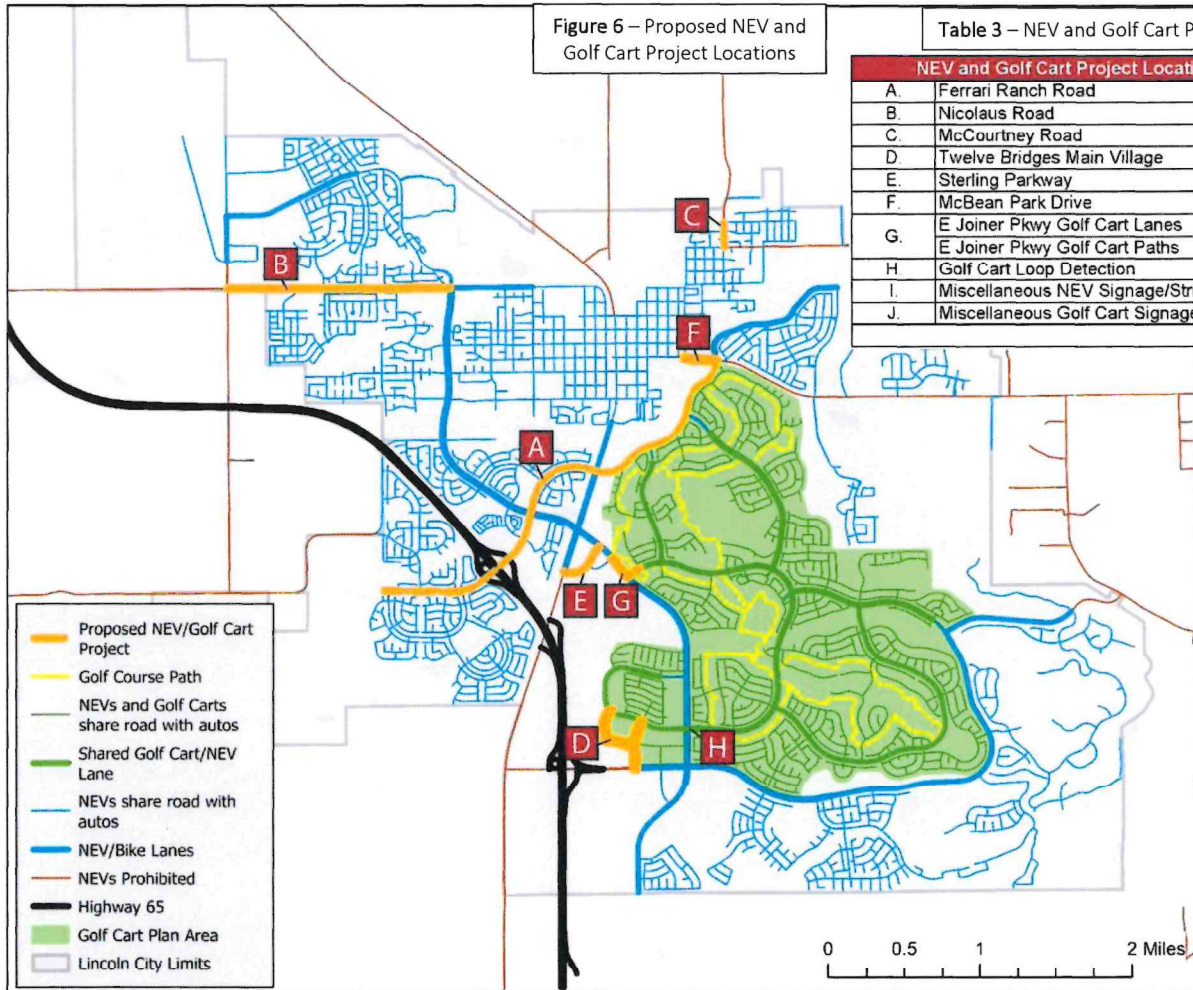


Table 3 – NEV and Golf Cart Project Summary

NEV and Golf Cart Project Locations		Cost
A.	Ferrari Ranch Road	\$ 204,100
B.	Nicolaus Road	\$ 1,314,400
C.	McCourtney Road	\$ 17,900
D.	Twelve Bridges Main Village	\$ 3,600
E.	Sterling Parkway	\$ 40,600
F.	McBean Park Drive	\$ 1,900
G.	E Joiner Pkwy Golf Cart Lanes	\$ 27,600
	E Joiner Pkwy Golf Cart Paths	\$ 1,073,000
H.	Golf Cart Loop Detection	\$ 19,200
I.	Miscellaneous NEV Signage/Striping	\$ 15,600
J.	Miscellaneous Golf Cart Signage/Striping	\$ 4,700
Total		\$ 2,722,600



NEVs

Ferrari Ranch Road

In the 2006 NEV Plan the entirety of Ferrari Ranch Road was planned to have NEV lanes. This enhancement has not yet been implemented though. This plan proposed that the improvements be completed in two stages:

- **Ferrari Ranch Road from Western Terminus to Lincoln Boulevard**
The speed limit is 40 mph, therefore NEV lanes are needed to allow NEVs on this road segment. Existing right-of-way allows for lane stripes to be shifted over to expand the bike lane to accommodate a standard seven-foot Bike/NEV lane. NEV pavement markings and signage should also be installed along this segment. It is recommended that the City prioritize NEV lanes along this portion of Ferrari Ranch Road because it is the only connection between the neighborhoods in the Southwest portion of Lincoln and downtown Lincoln.
- **Ferrari Ranch Road East of Lincoln Boulevard**
The speed limit is 35 mph, therefore NEV lanes are not required to provide access to NEVs. It is recommended that Ferrari Ranch Road be signed as an NEV route, giving access to NEVs to drive in the travel lane with automobiles. In the future when the road is expanded to provide more capacity, eight-foot Bike/NEV lanes can be implemented.

Nicolaus Road

Nicolaus Road is expected to become an increasingly important route for residents of Lincoln, with the addition of Subdivision-B and other residential projects. Residents with NEVs will need a way to access central Lincoln, so the addition of Nicolaus Road to the City's NEV route network would be beneficial. The speed limit along Nicolaus Road is 45 mph, therefore NEV lanes would be required for NEVs along this road. However, the bike lanes are 3.5-feet to 4-feet wide, which is too narrow to allow NEVs. There is a planted median of varying width which could be paved, making it possible to shift travel lanes over and making room for NEV/Bike lanes on the outside of the road. Priority is placed on adding NEV lanes from Teal Hollow Drive to Joiner Parkway in what is presented as Phase 1. Adding NEV lanes from Teal Hollow Drive to Aviation Boulevard would fall under Phase 2 as a beneficial long-term project.

McCourtney Road

The northeast corner of the City is bordered by Virginiatown Road and McCourtney Road and does not have any NEV routes to connect it to the rest of Lincoln. The speed limit along Virginiatown Road is 45 mph and the speed limit along McCourtney Road is 40 mph. Virginiatown road is of varying width and would require additional paving to fit a Bike/NEV lane. It is recommended that the City route NEVs north along McCourtney Road from which they can access Costa Lane, Blacksmith Avenue, or Aspen Meadows Way. The near-term action would be to restripe McCourtney Road from Virginiatown Road to Costa Lane.

Twelve Bridges Main Village

The Twelve Bridges Main Village area is located to the west of East Joiner Boulevard and north of Twelve Bridges Drive. New speed surveys have been conducted and are anticipated to become effective in February 2023. There are seven-foot bike lanes along Colonnade Drive, Dresden Drive, and Galewind Drive which could support NEV travel. However, due to the low speeds along the main roads, NEVs are allowed to use the main travel lane. Colonnade, Dresden, and Galewind Drive should be signed to officially mark these roads as NEV routes. A future speed survey will confirm these speed limits and provide additional guidance on if NEV should continue to use the automobile travel lanes on these roads.

Sterling Parkway

Sterling Parkway has a posted speed limit of 35 mph, has six-foot bike lanes, and provides access to the Sterling Pointe shopping center. Sterling Parkway allows for NEV travel in the automobile lane but the



road lacks proper signage. NEV route signs should be posted to make it clear that NEVs are permitted on this road. Additionally, the driveway intersection Sterling Parkway should be signed and striped as an NEV route. This driveway is also an important potential route for golf carts and will be discussed further in the following section.

McBean Park Drive/State Route (SR) 193

McBean Park Drive/SR 193 is an important route for vehicles traveling to/from Newcastle and points east. With developments such as the Village 1 Specific Plan being constructed, this road will also become an important route for Lincoln residents for inter-city travel.

The speed limit of McBean Park Drive/SR 193 is 35 mph from East Avenue to Ferrari Ranch Road, and 55 mph East of Ferrari Ranch Road. The bike lane is seven-feet wide between Ferrari Ranch Road and East Avenue, allowing the segment to be designated as a shared Bike/NEV lane. This action could be completed immediately as Phase 1 of the McBean Park Drive improvements, with the posting of NEV route signs and pavement markings. While the speed limit does not necessitate a NEV lane, the presence of vehicles beginning to reduce their speed from 55 mph does add another consideration to whether an NEV lane would be beneficial. Given that vehicles would likely not decelerate immediately to 35 mph, it is recommended to include a NEV lane as an extra element of protection for NEVs.

Miscellaneous Signage

To be more consistent with the NEV route signage recommendations described in the circulation requirements section, it is recommended that additional NEV route signs be posted at locations throughout downtown Lincoln. A total of 30 new signs are recommended along the downtown grid, as reflected in **Figure 7**.

Golf Carts

Given the extensive striping and signage already completed after the adoption of the *Twelve Bridges Golf Cart Transportation Plan*, there are few projects remaining to be implemented in this established community. It is recommended that golf cart facilities be constructed between Del Webb Boulevard and Sterling Parkway to provide residents with better access to the adjacent commercial areas. It is also recommended that golf cart detection loops be installed at the intersection of Del Webb Blvd/Bella Breeze Dr and E Joiner Pkwy to make it easier for Eastbound and Westbound golf carts to cross. Additional signage for golf cart routes is also needed at locations throughout the golf cart plan area, as presented in **Figure 8**. This project is summarized in **Table 4**.

Sterling Parkway Golf Cart Route

The 2006 Golf Cart Plan recommended that golf carts should have access to the Sterling Pointe Shopping Center from the golf cart plan area via E Joiner Pkwy. This updated plan recommends two possible alternatives to provide golf carts with access to this community destination. The first alternative is a near-term, lower cost improvement that entails the installation (i.e., modification of the existing striping to provide the necessary buffer) of golf cart lanes on E Joiner Pkwy, between Del Webb Blvd and the Sterling Parkway driveway. The second alternative is a higher cost project that includes the construction of Class I golf cart paths on either side of E Joiner Pkwy along this stretch. These projects are recommended to improve golf cart safety along E Joiner Pkwy and at its intersection with Del Webb Blvd. The implementation of either alternative is expected to provide the necessary infrastructure and clarity for golf carts to safely travel along this route.



Figure 7 – Proposed NEV Signs in Downtown

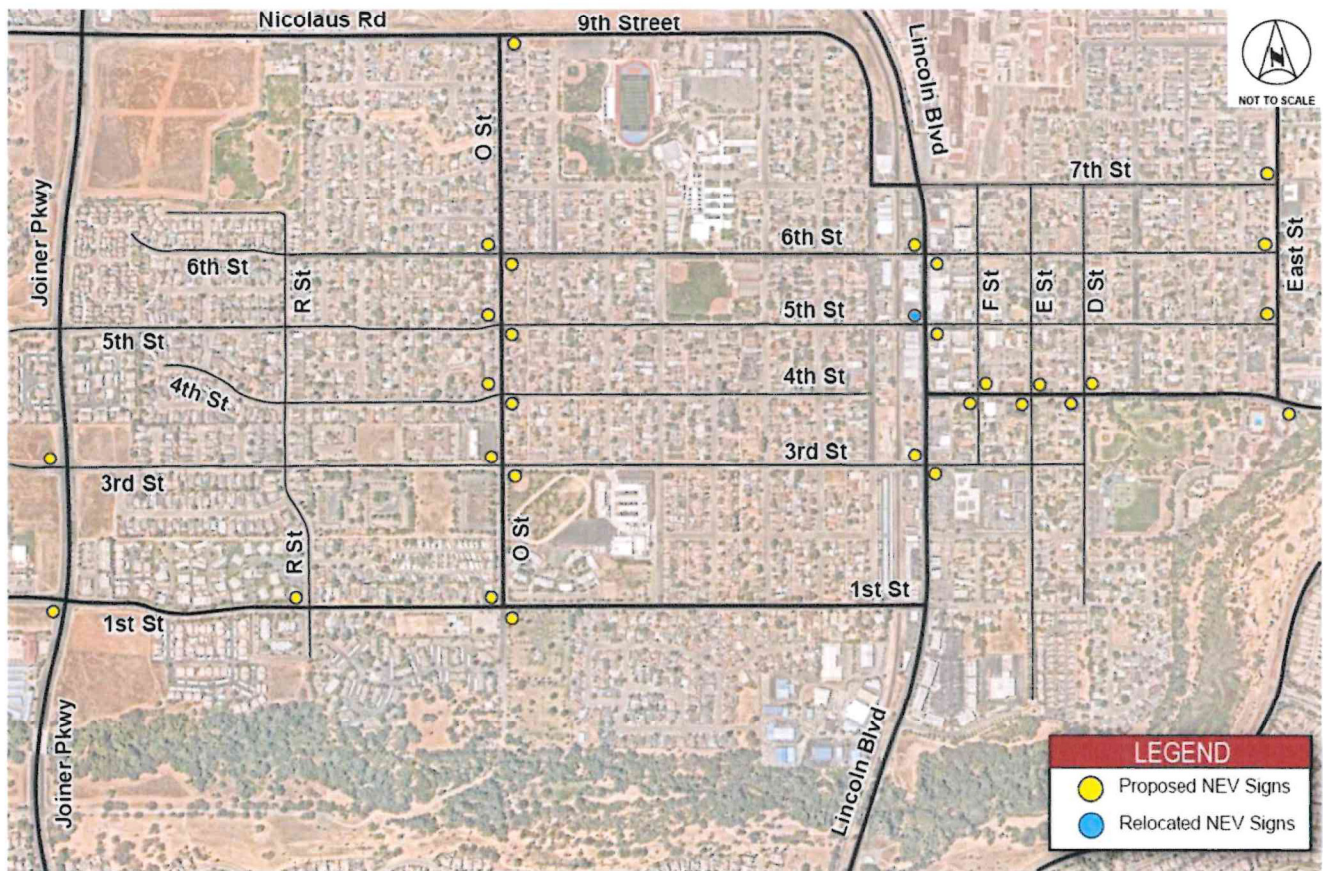




Figure 8 – Proposed Golf Cart Projects



Appendix F contains a sketch of the proposed improvements in Alternative 1, and **Appendix G** contains a planning level OPCC. It is recommended that the golf cart lane along westbound Del Webb Blvd be extended to meet the intersection, as it currently terminates at the guard shack on Del Webb Blvd. There is sufficient width on the Del Webb Blvd approach to the intersection to accommodate an 11-foot wide left-turn lane, a 10-foot wide right-turn lane and a 7-9 foot golf cart lane with a double stipe buffer between the golf cart lane and the adjacent right-turn lane. Signage can be posted to direct golf carts to make a right turn at the intersection.

The speed limit along E Joiner Pkwy is 40 mph, so it would be permissible for golf carts to share the Class II NEV/Bike Lane that currently exists. Pavement markings and signage should be posted at the intersection of Del Webb Blvd and E Joiner Pkwy so that Northbound NEVs and bikes are aware that they share the lane with golf carts. It is expected that golf carts approaching the Sterling Pkwy driveway will exit the road at the existing turnout, position themselves to cross in the crosswalk across E Joiner Pkwy, and thus access the shopping center without having to make a left turn from E Joiner Pkwy. Signs should be posted at the intersection directing golf carts to exit and use the turnout for this purpose.



The pavement markings in the Southbound NEV/Bike lane should be updated to account for the presence of golf carts. Additionally, signage such as “Golf Carts entering the Roadway” are recommended at the beginning of the golf cart lanes in both the NB and SB directions. Given the context, it is the desire of the City to make it clear that drivers should expect to see golf carts on the road.

Golf carts returning to the golf cart plan area can drive Southbound on E. Joiner Parkway in the golf cart lane until they reach the intersection with Del Webb Blvd. Golf carts that desire to turn left should proceed straight until they reach the other side of the intersection, and then re-position themselves to cross in the crosswalk across E Joiner Pkwy. Given that the intersection is all way stop controlled, golf carts will need to pull up to the crosswalk, re-position themselves to make the movement, and then proceed when it is safe to do so, while obeying all traffic laws. To better facilitate this movement, it is recommended that an additional crosswalk be installed across the private driveway specifically for golf carts.

This report also proposes a higher cost, long-term improvement that the City can implement to further improve golf cart access and safety. The installation of Class I golf cart paths on either side of E Joiner Pkwy would provide separation between golf carts and automobiles, and the NB path could connect directly to the turn-out located near the Sterling Pointe Driveway. Such a project would necessitate the widening of the existing sidewalks to the 10-foot width required for a Class I golf cart path. Golf carts would then be allowed to travel alongside E Joiner Parkway up to the Sterling Pointe driveway, and then be able to turn into the driveway to access the Sterling Pointe shopping center. Southbound vehicles could travel in the golf cart path on the West side of the road, until they reach Del Webb Blvd. They would then cross in the crosswalk, the same as in the other alternative design.

Additional work would be required on the Westbound Del Webb approach to support this alternative, given that the golf cart lane terminates before the intersection. It is suggested in this alternative that a curb ramp be installed to provide golf carts with access to the sidewalk. The sidewalk would need to be widened by at least 2 feet, plus one-foot shoulders on each side, for it to qualify as a one-way golf cart path. This widened path would connect to the golf cart path leading from Del Webb Boulevard to the Sterling Pointe driveway. **Appendix F** contains a planning-level figure showing the proposed golf cart path, and **Appendix G** contains a planning-level OPCC. There is a higher cost associated with this project because of the amount of sidewalk demolition, concrete paving, tree removal and utility relocation.

E Joiner Parkway and Del Webb Blvd/Bella Beeze Dr Golf Cart Detection Loops

It is recommended that loop detection be installed in the golf cart lanes along the Del Webb Blvd/Bella Breeze approaches to the intersection with E Joiner Pkwy. This project would enable golf carts and NEVs to cross E Joiner Pkwy more readily when there is not an automobile in the adjacent lane triggering the signal.

Miscellaneous Signage

The *Twelve Bridges Golf Cart Plan* has seven entrances, four of which do not have signage notifying drivers that they are entering a golf cart community. It is recommended that signage be posted at the intersections of East Joiner Parkway with south Del Webb Boulevard/south Bella Breeze Drive, and at the intersections of Twelve Bridges Drive with Parkside Drive, Rossi Lane, and Stoneridge Boulevard. The sign should read “This is a Golf Cart Community. Golf carts permitted in designated lanes and on residential streets”. This sign was not included in the previous golf cart plan but has been included in **Appendix D** of this plan.



The recommendation to post additional signage for NEVs in the Twelve Bridges Main Village area applies to golf carts as well. Colonnade Drive does not have any signs designating it as a golf cart route, though it lies within the bounds of the golf cart community project area. Galewind Dr and Dresden Dr are similarly lacking golf cart route signage. Additionally, the intersection of Colonnade Drive with Twelve Bridges Drive is an ideal golf cart crossing location, to allow golf cart operators access to the Lincoln Public Library. A sign should be posted on the SB approach of Colonnade Drive to notify drivers that the receiving driveway South of Twelve Bridges Drive is a golf cart route. Likewise, signage on Colonnade Drive notifying Northbound vehicles that it is a golf cart route should be posted. These signage recommendations in the Twelve Bridges Main Village Area should be re-evaluated when speed surveys are performed for these streets in the future.

COMMUNITY INVOLVEMENT

As required in AB 2353, community input was solicited regarding the update to the NEV and Golf Cart Plans. A public meeting was held on November 30, 2022, to introduce the project and present the recommended projects. Lincoln residents were able to submit their feedback on the plan, in-person, at the meeting and online via email.

Community feedback was sought on the following topics:

- **Safety** – The system should provide the highest level of safety feasible
- **Clarity** – It should be evident to residents where they can operate their NEVs and golf carts
- **Coverage** – The system should provide balanced access from the City's activity centers for commuting and recreation purposes
- **Connectivity** – The system should provide bikeway connections to major activity centers, multimodal transfer locations, regional connections, and should integrate with golf cart and NEV facilities as appropriate
- **Use** – The proposed system should reflect use levels that are commensurate with the intended level of investment
- **Standards** – The system should reflect the appropriate Class of bicycle facility consistent with Caltrans' design standards

The projects relating to golf carts were of particular interest and were supported by the public. After careful consideration and consultation between departments, the City ultimately decided to maintain the existing golf cart plan area to the areas contained in the original plan.

CONCLUSIONS

The City of Lincoln has invested heavily in multi-modal transportation. The City's Bikeway Master Plan, Golf Cart Plan, and NEV Plan all stand out as examples in the region of forward thinking and sustainable planning. The recommendations in this report build upon this foundation and outline the steps that the City can take to further grow its network of golf cart and NEV routes. This report will serve as a valuable resource for community members and City staff as they make decisions regarding multi-modal transportation within Lincoln. It is recommended that this plan be updated every 5-10 years, or as needed, to reassess Lincoln's NEV and golf cart routes and identify needed projects or deficiencies.



Appendix A

AB 2353 and AB 2963



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AB-2353 Neighborhood Electric Vehicles. (2003-2004)

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Assembly Bill No. 2353

CHAPTER 422

An act to add and repeal Chapter 7 (commencing with Section 1963) of Division 2.5 of the Streets and Highways Code, and to amend Sections 385.5, 21250, 21251, and 21260 of the Vehicle Code, relating to neighborhood electric vehicles.

[Filed with Secretary of State September 09, 2004. Approved by Governor September 09, 2004.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2353, Leslie. Neighborhood Electric Vehicles.

Existing law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle, other than a motor truck, with 4 wheels on the ground that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has an unladen weight of 1800 pounds or less. Existing law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A violation of the Vehicle Code is an infraction, unless otherwise specified.

Existing law authorizes a city or county to establish a golf cart transportation plan subject to the review of the appropriate transportation planning agency and traffic law enforcement agency. Existing law provides that operating a golf cart other than on an authorized roadway is an infraction punishable by a fine not exceeding \$100.

This bill would authorize, until January 1, 2009, the City of Lincoln and the City of Rocklin in the County of Placer to establish a neighborhood electric vehicle (NEV) transportation plan subject to the same review process established for a golf cart transportation plan. The bill would define "neighborhood electric vehicle" for these purposes to have the same meaning as the above definition of "low-speed vehicle." The bill, among other things, would provide for the plan to authorize the use of state highways by NEVs under certain conditions. The bill would require a report to the Legislature by January 1, 2008. The bill would enact other related provisions. Because the bill would revise the definition of a crime, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Chapter 7 (commencing with Section 1963) is added to Division 2.5 of the Streets and Highways Code, to read:

CHAPTER 7. Neighborhood Electric Vehicle Transportation Plan

1963. It is the intent of the Legislature, in enacting this chapter, to authorize the City of Lincoln and the City of Rocklin in the County of Placer to establish a neighborhood electric vehicle (NEV) transportation plan for a plan area in the city. It is the further intent of the Legislature that this transportation plan be designed and developed to best serve the functional travel needs of the plan area, to have the physical safety of the NEV driver's person and property as a major planning component, and to have the capacity to accommodate NEV drivers of every legal age and range of skills. It is the intent of the Legislature, in enacting this chapter, to encourage discussions between the Legislature, the Department of Motor Vehicles, and the California Highway Patrol regarding the adoption of a new classification for licensing motorists who use neighborhood electric vehicles.

1963.1. The following definitions apply to this chapter:

(a) "Plan area" means that territory under the jurisdiction of the City of Lincoln or the City of Rocklin designated by the city for a NEV transportation plan, including the privately owned land of any owner that consents to its inclusion in the plan.

(b) "Neighborhood electric vehicle" or "NEV" means a low-speed vehicle as defined by Section 385.5 of the Vehicle Code.

(c) "NEV lanes" means all publicly owned facilities that provide for NEV travel including roadways designated by signs or permanent markings which are shared with pedestrians, bicyclists, and other motorists in the plan area.

(d) "Speed-modified golf cart" means a golf cart that is modified to meet the safety requirements of Section 571.500 of Title 49 of the Code of Federal Regulations.

1963.2. (a) The City of Lincoln and the City of Rocklin may, by ordinance or resolution, adopt a NEV transportation plan.

(b) The transportation plan shall have received a prior review and the comments of the appropriate transportation planning agency designated under subdivision (a) or (b) of Section 29532 of the Government Code and any agency having traffic law enforcement responsibilities in the City of Lincoln or the City of Rocklin.

(c) The transportation plan may include the use of a state highway, or any crossing of the highway, subject to the approval of the Department of Transportation.

1963.3. The transportation plan shall include, but is not limited to, all of the following elements:

(a) Route selection, which includes a finding that the route will accommodate NEVs without an adverse impact upon traffic safety, and will consider, among other things, the travel needs of commuters and other users.

(b) Transportation interfacing, which shall include, but not be limited to, coordination with other modes of transportation so that a NEV driver may employ multiple modes of transportation in reaching a destination in the plan area.

(c) Citizens and community involvement in planning.

(d) Flexibility and coordination with long-range transportation planning.

(e) Provision for NEV related facilities including, but not limited to, special access points and NEV crossings.

(f) Provisions for parking facilities, including, but not limited to, community commercial centers, golf courses, public areas, parks, and other destination locations.

(g) Provisions for special paving, road markings, signage and striping for NEV travel lanes, road crossings, parking, and circulation.

(h) Provisions for NEV electrical charging stations.

(i) NEV lanes for the purposes of the transportation plan shall be classified as follows:

(1) Class I NEV routes provide for a completely separate right-of-way for the use of NEVs.

(2) Class II NEV routes provide for a separate striped lane adjacent to roadways with speed limits of 55 miles per hour or less.

(3) Class III NEV routes provide for shared use by NEVs with conventional vehicle traffic on streets with a posted speed limit of 35 miles per hour or less.

1963.4. If the City of Lincoln or the City of Rocklin adopts a NEV transportation plan, it shall do both of the following:

(a) Establish minimum general design criteria for the development, planning, and construction of separated NEV lanes, including, but not limited to, the design speed of the facility, the space requirements of the NEV, and roadway design criteria.

(b) In cooperation with the department, establish uniform specifications and symbols for signs, markers, and traffic control devices to control NEV traffic; to warn of dangerous conditions, obstacles, or hazards; to designate the right-of-way as between NEVs, other vehicles, and bicycles; to state the nature and destination of the NEV lane; and to warn pedestrians, bicyclists, and motorists of the presence of NEV traffic.

1963.5. If the City of Lincoln or the City of Rocklin adopts a NEV transportation plan, each city may do the following:

(a) Acquire, by dedication, purchase, or condemnation, real property, including easements or rights-of-way, to establish NEV lanes.

(b) Establish a NEV transportation plan as authorized by this chapter.

1963.6. If the City of Lincoln or the City of Rocklin adopts a NEV transportation plan, each city shall also adopt all of the following as part of the plan:

(a) NEVs eligible to use NEV lanes shall meet the safety requirements for low-speed vehicles as set forth in Section 571.500 of Title 49 of the Code of Federal Regulations.

(b) A permit process for golf carts that requires speed-modified golf carts to meet minimum design criteria adopted pursuant to subdivision (a). The permit process may include, but not be limited to, permit posting, permit renewal, operator education, and other related matters.

(c) Minimum safety criteria for NEV operators, including, but not limited to, requirements relating to NEV maintenance and NEV safety. Operators shall be required to possess a valid California driver's license and to comply with the financial responsibility requirements established pursuant to Chapter 1 (commencing with Section 16000) of Division 7.

(d) (1) Restrictions limiting the operation of NEVs to separated NEV lanes on those roadways identified in the transportation plan, and allowing only those NEVs and speed-modified golf carts that meet the safety equipment requirements specified in the plan to be operated on separated NEV lanes of approved roadways in the plan area.

(2) Any person operating a NEV in the plan area in violation of this subdivision is guilty of an infraction punishable by a fine not exceeding one hundred dollars (\$100).

1963.7. (a) If the City of Lincoln or the City of Rocklin adopts a NEV transportation plan pursuant to this chapter, the cities shall jointly submit a report to the Legislature on or before January 1, 2008, in consultation with the Department of Transportation, the Department of the California Highway Patrol, and local law enforcement agencies.

(b) The report shall include all of the following:

(1) A description of all NEV transportation plans and their elements that have been authorized up to that time.

(2) An evaluation of the effectiveness of the NEV transportation plans, including their impact on traffic flows and safety.

(3) A recommendation as to whether this chapter should be terminated, continued in existence applicable solely to the City of Lincoln and the City of Rocklin in the County of Placer, or expanded statewide.

1963.8. This chapter shall remain in effect only until January 1, 2009, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2009, deletes or extends that date.

SEC. 2. Section 385.5 of the Vehicle Code is amended to read:

385.5. A "low-speed vehicle" is a motor vehicle, other than a motor truck, having four wheels on the ground and an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. For the purposes of this section, a "low-speed vehicle" is not a golf cart, except when operated pursuant to Section 21115 or 21115.1. A "low-speed vehicle" is also known as a "neighborhood electric vehicle."

SEC. 3. Section 21250 of the Vehicle Code is amended to read:

21250. For the purposes of this article, a low-speed vehicle means a vehicle as defined in Section 385.5. A "low-speed vehicle" is also known as a "neighborhood electric vehicle."

SEC. 4. Section 21251 of the Vehicle Code is amended to read:

21251. Except as provided in Sections 1963 to 1963.8, inclusive, of the Streets and Highways Code, and Sections 4023, 21115, and 21115.1, a low-speed vehicle is subject to all the provisions applicable to a motor vehicle, and the driver of a low-speed vehicle is subject to all the provisions applicable to the driver of a motor vehicle or other vehicle, when applicable, by this code or any other code, with the exception of those provisions which, by their very nature, can have no application.

SEC. 5. Section 21260 of the Vehicle Code is amended to read:

21260. (a) Except as provided in paragraph (1) of subdivision (b), or in an area where a neighborhood electric vehicle transportation plan has been adopted pursuant to Chapter 7 (commencing with Section 1963) of Division 2.5 of the Streets and Highways Code, the operator of a low-speed vehicle shall not operate the vehicle on any roadway with a speed limit in excess of 35 miles per hour.

(b) (1) The operator of a low-speed vehicle may cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.

(2) Notwithstanding paragraph (1), the operator of a low-speed vehicle shall not traverse an uncontrolled intersection with any state highway unless that intersection has been approved and authorized by the agency having primary traffic enforcement responsibilities for that crossing by a low-speed vehicle.

SEC. 6. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



AB-2963 Neighborhood electric vehicles. (2007-2008)

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Assembly Bill No. 2963

CHAPTER 199

An act to amend Section 1963.7 of, to amend, renumber, and add Section 1963.8 of, and to add Section 1963.9 to the Streets and Highways Code, relating to neighborhood electric vehicles.

[Approved by Governor July 22, 2008. Filed with Secretary of State July 22, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

AB 2963, Gaines. Neighborhood electric vehicles.

Existing law authorizes, until January 1, 2009, the Cities of Lincoln and Rocklin in Placer County to establish a neighborhood electric vehicle (NEV) transportation plan that enables these low-speed vehicles to travel, among other things, on or along various roadways. A person operating a NEV in the plan area in violation of permit and safety rules adopted as part of the plan is guilty of an infraction. If a NEV transportation plan is implemented, the cities are required to submit a report to the Legislature by January 1, 2008, evaluating the effectiveness of the NEV plan and containing a recommendation for either terminating, continuing, or expanding these provisions.

This bill would extend the January 1, 2009, termination date applicable to these NEV provisions to January 1, 2012. Because the bill would change the definition of a crime in that regard, it would impose a state-mandated local program. The bill would extend the time for the City of Rocklin to submit a report to the Legislature from January 1, 2008, to January 1, 2009, relative to its implementation of these provisions. The bill would declare that the City of Lincoln has complied with these provisions and is thereby authorized to proceed with the implementation of its NEV transportation plan. The bill would require both cities, to the extent they implement a NEV transportation plan, to report to the Legislature by January 1, 2011, relative to whether the NEV transportation provisions should be terminated, continued, or expanded statewide.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 1963.7 of the Streets and Highways Code is amended to read:

1963.7. (a) If the City of Rocklin adopts a NEV transportation plan pursuant to this chapter, the city shall submit a report to the Legislature on or before January 1, 2009, in consultation with the Department of Transportation,

the Department of the California Highway Patrol, and local law enforcement agencies.

(b) The report shall include all of the following:

- (1) A description of all NEV transportation plans and their elements that have been authorized up to that time.
- (2) An evaluation of the effectiveness of the NEV transportation plans, including their impact on traffic flows and safety.
- (3) A recommendation as to whether this chapter should be terminated with respect to the City of Rocklin in the County of Placer or expanded statewide.

SEC. 2. Section 1963.8 of the Streets and Highways Code is amended and renumbered to read:

1963.10. This chapter shall remain in effect only until January 1, 2012, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2012, deletes or extends that date.

SEC. 3. Section 1963.8 is added to the Streets and Highways Code, to read:

1963.8. The Legislature finds and declares that the City of Lincoln has complied with all of the requirements of this chapter relative to development of a NEV transportation plan and associated reporting to the Legislature. Accordingly, the City of Lincoln is authorized to proceed with the implementation of its NEV transportation plan.

SEC. 4. Section 1963.9 is added to the Streets and Highways Code, to read:

1963.9. (a) If the City of Lincoln or the City of Rocklin implements a NEV transportation plan pursuant to this chapter, the cities shall jointly, or individually if only one city implements a plan, submit a subsequent report to the initial report required by Section 1963.7 to the Legislature on or before January 1, 2011, in consultation with the Department of Transportation, the Department of the California Highway Patrol, and local law enforcement agencies.

(b) The report shall include all of the following:

- (1) A description of all NEV transportation plans and their elements that have been authorized up to that time.
- (2) An evaluation of the effectiveness of the NEV transportation plans, including their impact on traffic flows and safety.
- (3) A recommendation as to whether this chapter should be terminated, continued in existence applicable solely to the City of Lincoln or the City of Rocklin in Placer County, or both, or expanded statewide.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.



Appendix B

California Vehicle Code Language

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STREETS AND HIGHWAYS CODE - SHC**DIVISION 2.5. CITY STREETS [1800 - 1967.11]** (*Division 2.5 added by Stats. 1951, Ch. 463.*)**CHAPTER 6. Golf Cart Transportation Plan [1950 - 1961]** (*Heading of Chapter 6 amended by Stats. 1995, Ch. 334, Sec. 2.*)

1950. It is the intent of the Legislature, in enacting this chapter, to authorize any city or county to establish a golf cart transportation plan for a plan area in the city or county. It is the further intent of the Legislature that this transportation plan be designed and developed to best serve the functional travel needs of the plan area, to have the physical safety of the golf cart driver's person and property as a major planning component, and to have the capacity to accommodate golf cart drivers of every legal age and range of skills.

(*Amended by Stats. 1995, Ch. 334, Sec. 3. Effective January 1, 1996.*)**1951.** The following definitions apply to this chapter:

(a) "Plan area" means that territory under the jurisdiction of a city or county designated by the city or county for a golf cart transportation plan, including the privately owned land of any owner that consents to its inclusion in the plan.

(b) "Golf cart" means a motor vehicle having not less than three wheels in contact with the ground and unladen weight less than 1,300 pounds which is designed to be and is operated at not more than 25 miles per hour and is designated to carry golf equipment and not more than two persons, including the driver.

(c) "Golf cart lanes" means all publicly owned facilities that provide for golf cart travel including roadways designated by signs or permanent markings which are shared with pedestrians, bicyclists, and other motorists in the plan area.

(*Amended by Stats. 1995, Ch. 334, Sec. 4. Effective January 1, 1996.*)**1953.** (a) A city or county may, by ordinance or resolution, adopt a golf cart transportation plan.

(b) The transportation plan shall have received a prior review and the comments of the appropriate transportation planning agency designated under subdivision (a) or (b) of Section 29532 of the Government Code and any agency having traffic law enforcement responsibilities in that city or county.

(c) The transportation plan shall not include the use of any state highway, or any portion thereof, except that a crossing of, or a golf cart lane along, a state highway may be included in the plan, if authorized by the department and the law enforcement agency having primary traffic enforcement responsibility of that highway or portion thereof.

(*Amended by Stats. 2004, Ch. 615, Sec. 16. Effective January 1, 2005.*)**1955.** The transportation plan shall include, but is not limited to, all of the following elements:

(a) Route selection, which includes a finding that the route will accommodate golf carts without an adverse impact upon traffic safety, and will consider, among other things, the travel needs of commuters and other users.

(b) Transportation interfacing, which shall include, but not be limited to, coordination with other modes of transportation so that a golf cart driver may employ multiple modes of transportation in reaching a destination in the plan area.

(c) Citizens and community involvement in planning.

(d) Flexibility and coordination with long-range transportation planning.

- (e) Provision for golf cart related facilities including, but not limited to, special access points and golf cart crossings.
- (f) Provisions for parking facilities, including, but not limited to, community commercial centers, golf courses, public areas, parks, and other destination locations.
- (g) Provisions for special paving, road markings, signage and striping for golf cart travel lanes, road crossings, parking, and circulation.
- (h) No adopted transportation plan shall include the establishment of a golf cart lane along, or that cross, a state highway unless authorized by the department.

(Added by Stats. 1994, Ch. 598, Sec. 1. Effective January 1, 1995.)

1957. (a) If a city or county adopts a golf cart transportation plan, it shall do both of the following:

(1) Establish minimum general design criteria for the development, planning, and construction of separated golf cart lanes, including, but not limited to, the design speed of the facility, the space requirements of the golf cart, and roadway design criteria.

(2) In cooperation with the department, establish uniform specifications and symbols for signs, markers, and traffic control devices to control golf cart traffic; to warn of dangerous conditions, obstacles, or hazards; to designate the right-of-way as between golf carts, other vehicles, and bicycles; to state the nature and destination of the golf cart lane; and to warn pedestrians, bicyclists, and motorists of the presence of golf cart traffic.

(b) The construction of separated golf cart lanes, as required under paragraph (1) of subdivision (a), does not apply in any of the following locations:

(1) A residence district, as defined in Section 515 of the Vehicle Code, located within any city containing a population of less than 50,000 residents with a geographical area of more than 20 square miles in which city there are at least 20 golf courses, if the speed limit in that district is 25 miles per hour or less.

(2) (A) The City of La Verne, on those street and highway segments for which the city council makes a finding that the street or highway segment is suitable to safely permit the use of regular vehicular traffic and also the driving of golf carts, and makes a separate finding that the construction of separated golf cart lanes is infeasible given the physical space limitations of the street or highway segment. In addition, these street or highway segments shall meet all of the following requirements:

(i) Have speed limits of 25 miles per hour or less, as established by an engineering and traffic survey.

(ii) Be immediately adjacent to or surrounded by the campus of a university or a retirement community.

(iii) Provide a route between unconnected portions of the campus of a university or the real property of a retirement community, or provide direct access to an otherwise inaccessible portion of the campus of a university or the real property of a retirement community.

(iv) Be approved for purposes of this paragraph by the law enforcement agency with primary traffic jurisdiction over the street or highway segments.

(v) Accommodate golf carts without adversely impacting traffic safety or the travel needs of commuters and other users, according to a safety determination made by a traffic engineer.

(vi) Be limited to golf carts owned by the university or retirement community and equipped with a windshield, headlights, brake lights, and seatbelts.

(vii) Limit the use of golf carts to employees of the university or retirement community acting within the scope and course of employment for the maintenance or security of the university or the retirement community.

(B) Notwithstanding Section 1951 of this code and Section 345 of the Vehicle Code, for purposes of this paragraph, "golf cart" includes, but is not limited to, a utility style golf cart, used for transporting maintenance equipment, and a shuttle style golf cart.

(Amended by Stats. 2016, Ch. 101, Sec. 1. (AB 2073) Effective January 1, 2017.)

1959. A city or county that adopts a golf cart transportation plan may do the following:

(a) Acquire, by dedication, purchase, or condemnation, real property, including easements or rights-of-way, to establish golf cart lanes.

(b) Establish a golf cart transportation plan as authorized by this chapter.

(Amended by Stats. 1995, Ch. 334, Sec. 7. Effective January 1, 1996.)

1961. A city or county that adopts a golf cart transportation plan shall adopt all of the following as part of the plan:

(a) Minimum design criteria for golf carts, that may include, but not be limited to, headlights, turn signals, safety devices, mirrors, brake lights, windshields, and other devices. The criteria may include requirements for seatbelts and a covered passenger compartment.

(b) A permit process for golf carts that requires permitted golf carts to meet minimum design criteria adopted pursuant to subdivision (a). The permit process may include, but not be limited to, permit posting, permit renewal, operator education, and other related matters.

(c) Minimum safety criteria for golf cart operators, including, but not limited to, requirements relating to golf cart maintenance and golf cart safety. Operators shall be required to possess a valid California driver's license and to comply with the financial responsibility requirements established pursuant to Chapter 1 (commencing with Section 16000) of Division 7.

(d) (1) Restrictions limiting the operation of golf carts to separated golf cart lanes on those roadways identified in the transportation plan, and allowing only those golf carts that have been retrofitted with the safety equipment specified in the plan to be operated on separated golf cart lanes of approved roadways in the plan area.

(2) Any person operating a golf cart in the plan area in violation of this subdivision is guilty of an infraction punishable by a fine not exceeding one hundred dollars (\$100).

(Amended by Stats. 1997, Ch. 536, Sec. 1.5. Effective January 1, 1998.)



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VEHICLE CODE - VEH

DIVISION 1. WORDS AND PHRASES DEFINED [100 - 681] (Division 1 enacted by Stats. 1959, Ch. 3.)

100. Unless the provision or context otherwise requires, these definitions shall govern the construction of this code.
(Enacted by Stats. 1959, Ch. 3.)

102. "Ability to respond in damages" means financial responsibility.
(Added by renumbering Section 95 by Stats. 1992, Ch. 974, Sec. 2. Effective September 28, 1992.)

105. An "agricultural water-well boring rig" is a motor vehicle which is used exclusively in the boring of water-wells on agricultural property.
(Enacted by Stats. 1959, Ch. 3.)

108. "Airbrakes" means a brake system using compressed air either for actuating the service brakes at the wheels of the vehicle or as a source of power for controlling or applying service brakes which are actuated through hydraulic or other intermediate means.
(Added by Stats. 1963, Ch. 207.)

109. "Alcoholic beverage" includes any liquid or solid material intended to be ingested by a person which contains ethanol, also known as ethyl alcohol, drinking alcohol, or alcohol, including, but not limited to, alcoholic beverages as defined in Section 23004 of the Business and Professions Code, intoxicating liquor, malt beverage, beer, wine, spirits, liqueur, whiskey, rum, vodka, cordials, gin, and brandy, and any mixture containing one or more alcoholic beverages. Alcoholic beverage includes a mixture of one or more alcoholic beverages whether found or ingested separately or as a mixture.

For purposes of the Driver License Compact, "intoxicating liquor" as used in Section 15023 has the same meaning as "alcoholic beverage" as used in this code.
(Added by renumbering Section 23151 by Stats. 1982, Ch. 53, Sec. 25. Effective February 18, 1982.)

110. "Alley" is any highway having a roadway not exceeding 25 feet in width which is primarily used for access to the rear or side entrances of abutting property; provided, that the City and County of San Francisco may designate by ordinance or resolution as an "alley" any highway having a roadway not exceeding 25 feet in width.
(Amended by Stats. 1965, Ch. 833.)

111. (a) "All-terrain vehicle" means a motor vehicle subject to subdivision (a) of Section 38010 that is all of the following:

- (1) Designed for operation off of the highway by an operator with no more than one passenger.
- (2) Fifty inches or less in width.
- (3) Nine hundred pounds or less unladen weight.
- (4) Suspended on three or more low-pressure tires.
- (5) Has a single seat designed to be straddled by the operator, or a single seat designed to be straddled by the operator and a seat for no more than one passenger.

325. A "foreign jurisdiction" is any other state, the District of Columbia, territories or possessions of the United States, and foreign states, provinces, or countries.

(Enacted by Stats. 1959, Ch. 3.)

330. A "foreign vehicle" is a vehicle of a type required to be registered under this code brought into this State from a foreign jurisdiction other than in the ordinary course of business, by or through a manufacturer or dealer and not registered in this State.

(Enacted by Stats. 1959, Ch. 3.)

331. (a) A "franchise" is a written agreement between two or more persons having all of the following conditions:

- (1) A commercial relationship of definite duration or continuing indefinite duration.
- (2) The franchisee is granted the right to offer for sale or lease, or to sell or lease at retail new motor vehicles or new trailers subject to identification pursuant to Section 5014.1 manufactured or distributed by the franchisor or the right to perform authorized warranty repairs and service, or the right to perform any combination of these activities.
- (3) The franchisee constitutes a component of the franchisor's distribution system.
- (4) The operation of the franchisee's business is substantially associated with the franchisor's trademark, trade name, advertising, or other commercial symbol designating the franchisor.
- (5) The operation of a portion of the franchisee's business is substantially reliant on the franchisor for a continued supply of new vehicles, parts, or accessories.

(b) The term "franchise" does not include an agreement entered into by a manufacturer or distributor and a person where all the following apply:

- (1) The person is authorized to perform warranty repairs and service on vehicles manufactured or distributed by the manufacturer or distributor.
- (2) The person is not a new motor vehicle dealer franchisee of the manufacturer or distributor.
- (3) The person's repair and service facility is not located within the relevant market area of a new motor vehicle dealer franchisee of the manufacturer or distributor.

(Amended by Stats. 2001, Ch. 539, Sec. 5. Effective January 1, 2002.)

331.1. A "franchisee" is any person who, pursuant to a franchise, receives new motor vehicles subject to registration under this code, new off-highway motorcycles, as defined in Section 436, new all-terrain vehicles, as defined in Section 111, or new trailers subject to identification pursuant to Section 5014.1 from the franchisor and who offers for sale or lease, or sells or leases the vehicles at retail or is granted the right to perform authorized warranty repairs and service, or the right to perform any combination of these activities.

(Amended by Stats. 2004, Ch. 836, Sec. 4. Effective January 1, 2005.)

331.2. A "franchisor" is any person who manufactures, assembles, or distributes new motor vehicles subject to registration under this code, new off-highway motorcycles, as defined in Section 436, new all-terrain vehicles, as defined in Section 111, or new trailers subject to identification pursuant to Section 5014.1 and who grants a franchise.

(Amended by Stats. 2004, Ch. 836, Sec. 5. Effective January 1, 2005.)

331.3. A "recreational vehicle franchise" is a written agreement between two or more persons having both of the following conditions:

- (a) A commercial relationship of definite duration or continuing indefinite duration.
- (b) The franchisee is granted the right to offer for sale or lease, or to sell or lease at retail, new recreational vehicles, as defined in subdivision (a) of Section 18010 of the Health and Safety Code, that are manufactured or distributed by the franchisor, or the right to perform authorized warranty repairs and service, or the right to perform any combination of these activities.

(Added by Stats. 2008, Ch. 743, Sec. 1. Effective January 1, 2009.)

332. "Freeway" is a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.

(Enacted by Stats. 1959, Ch. 3.)

335. A "gantry truck" is a motor vehicle so designed and constructed that it straddles the load to be transported and by means of appropriate mechanism picks up the load and supports it during transportation.

(Enacted by Stats. 1959, Ch. 3.)

336. "General public paratransit vehicle" means any motor vehicle designed for carrying no more than 24 persons and the driver, that provides local transportation to the general public, including transportation of pupils at or below the 12th-grade level to or from a public or private school or school activity, under the exclusive jurisdiction of a publicly owned and operated transit system through one of the following modes: dial-a-ride, subscription service, or route-deviated bus service. Vehicles used in the exclusive transportation of disabled persons as defined in Section 99206.5 of the Public Utilities Code, or of persons 55 years of age or older, including any persons necessary to provide assistance to these passengers, are not general public paratransit vehicles.

However, transportation of attendants, companions, or both traveling together with those individuals with disabilities who are determined to be eligible for complementary paratransit services in accordance with Title II of the Americans with Disabilities Act of 1990 (Public Law 101-336) and federal regulations adopted pursuant thereto, shall not be sufficient to qualify a vehicle as a general public paratransit vehicle.

A vehicle that provides local transportation for the general public through one of the following modes: dial-a-ride, subscription service, or route-deviated bus service, but does not provide transportation of pupils at or below the 12th-grade level to or from a public or private school or school activity, is a transit bus, as defined by Section 642, and is not a general public paratransit vehicle.

(Amended by Stats. 1993, Ch. 844, Sec. 1. Effective January 1, 1994.)

340. A "garage" is a building or other place wherein the business of storing or safekeeping vehicles of a type required to be registered under this code and which belong to members of the general public is conducted for compensation.

(Enacted by Stats. 1959, Ch. 3.)

345. A "golf cart" is a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver.

(Added by Stats. 1968, Ch. 1303.)

350. (a) "Gross vehicle weight rating" (GVWR) means the weight specified by the manufacturer as the loaded weight of a single vehicle.

(b) Gross combination weight rating (GCWR) means the weight specified by the manufacturer as the loaded weight of a combination or articulated vehicle. In the absence of a weight specified by the manufacturer, GCWR shall be determined by adding the GVWR of the power unit and the total unladen weight of the towed units and any load thereon.

(Added by renumbering Section 390 by Stats. 2000, Ch. 861, Sec. 14. Effective September 29, 2000. Operative December 31, 2001, pursuant to Sec. 67 of Ch. 861.)

353. "Hazardous material" is any substance, material, or device posing an unreasonable risk to health, safety, or property during transportation, as defined by regulations adopted pursuant to Section 2402.7. "Hazardous material" includes explosives and hazardous wastes or substances as defined by regulations adopted pursuant to Section 25141 of the Health and Safety Code and medical wastes, as defined in Section 117690 of the Health and Safety Code.

(Amended by Stats. 1996, Ch. 1023, Sec. 422. Effective September 29, 1996.)

360. "Highway" is a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

(Enacted by Stats. 1959, Ch. 3.)

362. A "house car" is a motor vehicle originally designed, or permanently altered, and equipped for human habitation, or to which a camper has been permanently attached. A motor vehicle to which a camper has been temporarily attached is not a house car except that, for the purposes of Division 11 (commencing with Section 21000) and Division 12 (commencing with Section 24000), a motor vehicle equipped with a camper having an axle that is designed to support a portion of the weight of the camper unit shall be considered a three-axle house car regardless of the method of attachment or manner of registration. A house car shall not be deemed to be a motortruck.

(Amended by Stats. 1968, Ch. 875.)

365. An "intersection" is the area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

(Enacted by Stats. 1959, Ch. 3.)

370. A "legal owner" is a person holding a security interest in a vehicle which is subject to the provisions of the Uniform Commercial Code, or the lessor of a vehicle to the State or to any county, city, district, or political subdivision of the State, or to the United States, under a lease, lease-sale, or rental-purchase agreement which grants possession of the vehicle to the lessee for a period of 30 consecutive days or more.

(Amended by Stats. 1963, Ch. 1867.)

371. Lessee includes "bailee" and is a person who leases, offers to lease, or is offered the lease of a motor vehicle for a term exceeding four months.

(Added by Stats. 1976, Ch. 1284.)

372. A "lessor" is a person who, for a term exceeding four months, leases or offers for lease, negotiates or attempts to negotiate a lease, or induce any person to lease a motor vehicle; and who receives or expects to receive a commission, money, brokerage fees, profit or any other thing of value from the lessee of said vehicle. "Lessor" includes "bailor" and "lease" includes "bailment."

(Added by Stats. 1976, Ch. 1284.)

373. A "lessor-retailer" is a lessor or renter who, except under the circumstances described in subdivision (a) of Section 286, makes a retail sale or sales of a previously leased or rented vehicle or vehicles to other than any of the following:

- (a) The lessee of the vehicle, or the person who, for a period of at least one year, has been designated by the lessee as the driver of the vehicle covered by a written lease agreement.
- (b) A buyer for agricultural, business, or commercial purposes.
- (c) A government or governmental agency or instrumentality.

(Amended by Stats. 1979, Ch. 561.)

375. "Lighting equipment" is any of the following lamps or devices:

- (a) A headlamp, auxiliary driving, passing, or fog lamp, fog taillamp, taillamp, stoplamp, supplemental stoplamp, license plate lamp, clearance lamp, side marker lamp, signal lamp or device, supplemental signal lamp, deceleration signal device, cornering lamp, running lamp, red, blue, amber, or white warning lamp, flashing red schoolbus lamp, side-mounted turn signal lamp, and schoolbus side lamp.
- (b) An operating unit or canceling mechanism for turn signal lamps or for the simultaneous flashing of turn signal lamps as vehicular hazard signals, and an advance stoplamp switch.
- (c) A flasher mechanism for turn signals, red schoolbus lamps, warning lamps, the simultaneous flashing of turn signal lamps as vehicular hazard signals, and the headlamp flashing systems for emergency vehicles.
- (d) Any equipment regulating the light emitted from a lamp or device or the light sources therein.
- (e) A reflector, including reflectors for use on bicycles, and reflectors used for required warning devices.
- (f) An illuminating device that emits radiation predominantly in the infrared or ultraviolet regions of the spectrum, whether or not these emissions are visible to the unaided eye.

(g) An illuminated sign installed on a bus that utilizes an electronic display to convey the route designation, route number, run number, public service announcement, or any combination of this information, or an illuminated sign utilized pursuant to Section 25353.1.

(Amended by Stats. 2011, Ch. 529, Sec. 2. (AB 607) Effective January 1, 2012.)

377. A "limit line" is a solid white line not less than 12 nor more than 24 inches wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements.

(Enacted by Stats. 1959, Ch. 3.)

378. (a) "Limousine" means any sedan or sport utility vehicle, of either standard or extended length, with a seating capacity of not more than 10 passengers including the driver, used in the transportation of passengers for hire on a prearranged basis within this state.

(b) "Modified limousine" means any vehicle that has been modified, altered, or extended in a manner that increases the overall wheelbase of the vehicle, exceeding the original equipment manufacturer's published wheelbase dimension for the base model and year of the vehicle, in any amount sufficient to accommodate additional passengers with a seating capacity of not more than 10 passengers including the driver, and is used in the transportation of passengers for hire. For purposes of this subdivision, "wheelbase" means the longitudinal distance between the vertical centerlines of the front and rear wheels.

(Added by Stats. 2014, Ch. 860, Sec. 10. (SB 611) Effective September 30, 2014.)

380. "Liquefied petroleum gas" means normal butane, isobutane, propane, or butylene (including isomers) or mixtures composed predominantly thereof in liquid or gaseous state having a vapor pressure in excess of 40 pounds per square inch absolute at a temperature of 100 degrees Fahrenheit.

(Amended by Stats. 1977, Ch. 825.)

385. "Local authorities" means the legislative body of every county or municipality having authority to adopt local police regulations.

(Enacted by Stats. 1959, Ch. 3.)

385.2. A "logging dolly" is a vehicle designed for carrying logs, having one or more axles that, if there are more than one, are not more than 54 inches apart, and used in connection with a motor truck solely for the purpose of transporting logs and securely connected with the towing vehicle both by a reach and by the load.

(Added by Stats. 2013, Ch. 523, Sec. 20. (SB 788) Effective January 1, 2014.)

385.3. A "logging vehicle" is a vehicle used exclusively in the conduct of logging operations and not designed for the transportation of persons or property on a highway.

(Added by Stats. 2013, Ch. 523, Sec. 21. (SB 788) Effective January 1, 2014.)

385.5. (a) A "low-speed vehicle" is a motor vehicle that meets all of the following requirements:

- (1) Has four wheels.
- (2) Can attain a speed, in one mile, of more than 20 miles per hour and not more than 25 miles per hour, on a paved level surface.
- (3) Has a gross vehicle weight rating of less than 3,000 pounds.

(b) (1) For the purposes of this section, a "low-speed vehicle" is not a golf cart, except when operated pursuant to Section 21115 or 21115.1.

(2) A "low-speed vehicle" is also known as a "neighborhood electric vehicle."

(Amended by Stats. 2006, Ch. 66, Sec. 1. Effective July 12, 2006.)

386. A "managerial employee" is a person who exercises control over a business licensed under this code, whether compensated by salary or commission, including, but not limited to, any person who is employed as a general



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VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336] (*Division 11 enacted by Stats. 1959, Ch. 3.*)

CHAPTER 1. Obedience to and Effect of Traffic Laws [21000 - 21300] (*Chapter 1 enacted by Stats. 1959, Ch. 3.*)

ARTICLE 3. Local Regulation [21100 - 21118] (*Article 3 enacted by Stats. 1959, Ch. 3.*)

21100. Local authorities may adopt rules and regulations by ordinance or resolution regarding all of the following matters:

- (a) Regulating or prohibiting processions or assemblages on the highways.
- (b) Licensing and regulating the operation of vehicles for hire and drivers of passenger vehicles for hire.
- (c) Regulating traffic by means of traffic officers.
- (d) Regulating traffic by means of official traffic control devices meeting the requirements of Section 21400.
- (e) (1) Regulating traffic by means of a person given temporary or permanent appointment for that duty by the local authority when official traffic control devices are disabled or otherwise inoperable, at the scenes of accidents or disasters, or at locations as may require traffic direction for orderly traffic flow.
 (2) A person shall not be appointed pursuant to this subdivision unless and until the local authority has submitted to the commissioner or to the chief law enforcement officer exercising jurisdiction in the enforcement of traffic laws within the area in which the person is to perform the duty, for review, a proposed program of instruction for the training of a person for that duty, and unless and until the commissioner or other chief law enforcement officer approves the proposed program. The commissioner or other chief law enforcement officer shall approve a proposed program if he or she reasonably determines that the program will provide sufficient training for persons assigned to perform the duty described in this subdivision.
- (f) Regulating traffic at the site of road or street construction or maintenance by persons authorized for that duty by the local authority.
- (g) (1) Licensing and regulating the operation of tow truck service or tow truck drivers whose principal place of business or employment is within the jurisdiction of the local authority, excepting the operation and operators of any auto dismantlers' tow vehicle licensed under Section 11505 or any tow truck operated by a repossessing agency licensed under Chapter 11 (commencing with Section 7500) of Division 3 of the Business and Professions Code and its registered employees.
 (2) The Legislature finds that the safety and welfare of the general public is promoted by permitting local authorities to regulate tow truck service companies and operators by requiring licensure, insurance, and proper training in the safe operation of towing equipment, thereby ensuring against towing mistakes that may lead to violent confrontation, stranding motorists in dangerous situations, impeding the expedited vehicle recovery, and wasting state and local law enforcement's limited resources.
- (3) This subdivision does not limit the authority of a city or city and county pursuant to Section 12111.
- (h) Operation of bicycles, and, as specified in Section 21114.5, electric carts by physically disabled persons, or persons 50 years of age or older, on public sidewalks.
- (i) Providing for the appointment of nonstudent school crossing guards for the protection of persons who are crossing a street or highway in the vicinity of a school or while returning thereafter to a place of safety.
- (j) Regulating the methods of deposit of garbage and refuse in streets and highways for collection by the local authority or by any person authorized by the local authority.
- (k) (1) Regulating cruising.

January 9, 2024 City Council Staff Report and Attachments

(Amended by Stats. 2016, Ch. 512, Sec. 2. (AB 1943) Effective January 1, 2017.)

21114. If a local authority finds that a city street or county road under its jurisdiction adjacent to an airport has been specifically designed and constructed, with the prior approval of the local authority, so as to safely permit the use thereof by regular vehicular traffic and also the taxiing of aircraft thereon between the airport and the place where such aircraft are hangared or tied down, the local authority may by resolution or ordinance designate such street or road or portion thereof for such combined use and prescribe rules and regulations therefor which shall have the force of law. No such street or road shall be so designated for a distance of more than one-half mile from the airport, provided, the finding of the local authority in this respect shall be conclusive. Upon such designation becoming effective, it shall be the sole responsibility of the local authority to enforce the provisions of the Vehicle Code and all rules and regulations adopted by it upon such street or road. Upon such designation becoming effective it shall be lawful to taxi aircraft upon such street or road in accordance with the rules and regulations prescribed as aforesaid and said aircraft need not be licensed under this code or comply with other provisions thereof.

(Added by Stats. 1963, Ch. 537.)

21114.5. Notwithstanding Section 21663 or any other provision of this code, local authorities may, by ordinance, authorize the operation of electric carts by physically disabled persons, by persons 50 years of age or older, or, while in the course of their employment, by employees of the United States Postal Service, state and local governmental agencies, or utility companies, on public sidewalks. Any ordinance shall, however, contain provisions requiring any disabled person or person 50 years of age or older who owns or leases an electric cart to apply to the local authority for a permit and an identification sticker to so operate the cart, and requiring the person to affix the sticker to the cart in order to operate it on the sidewalk. The permit and sticker shall become invalid if the person ceases to operate, own, or lease the cart.

This section does not apply to devices described in subdivision (b) of Section 415.

(Amended by Stats. 1996, Ch. 124, Sec. 125. Effective January 1, 1997.)

21115. (a) If a local authority finds that a highway under its jurisdiction is located adjacent to, or provides access to, a golf course and between the golf course and the place where golf carts are parked or stored or is within or bounded by a real estate development offering golf facilities and is designed and constructed, so as to safely permit the use of regular vehicular traffic and also the driving of golf carts on the highway, the local authority may, by resolution or ordinance, designate the highway or portion of the highway for combined use and prescribe rules and regulations that shall have the force of law. No highway shall be so designated for a distance of more than one mile from the golf course if the highway is not located within a development or beyond the area of a development, provided, the finding of the local authority in this respect shall be conclusive. Upon the designation becoming effective it shall be lawful to drive golf carts upon the highway in accordance with the prescribed rules and regulations. The rules and regulations may establish crossing zones and speed limits and other operating standards but shall not require that the golf carts conform to any requirements of this code with respect to registration, licensing, or equipment, except that if operated during darkness the golf cart shall be subject to the provisions of Section 24001.5 regarding equipment.

The rules and regulations shall not be effective until appropriate signs giving notice thereof are posted along the highway affected.

A "real estate development offering golf facilities," for purposes of this section, means an area of single-family or multiple-family residences, the owners or occupants of which are eligible for membership in, or the use of, one or more golf courses within the development by virtue of their ownership or occupancy of a residential dwelling unit in the development.

(b) For purposes of this section, a "golf cart" includes a low-speed vehicle.

(Amended by Stats. 1999, Ch. 140, Sec. 4. Effective January 1, 2000.)

21115.1. (a) Notwithstanding Section 21115, a local authority may, by ordinance or resolution, establish crossing zones, for use by golf carts at any time other than during darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course. The crossing zones shall be at an angle of approximately 90 degrees to the direction of the roadway. The ordinance or resolution shall not become effective until submitted to the law enforcement agency having primary jurisdiction over the street, the law enforcement agency finds and determines that the conditions pertaining to that street, with the addition of proper signs, markers, or lighting, or any combination of those, will permit the establishment of a golf

cart crossing with reasonable safety, and the signs, markers, or lighting specified by the law enforcement agency are in place.

(b) Subdivision (a) does not constitute precedent for the operation of golf carts on any street or highway other than in a crossing zone established pursuant to subdivision (a).

(c) For purposes of this section, a "golf cart" includes a low-speed vehicle.

(Amended by Stats. 1999, Ch. 140, Sec. 5. Effective January 1, 2000.)

21116. (a) No person shall drive any motor vehicle upon a roadway located on a levee, canal bank, natural watercourse bank, or pipeline right-of-way if the responsibility for maintenance of the levee, canal bank, natural watercourse bank, or pipeline right-of-way is vested in the state or in a reclamation, levee, drainage, water or irrigation district, or other local agency, unless such person has received permission to drive upon such roadway from the agency responsible for such maintenance, or unless such roadway has been dedicated as a public right-of-way.

(b) For this section to be applicable to a particular levee, canal bank, natural watercourse bank, or pipeline right-of-way, the state or other agency having responsibility for maintenance of the levee, canal bank, natural watercourse bank, or pipeline right-of-way shall erect or place appropriate signs giving notice that permission is required to be obtained to drive a motor vehicle thereon and giving notice of any special conditions or regulations that are imposed pursuant to this section and shall prepare and keep available at the principal office of the state agency or other agency affected or of the board of such agency, for examination by all interested persons, a written statement, in conformity with the existing rights of such agency to control access to the roadway, describing the nature of the vehicles, if any, to which such permission might be granted and the conditions, regulations, and procedure for the acquisition of such permission adopted pursuant to this section.

(c) Nothing in this section prohibits the establishment of bicycle paths or routes (as prescribed by Article 6.5 (commencing with Section 5078) of Chapter 1 of Division 5 of the Public Resources Code) on levees, canal banks, natural watercourse banks, or pipeline rights-of-way.

(Amended by Stats. 1971, Ch. 1361.)

21117. (a) Local authorities may, notwithstanding Section 21101 or 21101.6, by written agreement approved by their legislative bodies, transfer among themselves the responsibility for maintaining, operating, or controlling public access to any highway under their respective jurisdictions located in or adjacent to an ecological reserve or an environmentally sensitive area within their respective jurisdictions.

(b) An agreement entered into pursuant to subdivision (a) may authorize the local authority having responsibility for the highway under the agreement to do all of the following:

- (1) Limit access by motor vehicles to the highway during certain hours of the day or certain days of the week.
- (2) Prohibit access by motor vehicles during certain hours of the day or certain days of the week.
- (3) Provide for the construction or erection of barricades or other devices designed or intended to separate pedestrians from vehicles or motor vehicles.
- (4) Establish and operate a program by which vehicular access is permitted only in conjunction with specified educational programs or for disabled persons, or both.
- (5) Issue temporary permits for special events valid for less than one day.

(c) As used in this section, the term "ecological reserve" has the same meaning as defined in Section 1584 of the Fish and Game Code, and "environmentally sensitive area" has the same meaning as defined in Section 30107.5 of the Public Resources Code.

(Added by Stats. 1991, Ch. 541, Sec. 1.)

21118. (a) A local authority may adopt rules and regulations by ordinance or resolution to restrict the routes or streets upon which a tour bus described in subdivision (b) of Section 612 may be operated, if the local authority determines that it is unsafe to operate those vehicles on those routes or streets.

(b) A local authority may adopt rules and regulations by ordinance or resolution to prohibit the use of loudspeakers or public address systems by a tour bus described in subdivision (b) of Section 612, and instead require the use of headphones or similar devices by passengers for any information or presentation provided for the passengers.

(Added by Stats. 2017, Ch. 310, Sec. 2. (AB 25) Effective January 1, 2018.)


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DIVISION 11. RULES OF THE ROAD [21000 - 23336] (Division 11 enacted by Stats. 1959, Ch. 3.)

CHAPTER 1. Obedience to and Effect of Traffic Laws [21000 - 21300] (Chapter 1 enacted by Stats. 1959, Ch. 3.)

ARTICLE 5.5. Operation of Low-Speed Vehicles [21250 - 21266] (Heading of Article 5.5 renumbered from Article 5 (as added by Stats. 1999, Ch. 140, Sec. 6) by Stats. 2014, Ch. 71, Sec. 179.)

21250. For the purposes of this article, a low-speed vehicle means a vehicle as defined in Section 385.5. A "low-speed vehicle" is also known as a "neighborhood electric vehicle."

(Amended by Stats. 2004, Ch. 422, Sec. 3. Effective January 1, 2005.)

21251. Except as provided in Chapter 8 (commencing with Section 1965) of Division 2.5 of the Streets and Highways Code, and Sections 4023, 21115, and 21115.1, a low-speed vehicle is subject to all the provisions applicable to a motor vehicle, and the driver of a low-speed vehicle is subject to all the provisions applicable to the driver of a motor vehicle or other vehicle, when applicable, by this code or another code, with the exception of those provisions that, by their very nature, can have no application.

(Amended by Stats. 2018, Ch. 564, Sec. 5. (SB 1151) Effective January 1, 2019.)

21252. A vehicle dealer, selling a low-speed vehicle, shall provide to the buyer a disclosure statement regarding the operation of the vehicle that is in compliance with existing provisions of the California Code of Regulations.

(Added by Stats. 1999, Ch. 140, Sec. 6. Effective January 1, 2000.)

21253. A low-speed vehicle operated or parked on the roadway shall at all times meet federal Motor Vehicle Safety Standards established for low-speed vehicles in Section 571.500 of Title 49 of the Code of Federal Regulations.

(Added by Stats. 1999, Ch. 140, Sec. 6. Effective January 1, 2000.)

21254. A motor vehicle that was originally designated as a low-speed vehicle and that has been modified or altered to exceed 25 miles per hour shall not qualify for the relaxed federal Motor Vehicle Safety Standards established for low-speed vehicles and instead shall meet all federal Motor Vehicle Safety Standards for a passenger vehicle.

(Added by Stats. 1999, Ch. 140, Sec. 6. Effective January 1, 2000.)

21260. (a) Except as provided in paragraph (1) of subdivision (b), or in an area where a neighborhood electric vehicle transportation plan has been adopted pursuant to Chapter 8 (commencing with Section 1965) of Division 2.5 of the Streets and Highways Code, the operator of a low-speed vehicle shall not operate the vehicle on any roadway with a speed limit in excess of 35 miles per hour.

(b) (1) The operator of a low-speed vehicle may cross a roadway with a speed limit in excess of 35 miles per hour if the crossing begins and ends on a roadway with a speed limit of 35 miles per hour or less and occurs at an intersection of approximately 90 degrees.

(2) Notwithstanding paragraph (1), the operator of a low-speed vehicle shall not traverse an uncontrolled intersection with any state highway unless that intersection has been approved and authorized by the agency having primary traffic enforcement responsibilities for that crossing by a low-speed vehicle.

(Amended by Stats. 2018, Ch. 564, Sec. 6. (SB 1151) Effective January 1, 2019.)

January 9, 2024 City Council Staff Report and Attachments

21266. (a) Notwithstanding Section 21260, local authorities, by ordinance or resolution, may restrict or prohibit the use of low-speed vehicles.

(b) Notwithstanding Section 21260, a local law enforcement agency with primary traffic enforcement responsibilities or the Department of the California Highway Patrol may prohibit the operation of a low-speed vehicle on any roadway under that agency's or department's jurisdiction when the agency or the department deems the prohibition to be in the best interest of public safety. Any such prohibition shall become effective when appropriate signs giving notice thereof are erected upon the roadway.

(Added by Stats. 1999, Ch. 140, Sec. 6. Effective January 1, 2000.)



Appendix C

Sample Golf Cart Permit Application



**CITY OF LINCOLN
GOLF CART REGISTRATION APPLICATION**

(MUST bring completed form, valid Driver License, Proof of Insurance to Golf Cart Inspection)

(Circle One) New / Renewal Receipt # _____ Permit # _____

Name of Cart Owner _____ Drivers License # / Expiration Date _____

Name of Principal Driver (If Different than Owner) _____

Address: _____ Phone Number: _____

Where will the Cart be Stored? _____ Email Address: _____

Manufacturer of Golf Cart _____ Identification Number _____

Model Number _____ Color _____

I understand all required equipment will be maintained in working order, and the golf cart operated in accordance with the applicable provisions of the CALIFORNIA VEHICLE CODE and CITY OF LINCOLN. I further understand any violation of these provisions and requirements may result in the permit being revoked.

Signature Required

I understand the application for a permit to operate a golf cart shall not be approved until the vehicle has been inspected and approved.

Initial

I certify that I have the proper insurance coverage to operate above golf cart on the public streets within the Community of Sun City Lincoln Hills.

Insurance Company/Policy Number

A non-refundable \$50 application or renewal fee must accompany this form. Make check payable to the City of Lincoln.

Bank/Check Number

Bring completed application, copy of insurance coverage and fee to inspection site at time of inspection.

Applicants Signature

Date and Time of Inspection _____

Location: Sun City Lincoln Hills

	Operative	Inoperative
Head Lights		
Brake Lights		
Turn Signals		
Horn		
Full Rear View Mirror		

	Operative	Inoperative
Seat Belts - operable		
Parking Brake		
Windshield		
Ridged Roof		
Proof of Insurance		
Drivers License Inspected		

Permit Issued Yes _____ No _____ Permit No. _____ By _____ Valid Until _____

Reason for Denial: _____



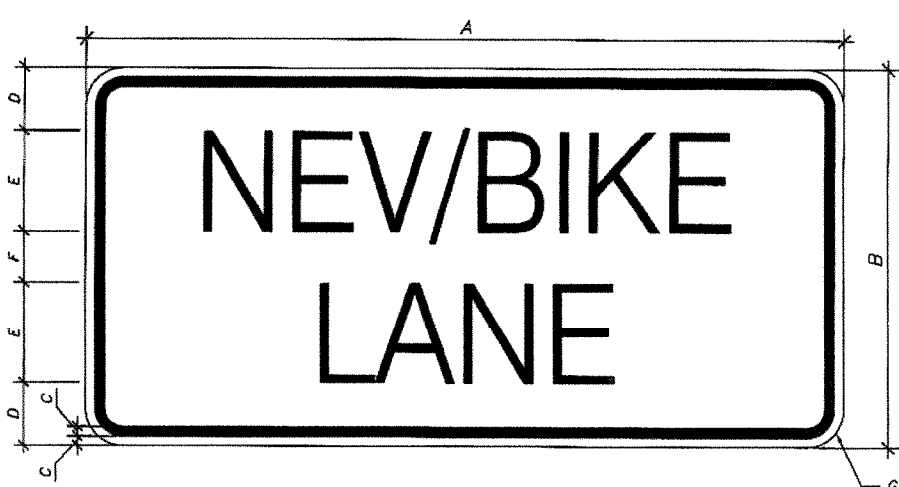
Appendix D

Signing and Striping Standards

APPENDIX B

STANDARD SIGNS AND MARKINGS

Figure 1



NOTE:
1. WHITE SIGN WITH BLACK LETTERS

ENGLISH UNITS

A	B	C	D	E	F	G
30	15	.375	2.5	4C	2	1.5

CITY OF LINCOLN DEPARTMENT OF PUBLIC WORKS			
CTCDC EXPERIMENTAL STANDARD NEV/BIKE LANE			
REVISIONS:	DATES:	APPROVED:	SCALE: NONE DATE: NOVEMBER 2005 DRAWN BY:MHM
		CITY ENGINEER	XXXX
		DATE	

Figure 2

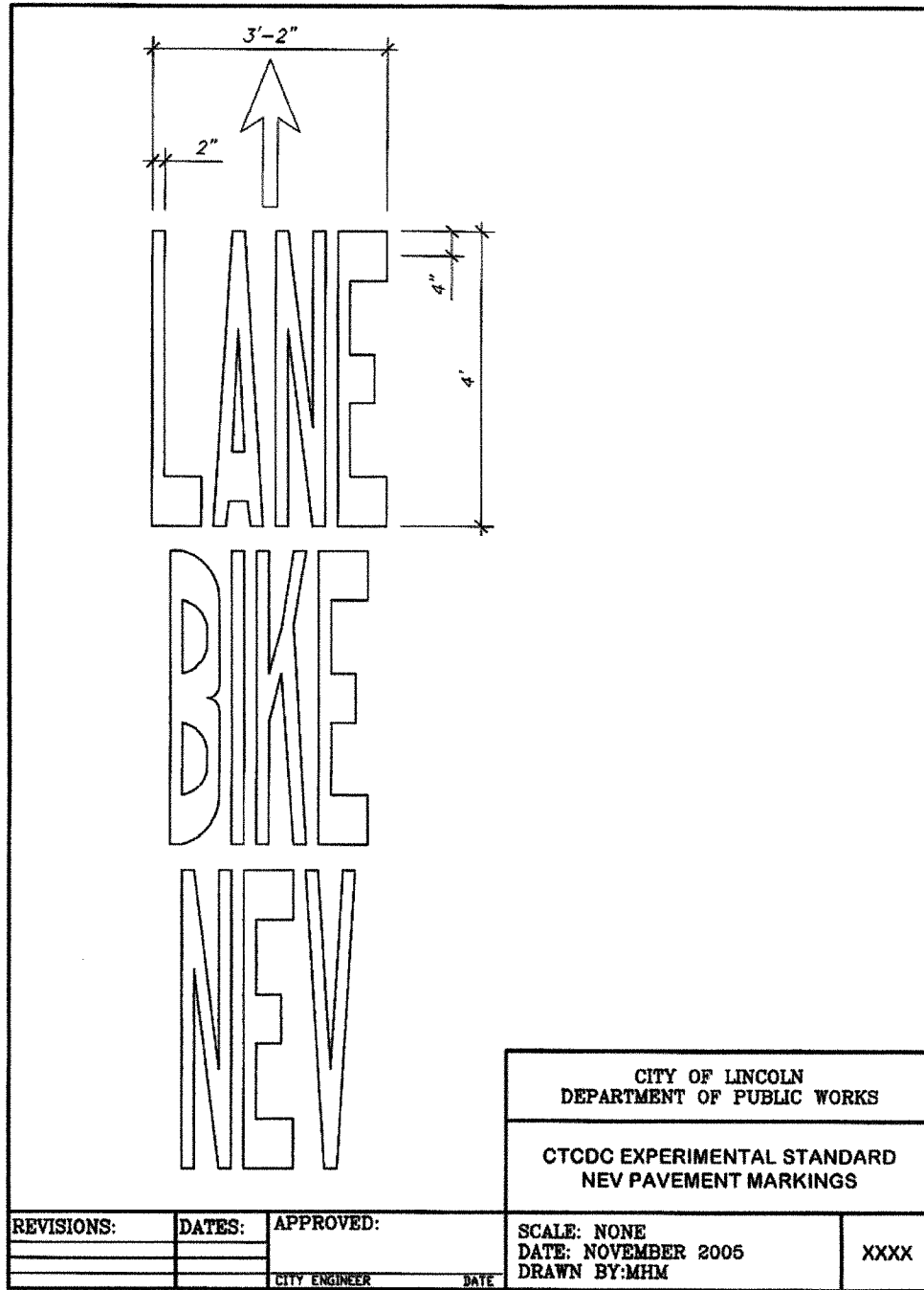


Figure 3

<i>DETAIL 39EX-NEV/BIKE LANE LINE</i> <i>150mm (6in.) WHITE LINE</i> <u>NOTES:</u> 1. NEV LANES AND COMBINED NEV/BIKE LANES ARE TO BE A MINIMUM OF SEVEN (7) FEET IN WIDTH. 2. THE STRIPE IS TO BE PLACED BETWEEN THE TRAFFIC LANE AND THE NEV/BIKE LANE.				
CITY OF LINCOLN DEPARTMENT OF PUBLIC WORKS			CTCDC EXPERIMENTAL STANDARD NEV LANE STRIPING	
REVISIONS:	DATES:	APPROVED:	SCALE: NONE DATE: NOVEMBER 2005 DRAWN BY:MHM	XXXX
CITY ENGINEER		DATE		

Figure 4

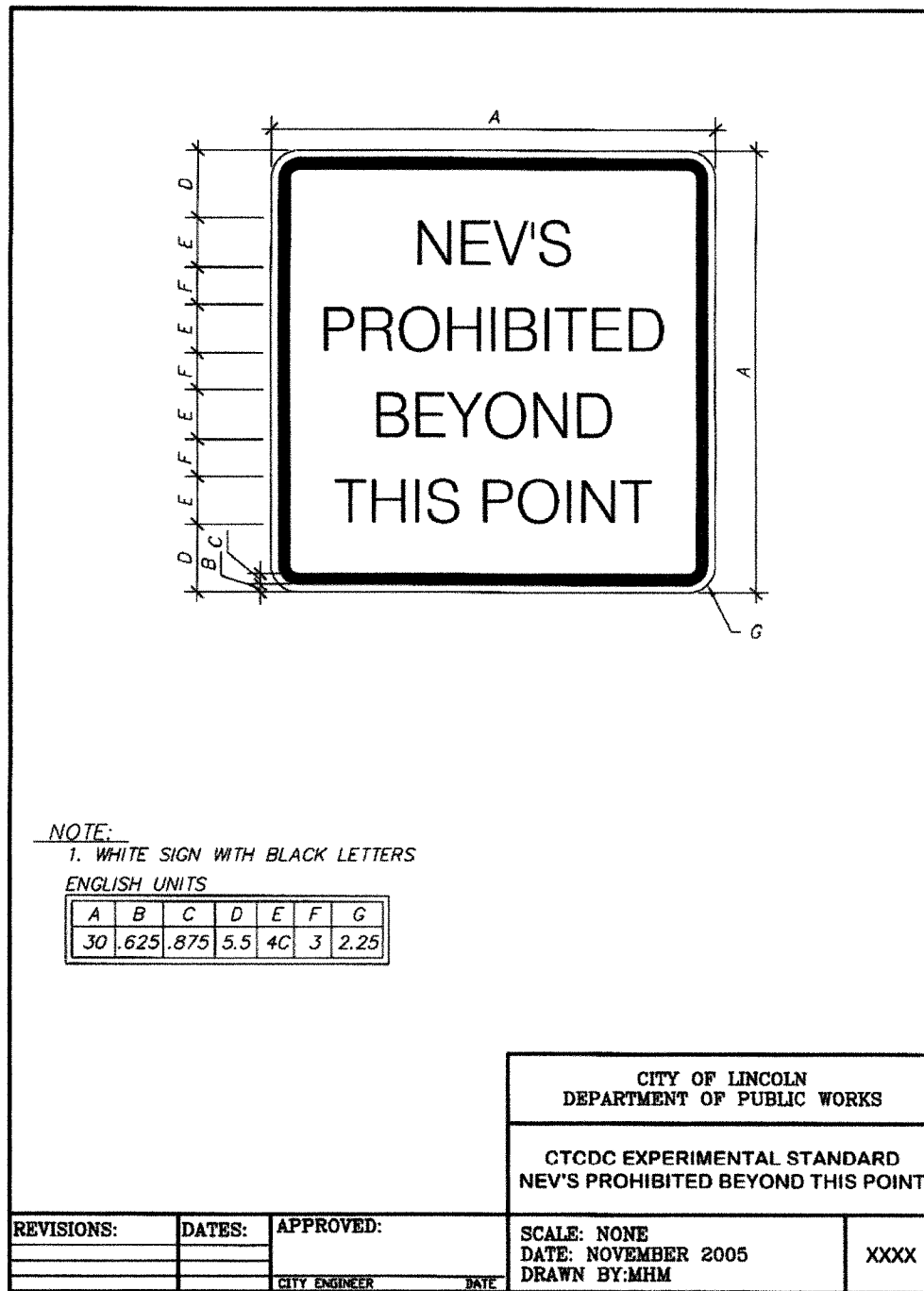
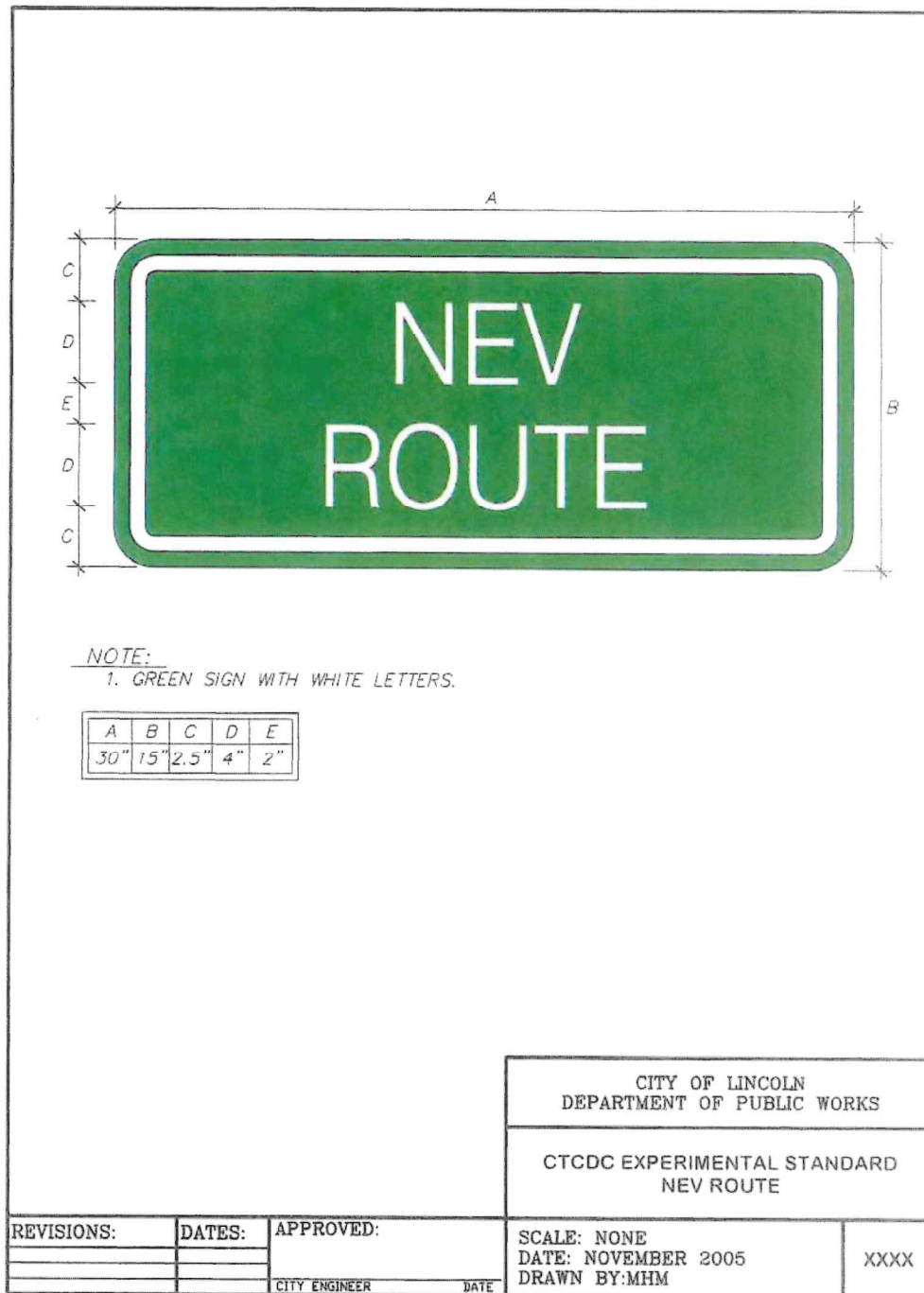


Figure 5







NOTE:

1. WHITE SIGN WITH BLACK LETTERS

ENGLISH UNITS

A	B	C	D	E	F	G
18	15	0.375	2.5	4.0	2.0	1.5

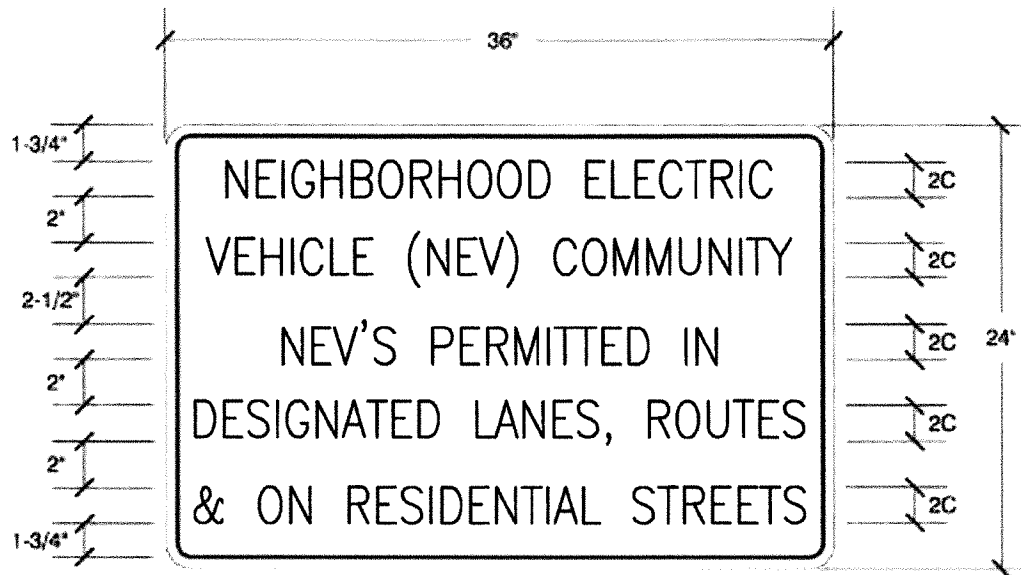


NOTE:

1. WHITE SIGN WITH BLACK LETTERS

ENGLISH UNITS

A	B	C	D	E	F	G
30	15	0.375	2.5	4.0	2.0	1.5

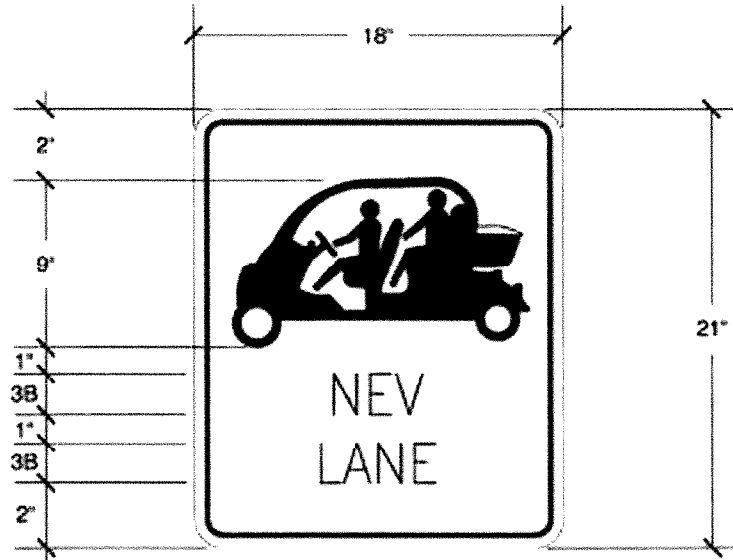


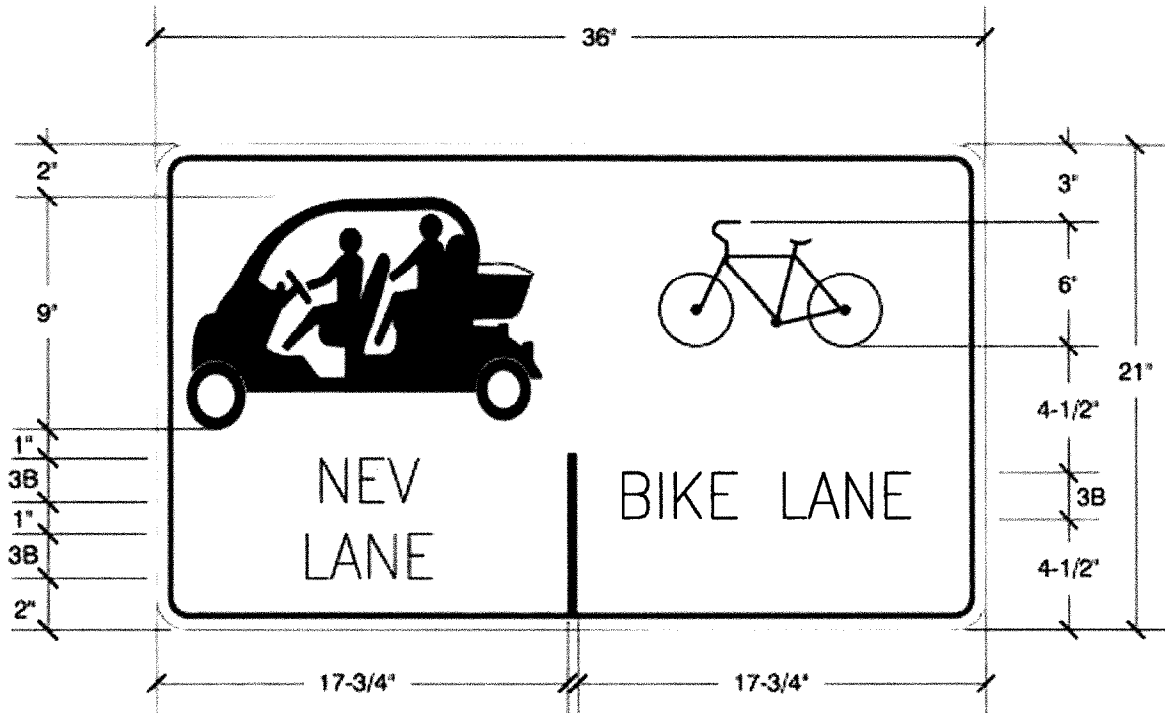
FEHR & PEERS
TRANSPORTATION CONSULTANTS

Dec 14, 2004 MJF
N:\PROJECTS\1042\1977_NEV_City of Lincoln\graphics\fig01_community.dwg

SG-bb NEIGHBORHOOD ELECTRIC VEHICLE COMMUNITY

APPENDIX FIGURE 1



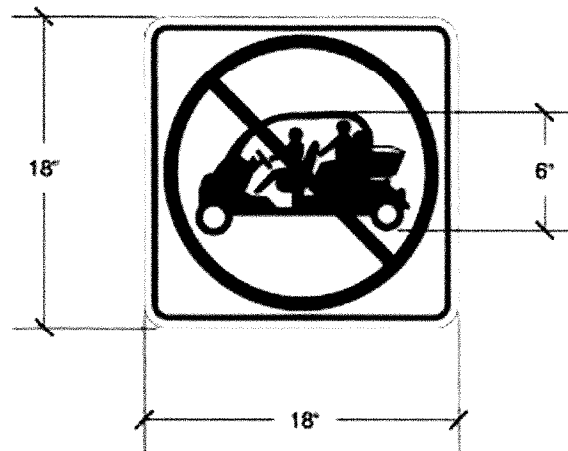


FEHR & PEERS
TRANSPORTATION CONSULTANTS

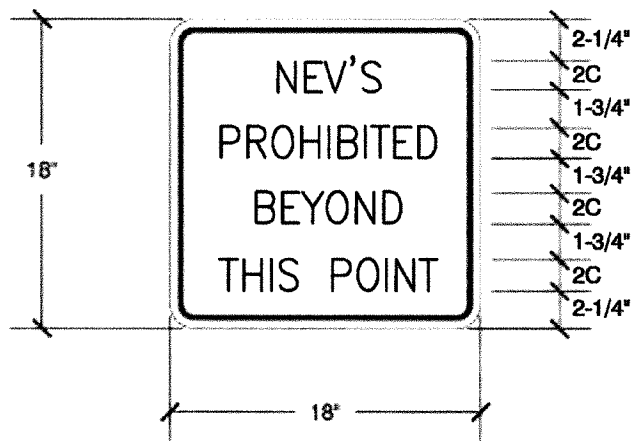
Dec 14, 2004 MJF
N:\PROJECTS\1042\1977_NEV_City of Lincoln\graphics\fig03_combination.dwg

**SR-xx COMBINATION
NEV LANE/BICYCLE LANE**

APPENDIX FIGURE 3



SR-y NO NEV'S SYMBOL SIGN



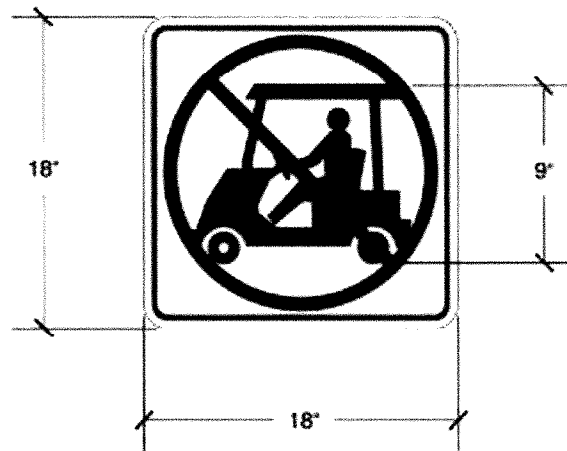
SR-yy NEV'S PROHIBITED BEYOND THIS POINT

FEHR & PEERS
TRANSPORTATION CONSULTANTS

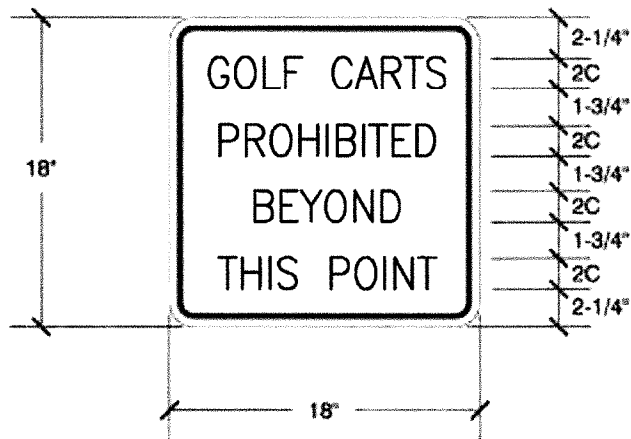
Dec 14, 2004 MJF
N:\PROJECTS\1042\1977_NEV_City of Lincoln\graphics\fig04_prohibited.dwg

SR-y NO NEV'S SYMBOL SIGN
SR-yy NEV'S PROHIBITED
BEYOND THIS POINT

APPENDIX FIGURE 4



SR-z NO GOLF CARTS SYMBOL SIGN



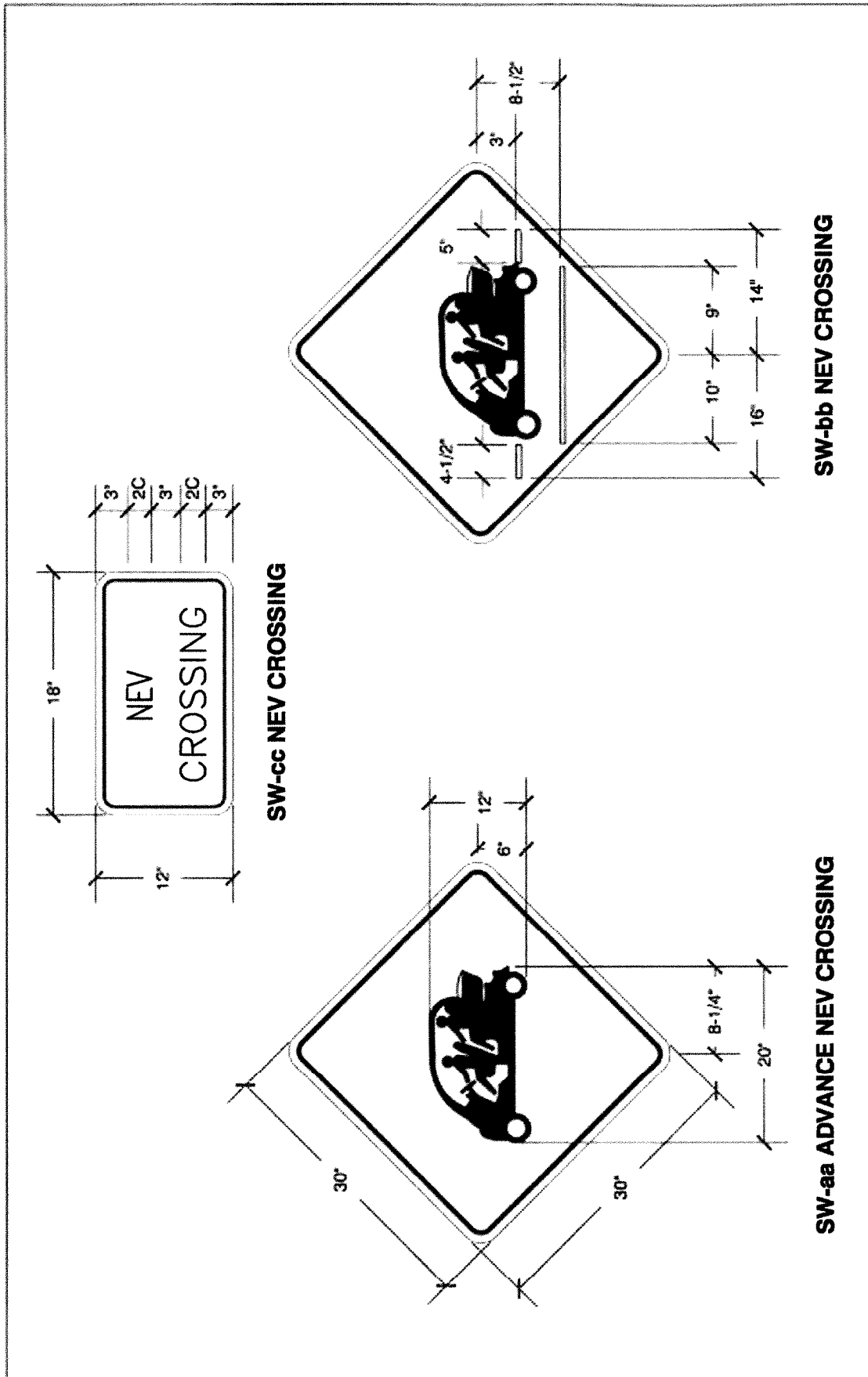
SR-zz GOLF CARTS PROHIBITED BEYOND THIS POINT

FEHR & PEERS
TRANSPORTATION CONSULTANTS

Dec 14, 2004 MJF
N:\PROJECTS\1042\1977_NEV_City of Lincoln\graphics\fig05_prohibited.dwg

SR-z NO GOLF CARTS SYMBOL SIGN
SR-zz GOLF CARTS PROHIBITED
BEYOND THIS POINT

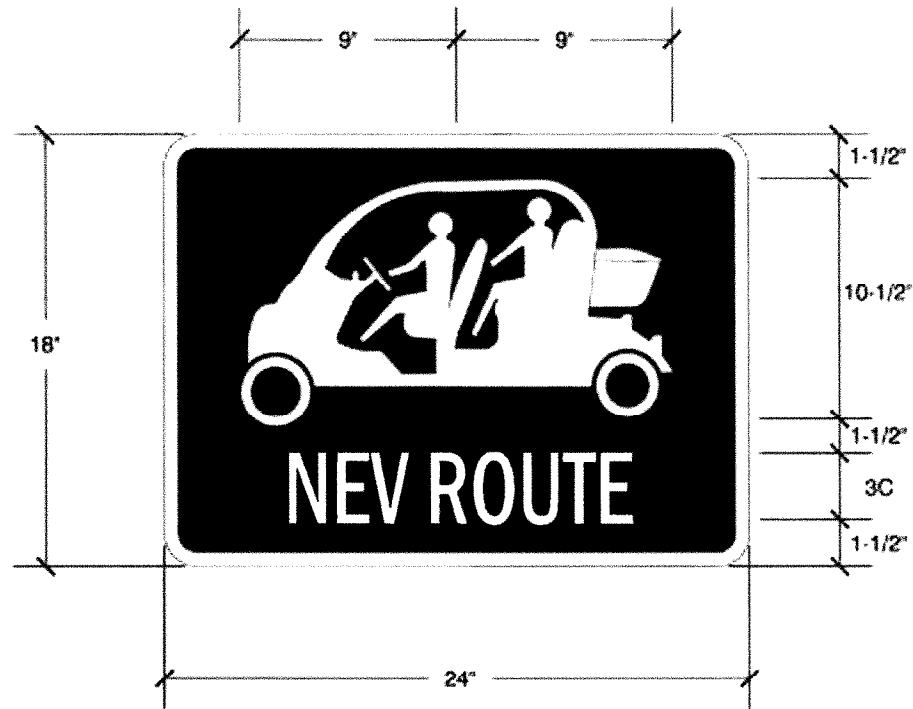
APPENDIX FIGURE 5



SW-aa ADVANCE NEV CROSSING
 SW-bb NEV CROSSING
 SW-cc NEV CROSSING

APPENDIX FIGURE 6

FEHR & PEERS
 TRANSPORTATION CONSULTANTS
 Dec 14, 2004 M.F.
 N:\PROJECTS\1042\1977_NEV_City of Lincoln\graphics\fig06_crossing.dwg





Appendix E

Parking Standards

APPENDIX C

PARKING AND CHARGING STATION STANDARDS

Figure 1

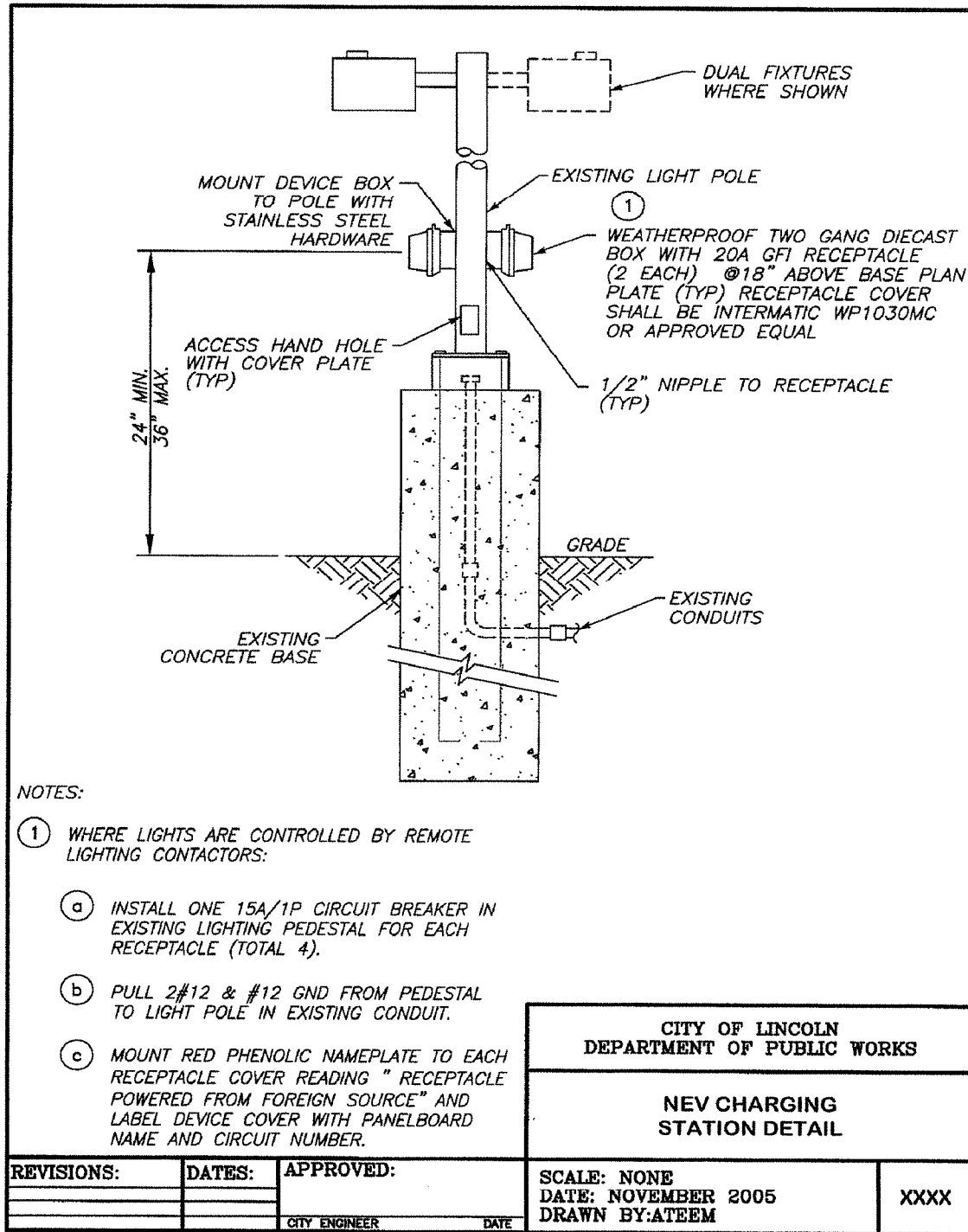
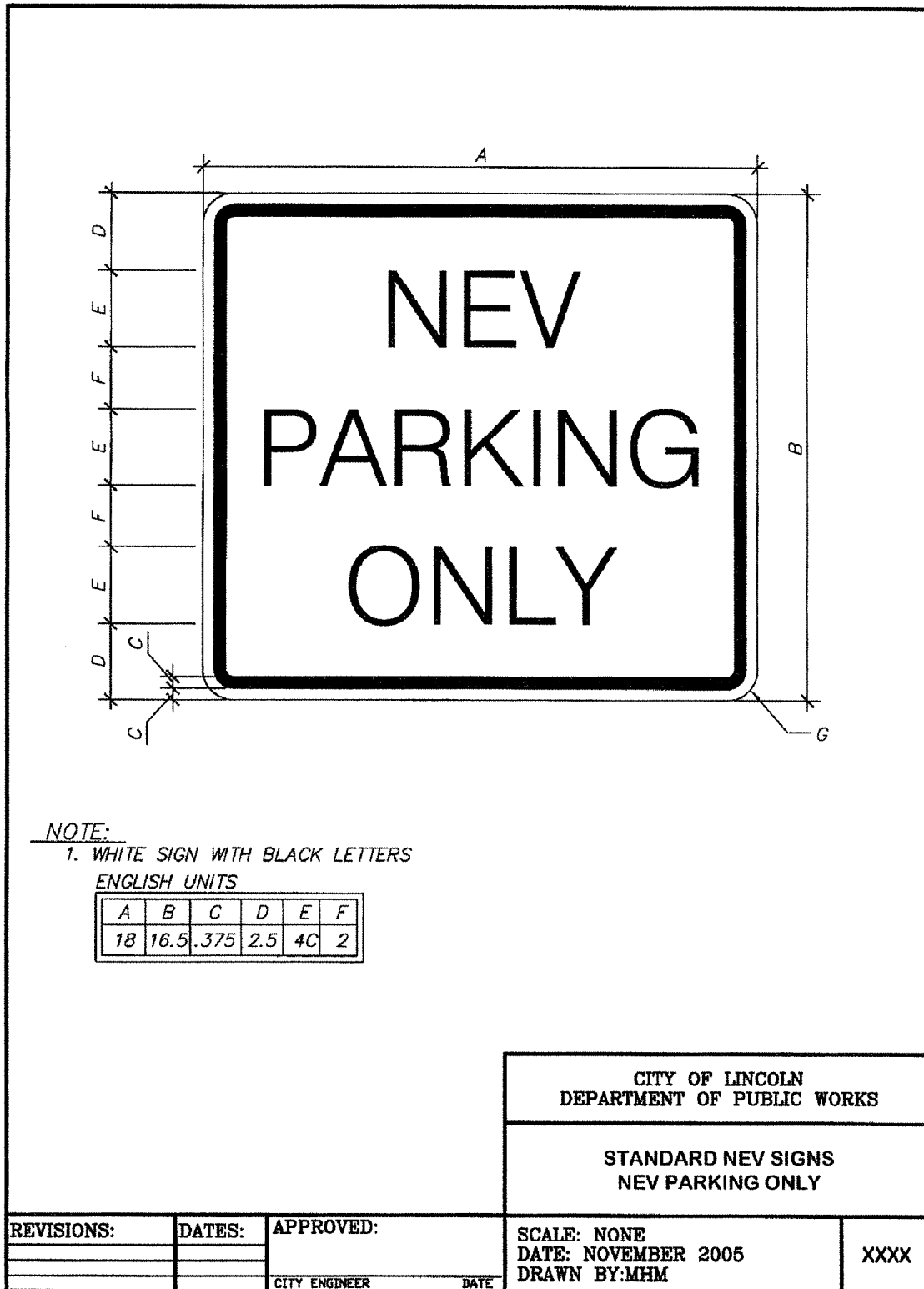


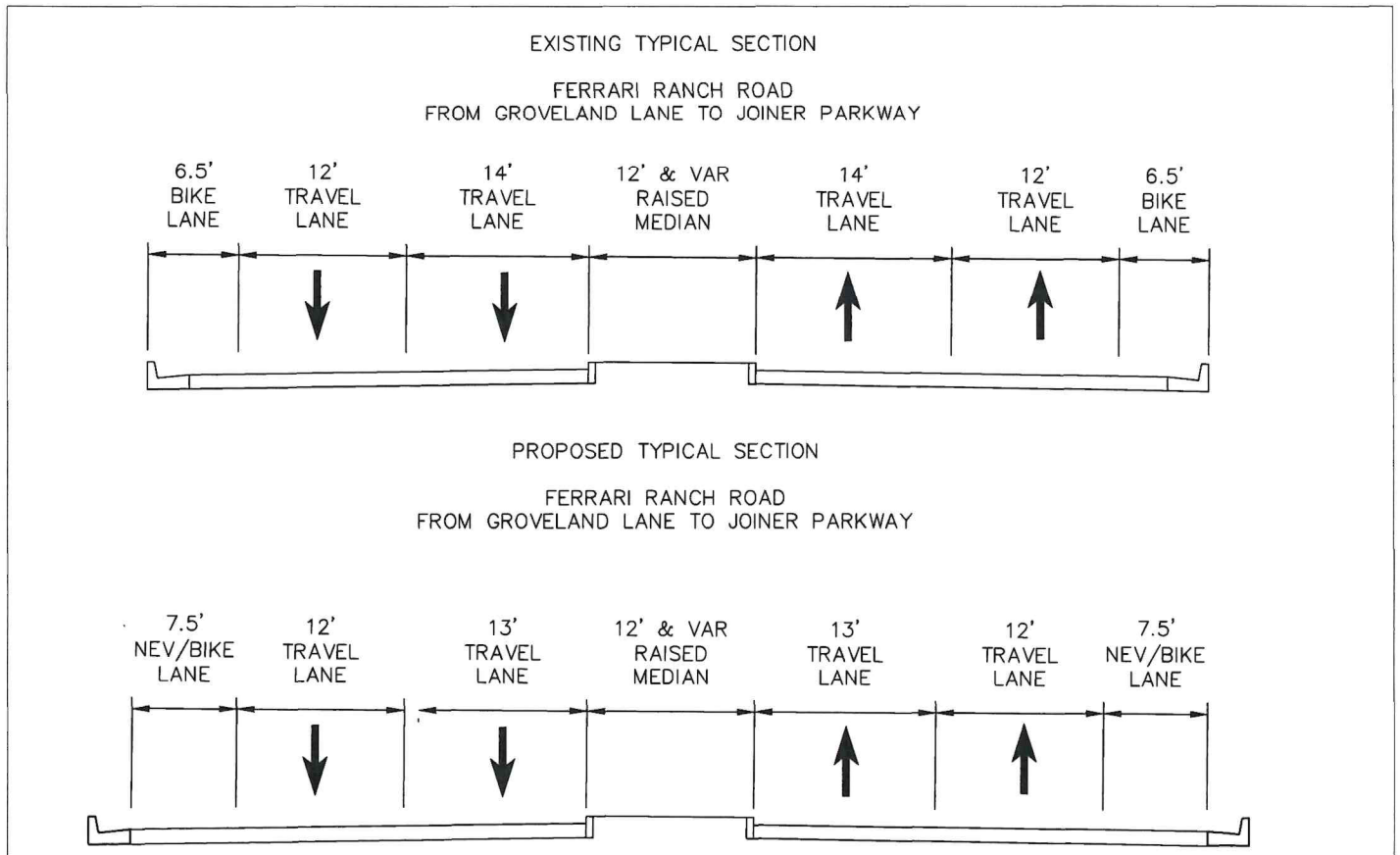
Figure 2





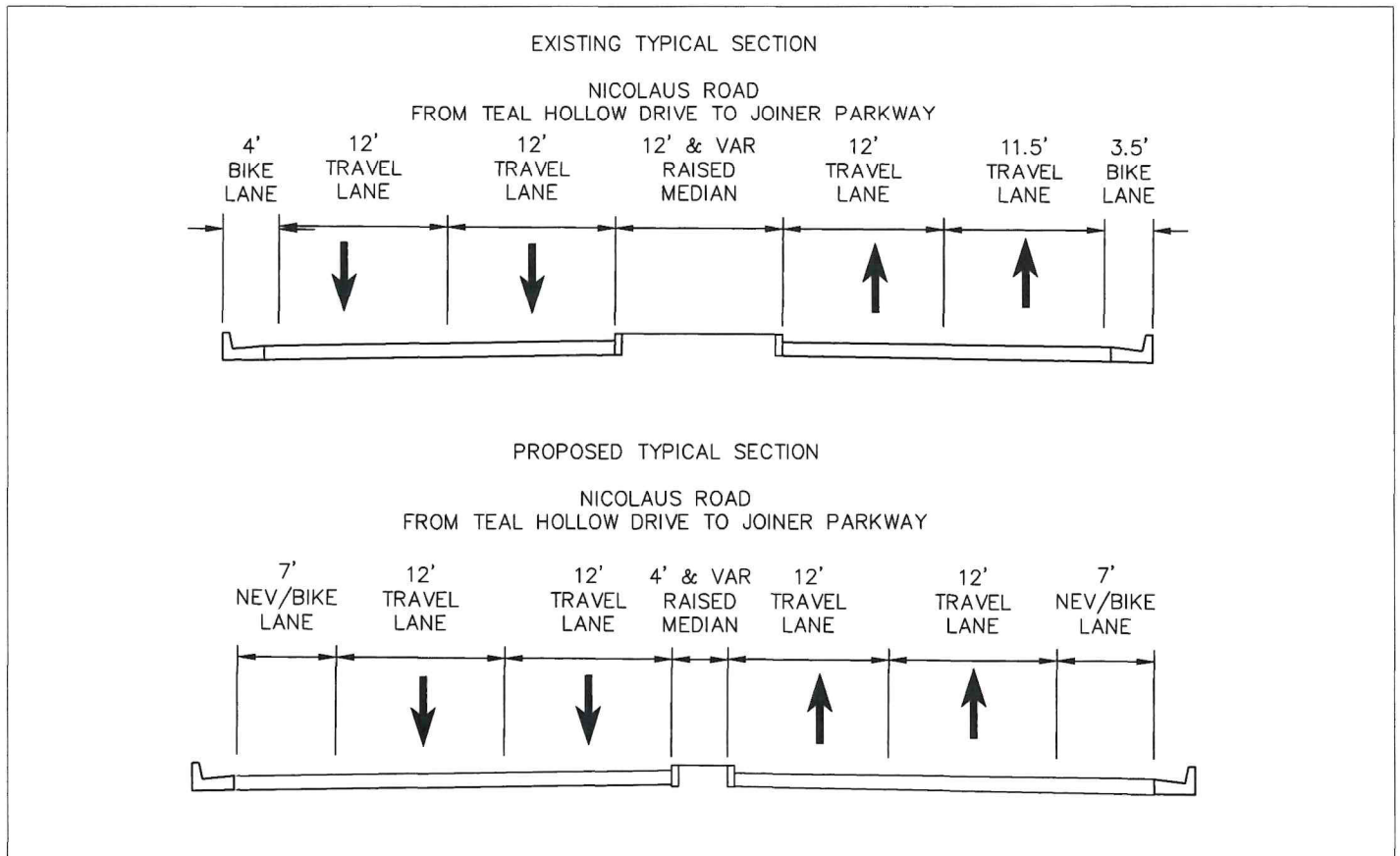
Appendix F

CAD Exhibits



FERRARI RANCH ROAD IMPROVEMENTS TYPICAL SECTION

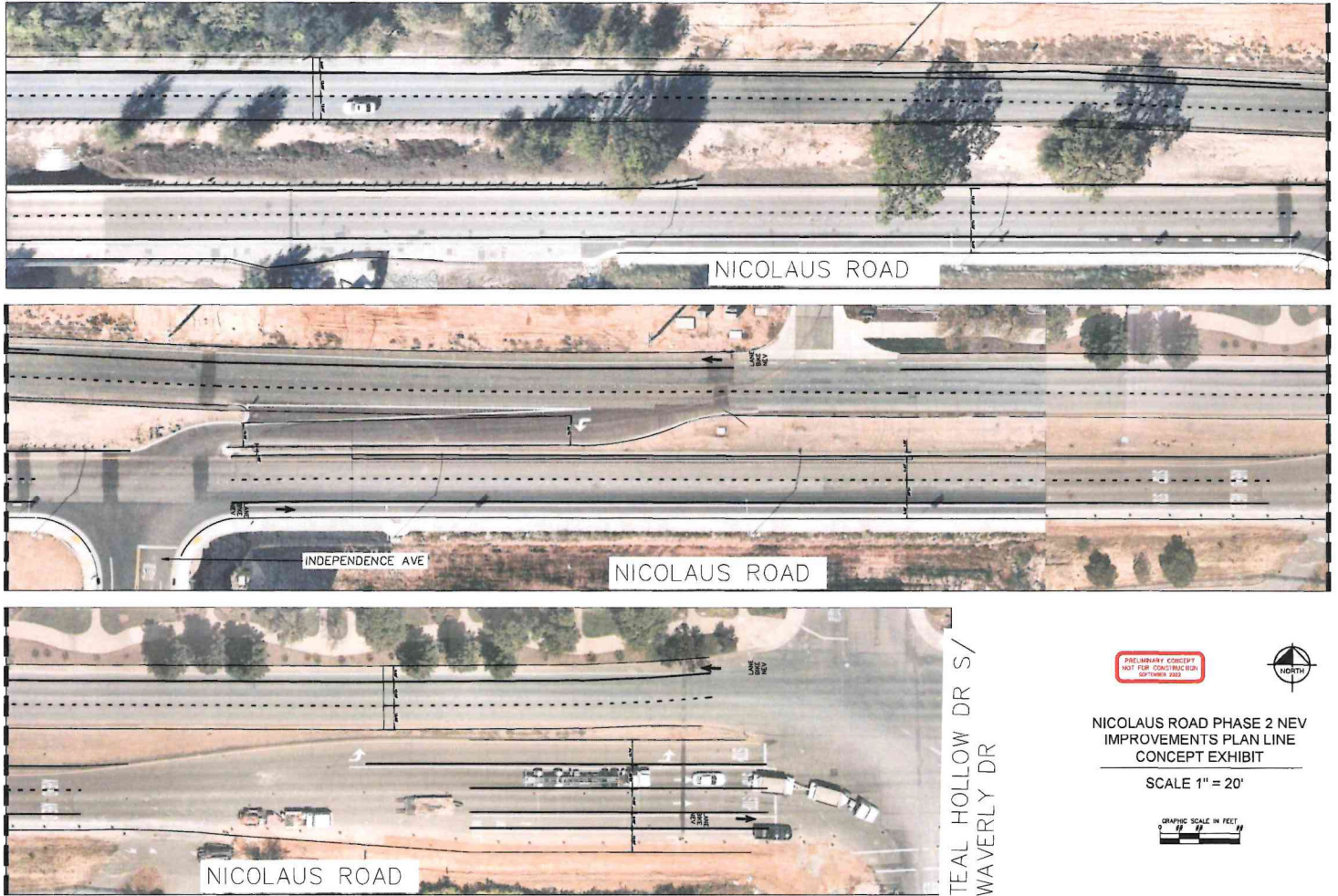
PRELIMINARY CONCEPT
NOT FOR CONSTRUCTION
SEPTEMBER 2022

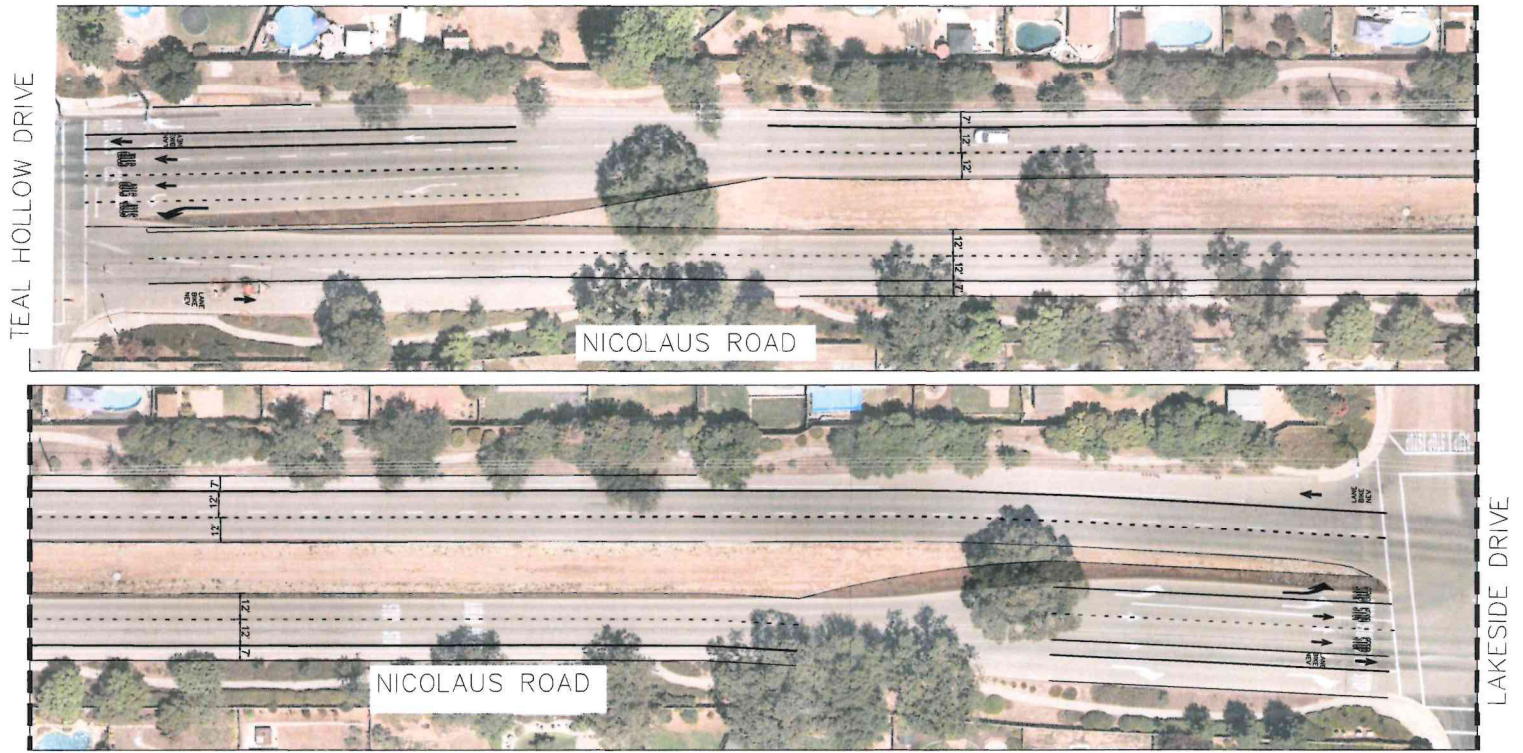


NICOLAUS ROAD IMPROVEMENTS TYPICAL SECTION

PRELIMINARY CONCEPT
NOT FOR CONSTRUCTION
SEPTEMBER 2022



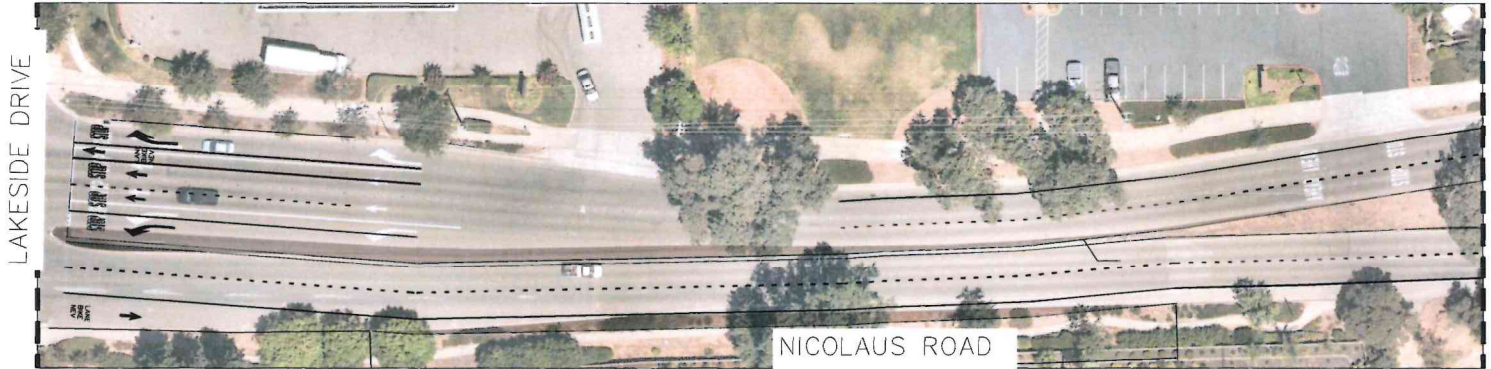




**NICOLAUS ROAD PHASE 1 NEV
IMPROVEMENTS PLAN LINE
CONCEPT EXHIBIT**

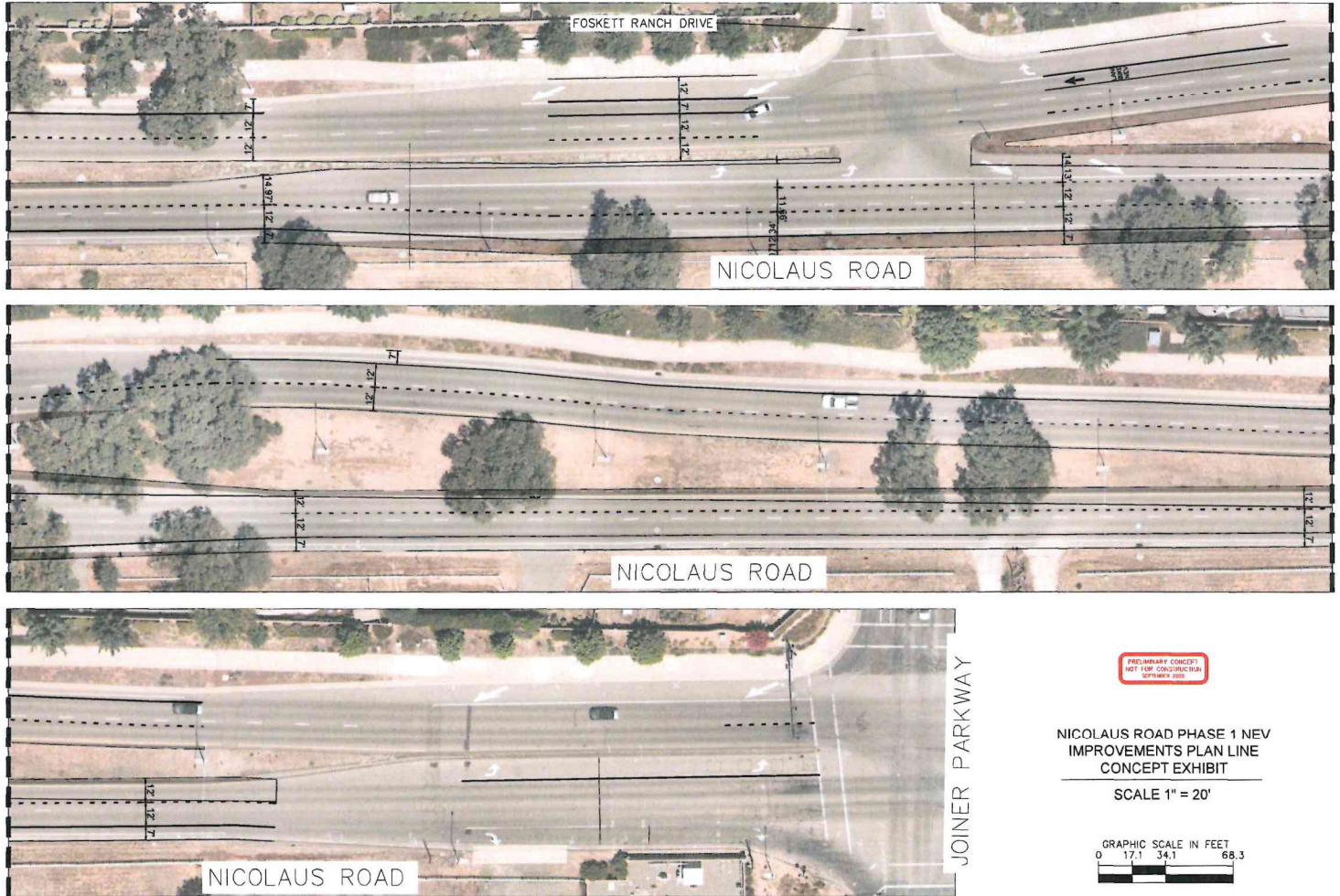
SCALE 1" = 20'

GRAPHIC SCALE IN FEET
0 10 20 40



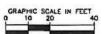
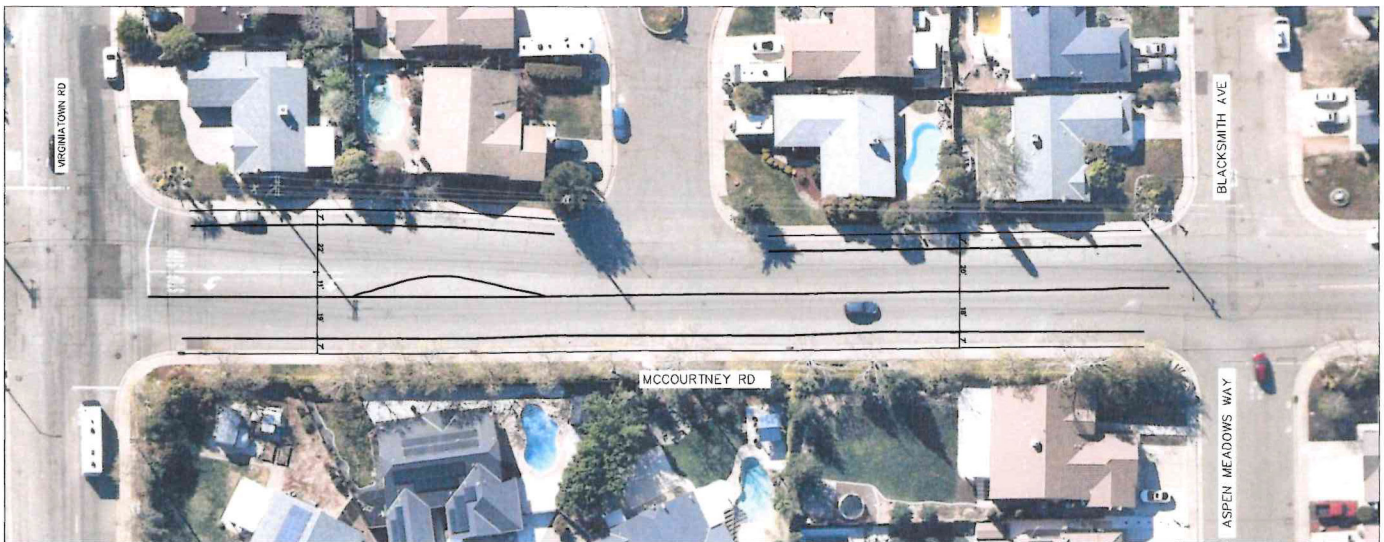
NICOLAUS ROAD PHASE 1 NEV
IMPROVEMENTS PLAN LINE
CONCEPT EXHIBIT
SCALE 1" = 20'

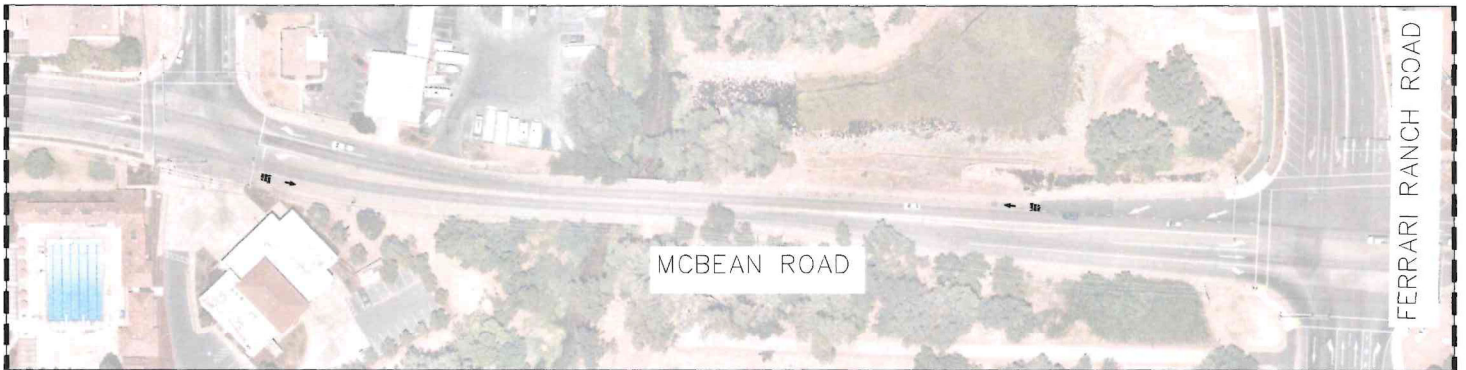


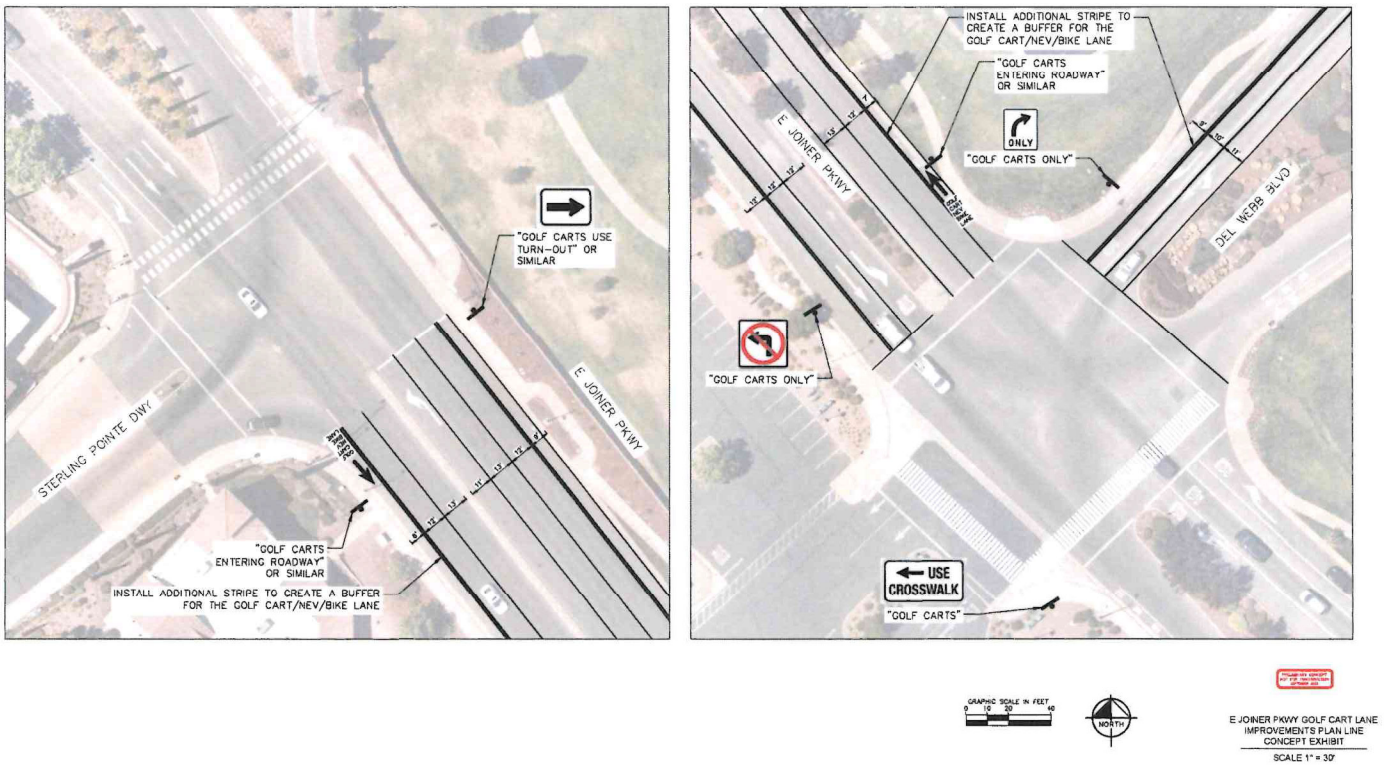


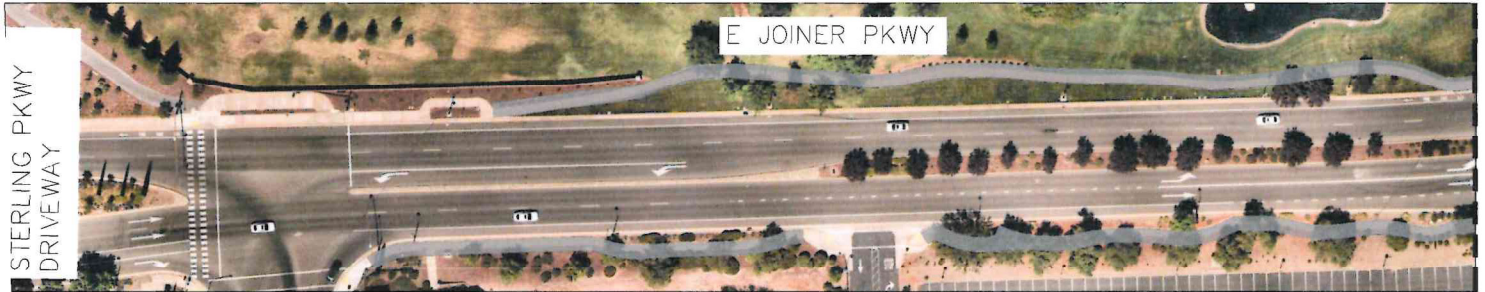


MCCOURTNEY RD IMPROVEMENTS FROM
BLACKSMITH AVE TO VIRGINIATOWN RD









EXETER CITY COUNCIL
E JOINER PKWY GOLF CART PATH
IMPROVEMENTS PLAN LINE
CONCEPT EXHIBIT
SCALE 1" = 30'



Appendix G

Opinions of Probable Construction Costs (OPCCs)

City of Lincoln
Ferrari Ranch Road NEV Lane Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$8,067.00	\$8,067
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$16,134.00	\$16,134
Signing and Striping					
5	THERMOPLASTIC STRIPING	27,400	LF	\$3.00	\$82,200
6	REMOVE STRIPING	27,400	LF	\$2.10	\$57,540
7	THERMOPLASTIC PAVEMENT MARKING	1,080	SF	\$5.00	\$5,400
8	ROADSIDE SIGN (NEW)	18	EA	\$400.00	\$7,200
Construction Subtotal					\$185,541
Contingency @ 10%					\$18,554
Estimated Construction Total					\$204,095

City of Lincoln
Nicolaus Road NEV Lane Improvements Stage 1 - Lakeside Drive to Joiner Parkway

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$26,348.95	\$26,349
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	PREPARE WATER POLLUTION CONTROL PROGRAM	1	LS	\$3,000.00	\$3,000
5	JOBSITE MANAGEMENT (10%)	1	LS	\$10,000.00	\$10,000
6	CLEARING AND GRUBBING	1	LS	\$3,000.00	\$3,000
7	MODIFY EXISTING IRRIGATION SYSTEM	1	LS	\$5,000.00	\$5,000
8	RECONSTRUCT INLET	1	EA	\$3,000.00	\$3,000
9	REMOVE STRIPING	19,350	LF	\$1.50	\$29,025
10	REMOVE CONCRETE (CURB, GUTTER, AND SIDEWALK)	3,176	LF	\$50.00	\$158,800
11	ROADWAY WIDENING (5.5" HMA / 20.5" AB)	11,574	SF	\$11.00	\$127,314
12	MINOR CONCRETE (TYPE 2 CURB & GUTTER)	3,176	LF	\$40.00	\$127,040
Signing and Striping					
13	THERMOPLASTIC STRIPING	19,350	LF	\$3.00	\$58,050
14	THERMOPLASTIC PAVEMENT MARKING	430	SF	\$5.00	\$2,150
15	ROADSIDE SIGN (NEW)	4	EA	\$400.00	\$1,600
Construction Subtotal					\$563,328
Contingency @ 10%					\$56,333
Estimated Construction Total					\$619,661

City of Lincoln
Nicolaus Road NEV Lane Improvements Stage 2 - Aviation Blvd to Lakeside Drive

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$27,455.80	\$27,456
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	PREPARE WATER POLLUTION CONTROL PROGRAM	1	LS	\$3,000.00	\$3,000
5	JOBSITE MANAGEMENT (10%)	1	LS	\$54,911.60	\$54,912
6	CLEARING AND GRUBBING	1	LS	\$3,000.00	\$3,000
7	MODIFY EXISTING IRRIGATION SYSTEM	1	LS	\$5,000.00	\$5,000
8	RECONSTRUCT INLET	1	EA	\$3,000.00	\$3,000
9	REMOVE STRIPING	7,050	LF	\$1.50	\$10,575
10	REMOVE CONCRETE (CURB, GUTTER, AND SIDEWALK)	4,349	LF	\$50.00	\$217,450
11	ROADWAY WIDENING (5.5" HMA / 20.5" AB)	9,021	SF	\$11.00	\$99,231
12	MINOR CONCRETE (TYPE 2 CURB & GUTTER)	4,349	LF	\$40.00	\$173,960
Signing and Striping					
13	THERMOPLASTIC STRIPING	7,050	LF	\$3.00	\$21,150
14	THERMOPLASTIC PAVEMENT MARKING	430	SF	\$5.00	\$2,150
15	ROADSIDE SIGN (NEW)	4	EA	\$400.00	\$1,600
Construction Subtotal					\$631,483
Contingency @ 10%					\$63,148
Estimated Construction Total					\$694,632

City of Lincoln
McCourtney Road NEV Lane Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$704.00	\$704
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$1,408.00	\$1,408
Signing and Striping					
5	THERMOPLASTIC STRIPING	1,000	LF	\$3.00	\$3,000
6	THERMOPLASTIC PAVEMENT MARKING	336	SF	\$5.00	\$1,680
7	ROADSIDE SIGN (NEW)	1	EA	\$400.00	\$400
Construction Subtotal					\$16,192
Contingency @ 10%					\$1,619
Estimated Construction Total					\$17,811

City of Lincoln
Twelve Bridges Main Village NEV Lane Improvements

*Opinion of Probable Construction Costs Proposed Design -
 February 2023*

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$612.00	\$612
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$1,224.00	\$1,224
Signing and Striping					
5	THERMOPLASTIC PAVEMENT MARKING	8	SF	\$5.00	\$40
6	ROADSIDE SIGN (NEW)	8	EA	\$400.00	\$3,200
Construction Subtotal					\$3,240
Contingency @ 10%					\$324
Estimated Construction Total					\$3,564

City of Lincoln
Sterling Pkwy NEV Lane Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$2,608.42	\$2,608
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$5,216.84	\$5,217
Signing and Striping					
5	THERMOPLASTIC STRIPING	6,400	LF	\$3.00	\$19,200
6	REMOVE STRIPING	6,400	LF	\$2.10	\$13,440
7	THERMOPLASTIC PAVEMENT MARKING	688	SF	\$5.00	\$3,440
8	ROADSIDE SIGN (NEW)	2	EA	\$400.00	\$800
Construction Subtotal:					\$36,880
Contingency @ 10%:					\$3,688
Estimated Construction Total					\$40,568

City of Lincoln
McBean Park Drive NEV Lane Improvements Phase 1 - East Avenue to Ferrari Ranch Road

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$532.00	\$532
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$1,064.00	\$1,064
Signing and Striping					
5	THERMOPLASTIC PAVEMENT MARKING	168	SF	\$5.00	\$840
6	ROADSIDE SIGN (NEW)	2	EA	\$400.00	\$800
Construction Subtotal					\$1,640
Contingency @ 10%					\$164
Estimated Construction Total					\$1,804

City of Lincoln
McBean Park Drive NEV Lane Improvements Phase 2 - Ferrari Ranch Road to Stardust Lane

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$1,030.00	\$1,030
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$2,060.00	\$2,060
Signing and Striping					
5	THERMOPLASTIC PAVEMENT MARKING	840	SF	\$5.00	\$4,200
6	ROADSIDE SIGN (NEW)	4	EA	\$400.00	\$1,600
Construction Subtotal					\$6,800
Contingency @ 10%					\$580
Estimated Construction Total					\$6,380

City of Lincoln
Downtown NEV Lane Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$672.50	\$673
Signing and Striping					
2	ROADSIDE SIGN (NEW)	29	EA	\$450.00	\$13,050
3	RELOCATE ROADSIDE SIGN	1	EA	\$400.00	\$400
Construction Subtotal					\$14,123
Contingency @ 10%					\$1,412
Estimated Construction Total					\$15,535

City of Lincoln
East Joiner Pkwy Golf Cart Lane Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$1,089.50	\$1,090
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$2,179.00	\$2,179
Signing and Striping					
5	THERMOPLASTIC PAVEMENT MARKING	200	SF	\$5.00	\$1,000
6	THERMOPLASTIC STRIPING	2,500	LF	\$3.00	\$7,500
7	REMOVE STRIPING	900	LF	\$2.10	\$1,890
8	ROADSIDE SIGN (NEW)	6	EA	\$400.00	\$2,400
Construction Subtotal					\$25,059
Contingency @ 10%					\$2,506
Estimated Construction Total					\$27,564

City of Lincoln
East Joiner Pkwy Golf Cart Path Improvements

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$40,669.65	\$40,670
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	PREPARE WATER POLLUTION CONTROL PROGRAM	1	LS	\$3,000.00	\$3,000
5	JOBSITE MANAGEMENT (10%)	1	LS	\$81,339.30	\$81,339
6	CLEARING AND GRUBBING	1	LS	\$3,000.00	\$3,000
7	REMOVE TREE	11	EA	\$500.00	\$5,500
8	REMOVE CONCRETE (CURB, GUTTER, AND SIDEWALK)	10,940	LF	\$50.00	\$547,000
9	MINOR CONCRETE (SIDEWALK)	22,263	SF	\$10.00	\$222,630
10	CURB RETURN RAMP	2	LS	\$10,000.00	\$20,000
Signing and Striping					
11	THERMOPLASTIC PAVEMENT MARKING	172	SF	\$5.00	\$860
12	ROADSIDE SIGN (NEW)	2	EA	\$400.00	\$800
13	RELOCATE SIGN	8	EA	\$200.00	\$1,600
Utilities					
14	RELOCATE UTILITIES	2	LS	\$20,000.00	\$40,000
Construction Subtotal					\$975,399
Contingency @ 10%					\$97,540
Estimated Construction Total					\$1,072,939

City of Lincoln
Golf Cart Loop installation at E Joiner Pkwy at Del Webb Blvd/Bella Breeze Dr

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Utilities					
1	MOBILIZATION (5%)	1	LS	\$758.00	\$758
2	CONSTRUCTION STAKING	1	LS	\$4,000.00	\$4,000
3	TRAFFIC CONTROL SYSTEM	1	LS	\$5,000.00	\$5,000
4	JOBSITE MANAGEMENT (10%)	1	LS	\$1,516.00	\$1,516
5	DETECTOR LEAD-IN CABLE	360	LF	\$6.00	\$2,160
6	INSTALL LOOPS	2	LS	\$2,000.00	\$4,000
Construction Subtotal					\$17,434
Contingency @ 10%					\$1,743
Estimated Construction Total					\$19,177

City of Lincoln
Golf Cart Misc Signage

Opinion of Probable Construction Costs
Proposed Design - February 2023

Item	Description	Estimated Quantity	Unit	Unit Price	Total
Civil/Roadway					
1	MOBILIZATION (5%)	1	LS	\$202.50	\$203
Signing and Striping					
2	ROADSIDE SIGN (NEW)	9	EA	\$450.00	\$4,050
Construction Subtotal					\$4,253
Contingency @ 10%					\$425
Estimated Construction Total					\$4,678



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OFFICE OF THE ATTORNEY GENERAL
State of California

JOHN K. VAN DE KAMP
Attorney General

OPINION	:	
	:	No. 90-302
of	:	
	:	<u>SEPTEMBER 26, 1990</u>
JOHN K. VAN DE KAMP	:	
Attorney General	:	
	:	
RONALD M. WEISKOPF	:	
Deputy Attorney General	:	
	:	

THE HONORABLE ROBERT C. FRAZEE, MEMBER OF THE ASSEMBLY, has requested an opinion on several questions relating to the operation of golf carts on local streets and highways which we have combined in paraphrase as follows:

1. To what extent does State law permit golf carts to be operated on local public streets and highways in the absence of local legislative action under section 21115 of the Vehicle Code to designate portions of local streets and highways for combined use by golf carts and regular vehicular traffic?

2. To what extent may local authorities extend or restrict the operation of golf carts on local streets and highways under their jurisdiction?

CONCLUSIONS

1. Golf carts may be operated on local streets and highways with speed limits of 25 miles per hour or less despite an absence of local action under section 21115 of the Vehicle Code, if the carts are registered with the Department of Motor Vehicles, bear a license plate issued by the Department, and are properly equipped.

2. If a local authority does act under section 21115 of the Vehicle Code to designate certain portions of local highways for combined use by golf carts and regular vehicular traffic, then golf carts that are not registered with the DMV, and that are not equipped as required by the Vehicle Code (if not operated during

darkness), may be operated on those designated portions of highway. Under subdivision (c) of section 21101 of the Code, local authorities may prohibit the operation of golf carts on particular local streets and highways if circumstances warrant. Section 21115 of the Code does not authorize local authorities to ban golf carts from operating on any public street or highway having a speed limit of 25 miles per hour or less within their jurisdiction, if the carts have been registered with the Department of Motor Vehicles, bear a license plate issued by the Department, and are properly equipped. Nor does the section permit local authorities to authorize the use of golf carts on any public highway under their jurisdiction with a speed limit in excess of 25 miles per hour, including the operation of the carts in a crossing zone which traverses such a highway.

ANALYSIS

Residents of several communities in the State would like to drive their golf carts on local streets from their homes to nearby golf courses, in part because there are insufficient facilities at the courses to store them. At present the legality of their doing so is questioned because of uncertainty in the interrelationship of two sections of the Vehicle Code that deal with the operation of golf carts on local streets and highways. The purpose of this Opinion is to dispel that uncertainty.¹

Section 21716 of the Code provides that "No person shall operate a golf cart on any highway except in a speed zone of 25 miles per hour or less." Under section 21115, local authorities may permit golf carts to be operated along with regular vehicular traffic on certain highways within their jurisdiction, under such rules and regulations as the local authority may prescribe. The

¹As a preliminary matters we note the following:

(a) Unidentified references to code sections in this Opinion refer to sections of the Vehicle Code.

(b) When we speak of golf carts, we do so as the Legislature has, as meaning "a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver. (§ 345; Stats. 1968, ch. 1303, p. 2456, § 1; emphasis added.)

(c) Since for Vehicle Code purposes the term "highway" also includes "street" (§§ 100, 360) and vice versa (§ 590), we will use them interchangeably as well to mean "a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel." (§§ 360, 590.)

section specifically gives local authorities the power to set speed limits on local highways designated for that combined use.²

The interworking of sections 21716 and 21115 thus presents various possibilities regarding the legality of operating golf carts on local public streets and highways absent local action, and the scope of local authority to affect the operation of golf carts on local streets in general. This gives rise to our two questions: To what extent may golf carts be operated on local public streets and highways in the absence of local legislative action under section 21115 of the Vehicle Code, and to what extent may local authorities extend or restrict the operation of golf carts on local streets and highways within their boundaries?

General Background. Before directly addressing the two questions, it is perhaps best to set forth the general background in which they both are set and which affects the resolution of each. This will involve carefully examining the wording of the pertinent Code sections and the legislative background in which they were wrought. The excursion will be somewhat detailed and lengthy, but it will clarify matters and stand us in good stead when we come to answer the particular questions.

We first look to the wording of the sections. (Cf. *People v. Belleci* (1979) 24 Cal.3d 879, 884; *Moyer v. Workmen's Compensation Appeals Board* (1973) 10 Cal.3d 222, 230; *Steilberg v. Lackner* (1977) 69 Cal.App.3d 780, 785; *Rich v. State Board of Optometry* (1965) 235 Cal.App.2d 591, 604.)

Section 21716. Section 21716 provides, as it has since it was first adopted in 1968, that

"No person shall operate a golf cart on any highway except in a speed zone of 25 miles per hour or less."
(Stats. 1968, ch. 1303, p. 2457, § 4.)

The section thus consists of a negative prohibition ("No person shall operate a golf cart on any highway....") followed by an exception to that prohibition ("... except in a speed zone of 25 miles per hour or less."). There it is noteworthy that the Legislature has used the word "any" to describe the "highways" on which no person may operate a golf cart except in a speed zone of 25 miles per hour or less. The use of that indefinite adjective indicates that the Legislature meant for the section's coverage to

²For purposes of the Vehicle Code, "local authorities" is defined as "the legislative body of every county or municipality having authority to adopt local police regulations." (§ 385.) In 67 Ops.Cal.Atty.Gen. 145, 148 (1984) we concluded that rubric would include a community services district that owns and maintains a road system.

be very broad and apply, without restriction or limitation, to all "highways" in the State over which it had power to legislate. (Cf. *Emmolo v. Southern Pacific Co* (1949) 91 Cal.App.2d 87, 92; 72 Ops.Cal.Atty.Gen. 216, 222-223 (1989); 68 Ops.Cal.Atty.Gen. 28, 31 (1985); 64 Ops.Cal.Atty.Gen. 192, 202 (1981); 20 Ops.Cal.Atty.Gen. 31, 33 (1952).) Since the word "highway" when used in the Vehicle Code also includes streets (Veh. Code, § 360), the section would also apply, without restriction or limitation, to all streets in the State over which the Legislature had the power to legislate.

In section 21 of the Vehicle Code the Legislature has expressed its plenary power and a State preemption over the regulation and control of traffic on all highways and streets in the state, including those under the jurisdiction of local authorities.³ (See *Rumford v. City of Berkeley* (1982) 31 Cal.3d 545, 551; *County of Los Angeles v. City of Alhambra* (1980) 27 Cal.3d 184, 189; *Pipoly v. Benson* (1942) 20 Cal.2d 366, 371; *City of Lafayette v. County of Contra Costa* (1979) 91 Cal.App.3d 749, 755, 756; *Mervynne v. Acker* (1961) 189 Cal.App.2d 558, 561-562; 73 Ops.Cal.Atty.Gen. 13, 14-16 (1990); 68 Ops.Cal.Atty.Gen. 101, 102 (1985); 67 Ops.Cal.Atty.Gen. 1, 4, 5-6; 64 Ops.Cal.Atty.Gen. 707, 709-710 (1981); 55 Ops.Cal.Atty.Gen. 178, 179 (1972).) Section 21716 would therefore apply to all local streets and highways in the State: Under its general prohibition, no person could drive a golf cart on any local street except in a speed zone of 25 miles per hour or less. That would preclude the operation of golf carts on local streets having speed limits of more than 25 miles per hour.

Section 21115. We turn next to the wording of section 21115. There we see an example of the exception in section 21 that although the State has preempted the regulation of traffic on local streets and highways, local authorities may undertake to regulate traffic on local streets if they have been expressly authorized to do so in the Vehicle Code. (Cf. Veh. Code, § 21; *Rumford v. City of Berkeley*, *supra*, 31 Cal.3d at 550; *City of Lafayette v. County of Contra Costa*, *supra*, 91 Cal.App.3d at 749; 73 Ops.Cal.Atty.Gen. 13, 15, 16, *supra*; 68 Ops.Cal.Atty.Gen. 101, 102, *supra*.) In section 21115 the Legislature has given local authorities express power to designate particular portions of highways for combined use

³Section 21 of the Code provides as follows:

"Except as otherwise expressly provided, the provisions of this code are applicable and uniform throughout the state and in all counties and municipalities therein, and no local authority shall enact or enforce any ordinance on the matters covered by this code unless expressly authorized therein."

by golf carts and regular vehicular traffic and to prescribe speed limits for them. The section, with its sentences numbered to facilitate future reference, currently provides as follows:

"[1]If a local authority finds that a highway under its jurisdiction is located adjacent to, or provides access to, a golf course and between the golf course and the place where golf carts are parked or stored or is within or bounded by a real estate development offering golf facilities and is designed and constructed, so as to safely permit the use of regular vehicular traffic and also the driving of golf carts on the highway, the local authority may, by resolution or ordinance, designate the highway or portion of the highway for combined use and prescribe rules and regulations which shall have the force of law. [2]No highway shall be so designated for a distance of more than one mile from the golf course if the highway is not located within a development or beyond the area of a development, provided, the finding of the local authority in this respect shall be conclusive. [3]Upon the designation becoming effective it shall be lawful to drive golf carts upon the highway in accordance with the prescribed rules and regulations. [4]The rules and regulations may establish crossing zones and speed limits and other operating standards but shall not require that the golf carts conform to any requirements of this code with respect to registration, licensing, or equipment, except that if operated during darkness the golf cart shall be subject to the provisions of Section 24001.5 regarding equipment.

"[5]The rules and regulations shall not be effective until appropriate signs giving notice thereof are posted along the highway affected.

"[6]A 'real estate development offering golf facilities,' for purposes of this section, means an area of single-family or multiple-family residences, the owners or occupants of which are eligible for membership in, or the use of, one or more golf courses within the development by virtue of their ownership or occupancy of a residential dwelling unit in the development." (Stats. 1968, ch. 1303, p. 2456, § 1; as amended by Stats. 1970, ch. 972, p. 1507, § 1; Stats. 1977, ch. 124, p. 560, § 1, Stats. 1989, ch. 389, p. ___, § 1; emphasis & sentence numbering added.)

Before discussing the interplay of this section with the prohibition of section 21716 we try first to understand its wording.

The first sentence of section 21115 gives local authorities power to designate certain highways under their jurisdiction for combined use by golf carts and regular vehicular traffic, and to prescribe rules and regulations for them. It also sets forth three criteria which must be met in order for a local authority to so act. The first is that the highway must be one that is under the "jurisdiction" of the local agency, i.e., it must be a highway within the road system of the local agency and one for which the agency is responsible. (Cf. *Gillespie v. City of Los Angeles* (1950) 36 Cal.2d 553, 559; 64 Ops.Cal.Atty.Gen. 335, 338 (1981); see also, 67 Ops.Cal.Atty.Gen. 145, 148, *supra* ["It is appropriate that the local public entity responsible for maintenance of particular public roads should have a measure of control over their use".].) This condition removes state highways from the purview of section 21115.⁴

The second condition precedent for invocation of local authority under section 21115 involves the location of the highway: the highway must either (i) be adjacent to (or provide access to) a golf course and be between the golf course and the place where golf carts are stored, or (ii) be within a real estate development offering golf facilities, as defined in sentence #6 of the section. The third criterion involves the design and construction of the highway: it must be designed and constructed so as to permit golf carts and regular vehicular traffic to safely use it together. (Cf. § 627 ["engineering & traffic survey"].) Again, if these three criteria are met a local authority may designate a particular highway or portion thereof for combined golf cart and regular traffic use and prescribe rules and regulations for it.

Sentence #2 of section 21115 confines the length of highway which may be so designated.

Sentence #3 of section 21115 spells out the consequences of the designation: once the highway or portion of it is designated for combined use by golf carts and regular vehicular traffic, "it [becomes] lawful to drive golf carts upon [it] in accordance with the prescribed rules and regulations [that the local agency may adopt]". Under sentence #4 of the section, those rules and regulations may include the establishment of "crossing

⁴California's road network may basically be categorized as consisting of state highways, county highways, and city streets. (See generally, 37 Cal.Jur.3d *Highways and Streets*, §§ 13-20.) Under the Streets and Highways Code, with which the provisions of the Vehicle Code are in *pari materia* and must be construed together (cf. *Gillespie v. City of Los Angeles*, *supra*, at 558; 64 Ops.Cal.Atty.Gen. 335, 339 fn. 3), a "state highway" is defined as "any highway which is acquired, laid out, constructed, improved or maintained pursuant to constitutional or legislative authorization." (Sts. & Hy. Code, § 24; cf., *id.*, div. 1.)

zones and speed limits and other operating standards" governing traffic on the highway. However, they may not require that the golf carts conform to any requirement of the Code with respect to registration, licensing, or equipment --except that if operated during darkness, the carts must conform to the provisions of section 24001.5 regarding equipment.⁵

With sections 21716 and 21115 thus in mind, we can proceed to juxtapose them. Section 21716 is cast in general terms and applies to all streets and highways in the State. It clearly prohibits the operation of a golf cart on any highway except in a speed zone of 25 miles per hour or less. We saw how that prohibition would apply to local streets and highways. However, under section 21115 local agencies may permit golf carts to use certain streets and highways under their jurisdiction together with regular vehicular traffic (§ 21115, sent. #1), and the section gives them specific authority to establish speed limits and other rules and regulations to govern the traffic on those streets and highways (*id.*, sent. #4). While the section restricts the location and length of the highways which may be so designated (*id.*, sents. #s 1 & 2), it makes no mention of restricting the speed limits which may be set by local authorities for them. In fact, the section also specifically provides that when a street or highway is designated for such combined use, "it shall be lawful to drive golf carts upon [it] in accordance with the prescribed rules and regulations." (*Id.*, sent. #3.)

Section 21115 thus makes lawful what would otherwise be unlawful, and therein lies part of the confusion which prompts our questions: If one could already lawfully drive golf carts upon local streets and highways with speed zones of 25 miles per hour or less, what more could the Legislature have intended for section 21115 to do toward making that activity lawful? Might the Legislature have intended that section 21716 operate only after a local authority had acted under section 21115 to permit the driving of a golf cart upon a local street or highway, thus essentially giving local authorities a veto over the use of golf carts on

⁵Division 12 of the Code sets forth the equipment requirements for "all vehicles ... when upon the highways." (§ 24001.) Section 24002 provides that "it is unlawful to operate any vehicle ... which is not equipped as required by [the] Code." Section 24001.5 provides that "a golf cart as defined in Section 345 shall only be subject to the provisions of [division 12] which are applicable to a motorcycle." (Stats. 1968, ch. 1303, p. 2457, § 5.)

"Darkness" is defined as "any time from one-half hour after sunset to one-half hour before sunrise and any other time when visibility is not sufficient to render clearly discernable any person or vehicle on the highway at a distance of 1,000 feet." (§ 280.)

streets and highways in their jurisdiction. And then, was the authority granted by section 21115 meant to permit local authorities to approve the operation of golf carts on streets and highways having speed limits in excess of 25 miles per hour?

In answering our questions we follow several beacons for statutory construction. First and foremost, we must try to ascertain the intent of the Legislature for enacting sections 21716 and 21115 and interpret them in such a way as to effectuate that purpose. (Cf., *Sand v. Superior Court* (1983) 34 Cal.3d 567, 570; *Great Lake Properties, Inc v. City of El Segundo* (1977) 19 Cal.3d 152, 153; *Select Base Materials v. Board of Equalization* (1959) 51 Cal.2d 640, 645.) To do so we looked first to the words of the sections themselves. (*People v. Belleci, supra*, 24 Cal.3d at 884; *Moyer v. Workmen's Compensation Appeals Board, supra*, 10 Cal.3d at 230; *Steilberg v. Lackner, supra*, 69 Cal.App.3d at 785; *Rich v. State Board of Optometry, supra*, 235 Cal.App.2d at 604.) But when we did that we saw how the wording of each statute appeared unambiguous when considered alone, but that certain ambiguities arose when the two were considered together.

We know that we must read the sections together in such a way as to harmonize their provisions and give effect to the terms of each. (Cf., *People v. Black* (1982) 32 Cal.3d 1,5; *Palos Verdes Faculty Association v. Palos Verdes Peninsula School District* (1978) 21 Cal.3d. 650, 659; *Moyer v. Workmen's Comp. Appeals Bd., supra*, at 230; *People v. Kuhn* (1963) 216 Cal.App.2d 695, 698; 68 Ops.Cal.Atty.Gen. 79, 82 (1985); 62 Ops.Cal.Atty.Gen. 701, 703 (1979).) But as demonstrated, their wording presents several possibilities as to how they may interrelate and thus uncertainty exists in the exact relationship between them that was intended by the Legislature. Fortunately "in the present instance both the legislative history of the statute[s] and the wider historical circumstance[s] of [their] enactment are legitimate and valuable aids in divining the statutory purpose [and thus aides in resolving that uncertainty]." (*California Mfrs. Assn. v. Public Utilities Com.* (1979) 24 Cal.3d 836, 844; accord, *Sand v. Superior Court, supra*, at 570; *Grannis v. Superior Court* (1905) 146 Cal. 245, 247-248; *Alford v. Pierno* (1972) 27 Cal.App.3d 682, 688.) We therefore turn to the legislative history of the sections to solve the problem.

The 1968 Legislation. Sections 21716 and 21115 were both adopted in 1968 as part of a single legislative enactment that added the five aforementioned sections to the Vehicle Code to specifically deal with the operation of golf carts on the State's highways. (Stats. 1968, ch. 1303, pp. 2456-2457, §§ 1-5, adding Veh. Code §§ 345, 4019, 21115, 21716, and 24001.5, respectively.)⁶

⁶Sections 345, 4019, 21716, and 24001.5 appear today as they were originally enacted in 1968; however section 21115 was

Prior to that time, the Vehicle Code did not treat golf carts differently from other vehicles as far as registration and equipment requirements were concerned. As today, under the code then no person could drive any "motor vehicle" on a highway unless it was first registered with the State Department of Motor Vehicles. (Veh. Code [1959], § 4000.) Since the Code defined "motor vehicle" as "a vehicle which is self-propelled" (*id.*, § 415; cf. *id.*, § 670⁷), golf carts came within the definition of "motor vehicle", and therefore had to be registered with the DMV in order to be driven on a street or highway. They also had to be appropriately equipped (*id.*, § 24002; cf. *id.*, § 24001)⁸ and have displayed the appropriate license plate(s) (*id.*, §§ 4850, 5200-5202).

From documents in its legislative history we learn that the 1968 legislation (AB 840) was designed to provide special rules for the registration, required equipment, and operation of golf carts. (See e.g., *Report of Committee Consultant To Committee Members On AB 840, Assembly Committee On Transportation and Commerce*⁹.) As ultimately enacted, the legislation did the

subsequently amended three times (Stats. 1970, ch. 792, *supra*; Stats. 1977, ch. 124, *supra*; Stats 1989, ch. 389, *supra*).

⁷Section 670 defined "vehicle" as "a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks." (Veh. Code [1959], § 670.)

⁸Section 24002 of the 1959 Vehicle Code provided that "it is unlawful to operate any vehicle ... which is not equipped as required by this code...." Section 24001 of the Code provided that "This division [i.e., division 12 dealing with Equipment of Vehicles] ... unless otherwise provided, applies to all vehicles ... when upon the highways...."

⁹The cited *Report of the Consultant to the Assembly Committee on Transportation and Commerce* states:

"AB 840 was introduced at the request of a golf cart manufacturer in the author's district. [¶] In order for golf carts to be operated on any public roads at the present time, the golf cart must be registered with DMV and meet specified equipment requirements. The problem created by the current law is that very few, if any, golf carts are manufactured to meet these equipment requirements. However, some manufacturers are signing affidavits stipulating that their carts meet the Vehicle Code equipment standards in order to permit the purchaser to register the cart with DMV. [¶] It is felt it would be more reasonable if golf carts were required to meet the less restrictive vehicle equipment

following: (1) It added section 345 to the Vehicle Code to define "golf cart". (2) It added section 4019 to exempt golf carts from the registration requirements of the Code, but only when they were operated pursuant to section 21115. (3) It added section 21115 to authorize local authorities to designate up to one-half mile of certain highways under their jurisdiction for combined use by golf carts and regular vehicular traffic and to prescribe rules and regulations therefor. (4) It added our section 21716 to prohibit the operation of golf carts on any highway except in a speed zone of 25 miles per hour or less. And (5), it added section 24001.5 to specify that golf carts (as defined in section 345) were only to be subject to the equipment requirements of the Vehicle Code that were applicable to motorcycles. (Stats. 1968, ch. 1303, §§ 1-5, respectively.)

Three things are worthy of note regarding the 1968 golf cart legislation. One is that the 25 mile per hour speed limit for the highways upon which golf carts would be permitted to operate under section 21716 had been deliberately set by a Senate amendment on June 28, 1968; prior thereto, the speed limit of the zone in which they could operate had been fixed at 35 miles per hour. We surmise that the lower limit was imposed for safety reasons because it would be more consistent with the 15 mile per hour operational limit of golf carts as defined in section 345 (cf. fn. 1(b), ante).

Second, it is to be particularly noted that sections 21716 and 21115 came into the legislation at different times. AB 840 contained the addition of section 21716 to the Vehicle Code to restrict the operation of golf carts to speed zones of 25 miles per hour or less early in its gestation, and at a time when any addition of section 21115 was still in the offing. Thus when section 21716 was already considered, no mention yet was made of local authorities being able to designate portions of highway for combined golf cart and regular traffic use. That provision only came about with a Senate amendment on July 20, 1968 when section

requirements that apply to motorcycles rather than the equipment requirements for passenger cars." (*Report of Committee Consultant To Committee Members On AB 840, Assembly Committee On Transportation and Commerce, supra.*)

This document is properly considered in determining the Legislature's purpose for enacting AB 840. (See e.g., *Southern Cal. Gas Co. v. Public Utilities Com.* (1979) 24 Cal.3d 653, 659; *People v. Martinez* (1987) 194 Cal.App.3d 15, 22; *Ventura v. City of San Jose* (1984) 151 Cal.App.3d 1076, 1080; *Southland Mechanical Constructors Corp. v. Nixen* (1981) 119 Cal.App.3d 417, 427; *People v. Swinney* (1975) 46 Cal.App.3d 332, 342; *Maben v. Superior Court* (1967) 255 Cal.App.2d 708, 713.)

21115 was added to the Bill. (Sen. amdt. to AB 840, July 20, 1968.)

Third, it is to be noted that no mention was made at all in the 1968 legislation about local authorities being able to prescribe speed limits as part of the rules and regulations that they could adopt for a combined use highway. As we shall see, that specific authority was not to be granted until 1970. (Stats., 1970, ch. 792, p. 1507, § 1.)

In the 1968 statutory scheme devised for golf cart operation, section 21716 was the primary section. It established a maximum speed limit for golf carts operating on any street or highway in the State, independent of any action a local authority might take under section 21115, for that section made no mention of speed limits.¹⁰ However, if a local authority did designate a portion of a local street or highway for combined golf cart and regular vehicular traffic under the section 21115, golf carts operating on it would not have to be registered with the Department of Motor Vehicles. And thus is solved the confusion of what section 21115 makes legal beyond that which section 21716 already permitted: Under section 21716, golf carts could already be driven on streets and highways in speed zones of 25 miles per hour or less, but they had to first be registered by the DMV. Now on a section 21115 street or highway it would be legal to drive them without that registration.

As noted, sections 21716, 24001.5, 4019, and 345 remain today as they were enacted in 1968. However, section 21115 was subsequently amended three times (Stats. 1970, ch. 792, *supra*; Stats. 1977, ch. 124, *supra*; Stats 1989, *supra*) and the first of those amendments specifically gave local authorities, authority to set speed limits on the one half mile portion of street or highway that they would designate for combined golf cart and regular vehicular traffic use. We therefore must look to that legislation to see if it was meant to change the statutory scheme established for golf carts in 1968.

The 1970 Legislation. Section 21115 was amended in 1970 by SB 35. (Stats. 1970, ch. 792, *supra*.) The major reason for the legislation was that residents of a particular adult residential golfing/retirement community found that the ½ mile limit of highway

¹⁰If there were any doubt as to the primacy of section 21716 over section 21115 we would, "as a last resort ... apply the rule that the later provision in point of position controls the earlier provision although both are in the same statute and passed at the same time." (*People v. Moroney* [1944] 24 Cal.2d 638, 645.)" (*Hartford Acc. etc. Co. v. City of Tulare* (1947) 30 Cal.2d 832, 835.) Section 21115 was added by section 3 of Chapter 1303 of the Statutes of 1968; section 21716 was added by section 4.

that could be designated by their local authority under section 21115 to exempt golf carts from Vehicle Code registration, was not sufficient to permit many of them to drive from their homes to the community golf course. (See e.g., *Letter from the Bill's author, Senator Nejedly, to Governor Reagan (Aug. 26, 1970), post; Description of SB 35, Assembly Transportation Committee, post; Letter from Senator Nejedly to J.W. Dent, Member of the Assembly (July 31, 1970); Letters from the Rossmoor Walnut Creek Golden Rain Foundation to the Bill's author (Oct. 3, 1969 and Jan. 7, 1970); Letter from the Rossmoor Golf Club to the Golden Rain Foundation (Oct. 22, 1969).*)

The initial solution to the problem was to increase the length of local highway adjacent to a golf course that a local authority could designate for combined golf cart and regular vehicular use from ½ mile to 1½ miles. (See SB 35 as introduced in the Senate on January 12, 1970.) However, that approach was abandoned on February 19, 1970, when the Bill was amended in the Senate to speak instead of local authorities designating only local highways "within or bounded by a real estate development offering golf facilities" for any combined use. (See Sen. amendments to SB 35, February 19, 1970.)¹¹

But more important for our purposes, SB 35 was also amended on February 19th to specifically mention that the rules and regulations that a local authority might adopt to govern a combined use highway under section 21115, could include the establishment of speed limits. The kernel of what is now sentence #4 of the section was added as follows:

"Such rules and regulations may establish speed limits and other operating standards but shall not require that golf carts conform to any requirements of

¹¹The authority of local agencies to designate local highways "adjacent to a golf course and between the golf course and the place where golf carts are parked or stored" for combined golf cart and regular vehicular traffic use was reinstated when SB 35 was amended for a final time, in the Assembly, on July 15, 1970. [It is interesting to note that those amendments were drafted by the Legislative Counsel at the behest of the author of the original 1968 golf cart legislation (AB 840) because he did not wish to see that repealed. (See *Letter, D.E. Whittington, Deputy Legislative Counsel, to K. Cory, Member of the Assembly, dated July 13, 1970; Memorandum, J.A. Nejedly to J.W. Dent, Member of the Assembly, dated July 31, 1970.*)] The half mile limit for such a designation on a highway outside a development, originally imposed in 1968, was also reinstated at the same time. (See, Ass. amendments to SB 35 of July 15, 1970; *Letter of D.E. Whittington, supra; Legislative Analyst's Analysis of SB 35, July 21, 1970.*)

this code with respect to equipment, registration, or licensing."

Thus, with this and the other amendments that were made to section 21115 in 1970, the section took form as it essentially appears today: A local authority could designate up to one half mile of a local street or highway adjacent to a golf course, or a local street or highway within a "real estate development offering golf facilities", for combined golf cart and regular vehicular traffic use, if it found that the street or highway was designed and constructed to safely permit that usage. And a local authority was given specific power to establish speed limits on the highways it designated for that combined use. Under section 4019, golf carts could be driven on section 21115 highways without having to be registered (or perforce licensed) with the Department of Motor Vehicles.¹²

It might appear from the 1970 amendment to section 21115 that local authorities, which could now set speed limits on combined use highways, could do so independently of section 21716, and that the primacy of the latter section, established in the 1968 legislation, had been reversed and now depended on local action. However, documents in the legislative history show that that was never intended to be the case.

As mentioned, the purpose for the 1970 amendment to section 21115 was to accommodate residents of certain communities offering golf facilities who lived more than one half mile from their golf course and could not drive their golf carts on the local streets from their homes to the course without first having to register them with the Department of Motor Vehicles. Other than making that accommodation, by permitting local authorities to designate all local streets within such a development for combined golf cart and regular vehicular traffic use to give them the benefits of section 21115, the 1970 legislation was not meant to change the basic scheme of golf cart regulation that had been established in 1968. And specifically, although the matter of

¹²Section 21115 was once again amended in 1977. (Stats. 1977, ch. 124, p. 560, § 1.) The amendment extended to one mile, the length of highway outside a "real estate development offering golf facilities" that a local agency could designate for combined golf cart and regular vehicular traffic use. It also limited the equipment requirement of section 24001.5 to golf carts operated on combined use highways during darkness.

In 1989 the section was again amended. (Stats. 1989, ch. 389, p. ___, § 1.) Other than specifying that a local agency could provide "crossing zones" as part of the rules and regulations it would establish for a combined use street or highway, the amendment is not significant for our purposes.

local authorities establishing speed limits was now mentioned in section 21115, the legislative documents are replete with statements indicating that any street designated for combined use would still have to have a maximum speed limit of 25 miles per hour.

For example, we read the following in a description of SB 35 by the Assembly Transportation Committee:

"This bill was introduced at the request of the residents of the Rossmoor community in Walnut Creek. Rossmoor is a special community built for adults. [¶]The purpose of SB 35 is to permit Rossmoor residents to drive to and from their community golf course in a golf cart that has not been registered with DMV. However, the following Vehicle Code provisions regulating golf carts would still be retained:

"1. The street on which the golf cart is driven must be posted at 25 miles per hour or less.

"2. The driver of the cart must have a license.

"3. The golf cart must have certain prescribed equipment.

"...." (Emphasis added; see also (*Memorandum of J.A. Nejedly to J.W. Dent, supra.*)

A similar description of SB 35 is found in the letter from the author of the Bill commending it to Governor Reagan for signature into law (*Letter of State Senator John A. Nejedly to Governor Reagan, supra*)¹³ and similar statements were contained in a press release by the author when it was signed into law (*Press Release, Office of Senator John A. Nejedly, September 4, 1970*).

It is therefore seen that the 1970 legislation was neither meant to change the general scheme of golf cart regulation set in 1968, nor the specific need for a street designated by a local authority for combined golf cart and regular vehicular use to

¹³"This letter is to respectfully request your favorable consideration of my Senate Bill 35. [¶][¶]Specifically, the bill permits unregistered golf carts to be ridden within a real estate development of the type having a security gate and golf facilities. [¶]However, certain Vehicle Code provisions relating to golf carts would still be retained; namely, (1) the street on which the golf cart is driven must be posted at 25 mph or less; (2) the driver of the golf cart must have a license; (3) the golf cart must have certain prescribed equipment." (Emphasis added.)

have a speed limit of 25 miles per hour or less, which limit had been deliberately set by the legislature in 1968.

With this general background, we can proceed to answer the specific questions that were asked.

1. Operating Golf Carts On Local Streets And Highways When A Local Authority Has Not Acted Under Section 21115. We are first asked whether golf carts may be operated on local streets and highways, with speed limits of 25 miles per hour or less, if a local agency has not acted under section 21115 to designate portions of highways under its jurisdiction for combined golf cart and regular traffic use. We conclude that they may, provided that they are properly registered and equipped.

We have seen in our examination of the legislative history of the State golf cart legislation how the Legislature has carefully provided rules for the operation of golf carts on the State's highways. Sections 21716 and 21115 must not only be construed in relation to each other, but also in the context of that entire statutory framework in which they were wrought. (Cf. *Turner v. Board of Trustees* (1976) 16 Cal.3d 818, 826; *Moyer v. Workmen's Comp. Appeals Bd*, *supra*, 10 Cal.3d at 230; *People v. Moroney* (1944) 24 Cal.2d 638, 642; *Earl Ranch, Ltd. v. Industrial Acc. Com.* (1935) 4 Cal.2d 767, 769; *Marrujo v. Hunt* (1977) 71 Cal.App.3d 972, 977.) When we look to that whole package the pieces of our puzzle fall into place.

We saw that the 1968 legislation was meant to provide special statutory rules for the operation of golf carts on the streets and highways of the State, and that sections 21716 and 21115 were part of them, but had separate and independent reasons for their respective enactment. Section 21716 was meant to set forth a carefully considered general rule for the operation of golf carts on streets and highways: the section does not prohibit their operation, but does provide that they may only be operated in speed zones of 25 miles per hour or less. As with other motor vehicles (cf. §§ 415, 670, *supra*), they can be operated if they are registered (§ 4000), properly equipped (per § 24001.5), and have an appropriate license plate displayed (§§ 4850, 5200-5202). Thus, a golf cart which is properly equipped and registered may be operated upon a public highway having a speed limit of 25 miles per hour or less by a licensed operator in accordance with traffic laws because nothing in the Vehicle Code prohibits such operation. (Cf. *Ex Parte Daniels* (1920) 183 Cal. 636, 639 ["The streets of a city belong to the people of the state, and every citizen has a right to the use thereof, subject to legislative control...."]; accord, *Rumford v. City of Berkeley*, *supra*, 31 Cal.3d at 549; *Escobedo v. State of California* (1950) 35 Cal.2d 870, 875-876; *City of Lafayette v. County of Contra Costa*, *supra*, 91 Cal.App.3d at 753.)

Section 21115 was never meant to, and does not detract from that. The section had a completely different reason for being enacted, viz, to provide a special rule to govern the operation of golf carts in the special situation of specifically designated one-half mile portions of local streets and highways where they could be driven without first being registered with the Department of Motor Vehicles (§ 4019), or perforce having the indicium of registration, a license, displayed.

We therefore conclude that golf carts may be operated on local streets and highways with a speed limit of 25 miles per hour or less, even if a local agency has not taken action under section 21115 to designate them for combined golf cart and regular vehicular traffic use. However, before a golf cart may be so driven it must first be registered with the Department of Motor Vehicles, bear a Department issued license plate, and have appropriate equipment (§ 24001.5).

2. Local Agency Action Affecting Golf Cart Operation.

Our second question asks the extent to which local authorities may extend or restrict the operation of golf carts on local streets and highways. Specific inquiry is made as to (a) whether section 21716 limits the action local authorities may take under section 21115 to permitting the operation of golf carts on combined use highways which have a speed limit of 25 miles per hour or less; (b) whether local authorities acting under section 21115 can permit the operation of golf carts in crossing zones where the speed limit of the intersecting street exceeds 25 miles per hour; and (c) whether local authorities can prohibit the use of golf carts on local streets and highways altogether.

Speed Limit Of Designated Highway. As we have seen, local authorities were given the specific authority to set speed limits for combined use highways in the 1970 amendment that was made to section 21115. But as we have demonstrated, the legislative history of that amendment makes it clear beyond doubt's peradventure that when a local authority acts under the section, it may only designate those local streets and highways that have speed limits of 25 miles per hour or less for combined golf cart and regular vehicular traffic use. The general prohibition set in section 21716 against golf carts operating otherwise was never meant to be overridden.

The legislature has given local authorities the power to decrease speed limits to 25 miles per hour on certain streets. (§ 22358.) That would then permit the street to qualify for designation as a combined use highway. But we believe the Legislature intended section 21716 to be an absolute ban on golf carts operating on any portion of highway having a speed limit exceeding 25 miles per hour. As mentioned, that limit was deliberately set with traffic safety in mind, given the 15 mile per hour operational limit of a golf cart (cf. § 345). We therefore

conclude that a local agency may not permit the operation of golf carts on local streets and highways with speed limits in excess of 25 miles per hour.

Crossing Zones. Specific concern was raised whether a local agency, acting under section 21115, may permit the operation of golf carts in crossing zones which traverse a street or highway that has a speed limit of more than 25 miles per hour. We conclude it may not.

Local authorities may only regulate traffic on public streets to the extent that they have been expressly authorized to do so in the Vehicle Code, and unless an express authorization appears therein, a local authority has no power in the area. (§ 21; see *Rumford v. City of Berkeley*, *supra*, 31 Cal.3d at 550; *City of Lafayette v. County of Contra Costa*, *supra*, 91 Cal.App.3d at 749; 73 Ops.Cal.Atty.Gen., 13, 15, *supra*; 68 Ops.Cal.Atty.Gen. 101, 102, *supra*.) Moreover, any delegation of a power to local authorities to regulate traffic "is [to be] strictly construed...." (*Rumford v. City of Berkeley*, *supra* at 550, 553; see also, *City of Lafayette v. County of Contra Costa*, *supra* at 756; *People v. Moore* (1964) 229 Cal.App.2d 221, 228; 73 Ops.Cal.Atty.Gen., *supra*; 67 Ops.Cal.Atty.Gen. 1, 4, *supra*.)

Section 21115 was amended last year to permit local authorities to establish "crossing zones" for golf cart use. (SB 48; Stats. 1989, ch. 389, *supra*.) We understand a "crossing zone" to be a corridor that is designated across a street or highway that runs through a golf course, to permit golf carts to go from one part of the course to another.

However, when a local agency acts to establish a crossing zone it does so by authority of section 21115. That section empowers local authorities to designate portions of certain highways for combined use by golf carts and regular vehicular traffic and to adopt rules and regulation to govern that traffic. The designation then permits the operation of golf carts on the highways so designated in accordance with those rules and regulations. Section 21115 specifically provides that the rules and regulations may include the establishment of "crossing zones". But it must not be forgotten that the rules and regulations that a local agency adopts under the section are meant for the regulation of traffic on a combined use highway. Thus the rules and regulations themselves apply only to highways or portions of highways that have been designated for combined use, but as we have shown, it is only those areas of highway that have speed limits of 25 miles per hour or less that may be so designated. Thus, the crossing zones contemplated by section 21115 may only be located in a designated portion of a highway that has a speed limit of 25 miles per hour or less. The section does not permit the operation of a golf cart in a crossing zone across a highway having a speed limit greater than 25 miles per hour.

In section 21716 the Legislature has plainly spoken: "No person shall operate a golf cart on any highway except in a speed zone of 25 miles per hour or less." (§ 21716; emphasis added.) A crossing zone, though traversing a highway, is nonetheless on the highway it traverses. (Cf. § 365 ["intersection"].) Under section 21716 golf carts may not be operated there if the speed limit of the highway at that point is more than 25 miles per hour, because the zone in which the cart would operate would not be one of 25 miles per hour or less.

Lastly, we have seen how when 21716 was adopted in 1968, the Legislature deliberately set 25 miles per hour as the maximum speed limit that streets and highways could have if golf carts were to be operated upon them. That limit, we surmised, was purposefully set because the Legislature considered its 10 mile an hour differential from a golf cart's upper operational limit to be the maximum that could be permitted on a combined use highway and still be consistent with traffic safety on it. But those traffic safety considerations for a combined use highway are just as compelling in the situation where a golf cart crosses a street or highway, as when it travels along it. Whether a golf cart travels parallel with regular vehicular traffic along a highway, or travels perpendicular to the highway and the vehicular traffic's flow, the difference between the cart's maneuverability and capabilities and that of the regular vehicular traffic is still there.

We therefore conclude that local authorities may not establish crossing zones across local streets or highways that have speed limits in excess of 25 miles per hour.

A Local Authority Prohibiting The Use Of Golf Carts On Local Streets Altogether. The final specific inquiry made regarding the scope of local authorities powers to expand or restrict the operation of golf carts on local streets and highways, is whether they can ban their operation altogether. The question as asked came in the context of section 21115, i.e., if local authorities do not act under that section to designate a local street or highway for combined golf cart and regular traffic use, are golf carts thereby precluded from using it.

We answered that in question one: golf carts may be operated on any street or highway with a speed limit of 25 miles per hour or less independent of section 21115, and no action by a local authority is necessary to effect that permission. We find now that no action by a local agency under section 21115 can affect it.

Again, local authorities may only regulate traffic on public streets to the extent that they have been expressly authorized to do so in the Vehicle Code, and unless an express authorization appears therein, a local authority has no power in the area. (§ 21; see, *Rumford v. City of Berkeley*, *supra*, 31

Cal.3d at 550; *City of Lafayette v. County of Contra Costa*, *supra*, 91 Cal.App.3d at 749; 73 Ops.Cal.Atty.Gen. 13, 15, *supra*; 68 Ops.Cal.Atty.Gen. 101, 102, *supra*.) As we have shown, section 21115 is positive in thrust; it adds to one's ability to drive a golf cart on certain local streets and highways because it enables one to avoid the necessity of first having to register the vehicle. (§ 4019.) The section and its legislative history are devoid of any indication that it was meant to derogate from the basic ability of being able to drive a properly registered golf cart on a local street, as long as its speed limit is 25 miles per hour or less. We therefore conclude that under section 21115, local authorities may not prohibit the operation of golf carts on local streets or highways, either through action or inaction.

However, the primary statute governing local control over highway uses is not section 21115, but rather section 21101 of the Vehicle Code. (Cf. 67 Ops.Cal.Atty. Gen. 1, 5, *supra*.) There, in subdivision (c) of the section, the Legislature has given local authorities the power to adopt rules and regulations "[p]rohibiting the use of particular highways [under their jurisdiction] by certain vehicles" (§ 21101, subd. (c); emphasis added.)

The Legislature's use of the word "certain" to describe the vehicles that local authorities can prohibit from using particular local streets and highway, indicates that it did not wish to define or particularize them on a statewide basis, but intended instead to leave the matter of saying exactly which types of classes of vehicles might be prohibited from using particular local highways to local discretion, as local conditions warranted. (Cf. 73 Ops.Cal.Atty.Gen. 13, 19, *supra*.) Thus,

"In 55 Ops.Cal.Atty.Gen. 178 (1955) we ... said that [although the phrase 'certain vehicles' was not defined (*Id.* at 182)], it was broad enough to permit a city or county to prohibit the use of particular highways or streets by certain classes of vehicles, such as those determined to be excessively noisy. (*Id.* at 183.) Our conclusion was cited in *City of Lafayette v. County of Contra Costa*, *supra*, 91 Cal.App.3d 749 in support of the proposition that subdivision (c) would permit a city to prohibit certain classes of vehicles, "such as trucks, or tractors, or oversize or 'excessively noisy' vehicles, or those lacking air-inflated tires," from using particular highways. (*Id.* at 756 fn. 2.) In 67 Ops.Cal.Atty.Gen. 1, *supra*, we again considered the subdivision and concluded that the phrase 'certain vehicles' gave local agencies some limited authority to restrict the roads on which certain cargoes, such as hazardous material, might be transported in the jurisdiction. (*Id.* at 5-7.) (73 Ops.Cal.Atty.Gen. at 19, *supra*.)

By parity of reasoning, we conclude that if local conditions warrant, a local agency could ban golf carts from particular local streets under section 21101, subdivision (c).

But a caveat is in order. In 67 Ops.Cal.Atty.Gen. 1, *supra*, we noted that a number of qualifications had to accompany the grant of authority under section 21101, subdivision (c). Pertinent here were (a) that a local authority could not use that authority to thwart the application of other state laws (cf. 55 Ops.Cal.Atty.Gen. 178, 183, *supra*), and (b) that "as in all cases regarding the exercise of police powers, the [local action] must not be 'arbitrary, unreasonable, or confiscatory.' [Citations.]" (67 Ops.Cal.Atty.Gen., *supra* at 6.) That means, in part, that there must be a valid governmental objective to be served and the means adopted to achieve it are reasonably related to doing so. (Cf. *Skyline Materials, Inc. v. City of Belmont* (1961) 198 Cal.App.2d 449, 455; *Neary v. Town of Los Altos Hills* (1959) 172 Cal.App.2d 721, 726.)

A total ban on the operation of golf carts on all local streets and highways would not be justified under section 21101, subdivision (c). Such action would not come within the specific grant of authority to "prohibit[] the use of particular highways by certain vehicles" because the word "particular" means something less than all. (Webster's *Third New Intnl. Dict.* (1971 ed.) at p. 1646; see also, *Neary v. Town of Los Altos*, *supra*, 172 Cal.App.2d at 728.) However, it is possible that valid, compelling, and legitimate reasons might exist for a local authority to find it necessary to ban golf carts from a particular local street or highway, and that a decision to do so would be proper under the circumstances. For example, if some problem was being caused by the operation of golf carts on a particular street or highway which could only be solved by prohibiting their operation on it, action taken by a local authority to ban the carts would be proper. Further, that action would no more impinge on state law, than would action taken by a local authority under subdivision (c) to ban any other type of vehicle that could otherwise travel on local streets and highways.

We therefore conclude that while local authorities may not ban golf carts from operating on all local streets and highways, they may prohibit their operation on particular local streets and highways under section 21101, subdivision (c), if that action is called for to remedy untoward circumstances brought about by the operation of the carts on the streets.

In answer to question two then we conclude as follows: Generally speaking, local authorities may not restrict golf carts from operating on any public highway within their jurisdiction having a speed limit of 25 miles per hour or less, if the carts have been registered with the Department of Motor Vehicles and are properly equipped as required by the Vehicle Code. However, if

circumstances warrant, they may ban golf carts from using particular streets and highways under section 21101, subdivision (c). If a local authority designates a portion of highway for combined use by golf carts and regular vehicular traffic under section 21115, then golf carts that are not registered with or licensed by the DMV may be used upon them. But local authorities may not permit golf carts to be operated on streets and highways with speed limits in excess of 25 miles per hour, or in a crossing zone that traverses such a street or highway.

Attachment 3: Caltrans FY 2027-28 Sustainable Transportation Planning Grant, Call for Applications

City of Exeter | City Council Meeting of September 8, 2026 | Forwarded to the City by the Tulare County Association of Governments

From: Tulare County Association of Governments (TCaginfo@tularecag.ca.gov), 210 North Church Street, Suite B, Visalia, CA 93291, (559) 623-0450
Sent: Tuesday, August 18, 2026, 3:35 PM
To: TCAG member agencies
Subject: FY 2027-28 STPG Call for Applications

Good afternoon,

Please see the information below provided by Caltrans regarding Sustainable Transportation Planning Grant applications and let us know if there are any questions. Thank you.

From: Caltrans HQ Sustainable Transportation Planning Grant Program (regional.planning.grants@dot.ca.gov)
Sent: Tuesday, August 18, 2026, 2:23 PM
Subject: FY 2027-28 STPG Call for Applications

Fiscal Year 2027-28 Sustainable Transportation Planning Grant Call for Applications

Dear Stakeholders,

On behalf of the California Department of Transportation (Caltrans), we are pleased to release the Fiscal Year 2027-28 Sustainable Transportation Planning Grant (STPG) Application Guide and Call for Applications. Applications are due by 5:00 PM on Friday, October 9, 2026. Grant awards will be announced in spring 2027.

Caltrans is conducting grant application workshops starting next week to provide a grant program overview and review the resources that are available to assist with application development. Contact the appropriate Caltrans district staff to coordinate draft application review and feedback.

Visit the STPG website for workshop details, the STPG Application Guide, application forms and templates, and Caltrans district staff contacts.

STPG website: dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

Caltrans Headquarters Contact: Kevin Mariant, Chief, Grant Management Branch, kevin.mariant@dot.ca.gov

Caltrans | 1120 N Street | Sacramento, CA 95814

Attachment 4: Sustainable Transportation Planning Grant (STPG) Program Summary and Schedule

City of Exeter | City Council Meeting of September 8, 2026 | Prepared by the City Engineer (A&M Consulting Engineers)

Program at a glance

Program	Caltrans Sustainable Transportation Planning Grant, Fiscal Year 2027-28, Sustainable Communities Competitive grant. State funds that pay for transportation planning documents, not construction.
Call for applications	Released by Caltrans August 18, 2026 and forwarded to the City by the Tulare County Association of Governments (TCAG) the same day.
Application deadline	Friday, October 9, 2026, 5:00 PM
Award announcement	Spring 2027
Award range	\$50,000 minimum for under-resourced and rural communities (\$100,000 for others) to a maximum of \$700,000 . Approximately \$17.9 million available statewide for Sustainable Communities grants.
Local match	11.47 percent of total project cost. May be cash or in-kind; the City's own staff time counts as cash match under the program guide.
Eligible applicants	Cities may apply directly. The City must have a Housing Element found in substantial compliance by the State Department of Housing and Community Development (HCD) and current Annual Progress Reports for 2024 and 2025.
Eligible plan types	Active transportation plans, complete streets plans, shared mobility studies, and zero-emission vehicle planning, among others. A citywide mobility plan that includes golf carts, low-speed vehicles, bicycles, and pedestrians fits within the program.
What the funded plan must include	Community engagement, consistency with the TCAG Regional Transportation Plan, and an implementation program of specific projects. The final document is delivered to Caltrans District 6 in an accessible electronic format.
Performance period	Approximately 32 months after the grant agreement and notice to proceed, or roughly 2030.

Proposed City of Exeter request

Item	Amount	Basis
Grant request	\$290,000	Sized to the scope of a citywide mobility plan
Local match (11.47% of total)	\$37,600 (approx.)	May be met with City staff time already budgeted
Total project cost	\$327,600 (approx.)	Grant plus match
Cost to apply	None beyond staff and City Engineer time	No General Fund appropriation required

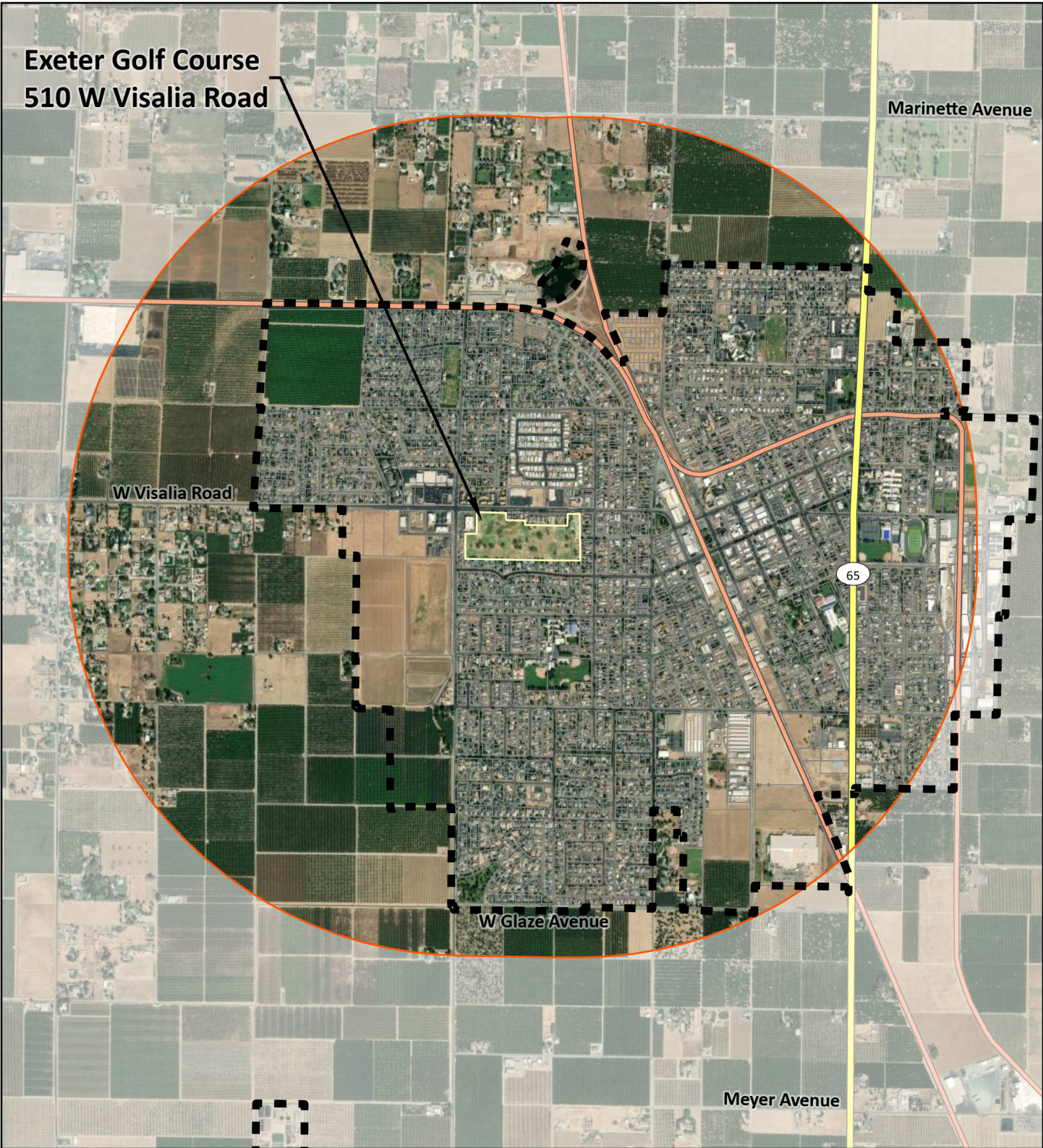
Schedule

Date	Milestone
August 18, 2026	Caltrans releases FY 2027-28 STPG call for applications; TCAG forwards to the City
September 8, 2026	City Council considers options and provides direction on whether to apply
September 2026	Confirm Housing Element compliance; City Engineer prepares application; Caltrans District 6 reviews draft application on request
October 9, 2026	Application due to Caltrans, 5:00 PM
Spring 2027	Caltrans announces awards
Mid to late 2027 (estimate)	Grant agreement executed and notice to proceed issued
2028 to 2030	Mobility plan prepared with community engagement; final plan complete within approximately 32 months of notice to proceed

Contacts

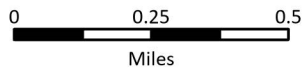
Caltrans District 6 (Fresno): Lorena Mendibles, Senior Transportation Planner, (559) 840-6066, lorena.mendibles@dot.ca.gov. Caltrans Headquarters Grant Management Branch: Kevin Mariant, Chief, kevin.mariant@dot.ca.gov. TCAG: (559) 623-0450.

Sources: Caltrans FY 2027-28 Sustainable Transportation Planning Grant Application Guide and call for applications (August 18, 2026); California Grants Portal listing for the FY 2027-28 STPG; TCAG transmittal of August 18, 2026. Figures current as of September 2, 2026.



Legend

- | | |
|----------------------|----------------|
| ■ ■ ■ City Limits | — Rail Network |
| ○ 1 Mile Radius | — State Route |
| ■ Exeter Golf Course | |



Scale: 1" = 0.35 MI

Exeter Golf Course Radius

