



AGENDA

MARCH 7, 2023

REGULAR MEETING CITY COUNCIL CITY OF YUBA CITY

**5:00 P.M. CLOSED SESSION
SUTTER ROOM/VIRTUAL**

**6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL**

MAYOR	• Wade Kirchner
VICE MAYOR	• Shon Harris
COUNCILMEMBER	• Marc Boomgaarden
COUNCILMEMBER	• Michael Pasquale
COUNCILMEMBER	• Dave Shaw
CITY MANAGER	• Diana Langley
CITY ATTORNEY	• Shannon L. Chaffin

**1201 Civic Center Blvd
Yuba City CA 95993**

Wheelchair Accessible

*The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit [yubacity.net ADA & Accessibility Resources page](http://yubacity.net/ADA&AccessibilityResources). If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or **(TTY: 530-822-4732)**, so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

AGENDA
REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
MARCH 7, 2023
5:00 P.M. CLOSED SESSION
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6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's office at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link:https://us06web.zoom.us/webinar/register/WN_OrUvl2ZPR2KAArNFTonTTw. Emailed comments sent to cityclerk@yubacity.net at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Public Comment:

Any member of the public wishing to address the City Council on any item listed on the closed session agenda will have an opportunity to present testimony to the City Council in the Council Chamber prior to the City Council convening into closed session. Comments from the public will be limited to three minutes. No member of the public will be allowed to be present once the City Council convenes into closed session.

Closed Session

A. Conference with Legal Counsel – Existing Litigation (Pursuant to Government Code Section 54956.9(d)(1)) Name of Case: *Gregory Gross v. City of Yuba City et al.*, Yuba County Superior Ct. Case No. CVCS22-0000016

Regular Meeting

Call to Order

Roll Call

- ☐ Mayor Kirchner
- ☐ Vice Mayor Harris
- ☐ Councilmember Boomgaarden
- ☐ Councilmember Pasquale

___ Councilmember Shaw

Invocation/Inspiration

Pledge of Allegiance to the Flag

City Attorney's Report on Closed Session Items, City Attorney Shannon Chaffin

Agenda Modifications/Approval of Agenda

Ceremonial Presentations

- 1. Cheri Stephens from Stephens Farmhouse, Retirement Proclamation**
- 2. Marni Sanders Chamber of Commerce Proclamation**
- 3. RACE Communications Presentation**

Public Communication

4. Appearance of Interested Citizens

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Consent Calendar

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

5. Approve minutes of the February 21, 2023 meeting

Recommendation: Approve the February 21, 2023 minutes

6. Information Security Administrator Salary Schedule

Recommendation: Adopt a Resolution authorizing the Finance Director to amend the salary schedule for the Information Security Administrator classification and to set appropriate compensation

7. Environmental Compliance Truck

Recommendation: A. Approve a vehicle capital acquisition for the Environmental Compliance Division of the Public Works Department of a Ford F-150 Extended Cab Truck or equivalent

B. Authorize a supplemental appropriation and related transfers in the amount of \$3,800 from unallocated wastewater funds (Fund 518) to Account No. 6610-69410 (Vehicle Replacement Fund)

8. Quality Assurance Officer Salary Schedule

Recommendation: A. Adopt a Resolution authorizing the Finance Director to amend the salary schedule to establish the Quality Assurance Officer classification within the Public Works Department and approving a side letter with Public Employees' Union, Local 1/AFSCME 57

B. Authorize the Finance Director to make budget adjustments as necessary

9. Cooper Market Liquor Department of Alcoholic Beverage Control (ABC) Premise-To-Premise Transfer Application

Recommendation: Adopt a Resolution making a finding of public convenience or necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control (ABC) License at 759 Reeves Avenue (Cooper Market Liquor)

10. Authorization to submit a California Energy Commission Solar automated permit processing grant application to implement the provisions of Senate Bill 379

Recommendation: Adopt a Resolution of the City Council of the City of Yuba City authorizing the Public Works and Development Services Director, or designee, to submit and administer a California Energy Commission solar automated permit processing program grant on behalf of the City

11. Receive the 2022 Housing Element Annual Progress Report and authorize its submission to the State Department of Housing and Community Development and the Governor's Office of Planning and Research

Recommendation: A. Receive the 2022 Housing Element Annual Progress Report; and

B. Direct staff to file the report for calendar year 2022 with the State Department of Housing and Community Development (HCD) and the Governor's Office of Planning and Research (OPR)

12. Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 (Spirit Drive Parcel Map)

Recommendation: Adopt a Resolution which makes the following actions:

A. Initiates proceedings to order the annexation of the parcel associated with the Spirit Drive Parcel Map, APN 63-010-141, into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 and orders the Engineer of Work to file a report with regard to Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1

B. Set a Public Hearing for March 21, 2022 at 6:00 PM to order the annexation of the parcel associated with the Spirit Drive Parcel Map, APN 63-010-141, into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 and establishing a levy of assessments for the annexed territory

Business Items

13. Abandoned Railroad Corridor Feasibility Study (Adoption) (Continued from February 21, 2023)

Recommendation: Adopt a Resolution which adopts the Abandoned Railroad Corridor Feasibility Study

14. Professional Services Agreement with Smart Marketing & Public Affairs for

Revenue Measure Consulting Services (Continued from February 21, 2023)

Recommendation: Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services)

Future Agenda Items

15. Future Agenda Items

- Councilmember Pasquale
- Councilmember Boomgaarden
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

16. City Manager's Report

17. City Council Reports

Adjournment



Proclamation

of the City Council

Cherie Stephens
“Stephens Farmhouse”
2001 - 2023

WHEREAS, Cherie Stephens is retiring and selling Stephens Farmhouse after 21 years of service to the Yuba-Sutter Community; and

WHEREAS, in 2001 the farmhouse business was purchased from Lee and David Johnson when they decided to retire Johnson’s Farm after 25 years of business; and

WHEREAS, Cherie, a wife and a mother of three, gave up teaching and committed her time to the farmhouse; and

WHEREAS, Stephens Farmhouse is a unique specialty store that offers delicious pies and other tasty goodies, jams, cookies and also dog treats. Everything is made from scratch and with locally grown fruit. During the holiday seasons they often crank out 3,000 pies a week and the number continues to grow every year; and

WHEREAS, they expanded the business to include wholesale jams, catering, and various fundraiser opportunities. Not only are they famously known in the Yuba Sutter area, they also sell their products in Tahoe and Yosemite; and

WHEREAS, Cherie is married to Jeff Stephens who founded the community organization SAYLove. She is also a member of Soroptimist International of Marysville-Yuba City; and

WHEREAS, in 2013 Stephens Farmhouse was awarded the Small Business of the year by the Yuba Sutter Chamber of Commerce. Stephens Farmhouse contributes and donates to almost every non-profit and service organization throughout the Yuba Sutter community. We congratulate Cherie for her hard work, long-time commitment to the small business and that she is selling the business instead of closing the doors.

NOW, THEREFORE, BE IT RESOLVED that I, Wade Kirchner, Mayor of the City of Yuba City, and on behalf of the entire City Council of the City of Yuba City, do hereby honor Cherie Stephens and commend her 21-year farmhouse career and many contributions to the Yuba-Sutter Community, and wish her much success and happiness in her well-deserved retirement.

Done on this 7th day of March 2023 at the City of Yuba City, County of Sutter, State of California.



Proclamation

of the City Council

MARNI SANDERS

CEO Chamber of Commerce Yuba Sutter

2018 - 2023

WHEREAS, in 2018 the Yuba Sutter Chamber of Commerce appointed Marni Sanders as the Chief Executive Officer and after five years of dedicated community service through the Chamber of Commerce she has accepted a new leadership role as the Executive Director for Blue Zones Project Yuba Sutter; and

WHEREAS, in the short time at the Yuba Sutter Chamber, Marni's governance and ambition have increased the membership to over 500 members;

WHEREAS, Marni's networking and direct approach helped build the relationships with the businesses in the community and serves as a key driver of the local economic prosperity; and

WHEREAS, her leadership at the Chamber has created a strong local business community which creates jobs and opportunities for residents of Yuba City and the Yuba-Sutter Region; and

WHEREAS, you can always find Marni at all the Yuba-Sutter Chamber of Commerce events, such as; the Business Connection Breakfasts, Ribbon Cuttings, Lunch Mob Networking, Business After Hours, New Member Orientations, Rise and Shine, Candidate Forums – Business Education, Taste of Yuba-Sutter, Lunch and Learn, Wine'd Down Wednesday, the Gala and all the Milestone events; and

WHEREAS, Marni has proven her loyalty and dedication to the community and has been successful at the Yuba-Sutter Chamber of Commerce for the last several years. Her dedication led the business organization to strengthen the relationships throughout the Yuba-Sutter business community, helping our community to thrive.

NOW, THEREFORE, BE IT RESOLVED, that I, Wade Kirchner, Mayor of the City of Yuba City and on behalf of the entire City Council, do hereby proclaim and acknowledge Marni Sanders on her outstanding leadership at the Chamber of Commerce and also congratulate Marni on her new chapter at the Blue Zones Project Yuba Sutter.

Done this 7th day of March, 2023, at the City of Yuba City, County of Sutter, State of California.



RACE Communications

Jim Miller, Vice President of Sales and Marketing, along with Jessica Helmick, Marketing Manager and Samantha Cook, Community Events Coordinator will be presenting.

Here is the link to the RACE Communications – [WEBSITE](#)

RACE Communications

www.race.com

CITY OF YUBA CITY

Public Communication

Members of the public may address the City Council on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements.

Procedure

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

Request for additional time to address Council

Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Procedure

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City
Attn: City Clerk
1201 Civic Center Blvd
Yuba City CA 95993

Or email to:
Jackie Sillman, City Clerk
cityclerk@yubacity.net

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk Administrator

Summary

Subject: Approve minutes of the February 21, 2023 meeting
Recommendation: Approve the February 21, 2023 minutes
Fiscal Impact: None

Attachments:

1. 02-21-2023 - Regular Meeting Minutes (DRAFT)

Prepared By:
Ciara Wakefield
City Clerk Administrator

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

MINUTES (DRAFT)
REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
FEBRUARY 21, 2023
6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

Regular Meeting

Call to Order

The Regular Meeting of the City Council called to order by Mayor Kirchner at 6:00 PM

Roll Call

Present: Mayor Kirchner and Councilmembers Boomgaarden and Pasquale

Absent: Vice-Mayor Harris and Councilmember Shaw

Invocation/Inspiration

Elder Ken Cunningham, Cornerstone Church Yuba City

Pledge of Allegiance to the Flag

Councilmember Marc Boomgaarden

Agenda Modifications/Approval of Agenda

No changes were made

Ceremonial Presentations

1. Marni Sanders, Chamber of Commerce Proclamation

Item continued to the next Regular Meeting on March 7, 2023. Recipient not in attendance

Public Communication

2. Appearance of Interested Citizens

No public comment

Consent Calendar

Item 6 was pulled and moved to the first business item

Councilmember Pasquale moved and Councilmember Boomgaarden seconded the motion to approve Consent Calendar items 3-5 and 7-9:

3. Approve minutes from the February 7, 2023 meeting

Approve minutes from the February 7, 2023 meeting

4. Every Roll and Step Counts - Bicycle and Pedestrian Counting Equipment Loan Program

Adopt **Resolution 23-016** authorizing the Public Works and Development Services Director to execute an Equipment Use Agreement with the Sacramento Area Council of Governments (SACOG) for the use of collecting automated, continuous biking and walking counts

5. Second Groundwater Well (18-18) - Well Equipping Plans and Specifications

Adopt **Resolution 23-017** approving the plans and specifications for the well equipping and construction of the above-ground facilities of the Second Groundwater Well Project at the Water Treatment Plant and authorizing advertisement for bids on the project

[Item 6 pulled and moved to Business Items]

6. ~~Transfer of City property – Harter Marketplace~~

~~Adopt a Resolution declaring the property described under Resolution No. 05-086 as being exempt under the Surplus Land Act and authorizing the Public Works Director to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016). [No address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway]~~

7. Bureau of Reclamation Grant Application – Wastewater Treatment Facility Water Recycling Feasibility Study

Adopt **Resolution 23-019** for the US Bureau of Reclamation WaterSMART Grant Application designating and authorizing the Public Works Director to:

- A. Sign, submit, and file an application for a grant agreement with the United States Department of the Interior, Bureau of Reclamation to conduct a comprehensive advanced treatment and recycled water feasibility study
- B. Provide the assurances, certifications, and commitment required for the financial assistance application, including executing all documents in furtherance thereof, including but not limited to a grant or cooperative agreement and any amendments or changes thereto
- C. Represent the City in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and compliance with applicable state and federal laws

8. Appointments to the City of Yuba City Planning Commission and Parks and Recreation Commission

Approve the Recommendations for Appointment of Three (3) Members to the Planning Commission and Two (2) Members to the Parks and Recreation

Commission for Four (4) Year Terms respectively

9. Denial of GPA 22-05 and the appeal of RZ 22-06: Gorski Medical Office Rezone

Consistent with Council direction, adopt **Resolution 23-020** of the City Council of the City of Yuba City denying General Plan Amendment 22-05, and denying the appeal of Rezone 22-06 and upholding the Planning Commission's decision (Gorski Medical Office Rezone, 467 Gray Avenue, APN: 52-122-011)

The motion was passed with three (3) votes

Business Items

6. Transfer of City property – Harter Marketplace

Sharon Foote spoke

Councilmember Pasquale moved and Councilmember Boomgaarden seconded the motion to:

Adopt **Resolution 23-018** declaring the property described under Resolution No. 05-086 as being exempt under the Surplus Land Act and authorizing the Public Works Director to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016). [No address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway]

The motion was passed with three (3) votes

10. DWR 2022 Urban Community Drought Relief Grant Program

Councilmember Boomgaarden moved and Councilmember Pasquale seconded the motion to:

A. Adopt **Resolution 23-021** authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the City-owned Property Turf Replacement Project on behalf of the City

B. Adopt **Resolution 23-022** authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Commercial Property Turf Replacement Rebate Program on behalf of the City

C. Adopt **Resolution 23-023** authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Every Drop Counts Rebate and Education Program Expansion on behalf of the City

The motion was passed with three (3) votes

11. Abandoned Railroad Corridor Feasibility Study (Adoption)

[Councilmember Boomgaarden recused himself]

No quorum. Item continued to next Regular Meeting on March 7, 2023

12. Professional Services Agreement with Smart Marketing & Public Affairs for Revenue Measure Consulting Services

Kash Gill spoke
John Buckland spoke
Jim Whiteaker spoke
Richard Cray spoke
Sharon Foote spoke

Councilmember Boomgaarden moved to:

Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services)

There was no second for this motion

Mayor Kirchner moved and Councilmember Boomgaarden seconded the motion to continue this item to the next Regular Meeting on March 7, 2023

The motion to continue was passed with three (3) votes

Future Agenda Items

13. Future Agenda Items

No suggestions

Reports and Communications

14. City Manager's Report

15. City Council Reports

- Councilmember Boomgaarden
- Councilmember Pasquale
- Mayor Kirchner

Adjournment

Mayor Kirchner adjourned the Regular Meeting of the City Council in memory of Former Yuba City Mayor and Sutter County Supervisor Tom Pfeffer at 7:50 PM

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Human Resources Department
Presentation By: Brian Hansen, IT Manager

Summary

Subject: Information Security Administrator Salary Schedule
Recommendation: Adopt a Resolution authorizing the Finance Director to amend the salary schedule for the Information Security Administrator classification and to set appropriate compensation
Fiscal Impact: The Information Security Administrator position was budgeted as part of the Fiscal Year 2022/2023 budget process

Purpose:

The purpose is to add the Information Security Administrator classification to the Finance Department budget and set the salary compensation in the citywide salary schedule.

Council's Strategic Goal: Fiscal Responsibility

Background:

A cyber-attack is an unauthorized attempt to find, destroy, damage, steal or demand money for the sensitive information. Cyber-attacks are increasing and a number of cities have been impacted. Recently, the City of Oakland made the news for a cyberattack that prevented residents from filing police reports and paying taxes. Also, in February, the Modesto Police Department faced a cyberattack. In January, it was San Francisco's Bay Area Rapid Transit. Cyberattacks can disrupt daily business, resulting in the loss or delay of services. Additionally, cyberattacks threaten the delivery of essential services and infrastructure. As technology has developed, it has been integrated with physical infrastructure, resulting in vulnerabilities.

Analysis:

In response to potential cybersecurity threats, Information Technology is recommending an Information Security Administrator position whose sole purpose will be to work on cybersecurity for the City. The Information Security Administrator's purpose will be to plan, organize, coordinate, and implement citywide cyber security compliance activities and operations, ensuring the confidentiality, integrity and availability of information technology systems.

Through the FY22/23 budget, Council authorized the reclassification of a Senior IT Analyst to an Information Systems Security Analyst, now titled Information Security Administrator. During the FY22/23 budget process, Finance Department allocated funds to Information Technology to provide for one budgeted classification, later titled the Information Security Administrator. While budget dollars are allocated for an Information Security Administrator position, the Information Security Administrator's

classification title and salary need to be updated and added to the City's publicly available salary schedule.

There is 15% salary separation between the Information Security Administrator and Senior Information Technology Analyst between the step 1 of the Information Security Administrator and step 1 of the Senior Information Technology Analyst.

(Note: Effective May 28, 2018, a new 9-step salary schedule was implemented for new City employees hired in any Mid-Manager position. The 9-step salary schedule share both the first step and last step as the 5-step salary schedule.)

Proposed Five Step Salary Schedule:

	1	2	3	4	5
JCN	\$8,910	\$9,355	\$9,823	\$10,314	\$10,830
7205	\$51.40	\$53.97	\$56.67	\$59.50	\$62.48

Proposed Nine Step Salary Schedule:

	1	2	3	4	5	6	7	8	9
JCN	\$8,910	\$9,133	\$9,355	\$9,589	\$9,823	\$10,069	\$10,314	\$10,572	\$10,830
7605	\$51.40	\$52.69	\$53.97	\$55.32	\$56.67	\$58.09	\$59.50	\$60.99	\$62.48

The Mid-Manager bargaining unit has approved the recommended changes that are recommended to take effect on March 11, 2023.

Salary and benefits increases approved in early FY 2022-23 have increased cost estimates for this position over the original calculations provided in last spring's budget submissions. The cost increase for 12 months would be \$26,000; however, the division budget will absorb any increased cost through salary savings from the vacant IT Technician position. The estimated cost increase for the following full fiscal year is an additional \$5,800, assuming a step increase.

Fiscal Impact:

The Information Security Administrator classification was budgeted as part of the Fiscal Year 22/23 budget process.

Alternatives:

Do not approve the proposed salary schedule and classification for the Information Security Administrator and provide staff direction.

Recommendation:

Adopt a Resolution authorizing the Finance Director to amend the salary schedule to add the Information Security Administrator classification and to set appropriate compensation.

Attachments:

1. Resolution
2. Salary Schedule
3. Staff plan

Prepared By:

Aricka Espinoza

Submitted By:

Diana Langley

Administrative Analyst

City Manager

ATTACHMENT 1

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING THE DIRECTOR OF FINANCE TO AMEND THE SALARY SCHEDULE FOR
INFORMATION SECURITY ADMINISTRATOR**

WHEREAS, Finance has determined the need for an Information Security Administrator; and

WHEREAS, the City Council approved the funding for an Information Security Administrator position during the fiscal year 22/23 budget process; and

WHEREAS, the Mid Managers bargaining unit has approved the recommended changes;

WHEREAS, the City complies with CalPERS salary schedule requirements which require the City to have a publicly available salary schedule describing the City's approved compensation ranges;

WHEREAS, the Information Security Administrator classification and salary changes need to be set and approved by City Council; and

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

SECTION I: CLASSIFICATION TITLE

A. The City Council approves the addition of the Information Security Administrator classification.

SECTION II: SALARY SCHEDULE AMENDMENT

TO:

Information Security Administrator

	1	2	3	4	5
JCN	8,910	\$9,355	\$9,823	\$10,314	\$10,830
7205	\$51.40	\$53.97	\$56.67	\$59.50	\$62.48

	1	2	3	4	5	6	7	8	9
JCN	\$8,910	\$9,133	\$9,355	\$9,589	\$9,823	\$10,069	\$10,314	\$10,572	\$10,830
7605	\$51.40	\$52.69	\$53.97	\$55.32	\$56.67	\$58.09	\$59.50	\$60.99	\$62.48

SECTION III: EFFECTIVE DATE

These changes shall become effective with the payroll period beginning March 11, 2023.

The Director of Finance is hereby authorized and directed to make the necessary salary schedule and budget adjustments, and appropriations consistent with this Resolution to implement the provisions of this Resolution.

The forgoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 7th day of March, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Stacey Sheston
BB&K, Special Counsel

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Confidential

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
1050	ADMINISTRATIVE ANALYST I	CON	6,256 36.09	6,569 37.90	6,897 39.79	7,242 41.78	7,604 43.87	Monthly Hourly
1052	ADMINISTRATIVE ANALYST II	CON	6,883 39.71	7,227 41.69	7,588 43.78	7,967 45.96	8,365 48.26	Monthly Hourly
1045	EXECUTIVE ASSISTANT TO THE CITY MANAGER	CON	5,305 30.61	5,570 32.13	5,848 33.74	6,140 35.42	6,447 37.19	Monthly Hourly
1018	HUMAN RESOURCES TECHNICIAN I	CON	4,177 24.10	4,386 25.30	4,605 26.57	4,835 27.89	5,076 29.29	Monthly Hourly
1020	HUMAN RESOURCES TECHNICIAN II	CON	4,594 26.50	4,824 27.83	5,065 29.22	5,318 30.68	5,584 32.22	Monthly Hourly
1062	MANAGEMENT ANALYST	CON	7,570 43.67	7,949 45.86	8,346 48.15	8,763 50.56	9,201 53.08	Monthly Hourly

Confidential employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month

Confidential Unit

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Confidential			EFFECTIVE 04/28/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
1250	ADMINISTRATIVE ANALYST I	CON	6,256 36.09	6,413 37.00	6,569 37.90	6,733 38.84	6,897 39.79	7,070 40.79	7,242 41.78	7,423 42.83	7,604 43.87	Monthly Hourly
1252	ADMINISTRATIVE ANALYST II	CON	6,883 39.71	7,055 40.70	7,227 41.69	7,408 42.74	7,588 43.78	7,778 44.87	7,967 45.96	8,166 47.11	8,365 48.26	Monthly Hourly
1245	EXECUTIVE ASSISTANT TO THE CITY MANAGER	CON	5,305 30.61	5,438 31.37	5,570 32.13	5,709 32.94	5,848 33.74	5,994 34.58	6,140 35.42	6,293 36.31	6,447 37.19	Monthly Hourly
1218	HUMAN RESOURCES TECHNICIAN I	CON	4,177 24.10	4,282 24.70	4,386 25.30	4,496 25.94	4,605 26.57	4,720 27.23	4,835 27.89	4,956 28.59	5,076 29.29	Monthly Hourly
1220	HUMAN RESOURCES TECHNICIAN II	CON	4,594 26.50	4,709 27.17	4,824 27.83	4,945 28.53	5,065 29.22	5,192 29.95	5,318 30.68	5,451 31.45	5,584 32.22	Monthly Hourly
1262	MANAGEMENT ANALYST	CON	7,570 43.67	7,760 44.77	7,949 45.86	8,148 47.01	8,346 48.15	8,555 49.36	8,763 50.56	8,982 51.82	9,201 53.08	Monthly Hourly

Confidential employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month

Confidential Unit

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Executive Unit		Bargaining Group	SALARY STEPS					
JCN	CLASSIFICATION		1	2	3	4	5	
8070 *	CITY MANAGER	CM	- -	- -	- -	- -	18,375 106.01	Monthly Hourly
8090*	PUBLIC WORKS & DEVELOPMENT SERVICES DIRECTOR	DH	13,419 77.42	- -	- -	- -	16,311 94.10	Monthly Hourly
8010*	DIRECTOR OF HUMAN RESOURCES	DH	10,837 62.52	- -	- -	- -	13,173 76.00	Monthly Hourly
8140*	DIRECTOR OF COMMUNITY SERVICES	DH	12,427 71.69	- -	- -	- -	15,105 87.14	Monthly Hourly
8030*	FIRE CHIEF	DH	13,861 79.97	- -	- -	- -	16,848 97.20	Monthly Hourly
8050*	POLICE CHIEF	DH	13,861 79.97	- -	- -	- -	16,848 97.20	Monthly Hourly
8020*	DIRECTOR OF FINANCE	DH	12,060 69.58	- -	- -	- -	14,659 84.57	Monthly Hourly

* Indicates classifications which are not eligible for overtime compensation and are exempt from the Fair Labor Standards Act (FLSA).
Executive Unit employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

Executive Unit

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Fire Association		Bargaining Group	SALARY STEPS					
JCN	CLASSIFICATION		1	2	3	4	5	
3110**	FIRE RECRUIT	FIRE	-	-	-	-	4,950	Monthly
			-	-	-	-	20.40	Hourly
3120**	FIREFIGHTER I	FIRE	-	-	-	-	5,491	Monthly
			-	-	-	-	22.63	Hourly
3130**	FIREFIGHTER II	FIRE	-	-	-	-	8,382	Monthly
			-	-	-	-	34.54	Hourly
3140**	FIRE APPARATUS OPERATOR	FIRE	-	-	-	8,790	9,230	Monthly
			-	-	-	36.22	38.04	Hourly
3150**	FIRE CAPTAIN	FIRE	8,694	9,129	9,585	10,064	10,567	Monthly
			35.83	37.62	39.50	41.47	43.54	Hourly
3160	FIRE SAFETY INSPECTOR I	FIRE	5,843	6,135	6,442	6,764	7,102	Monthly
			33.71	35.39	37.17	39.02	40.97	Hourly
3170	FIRE SAFETY INSPECTOR II	FIRE	6,518	6,844	7,186	7,545	7,922	Monthly
			37.60	39.48	41.46	43.53	45.70	Hourly

FIRE DEPARTMENT CLASSIFICATIONS CALCULATED ON A 40 HOUR WORK WEEK:

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS				
			1	2	3	4	5
3250	FIRE CAPTAIN	FIRE	8,694	9,129	9,585	10,064	10,567
			50.16	52.67	55.30	58.06	60.96
3210	FIRE RECRUIT	FIRE					4,950
							28.56
3220	FIREFIGHTER I	FIRE					5,491
							31.68
3230	FIREFIGHTER II	FIRE					8,382
							48.36
3240	FIRE - APPARATUS OPERATOR	FIRE				8,790	9,230
						50.71	53.25

Fire employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

Fire Association

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Fire Management

JCN	CLASSIFICATION	Bargaining Group	1	2	3	4	5	
SALARY STEPS								
6055**	FIRE BATTALION CHIEF	FM	9,870 40.67	10,364 42.71	10,882 44.84	11,426 47.09	11,997 49.44	Monthly Hourly
6066	FIRE MARSHAL	FM	9,870 56.94	10,364 59.79	10,882 62.78	11,426 65.92	11,997 69.21	Monthly Hourly

FIRE DEPARTMENT CLASSIFICATIONS CALCULATED ON A 40 HOUR WORK WEEK:

JCN	CLASSIFICATION	Bargaining Group	1	2	3	4	5	
SALARY STEPS								
6140	FIRE BATTALION CHIEF	FM	9,870 56.94	10,364 59.79	10,882 62.78	11,426 65.92	11,997 69.21	Monthly Hourly

** Indicates classifications whose hourly rates are computed on the basis of an average 56 hour duty week.

Fire Management

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
6069	ACCOUNTANT II	FLM	6,300 36.35	6,615 38.16	6,946 40.07	7,293 42.08	7,658 44.18	Monthly Hourly
6060	ADMINISTRATIVE ANALYST II	FLM	6,649 38.36	6,981 40.28	7,330 42.29	7,697 44.41	8,082 46.63	Monthly Hourly
6015	ANIMAL SHELTER SUPERVISOR	FLM	4,967 28.66	5,215 30.09	5,476 31.59	5,750 33.17	6,038 34.83	Monthly Hourly
6035	COMMUNICATIONS CENTER COORDINATOR	FLM	6,285 36.26	6,599 38.07	6,929 39.98	7,275 41.97	7,638 44.07	Monthly Hourly
6090	CONSTRUCTION INSPECTOR-SENIOR	FLM	6,609 38.13	6,939 40.03	7,286 42.03	7,650 44.13	8,033 46.34	Monthly Hourly
6044	CRIME ANALYST	FLM	4,636 26.75	4,868 28.08	5,111 29.49	5,367 30.96	5,635 32.51	Monthly Hourly
6063	CUSTOMER SERVICE MANAGER	FLM	6,431 37.10	6,753 38.96	7,091 40.91	7,446 42.96	7,819 45.11	Monthly Hourly
6215	DEVELOPMENT LIAISON	FLM	6,848 39.51	7,190 41.48	7,550 43.56	7,927 45.73	8,323 48.02	Monthly Hourly
6220	ELECTRICAL/INSTRUMENTATION SUPERVISOR	FLM	8,044 46.41	8,446 48.73	8,868 51.16	9,311 53.72	9,776 56.40	Monthly Hourly
6120	ENGINEER - ASSOCIATE CIVIL	FLM	8,010 46.21	8,410 48.52	8,831 50.95	9,273 53.50	9,737 56.18	Monthly Hourly
6225	ENVIRONMENTAL COMPLIANCE COORDINATOR	FLM	6,833 39.42	7,175 41.39	7,534 43.47	7,911 45.64	8,306 47.92	Monthly Hourly
6042	FACILITIES MAINTENANCE SUPERVISOR	FLM	5,934 34.23	6,231 35.95	6,543 37.75	6,870 39.63	7,214 41.62	Monthly Hourly
6050	FLEET MAINTENANCE SUPERVISOR	FLM	5,963 34.40	6,261 36.12	6,574 37.93	6,903 39.83	7,248 41.82	Monthly Hourly
6064	INFORMATION TECHNOLOGY ANALYST	FLM	7,044 40.64	7,396 42.67	7,766 44.80	8,154 47.04	8,561 49.39	Monthly Hourly
6142	SENIOR INFORMATION TECHNOLOGY ANALYST	FLM	7,748 44.70	8,135 46.93	8,542 49.28	8,969 51.74	9,417 54.33	Monthly Hourly

First Level Management - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
6085	LABORATORY SUPERVISOR	FLM	6,957 40.14	7,305 42.14	7,670 44.25	8,053 46.46	8,455 48.78	Monthly Hourly
6040	MAINTENANCE SUPERVISOR-STREETS	FLM	5,934 34.23	6,231 35.95	6,543 37.75	6,870 39.63	7,214 41.62	Monthly Hourly
6043	PARKS MAINTENANCE SUPERVISOR	FLM	5,934 34.23	6,231 35.95	6,543 37.75	6,870 39.63	7,214 41.62	Monthly Hourly
6061	PLANNER-ASSOCIATE	FLM	6,522 37.63	6,848 39.51	7,190 41.48	7,550 43.56	7,927 45.73	Monthly Hourly
6065	PLANT MAINTENANCE SUPERVISOR	FLM	8,368 48.28	8,786 50.69	9,225 53.22	9,686 55.88	10,171 58.68	Monthly Hourly
6030*	RECREATION SUPERVISOR I	FLM	5,708 32.93	5,993 34.58	6,293 36.31	6,608 38.12	6,938 40.03	Monthly Hourly
6045*	RECREATION SUPERVISOR II	FLM	6,279 36.23	6,593 38.04	6,923 39.94	7,269 41.94	7,632 44.03	Monthly Hourly
6046*	RECREATION SUPERVISOR III	FLM	6,907 39.85	7,252 41.84	7,615 43.93	7,996 46.13	8,396 48.44	Monthly Hourly
6210	WASTEWATER COLLECTIONS SUPERVISOR	FLM	6,715 38.74	7,051 40.68	7,404 42.72	7,774 44.85	8,163 47.09	Monthly Hourly
6096	WASTEWATER TRT FACILITY CHIEF OPERATOR	FLM	8,520 49.15	8,946 51.61	9,393 54.19	9,863 56.90	10,356 59.75	Monthly Hourly
6111	WASTEWATER TRT FACILITY SUPERVISOR	FLM	9,371 54.06	9,840 56.77	10,332 59.61	10,849 62.59	11,392 65.72	Monthly Hourly
6041	WATER DISTRIBUTION SUPERVISOR	FLM	7,615 43.93	7,996 46.13	8,396 48.44	8,816 50.86	9,257 53.41	Monthly Hourly
6160	WATER TREATMENT FACILITY CHIEF OPERATOR	FLM	8,520 49.15	8,946 51.61	9,393 54.19	9,863 56.90	10,356 59.75	Monthly Hourly
6110	WATER TREATMENT FACILITY SUPERVISOR	FLM	9,371 54.06	9,840 56.77	10,332 59.61	10,849 62.59	11,392 65.72	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those supervisors who are assigned to work an operator shift from 7:00pm to 7:00am.
If a supervisor who is assigned to an operator shift elects to utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Education Pay:

The Communications Center Coordinator (JCN 6035) shall receive education incentive pay.
Education Incentive pay shall be base pay cumulative but not compounded and shall have a 7.5% cap.

POST Public Safety Dispatch Intermediate	2.50%
POST Public Safety Dispatch Advance	2.50%
AA or AS degree	2.50%
BA or BS degree	5.00%

Non-Water FLM employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

First Level Managers who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

+ Indicates classifications which are exempt from the Fair Labor Standards Act (FLSA).

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management			EFFECTIVE 11/25/17 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
6469	ACCOUNTANT II	FLM	6,300 36.35	6,458 37.26	6,615 38.16	6,781 39.12	6,946 40.07	7,120 41.08	7,293 42.08	7,476 43.13	7,658 44.18	Monthly Hourly
6460	ADMINISTRATIVE ANALYST II	FLM	6,649 38.36	6,815 39.32	6,981 40.28	7,156 41.28	7,330 42.29	7,514 43.35	7,697 44.41	7,889 45.51	8,082 46.63	Monthly Hourly
6415	ANIMAL SHELTER SUPERVISOR	FLM	4,967 28.66	5,091 29.37	5,215 30.09	5,346 30.84	5,476 31.59	5,613 32.38	5,750 33.17	5,894 34.00	6,038 34.83	Monthly Hourly
6435	COMMUNICATIONS CENTER SUPERVISOR	PS	6,285 36.26	6,442 37.17	6,599 38.07	6,764 39.02	6,929 39.98	7,102 40.97	7,275 41.97	7,457 43.02	7,638 44.07	Monthly Hourly
6490	CONSTRUCTION INSPECTOR-SENIOR	FLM	6,609 38.13	6,774 39.08	6,939 40.03	7,113 41.04	7,286 42.03	7,468 43.08	7,650 44.13	7,841 45.24	8,033 46.34	Monthly Hourly
6444	CRIME ANALYST	FLM	4,636 26.75	4,752 27.42	4,868 28.08	4,990 28.79	5,111 29.49	5,239 30.23	5,367 30.96	5,501 31.74	5,635 32.51	Monthly Hourly
6463	CUSTOMER SERVICE MANAGER	FLM	6,431 37.10	6,592 38.03	6,753 38.96	6,922 39.93	7,091 40.91	7,269 41.94	7,446 42.96	7,632 44.03	7,819 45.11	Monthly Hourly
6515	DEVELOPMENT LIAISON	FLM	6,848 39.51	7,019 40.49	7,190 41.48	7,370 42.52	7,550 43.56	7,739 44.65	7,927 45.73	8,125 46.88	8,323 48.02	Monthly Hourly
6420	ELECTRICAL/INSTRUMENTATION SUPERVISOR	FLM	8,044 46.41	8,245 47.57	8,446 48.73	8,657 49.94	8,868 51.16	9,090 52.44	9,311 53.72	9,545 55.07	9,776 56.40	Monthly Hourly
6520	ENGINEER - ASSOCIATE CIVIL	FLM	8,010 46.21	8,210 47.37	8,410 48.52	8,621 49.74	8,831 50.95	9,052 52.22	9,273 53.50	9,505 54.84	9,737 56.18	Monthly Hourly
6425	ENVIRONMENTAL COMPLIANCE COORDINATOR	FLM	6,833 39.42	7,004 40.41	7,175 41.39	7,355 42.43	7,534 43.47	7,723 44.56	7,911 45.64	8,109 46.78	8,306 47.92	Monthly Hourly
6442	FACILITIES MAINTENANCE SUPERVISOR	FLM	5,934 34.23	6,083 35.09	6,231 35.95	6,387 36.85	6,543 37.75	6,707 38.69	6,870 39.63	7,042 40.63	7,214 41.62	Monthly Hourly
6450	FLEET MAINTENANCE SUPERVISOR	FLM	5,963 34.40	6,112 35.26	6,261 36.12	6,418 37.03	6,574 37.93	6,739 38.88	6,903 39.83	7,075 40.82	7,248 41.82	Monthly Hourly
6464*	INFORMATION TECHNOLOGY ANALYST	FLM	7,044 40.64	7,220 41.65	7,396 42.67	7,581 43.74	7,766 44.80	7,960 45.92	8,154 47.04	8,358 48.22	8,561 49.39	Monthly Hourly

First Level Management (9 Step) - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management			EFFECTIVE 11/25/17 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
6542	SENIOR INFORMATION TECHNOLOGY ANALYST	FLM	7,748 44.70	7,942 45.82	8,135 46.93	8,339 48.11	8,542 49.28	8,756 50.52	8,969 51.74	9,193 53.04	9,417 54.33	Monthly Hourly
6485	LABORATORY SUPERVISOR	FLM	6,957 40.14	7,131 41.14	7,305 42.14	7,488 43.20	7,670 44.25	7,862 45.36	8,053 46.46	8,254 47.62	8,455 48.78	Monthly Hourly
6440	MAINTENANCE SUPERVISOR-STREETS	FLM	5,934 34.23	6,083 35.09	6,231 35.95	6,387 36.85	6,543 37.75	6,707 38.69	6,870 39.63	7,042 40.63	7,214 41.62	Monthly Hourly
6443	PARKS MAINTENANCE SUPERVISOR	FLM	5,934 34.23	6,083 35.09	6,231 35.95	6,387 36.85	6,543 37.75	6,707 38.69	6,870 39.63	7,042 40.63	7,214 41.62	Monthly Hourly
6461	PLANNER-ASSOCIATE	FLM	6,522 37.63	6,685 38.57	6,848 39.51	7,019 40.49	7,190 41.48	7,370 42.52	7,550 43.56	7,739 44.65	7,927 45.73	Monthly Hourly
6465	PLANT MAINTENANCE SUPERVISOR	FLM	8,368 48.28	8,577 49.48	8,786 50.69	9,006 51.96	9,225 53.22	9,456 54.55	9,686 55.88	9,928 57.28	10,171 58.68	Monthly Hourly
6430	RECREATION SUPERVISOR I	FLM	5,708 32.93	5,851 33.76	5,993 34.58	6,143 35.44	6,293 36.31	6,451 37.22	6,608 38.12	6,773 39.08	6,938 40.03	Monthly Hourly
6445	RECREATION SUPERVISOR II	FLM	6,279 36.23	6,436 37.13	6,593 38.04	6,758 38.99	6,923 39.94	7,096 40.94	7,269 41.94	7,451 42.99	7,632 44.03	Monthly Hourly
6446	RECREATION SUPERVISOR III	FLM	6,907 39.85	7,080 40.85	7,252 41.84	7,434 42.89	7,615 43.93	7,806 45.03	7,996 46.13	8,196 47.28	8,396 48.44	Monthly Hourly
6610	WASTEWATER COLLECTIONS SUPERVISOR	FLM	6,715 38.74	6,883 39.71	7,051 40.68	7,228 41.70	7,404 42.72	7,589 43.78	7,774 44.85	7,969 45.98	8,163 47.09	Monthly Hourly
6496	WASTEWATER TRT FACILITY CHIEF OPERATOR	FLM	8,520 49.15	8,733 50.38	8,946 51.61	9,170 52.90	9,393 54.19	9,628 55.55	9,863 56.90	10,109 58.32	10,356 59.75	Monthly Hourly
6511	WASTEWATER TRT FACILITY SUPERVISOR	FLM	9,371 54.06	9,606 55.42	9,840 56.77	10,086 58.19	10,332 59.61	10,591 61.10	10,849 62.59	11,120 64.15	11,392 65.72	Monthly Hourly
6441	WATER DISTRIBUTION SUPERVISOR	FLM	7,615 43.93	7,806 45.03	7,996 46.13	8,196 47.28	8,396 48.44	8,606 49.65	8,816 50.86	9,037 52.14	9,257 53.41	Monthly Hourly
6560	WATER TREATMENT FACILITY CHIEF OPERATOR	FLM	8,520 49.15	8,733 50.38	8,946 51.61	9,170 52.90	9,393 54.19	9,628 55.55	9,863 56.90	10,109 58.32	10,356 59.75	Monthly Hourly
6510	WATER TREATMENT FACILITY SUPERVISOR	FLM	9,371 54.06	9,606 55.42	9,840 56.77	10,086 58.19	10,332 59.61	10,591 61.10	10,849 62.59	11,120 64.15	11,392 65.72	Monthly Hourly

First Level Management (9 Step) - Page 2

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

First Level Management

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those supervisors who are assigned to work an operator shift from 7:00pm to 7:00am.
If a supervisor who is assigned to an operator shift elects to utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Education Pay:

The Communications Center Coordinator (JCN 6035) shall receive education incentive pay.

POST Public Safety Dispatch Intermediate	2.50%
POST Public Safety Dispatch Advance	2.50%
AA or AS degree	2.50%
BA or BS degree	5.00%

Non-Water FLM employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

First Level Managers who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

+ Indicates classifications which are exempt from the Fair Labor Standards Act (FLSA).

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Mid Managers

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
7165*	ACCOUNTING MANAGER	MM	9,893 57.08	10,388 59.93	10,907 62.93	11,452 66.07	12,025 69.38	Monthly Hourly
7070*	ADMINISTRATIVE ANALYST III	MM	7,647 44.12	8,029 46.32	8,430 48.63	8,851 51.06	9,294 53.62	Monthly Hourly
7010*	ADMINISTRATIVE MANAGER	MM	8,655 49.93	9,088 52.43	9,542 55.05	10,019 57.80	10,520 60.69	Monthly Hourly
7125*	ANIMAL SERVICES MANAGER	MM	8,472 48.88	8,896 51.32	9,341 53.89	9,808 56.58	10,298 59.41	Monthly Hourly
7112*	CHIEF BUILDING OFFICIAL	MM	9,711 56.03	10,197 58.83	10,707 61.77	11,242 64.86	11,804 68.10	Monthly Hourly
7418*	CITY CLERK ADMINISTRATOR	MM	9,295 53.63	9,760 56.31	10,248 59.12	10,760 62.08	11,298 65.18	Monthly Hourly
7185	DEPUTY DIRECTOR OF DEVELOPMENT SERVICES	MM	11,131 64.22	11,688 67.43	12,272 70.80	12,886 74.34	13,530 78.06	Monthly Hourly
7175*	DEPUTY P.W. DIRECTOR - ENGINEERING	MM	11,131 64.22	11,688 67.43	12,272 70.80	12,886 74.34	13,530 78.06	Monthly Hourly
7195*	DEPUTY P.W. DIRECTOR - MAINTENANCE	MM	9,249 53.36	9,711 56.03	10,197 58.83	10,707 61.77	11,242 64.86	Monthly Hourly
7160*	DEPUTY P.W. DIRECTOR - UTILITIES	MM	9,841 56.78	10,333 59.61	10,850 62.60	11,392 65.72	11,962 69.01	Monthly Hourly
7110*	DIVISION FIRE CHIEF	MM	11,350 65.48	11,918 68.76	12,514 72.20	13,140 75.81	13,797 79.60	Monthly Hourly
7120*	ENGINEER - SENIOR	MM	9,211 53.14	9,672 55.80	10,156 58.59	10,664 61.52	11,198 64.60	Monthly Hourly
7200*	ENVIRONMENTAL COMPLIANCE MANAGER	MM	8,946 51.61	9,393 54.19	9,863 56.90	10,356 59.75	10,874 62.73	Monthly Hourly

Mid Managers - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Mid Managers

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS						
			1	2	3	4	5	6	
7205*	INFORMATION SECURITY ADMINISTRATOR	MM	8,910 51.40	9,355 53.97	9,823 56.67	10,314 59.50	10,830 62.48		Monthly Hourly
7105*	INFORMATION TECHNOLOGY MANAGER	MM	9,870 56.94	10,364 59.79	10,882 62.78	11,426 65.92	11,997 69.21		Monthly Hourly
7043*	PARK MAINTENANCE MANAGER	MM	6,826 39.38	7,167 41.35	7,525 43.41	7,901 45.58	8,296 47.86		Monthly Hourly
7044*	PARKS AND GROUNDS SUPERINTENDENT	MM	8,472 48.88	8,896 51.32	9,341 53.89	9,808 56.58	10,298 59.41		Monthly Hourly
7060*	PLANNING MANAGER	MM	9,276 53.52	9,740 56.19	10,227 59.00	10,738 61.95	11,275 65.05		Monthly Hourly
7085*	PROJECT MANAGER	MM	7,763 44.79	8,151 47.03	8,559 49.38	8,987 51.85	9,436 54.44		Monthly Hourly
7046*	RECREATION MANAGER	MM	7,942 45.82	8,339 48.11	8,756 50.52	9,194 53.04	9,654 55.70		Monthly Hourly

Mid Managers who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

* Indicates classifications which are not eligible for overtime compensation and are exempt from the Fair Labor Standards Act (FLSA).

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Mid Managers			EFFECTIVE 04/28/2018 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
7565*	ACCOUNTING MANAGER	MM	9,893 57.08	10,141 58.51	10,388 59.93	10,648 61.43	10,907 62.93	11,180 64.50	11,452 66.07	11,739 67.73	12,025 69.38	Monthly Hourly
7470*	ADMINISTRATIVE ANALYST III	MM	7,647 44.12	7,838 45.22	8,029 46.32	8,230 47.48	8,430 48.63	8,641 49.85	8,851 51.06	9,073 52.34	9,294 53.62	Monthly Hourly
7410*	ADMINISTRATIVE MANAGER	MM	8,655 49.93	8,872 51.18	9,088 52.43	9,315 53.74	9,542 55.05	9,781 56.43	10,019 57.80	10,270 59.25	10,520 60.69	Monthly Hourly
7525*	ANIMAL SERVICES MANAGER	MM	8,472 48.88	8,684 50.10	8,896 51.32	9,119 52.61	9,341 53.89	9,575 55.24	9,808 56.58	10,053 58.00	10,298 59.41	Monthly Hourly
7512*	CHIEF BUILDING OFFICIAL	MM	9,711 56.03	9,954 57.43	10,197 58.83	10,452 60.30	10,707 61.77	10,975 63.32	11,242 64.86	11,523 66.48	11,804 68.10	Monthly Hourly
7419*	CITY CLERK ADMINISTRATOR	MM	9,295 53.63	9,528 54.97	9,760 56.31	10,004 57.72	10,248 59.12	10,504 60.60	10,760 62.08	11,029 63.63	11,298 65.18	Monthly Hourly
7585	DEPUTY DIRECTOR OF DEVELOPMENT SERVICES	MM	11,131 64.22	11,410 65.83	11,688 67.43	11,980 69.12	12,272 70.80	12,579 72.57	12,886 74.34	13,208 76.20	13,530 78.06	Monthly Hourly
7575*	DEPUTY P.W. DIRECTOR - ENGINEERING	MM	11,131 64.22	11,410 65.83	11,688 67.43	11,980 69.12	12,272 70.80	12,579 72.57	12,886 74.34	13,208 76.20	13,530 78.06	Monthly Hourly
7595*	DEPUTY P.W. DIRECTOR - MAINTENANCE	MM	9,249 53.36	9,480 54.69	9,711 56.03	9,954 57.43	10,197 58.83	10,452 60.30	10,707 61.77	10,975 63.32	11,242 64.86	Monthly Hourly
7560*	DEPUTY P.W. DIRECTOR - UTILITIES	MM	9,841 56.78	10,087 58.19	10,333 59.61	10,592 61.11	10,850 62.60	11,121 64.16	11,392 65.72	11,677 67.37	11,962 69.01	Monthly Hourly
7510*	DIVISION FIRE CHIEF	MM	11,350 65.48	11,634 67.12	11,918 68.76	12,216 70.48	12,514 72.20	12,827 74.00	13,140 75.81	13,468 77.70	13,797 79.60	Monthly Hourly
7520*	ENGINEER - SENIOR	MM	9,211 53.14	9,442 54.47	9,672 55.80	9,914 57.20	10,156 58.59	10,410 60.06	10,664 61.52	10,931 63.06	11,198 64.60	Monthly Hourly
7600*	ENVIRONMENTAL COMPLIANCE MANAGER	MM	8,946 51.61	9,170 52.90	9,393 54.19	9,628 55.55	9,863 56.90	10,110 58.33	10,356 59.75	10,615 61.24	10,874 62.73	Monthly Hourly
7605*	INFORMATION SECURITY ADMINISTRATOR	MM	8,910 51.40	9,133 52.69	9,355 53.97	9,589 55.32	9,823 56.67	10,069 58.09	10,314 59.50	10,572 60.99	10,830 62.48	Monthly Hourly

Mid Manager (9 Step) - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Mid Managers		Bargaining Group	EFFECTIVE 04/28/2018 - NEW HIRES ONLY									
JCN	CLASSIFICATION		SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
7505*	INFORMATION TECHNOLOGY MANAGER	MM	9,870 56.94	10,117 58.37	10,364 59.79	10,623 61.29	10,882 62.78	11,154 64.35	11,426 65.92	11,712 67.57	11,997 69.21	Monthly Hourly
7443*	PARK MAINTENANCE MANAGER	MM	6,826 39.38	6,997 40.37	7,167 41.35	7,346 42.38	7,525 43.41	7,713 44.50	7,901 45.58	8,099 46.73	8,296 47.86	Monthly Hourly
7444*	PARKS AND GROUNDS SUPERINTENDENT	MM	8,472 48.88	8,684 50.10	8,896 51.32	9,119 52.61	9,341 53.89	9,575 55.24	9,808 56.58	10,053 58.00	10,298 59.41	Monthly Hourly
7460*	PLANNING MANAGER	MM	9,276 53.52	9,508 54.85	9,740 56.19	9,984 57.60	10,227 59.00	10,483 60.48	10,738 61.95	11,007 63.50	11,275 65.05	Monthly Hourly
7485*	PROJECT MANAGER	MM	7,763 44.79	7,957 45.91	8,151 47.03	8,355 48.20	8,559 49.38	8,773 50.61	8,987 51.85	9,212 53.15	9,436 54.44	Monthly Hourly
7446*	RECREATION MANAGER	MM	7,942 45.82	8,141 46.97	8,339 48.11	8,548 49.32	8,756 50.52	8,975 51.78	9,194 53.04	9,424 54.37	9,654 55.70	Monthly Hourly

Mid Managers who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

* Indicates classifications which are not eligible for overtime compensation and are exempt from the Fair Labor Standards Act (FLSA).

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Sworn Police Mid-Managers

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
7180*	ASSISTANT POLICE CHIEF	Sworn MM	12,541 72.35	13,168 75.97	13,826 79.77	14,517 83.75	15,242 87.94	Monthly Hourly
7150*	POLICE COMMANDER	Sworn MM	11,943 68.90	12,540 72.35	13,167 75.96	13,825 79.76	14,517 83.75	Monthly Hourly
7111*	POLICE LIEUTENANT	Sworn MM	10,638 61.37	11,170 64.44	11,729 67.67	12,315 71.05	12,930 74.60	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

MOU Article 1.2 - Bilingual Pay

Police Sworn Mid-Manager employees who are certified as bilingual will receive a bilingual pay incentive of \$100 per month:

MOU Article 1.3 - Education Incentive

Police Sworn Mid-Manager employees awarded a Master's degree or who has successfully completed the FBI National Academy will be eligible to receive an education incentive of 2.5% of base salary.
The maximum education incentive is limited to 2.5% of base salary.

* Indicates classifications which are not eligible for overtime compensation and are exempt from the Fair Labor Standards Act (FLSA).

Sworn Police Mid Managers

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Police Officers Association

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	6
2005	ADMINISTRATIVE ASSISTANT	PD	4,487 25.89	4,711 27.18	4,947 28.54	5,194 29.97	5,454 31.47	Monthly Hourly
2040	COMMUNITY POLICING COORDINATOR	PD	4,425 25.53	4,646 26.80	4,878 28.14	5,122 29.55	5,378 31.03	Monthly Hourly
2130	COMMUNITY SERVICE OFFICER	PD	4,367 25.19	4,585 26.45	4,814 27.77	5,055 29.16	5,308 30.62	Monthly Hourly
2125	COMMUNITY SERVICE OFFICER - LEAD	PD	4,928 28.43	5,174 29.85	5,433 31.34	5,705 32.91	5,990 34.56	Monthly Hourly
2150	FIELD SERVICE TECHNICIAN	PD	4,425 25.53	4,646 26.80	4,878 28.14	5,122 29.55	5,378 31.03	Monthly Hourly
2200	POLICE OFFICER	PD	5,848 33.74	6,140 35.42	6,447 37.19	6,769 39.05	7,107 41.00	7,462 43.05 Monthly Hourly
2120	POLICE RECORDS CLERK	PD	3,702 21.36	3,887 22.43	4,081 23.54	4,285 24.72	4,499 25.96	Monthly Hourly
2160	POLICE RECORDS CLERK - LEAD	PD	4,105 23.68	4,310 24.87	4,526 26.11	4,752 27.42	4,989 28.78	Monthly Hourly
2190	POLICE RECRUIT	PD	5,087 29.35	5,341 30.81	5,608 32.36	- -	- -	Monthly Hourly
2110	PUBLIC SAFETY DISPATCHER I	PD	4,120 23.77	4,326 24.96	- -	- -	- -	Monthly Hourly
2140	PUBLIC SAFETY DISPATCHER II	PD	4,849 27.98	5,091 29.37	5,346 30.84	5,613 32.38	5,894 34.00	Monthly Hourly
2180	PUBLIC SAFETY DISPATCHER III	PD	- -	- -	- -	6,169 35.59	6,477 37.37	Monthly Hourly
2170	POLICE SERVICES ANALYST	PD	5,038 29.07	5,290 30.52	5,555 32.05	5,833 33.65	6,124 35.33	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Police Officers Association

Pensionable Compensation for New Members (PEPRA)

Assignment of an employee in the Police Officer classification to the Investigation Division and/or Net Unit shall include a seven and one half (7.5) percent compensation above the appropriate Police Officer salary step for the period of the temporary assignment and shall be designated as follows:

Additional (or Other) Pensionable Compensation for New Members (PEPRA)

Police Officers designated as Field Training Officers by the Police Chief shall receive five (5) percent additional compensation (calculated from their base hourly wage) while so assigned to the Departments Training Program.
Additional (or Other) Pensionable Compensation for New Members (PEPRA)

MOU Article 2.5 - Education Incentive -

Education Incentive pay for sworn personnel shall be base pay cumulative but not compounded.

The cap for employees with an Advanced POST certificate shall be 10%.

Sworn Personnel shall receive education incentive as follows:

AA or AS degree	2.50%
BA or BS degree	7.50%
POST Intermediate Certificate	2.50%
POST Advance Certificate	7.50%

ALL non-sworn POA personnel shall receive education incentive pay as follows:

AA or AS degree	2.50%
BA or BS degree	5.00%

Dispatcher I/II/III only will also receive education incentive pay as follows:

POST Public Safety Dispatch Intermediate	2.50%
POST Public Safety Dispatch Advance	2.50%

Education Incentive pay for non-sworn personnel shall be base pay cumulative but not compounded and shall have a 7.5% cap for all classifications.

MOU Article TBD - Longevity Pay

Longevity Pay for all POA personnel shall be base pay cumulative but not compounded.

Longevity Pay shall be received as follows based on time in service at the City of Yuba City:

Upon completion of 10 years of service	2.50%
Upon completion of 15 years of service	5.00%
Upon completion of 20 years of service	7.50%

MOU Article 2.6 - Bilingual Pay

Sworn and non-sworn employees who are certified as bilingual will receive a bilingual pay incentive of \$100 per month:

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Police Officers Association

MOU Article 2.7 - Holiday Pay

Officers assigned to regular patrol shifts and public safety dispatchers shall receive straight time pay for 7.33 hours per month, paid and computed on a bi-weekly basis in lieu of time off.

MOU Article 2.9 - Field Training Officer

Community Service Officers and Dispatcher II employees designated as Field Training Officers shall receive five percent (5%) additional compensation (calculated from their base hourly wage) on an hour per hour basis.

MOU Article 2.13 - Canine Unit

Employees assigned as canine handlers will be compensated at the hourly rate of legal minimum wage for up to seven (7) hours per week that the officer is so assigned.

MOU Article 2.4 - Traffic Division (effective September 28, 2019)

Employees assigned to the Traffic Division shall receive five percent (5%) hazard pay (calculated from their base hourly wage) on an hour per hour basis.

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Police Officers Association			EFFECTIVE 03/03/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
2405	ADMINISTRATIVE ASSISTANT	PD	4,487 25.89	4,599 26.53	4,711 27.18	4,829 27.86	4,947 28.54	5,071 29.26	5,194 29.97	5,324 30.72	5,454 31.47	Monthly Hourly
2440	COMMUNITY POLICING COORDINATOR	PD	4,425 25.53	4,536 26.17	4,646 26.80	4,762 27.47	4,878 28.14	5,000 28.85	5,122 29.55	5,250 30.29	5,378 31.03	Monthly Hourly
2530	COMMUNITY SERVICE OFFICER	PD	4,367 25.19	4,476 25.82	4,585 26.45	4,700 27.12	4,814 27.77	4,935 28.47	5,055 29.16	5,181 29.89	5,308 30.62	Monthly Hourly
2525	COMMUNITY SERVICE OFFICER - LEAD	PD	4,928 28.43	5,051 29.14	5,174 29.85	5,304 30.60	5,433 31.34	5,569 32.13	5,705 32.91	5,848 33.74	5,990 34.56	Monthly Hourly
2550	FIELD SERVICE TECHNICIAN	PD	4,425 25.53	4,536 26.17	4,646 26.80	4,762 27.47	4,878 28.14	5,000 28.85	5,122 29.55	5,250 30.29	5,378 31.03	Monthly Hourly
2520	POLICE RECORDS CLERK	PD	3,702 21.36	3,795 21.89	3,887 22.43	3,984 22.98	4,081 23.54	4,183 24.13	4,285 24.72	4,392 25.34	4,499 25.96	Monthly Hourly
2560	POLICE RECORDS CLERK - LEAD	PD	4,105 23.68	4,208 24.28	4,310 24.87	4,418 25.49	4,526 26.11	4,639 26.76	4,752 27.42	4,871 28.10	4,989 28.78	Monthly Hourly
2470	POLICE SERVICES ANALYST	PD	5,038 29.07	5,164 29.79	5,290 30.52	5,423 31.29	5,555 32.05	5,694 32.85	5,833 33.65	5,979 34.49	6,124 35.33	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

MOU Article 2.5 - Education Incentive -

ALL non-sworn POA personnel shall receive education incentive pay as follows:

AA or AS degree 2.5%

BA or BS degree 5.0%

Education Incentive pay for non-sworn personnel shall be base pay cumulative but not compounded and shall have a 7.5% cap for all classifications.

MOU Article TBD - Longevity Pay

Longevity Pay for all POA personnel shall be base pay cumulative but not compounded.

Longevity Pay shall be received as follows based on time in service at the City of Yuba City:

Upon completion of 10 years of service 2.5%

Upon completion of 15 years of service 5.0%

Upon completion of 20 years of service 7.5%

MOU Article 2.6 - Bilingual Pay

Non-sworn employees who are certified as bilingual will receive a bilingual pay incentive of \$100 per month:

MOU Article 2.9 - Field Training Officer

Community Service Officers designated as Field Training Officers shall receive five percent (5%)

additional compensation (calculated from their base hourly wage) on an hour per hour basis.

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Police Sergeants

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
6100*	POLICE SERGEANT	PS	7,354 42.43	7,722 44.55	8,108 46.78	8,513 49.11	8,938 51.57	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

MOU Article 3.4 - Longevity Pay (Cumulative but not compounded)
Upon completion of service with the City of Yuba City:

5 years	1.25%
10 years	2.50%
15 years	5.00%
20 years	7.50%

MOU Article 3.5 - Education Incentive

Police Sergeants shall receive an educational incentive of 2.5% for either an AA degree or POST Intermediate Certificate; a 5% educational incentive for a Bachelor's degree or a POST Advanced Certificate and an additional 5.2% for possession of a POST Supervisory Certificate.
Education Incentive pay shall be base pay cumulative but not compounded and shall have a 12.7% cap.

MOU Article 3.6 - Bilingual Pay

Police Sergeants who are certified as bilingual will receive a bilingual pay incentive of \$100 per month:

MOU Article 3.7 - Holiday Pay

Police Sergeants assigned to regular patrol shifts shall receive straight time pay for 7.33 hours per month, paid and computed on a bi-weekly basis in lieu of time off.

MOU Article 3.14 & 3.15 - FTO Pay and Traffic Division

Employees assigned to Field Training Officer, and/or the Traffic Division shall receive 5% of incentive pay (calculated from base hourly wage).

MOU Article 3.13 - Detective and Net-5 (increase from 5% to 7.5% effective 9/28/19)

Employees assigned to Investigation and/or Net-5 shall receive 7.5% of incentive pay (calculated from base hourly wage).

Police Sergeants

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4101	ACCOUNTANT I	PEU, Local 1	5,552 32.03	5,830 33.63	6,122 35.32	6,428 37.08	6,749 38.94	Monthly Hourly
4100	ACCOUNT CLERK-INTERMEDIATE	PEU, Local 1	3,860 22.27	4,053 23.38	4,256 24.55	4,469 25.78	4,693 27.08	Monthly Hourly
4162	ACCOUNT CLERK-SENIOR	PEU, Local 1	4,247 24.50	4,459 25.73	4,682 27.01	4,916 28.36	5,162 29.78	Monthly Hourly
4244	ADMINISTRATIVE ANALYST I	PEU, Local 1	5,781 33.35	6,070 35.02	6,374 36.77	6,693 38.61	7,028 40.55	Monthly Hourly
4020	ADMINISTRATIVE ASSISTANT	PEU, Local 1	4,487 25.89	4,711 27.18	4,947 28.54	5,194 29.97	5,454 31.47	Monthly Hourly
4040	ADMINISTRATIVE CLERK I	PEU, Local 1	3,237 18.68	3,399 19.61	3,569 20.59	3,747 21.62	3,934 22.70	Monthly Hourly
4060	ADMINISTRATIVE CLERK II	PEU, Local 1	3,561 20.54	3,739 21.57	3,926 22.65	4,122 23.78	4,328 24.97	Monthly Hourly
4085	ADMINISTRATIVE CLERK III	PEU, Local 1	3,916 22.59	4,112 23.72	4,318 24.91	4,534 26.16	4,761 27.47	Monthly Hourly
4090	ANIMAL SERVICES OFFICER I	PEU, Local 1	3,940 22.73	4,137 23.87	4,344 25.06	4,561 26.31	4,789 27.63	Monthly Hourly
4095	ANIMAL SERVICES OFFICER II	PEU, Local 1	4,319 24.92	4,535 26.16	4,762 27.47	5,000 28.85	5,250 30.29	Monthly Hourly

**CITY OF YUBA CITY
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4270	BUILDING INSPECTOR I	PEU, Local 1	5,196 29.98	5,456 31.48	5,729 33.05	6,015 34.70	6,316 36.44	Monthly Hourly
4292	BUILDING INSPECTOR II	PEU, Local 1	5,974 34.47	6,273 36.19	6,587 38.00	6,916 39.90	7,262 41.90	Monthly Hourly
4062	BUILDING MAINTENANCE WORKER I	PEU, Local 1	4,211 24.29	4,422 25.51	4,643 26.79	4,875 28.13	5,119 29.53	Monthly Hourly
4121	BUILDING MAINTENANCE WORKER II	PEU, Local 1	4,604 26.56	4,834 27.89	5,076 29.28	5,330 30.75	5,596 32.28	Monthly Hourly
4285	CODE ENFORCEMENT OFFICER	PEU, Local 1	5,310 30.63	5,576 32.17	5,855 33.78	6,148 35.47	6,455 37.24	Monthly Hourly
4115	COMMUNITY DEVELOPMENT TECH I	PEU, Local 1	4,385 25.30	4,604 26.56	4,834 27.89	5,076 29.28	5,330 30.75	Monthly Hourly
4144	COMMUNITY DEVELOPMENT TECH II	PEU, Local 1	4,822 27.82	5,063 29.21	5,316 30.67	5,582 32.20	5,861 33.81	Monthly Hourly
4243	CONSTRUCTION INSPECTOR	PEU, Local 1	5,746 33.15	6,033 34.81	6,335 36.55	6,652 38.38	6,985 40.30	Monthly Hourly
4050	CUSTODIAN I	PEU, Local 1	3,480 20.08	3,654 21.08	3,837 22.14	4,029 23.24	4,231 24.41	Monthly Hourly
4082	CUSTODIAN II	PEU, Local 1	3,829 22.09	4,020 23.19	4,221 24.35	4,432 25.57	4,654 26.85	Monthly Hourly
4030	CUSTOMER SERVICES REP I	PEU, Local 1	3,461 19.97	3,634 20.97	3,816 22.02	4,007 23.12	4,208 24.28	Monthly Hourly
4070	CUSTOMER SERVICES REP II	PEU, Local 1	3,793 21.88	3,983 22.98	4,182 24.13	4,391 25.33	4,610 26.60	Monthly Hourly
4161	CUSTOMER SERVICES REP.-SENIOR	PEU, Local 1	4,172 24.07	4,381 25.28	4,600 26.54	4,830 27.87	5,071 29.26	Monthly Hourly
4170	ELECTRICAL TECHNICIAN I	PEU, Local 1	5,780 33.35	6,069 35.01	6,372 36.76	6,691 38.60	7,025 40.53	Monthly Hourly
4265	ELECTRICAL TECHNICIAN II	PEU, Local 1	6,358 36.68	6,676 38.52	7,010 40.44	7,360 42.46	7,728 44.58	Monthly Hourly

**CITY OF YUBA CITY
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4280	ELECTRICAL TECHNICIAN III	PEU, Local 1	6,993 40.34	7,343 42.36	7,710 44.48	8,096 46.71	8,501 49.04	Monthly Hourly
4300	ENGINEER - ASSISTANT	PEU, Local 1	6,333 36.54	6,650 38.37	6,982 40.28	7,331 42.29	7,697 44.41	Monthly Hourly
4215	ENGINEERING TECHNICIAN I	PEU, Local 1	4,925 28.41	5,171 29.83	5,430 31.33	5,702 32.90	5,987 34.54	Monthly Hourly
4250	ENGINEERING TECHNICIAN II	PEU, Local 1	5,324 30.72	5,590 32.25	5,870 33.87	6,164 35.56	6,472 37.34	Monthly Hourly
4295	ENGINEERING TECHNICIAN III	PEU, Local 1	6,132 35.38	6,439 37.15	6,761 39.01	7,099 40.96	7,454 43.00	Monthly Hourly
4590	ENVIRONMENTAL COMPLIANCE INSPECTOR	PEU, Local 1	5,698 32.87	5,983 34.52	6,282 36.24	6,596 38.05	6,926 39.96	Monthly Hourly
4036	FIELD CUSTOMER SERVICE REP I	PEU, Local 1	3,448 19.89	3,620 20.88	3,801 21.93	3,991 23.03	4,191 24.18	Monthly Hourly
4083	FIELD CUSTOMER SERVICE REP II	PEU, Local 1	3,793 21.88	3,983 22.98	4,182 24.13	4,391 25.33	4,610 26.60	Monthly Hourly
4246	INFORMATION SYSTEMS TECHNICIAN	PEU, Local 1	5,381 31.04	5,650 32.60	5,932 34.22	6,229 35.94	6,540 37.73	Monthly Hourly
4260	INFORMATION SYSTEMS TECHNICIAN II	PEU, Local 1	5,920 34.15	6,216 35.86	6,527 37.66	6,853 39.54	7,196 41.52	Monthly Hourly
4281	INSTRUMENTATION TECHNICIAN I	PEU, Local 1	5,780 33.35	6,069 35.01	6,372 36.76	6,691 38.60	7,025 40.53	Monthly Hourly
4282	INSTRUMENTATION TECHNICIAN II	PEU, Local 1	6,358 36.68	6,676 38.52	7,010 40.44	7,360 42.46	7,728 44.58	Monthly Hourly
4283	INSTRUMENTATION TECHNICIAN III	PEU, Local 1	6,993 40.34	7,343 42.36	7,710 44.48	8,096 46.71	8,501 49.04	Monthly Hourly
4110	KENNEL ATTENDANT I	PEU, Local 1	3,570 20.60	3,748 21.62	3,935 22.70	4,132 23.84	4,339 25.03	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4111	KENNEL ATTENDANT II	PEU, Local 1	3,927 22.66	4,123 23.79	4,329 24.98	4,545 26.22	4,773 27.54	Monthly Hourly
4530	LABORATORY ANALYST I	PEU, Local 1	5,498 31.72	5,773 33.31	6,062 34.97	6,365 36.72	6,684 38.56	Monthly Hourly
4581	LABORATORY ANALYST II	PEU, Local 1	6,049 34.90	6,351 36.64	6,669 38.48	7,002 40.40	7,352 42.42	Monthly Hourly
4064	LABORATORY ASSISTANT	PEU, Local 1	4,781 27.58	5,020 28.96	5,271 30.41	5,535 31.93	5,812 33.53	Monthly Hourly
4220	MECHANIC	PEU, Local 1	4,691 27.06	4,926 28.42	5,172 29.84	5,431 31.33	5,703 32.90	Monthly Hourly
4225	MECHANIC-LEAD	PEU, Local 1	5,161 29.78	5,419 31.26	5,690 32.83	5,974 34.47	6,273 36.19	Monthly Hourly
4063	PARK MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4065	PARK MAINTENANCE WORKER I (a)	PEU, Local 1	3,854 22.23	- -	- -	- -	- -	Monthly Hourly
4122	PARK MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4200	PARK MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,895 28.24	5,140 29.65	5,397 31.14	5,667 32.69	Monthly Hourly
4245	PLANNER-ASSISTANT	PEU, Local 1	5,670 32.71	5,954 34.35	6,252 36.07	6,565 37.88	6,893 39.77	Monthly Hourly
4255	PLANS EXAMINER	PEU, Local 1	5,730 33.06	6,016 34.71	6,317 36.44	6,633 38.27	6,965 40.18	Monthly Hourly
4140	PLANT MAINTENANCE MECHANIC	PEU, Local 1	5,588 32.24	5,867 33.85	6,160 35.54	6,468 37.32	6,791 39.18	Monthly Hourly
4221	PLANT MAINTENANCE MECHANIC -SENIOR	PEU, Local 1	6,145 35.45	6,452 37.22	6,775 39.09	7,114 41.04	7,470 43.10	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4061	PUBLIC WORKS MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4120	PUBLIC WORKS MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4150	PUBLIC WORKS MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,895 28.24	5,140 29.65	5,397 31.14	5,667 32.69	Monthly Hourly
4080	RECREATION COORDINATOR	PEU, Local 1	4,227 24.39	4,438 25.60	4,660 26.88	4,893 28.23	5,138 29.64	Monthly Hourly
4117	REGISTERED VETERINARY TECH	PEU, Local 1	4,319 24.92	4,535 26.16	4,762 27.47	5,000 28.85	5,250 30.29	Monthly Hourly
4540	QUALITY ASSURANCE OFFICER	PEU, Local 1	6,503 37.52	6,828 39.39	7,169 41.36	7,527 43.43	7,903 45.59	Monthly Hourly
4058	UTILITIES TREATMENT PLANT MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4118	UTILITIES TREATMENT PLANT MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4236	WASTEWATER COLLECTIONS MAINTENANCE WORKER I	PEU, Local 1	4,218 24.33	4,429 25.55	4,650 26.83	4,883 28.17	5,127 29.58	Monthly Hourly
4237	WASTEWATER COLLECTIONS MAINTENANCE WORKER II	PEU, Local 1	5,061 29.20	5,314 30.66	5,580 32.19	5,859 33.80	6,152 35.49	Monthly Hourly
4238	WASTEWATER COLLECTIONS MAINTENANCE WORKER III	PEU, Local 1	5,698 32.87	5,983 34.52	6,282 36.24	6,596 38.05	6,926 39.96	Monthly Hourly
4166	WASTEWATER TREATMENT FACILITY OP. TRAINEE/ I	PEU, Local 1	6,123 35.33	6,429 37.09	6,750 38.94	7,087 40.89	7,442 42.93	Monthly Hourly
4235	WASTEWATER TREATMENT FACILITY OP. II	PEU, Local 1	6,735 38.86	7,072 40.80	7,426 42.84	7,797 44.98	8,186 47.23	Monthly Hourly
4293	WASTEWATER TREATMENT FACILITY OP. III	PEU, Local 1	7,409 42.74	7,779 44.88	8,168 47.12	8,576 49.48	9,005 51.95	Monthly Hourly

Public Employees Union, Local #1 - Page 5

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4284	WATER DISTRIBUTION OPERATOR I	PEU, Local 1	5,077 29.29	5,331 30.76	5,598 32.30	5,878 33.91	6,172 35.61	Monthly Hourly
4286	WATER DISTRIBUTION OPERATOR II	PEU, Local 1	5,586 32.23	5,865 33.84	6,158 35.53	6,466 37.30	6,789 39.17	Monthly Hourly
4287	WATER DISTRIBUTION OPERATOR III	PEU, Local 1	6,424 37.06	6,745 38.91	7,082 40.86	7,436 42.90	7,807 45.04	Monthly Hourly
4131	WATER TREATMENT FACILITY OPER.TRAINEE	PEU, Local 1	5,566 32.11	5,844 33.72	6,136 35.40	6,443 37.17	6,765 39.03	Monthly Hourly
4180	WATER TREATMENT FACILITY OPERATOR II	PEU, Local 1	6,123 35.33	6,429 37.09	6,750 38.94	7,087 40.89	7,442 42.93	Monthly Hourly
4230	WATER TREATMENT FACILITY OPERATOR III	PEU, Local 1	6,734 38.85	7,071 40.79	7,425 42.84	7,796 44.98	8,186 47.23	Monthly Hourly
4291	WATER TREATMENT FACILITY OPERATOR IV	PEU, Local 1	7,409 42.74	7,779 44.88	8,168 47.12	8,576 49.48	9,005 51.95	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those operators who are assigned to work from 7:00pm to 7:00am. Operators who utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Certification Pay:

Employees whose job functions include pesticide application are eligible for certificate pay of \$50.00 per month for possession of a Pesticide Application certification. Employees whose job functions include pool operations are eligible for certificate pay of \$50.00 per month for possession of Pool Operations certification.

Maintenance workers in the Water Distribution Division that do not meet minimum qualifications for the Water Distribution Operator classification, shall remain in the maintenance worker classification and continue to receive certification pay as follows:

D-1: \$50 per month

D-2: 2.5% of salary per month

D-3: 2.5% of salary per month (cumulative = 5%)

D-4: 2.5% of salary per month (cumulative = 7.5%)

Total amount of certification pay cannot exceed 10% of the employees' salary (including bilingual pay)

Non-Water Employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

Local 1 employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

**CITY OF YUBA CITY
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EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5101	ACCOUNTANT I	PEU, Local 1	5,552 32.03	5,691 32.83	5,830 33.63	5,976 34.48	6,122 35.32	6,275 36.20	6,428 37.08	6,589 38.01	6,749 38.94	Monthly Hourly
5100	ACCOUNT CLERK-INTERMEDIATE	PEU, Local 1	3,860 22.27	3,957 22.83	4,053 23.38	4,155 23.97	4,256 24.55	4,363 25.17	4,469 25.78	4,581 26.43	4,693 27.08	Monthly Hourly
5162	ACCOUNT CLERK-SENIOR	PEU, Local 1	4,247 24.50	4,353 25.11	4,459 25.73	4,571 26.37	4,682 27.01	4,799 27.69	4,916 28.36	5,039 29.07	5,162 29.78	Monthly Hourly
5244	ADMINISTRATIVE ANALYST I	PEU, Local 1	5,781 33.35	5,926 34.19	6,070 35.02	6,222 35.90	6,374 36.77	6,534 37.70	6,693 38.61	6,861 39.58	7,028 40.55	Monthly Hourly
5020	ADMINISTRATIVE ASSISTANT	PEU, Local 1	4,487 25.89	4,599 26.53	4,711 27.18	4,829 27.86	4,947 28.54	5,071 29.26	5,194 29.97	5,324 30.72	5,454 31.47	Monthly Hourly
5040	ADMINISTRATIVE CLERK I	PEU, Local 1	3,237 18.68	3,318 19.14	3,399 19.61	3,484 20.10	3,569 20.59	3,658 21.10	3,747 21.62	3,841 22.16	3,934 22.70	Monthly Hourly
5060	ADMINISTRATIVE CLERK II	PEU, Local 1	3,561 20.54	3,650 21.06	3,739 21.57	3,833 22.11	3,926 22.65	4,024 23.22	4,122 23.78	4,225 24.38	4,328 24.97	Monthly Hourly
5085	ADMINISTRATIVE CLERK III	PEU, Local 1	3,916 22.59	4,014 23.16	4,112 23.72	4,215 24.32	4,318 24.91	4,426 25.53	4,534 26.16	4,648 26.82	4,761 27.47	Monthly Hourly
5090	ANIMAL SERVICES OFFICER I	PEU, Local 1	3,940 22.73	4,039 23.30	4,137 23.87	4,241 24.47	4,344 25.06	4,453 25.69	4,561 26.31	4,675 26.97	4,789 27.63	Monthly Hourly
5095	ANIMAL SERVICES OFFICER II	PEU, Local 1	4,319 24.92	4,427 25.54	4,535 26.16	4,649 26.82	4,762 27.47	4,881 28.16	5,000 28.85	5,125 29.57	5,250 30.29	Monthly Hourly
5270	BUILDING INSPECTOR I	PEU, Local 1	5,196 29.98	5,326 30.73	5,456 31.48	5,593 32.27	5,729 33.05	5,872 33.88	6,015 34.70	6,165 35.57	6,316 36.44	Monthly Hourly
5292	BUILDING INSPECTOR II	PEU, Local 1	5,974 34.47	6,124 35.33	6,273 36.19	6,430 37.10	6,587 38.00	6,752 38.95	6,916 39.90	7,089 40.90	7,262 41.90	Monthly Hourly
5062	BUILDING MAINTENANCE WORKER I	PEU, Local 1	4,211 24.29	4,317 24.91	4,422 25.51	4,533 26.15	4,643 26.79	4,759 27.46	4,875 28.13	4,997 28.83	5,119 29.53	Monthly Hourly
5121	BUILDING MAINTENANCE WORKER II	PEU, Local 1	4,604 26.56	4,719 27.23	4,834 27.89	4,955 28.59	5,076 29.28	5,203 30.02	5,330 30.75	5,463 31.52	5,596 32.28	Monthly Hourly

Public Employees Union, Local 1 (9-Step) - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5285	CODE ENFORCEMENT OFFICER	PEU, Local 1	5,310 30.63	5,443 31.40	5,576 32.17	5,716 32.98	5,855 33.78	6,002 34.63	6,148 35.47	6,302 36.36	6,455 37.24	Monthly Hourly
5115	COMMUNITY DEVELOPMENT TECH I	PEU, Local 1	4,385 25.30	4,495 25.93	4,604 26.56	4,719 27.23	4,834 27.89	4,955 28.59	5,076 29.28	5,203 30.02	5,330 30.75	Monthly Hourly
5144	COMMUNITY DEVELOPMENT TECH II	PEU, Local 1	4,822 27.82	4,943 28.52	5,063 29.21	5,190 29.94	5,316 30.67	5,449 31.44	5,582 32.20	5,721 33.01	5,861 33.81	Monthly Hourly
5243	CONSTRUCTION INSPECTOR	PEU, Local 1	5,746 33.15	5,890 33.98	6,033 34.81	6,184 35.68	6,335 36.55	6,494 37.47	6,652 38.38	6,818 39.33	6,985 40.30	Monthly Hourly
5050	CUSTODIAN I	PEU, Local 1	3,480 20.08	3,567 20.58	3,654 21.08	3,746 21.61	3,837 22.14	3,933 22.69	4,029 23.24	4,130 23.83	4,231 24.41	Monthly Hourly
5082	CUSTODIAN II	PEU, Local 1	3,829 22.09	3,925 22.64	4,020 23.19	4,121 23.78	4,221 24.35	4,327 24.96	4,432 25.57	4,543 26.21	4,654 26.85	Monthly Hourly
5030	CUSTOMER SERVICES REP I	PEU, Local 1	3,461 19.97	3,548 20.47	3,634 20.97	3,725 21.49	3,816 22.02	3,912 22.57	4,007 23.12	4,107 23.69	4,208 24.28	Monthly Hourly
5070	CUSTOMER SERVICES REP II	PEU, Local 1	3,793 21.88	3,888 22.43	3,983 22.98	4,083 23.56	4,182 24.13	4,287 24.73	4,391 25.33	4,501 25.97	4,610 26.60	Monthly Hourly
5161	CUSTOMER SERVICES REP.-SENIOR	PEU, Local 1	4,172 24.07	4,277 24.68	4,381 25.28	4,491 25.91	4,600 26.54	4,715 27.20	4,830 27.87	4,951 28.56	5,071 29.26	Monthly Hourly
5170	ELECTRICAL TECHNICIAN I	PEU, Local 1	5,780 33.35	5,925 34.18	6,069 35.01	6,221 35.89	6,372 36.76	6,532 37.68	6,691 38.60	6,858 39.57	7,025 40.53	Monthly Hourly
5265	ELECTRICAL TECHNICIAN II	PEU, Local 1	6,358 36.68	6,517 37.60	6,676 38.52	6,843 39.48	7,010 40.44	7,185 41.45	7,360 42.46	7,544 43.52	7,728 44.58	Monthly Hourly
5280	ELECTRICAL TECHNICIAN III	PEU, Local 1	6,993 40.34	7,168 41.35	7,343 42.36	7,527 43.43	7,710 44.48	7,903 45.59	8,096 46.71	8,299 47.88	8,501 49.04	Monthly Hourly
5300	ENGINEER - ASSISTANT	PEU, Local 1	6,333 36.54	6,492 37.45	6,650 38.37	6,816 39.32	6,982 40.28	7,157 41.29	7,331 42.29	7,514 43.35	7,697 44.41	Monthly Hourly
5215	ENGINEERING TECHNICIAN I	PEU, Local 1	4,925 28.41	5,048 29.12	5,171 29.83	5,301 30.58	5,430 31.33	5,566 32.11	5,702 32.90	5,844 33.72	5,987 34.54	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5250	ENGINEERING TECHNICIAN II	PEU, Local 1	5,324 30.72	5,457 31.48	5,590 32.25	5,730 33.06	5,870 33.87	6,017 34.71	6,164 35.56	6,318 36.45	6,472 37.34	Monthly Hourly
5295	ENGINEERING TECHNICIAN III	PEU, Local 1	6,132 35.38	6,286 36.27	6,439 37.15	6,600 38.08	6,761 39.01	6,930 39.98	7,099 40.96	7,277 41.98	7,454 43.00	Monthly Hourly
5590	ENVIRONMENTAL COMPLIANCE INSPECTOR	PEU, Local 1	5,698 32.87	5,841 33.70	5,983 34.52	6,133 35.38	6,282 36.24	6,439 37.15	6,596 38.05	6,761 39.01	6,926 39.96	Monthly Hourly
5036	FIELD CUSTOMER SERVICE REP I	PEU, Local 1	3,448 19.89	3,534 20.39	3,620 20.88	3,711 21.41	3,801 21.93	3,896 22.48	3,991 23.03	4,091 23.60	4,191 24.18	Monthly Hourly
5083	FIELD CUSTOMER SERVICE REP II	PEU, Local 1	3,793 21.88	3,888 22.43	3,983 22.98	4,083 23.56	4,182 24.13	4,287 24.73	4,391 25.33	4,501 25.97	4,610 26.60	Monthly Hourly
5246	INFORMATION SYSTEMS TECHNICIAN	PEU, Local 1	5,381 31.04	5,516 31.82	5,650 32.60	5,791 33.41	5,932 34.22	6,081 35.08	6,229 35.94	6,385 36.84	6,540 37.73	Monthly Hourly
5260	INFORMATION SYSTEMS TECHNICIAN II	PEU, Local 1	5,920 34.15	6,068 35.01	6,216 35.86	6,372 36.76	6,527 37.66	6,690 38.60	6,853 39.54	7,024 40.52	7,196 41.52	Monthly Hourly
5281	INSTRUMENTATION TECHNICIAN I	PEU, Local 1	5,780 33.35	5,925 34.18	6,069 35.01	6,221 35.89	6,372 36.76	6,532 37.68	6,691 38.60	6,858 39.57	7,025 40.53	Monthly Hourly
5282	INSTRUMENTATION TECHNICIAN II	PEU, Local 1	6,358 36.68	6,517 37.60	6,676 38.52	6,843 39.48	7,010 40.44	7,185 41.45	7,360 42.46	7,544 43.52	7,728 44.58	Monthly Hourly
5283	INSTRUMENTATION TECHNICIAN III	PEU, Local 1	6,993 40.34	7,168 41.35	7,343 42.36	7,527 43.43	7,710 44.48	7,903 45.59	8,096 46.71	8,299 47.88	8,501 49.04	Monthly Hourly
5110	KENNEL ATTENDANT I	PEU, Local 1	3,570 20.60	3,659 21.11	3,748 21.62	3,842 22.17	3,935 22.70	4,034 23.27	4,132 23.84	4,237 24.44	4,339 25.03	Monthly Hourly
5111	KENNEL ATTENDANT II	PEU, Local 1	3,927 22.66	4,025 23.22	4,123 23.79	4,226 24.38	4,329 24.98	4,437 25.60	4,545 26.22	4,659 26.88	4,773 27.54	Monthly Hourly
5530	LABORATORY ANALYST I	PEU, Local 1	5,498 31.72	5,636 32.52	5,773 33.31	5,918 34.14	6,062 34.97	6,214 35.85	6,365 36.72	6,525 37.64	6,684 38.56	Monthly Hourly

Public Employees Union, Local 1 (9-Step) - Page 3

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5581	LABORATORY ANALYST II	PEU, Local 1	6,049 34.90	6,200 35.77	6,351 36.64	6,510 37.56	6,669 38.48	6,836 39.44	7,002 40.40	7,177 41.41	7,352 42.42	Monthly Hourly
5064	LABORATORY ASSISTANT	PEU, Local 1	4,781 27.58	4,901 28.28	5,020 28.96	5,146 29.69	5,271 30.41	5,403 31.17	5,535 31.93	5,675 32.74	5,812 33.53	Monthly Hourly
5220	MECHANIC	PEU, Local 1	4,691 27.06	4,809 27.74	4,926 28.42	5,049 29.13	5,172 29.84	5,302 30.59	5,431 31.33	5,567 32.12	5,703 32.90	Monthly Hourly
5225	MECHANIC-LEAD	PEU, Local 1	5,161 29.78	5,290 30.52	5,419 31.26	5,555 32.05	5,690 32.83	5,832 33.65	5,974 34.47	6,123 35.33	6,273 36.19	Monthly Hourly
5063	PARK MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly
5065	PARK MAINTENANCE WORKER I (a)	PEU, Local 1	3,854 22.23	- -	- -	- -	- -	- -	- -	- -	- -	Monthly Hourly
5122	PARK MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5200	PARK MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,779 27.57	4,895 28.24	5,018 28.95	5,140 29.65	5,269 30.40	5,397 31.14	5,532 31.92	5,667 32.69	Monthly Hourly
5245	PLANNER-ASSISTANT	PEU, Local 1	5,670 32.71	5,812 33.53	5,954 34.35	6,103 35.21	6,252 36.07	6,409 36.98	6,565 37.88	6,729 38.82	6,893 39.77	Monthly Hourly
5255	PLANS EXAMINER I	PEU, Local 1	5,730 33.06	5,873 33.88	6,016 34.71	6,167 35.58	6,317 36.44	6,475 37.36	6,633 38.27	6,799 39.23	6,965 40.18	Monthly Hourly
5255	PLANS EXAMINER II	PEU, Local 1	6,303 36.36	6,461 37.28	6,618 38.18	6,784 39.14	6,949 40.09	7,123 41.09	7,296 42.09	7,479 43.15	7,661 44.20	Monthly Hourly
5140	PLANT MAINTENANCE MECHANIC	PEU, Local 1	5,588 32.24	5,728 33.05	5,867 33.85	6,014 34.70	6,160 35.54	6,314 36.43	6,468 37.32	6,630 38.25	6,791 39.18	Monthly Hourly
5221	PLANT MAINTENANCE MECHANIC -SENIOR	PEU, Local 1	6,145 35.45	6,299 36.34	6,452 37.22	6,614 38.16	6,775 39.09	6,945 40.07	7,114 41.04	7,292 42.07	7,470 43.10	Monthly Hourly
5061	PUBLIC WORKS MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5120	PUBLIC WORKS MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5150	PUBLIC WORKS MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,779 27.57	4,895 28.24	5,018 28.95	5,140 29.65	5,269 30.40	5,397 31.14	5,532 31.92	5,667 32.69	Monthly Hourly
5080	RECREATION COORDINATOR	PEU, Local 1	4,227 24.39	4,333 25.00	4,438 25.60	4,549 26.24	4,660 26.88	4,777 27.56	4,893 28.23	5,015 28.93	5,138 29.64	Monthly Hourly
5117	REGISTERED VETERINARY TECH	PEU, Local 1	4,319 24.92	4,427 25.54	4,535 26.16	4,649 26.82	4,762 27.47	4,881 28.16	5,000 28.85	5,125 29.57	5,250 30.29	Monthly Hourly
5540	QUALITY ASSURANCE OFFICER	PEU, Local 1	6,503 37.52	6,666 38.46	6,828 39.39	6,999 40.38	7,169 41.36	7,348 42.39	7,527 43.43	7,715 44.51	7,903 45.59	Monthly Hourly
5058	UTILITIES TREATMENT PLANT MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly
5118	UTILITIES TREATMENT PLANT MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5236	WASTEWATER COLLECTIONS MAINTENANCE WORKER I	PEU, Local 1	4,218 24.33	4,324 24.95	4,429 25.55	4,540 26.19	4,650 26.83	4,767 27.50	4,883 28.17	5,005 28.88	5,127 29.58	Monthly Hourly
5237	WASTEWATER COLLECTIONS MAINTENANCE WORKER II	PEU, Local 1	5,061 29.20	5,188 29.93	5,314 30.66	5,447 31.43	5,580 32.19	5,720 33.00	5,859 33.80	6,005 34.64	6,152 35.49	Monthly Hourly
5238	WASTEWATER COLLECTIONS MAINTENANCE WORKER III	PEU, Local 1	5,698 32.87	5,841 33.70	5,983 34.52	6,133 35.38	6,282 36.24	6,439 37.15	6,596 38.05	6,761 39.01	6,926 39.96	Monthly Hourly
5166	WASTEWATER TREATMENT FACILITY OP. TRAINEE/I	PEU, Local 1	6,123 35.33	6,276 36.21	6,429 37.09	6,590 38.02	6,750 38.94	6,919 39.92	7,087 40.89	7,265 41.91	7,442 42.93	Monthly Hourly
5235	WASTEWATER TREATMENT FACILITY OP. II	PEU, Local 1	6,735 38.86	6,904 39.83	7,072 40.80	7,249 41.82	7,426 42.84	7,612 43.92	7,797 44.98	7,992 46.11	8,186 47.23	Monthly Hourly
5293	WASTEWATER TREATMENT FACILITY OP. III	PEU, Local 1	7,409 42.74	7,594 43.81	7,779 44.88	7,974 46.00	8,168 47.12	8,372 48.30	8,576 49.48	8,791 50.72	9,005 51.95	Monthly Hourly
5284	WATER DISTRIBUTION OPERATOR I	PEU, Local 1	5,077 29.29	5,204 30.02	5,331 30.76	5,465 31.53	5,598 32.30	5,738 33.10	5,878 33.91	6,025 34.76	6,172 35.61	Monthly Hourly
5286	WATER DISTRIBUTION OPERATOR II	PEU, Local 1	5,586 32.23	5,726 33.03	5,865 33.84	6,012 34.68	6,158 35.53	6,312 36.42	6,466 37.30	6,628 38.24	6,789 39.17	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5287	WATER DISTRIBUTION OPERATOR III	PEU, Local 1	6,424 37.06	6,585 37.99	6,745 38.91	6,914 39.89	7,082 40.86	7,259 41.88	7,436 42.90	7,622 43.97	7,807 45.04	Monthly Hourly
5131	WATER TREATMENT PLANT OPER.TRAINEE	PEU, Local 1	5,566 32.11	5,705 32.91	5,844 33.72	5,990 34.56	6,136 35.40	6,290 36.29	6,443 37.17	6,604 38.10	6,765 39.03	Monthly Hourly
5180	WATER TREATMENT PLANT OPERATOR II	PEU, Local 1	6,123 35.33	6,276 36.21	6,429 37.09	6,590 38.02	6,750 38.94	6,919 39.92	7,087 40.89	7,265 41.91	7,442 42.93	Monthly Hourly
5230	WATER TREATMENT PLANT OPERATOR III	PEU, Local 1	6,734 38.85	6,903 39.83	7,071 40.79	7,248 41.82	7,425 42.84	7,611 43.91	7,796 44.98	7,991 46.10	8,186 47.23	Monthly Hourly
5291	WATER TREATMENT PLANT OPERATOR IV	PEU, Local 1	7,409 42.74	7,594 43.81	7,779 44.88	7,974 46.00	8,168 47.12	8,372 48.30	8,576 49.48	8,791 50.72	9,005 51.95	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those operators who are assigned to work from 7:00pm to 7:00am. Operators who utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Certification Pay:

Employees whose job functions include pesticide application are eligible for certificate pay of \$50.00 per month for possession of a Pesticide Application certification.

Maintenance workers in the Water Distribution Division that do not meet minimum qualifications for the Water Distribution Operator classification, shall remain in the maintenance worker classification and continue to receive certification pay as follows:

D-1: \$50 per month

D-2: 2.5% of salary per month

D-3: 2.5% of salary per month (cumulative = 5%)

D-4: 2.5% of salary per month (cumulative = 7.5%)

Total amount of certification pay cannot exceed 10% of the employees' salary (including bilingual pay)

Non-Water Employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

Local 1 employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Part-Time, Extra Help, Limited Term and At-Will Contract Employees - EFFECTIVE JANUARY 1, 2023

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS				
			1	2	3	4	5
0110*	Intern Worker		18.68	19.61	20.59	21.62	22.70
4002	Park Maintenance Worker (Temp)		22.23	23.35	24.51	25.74	27.02
4000	Public Works Maintenance Worker (Temp)		22.23	23.35	24.51	25.74	27.02
4125	Water/Wastewater Operator-in-Training		22.23	23.35	24.51	25.74	27.02
2030*	Reserve Police Officer (Level I) - see notes 1 & 2		20.83				
0	Reserve Police Officer (Level Ia) - see notes 1,2&3		32.05				
2020*	Reserve Police Officer (Level II) - see notes 1 & 2		16.67				
2010*	Relief Public Safety Dispatcher		23.77				
300	Police Officer Trainee		16.20				
0200*	Recreation Worker		15.50		TO		50.00
	(Sub Classifications)						
*	Recreation Leader I		15.50	15.95	16.75		
*	Recreation Leader II		16.75	17.59	18.47		
*	Recreation Leader III		18.47	19.39	20.36		
*	Recreation Specialist I		15.50		TO		25.00
*	Recreation Specialist II		25.00		TO		50.00
*	Lifeguard/Instructor I		16.75	17.59	18.47	19.39	20.36
*	Lifeguard/Instructor II		20.36	21.38	22.45	23.57	24.75
4116	Veterinary Assistant		21	22	23	24	25
			#REF!	#REF!	#REF!	#REF!	#REF!
3410**	Fire Recruit		20.40				
3310	Fire Recruit - 40 hour work week		28.56				

1/ Reserves must serve a minimum of 16 hours per month reserve service.

2/ City purchases safety equipment and uniforms (except for regular employees who receive a uniform allowance). Shirts, ties, hats, and badge only are purchased.

3/ The Reserve Police Officer would only receive the higher pay after he/she has completed the Field Training Program, has already worked his/her mandatory sixteen hours per month, and is covering a shift or partial shift for a regular full-time Officer.

* Indicates classifications which are not eligible for overtime compensation and are exempt from the Fair Labor Standards Act (FLSA).

** Indicates classifications whose hourly rates are computed on the basis of an average 56 hour duty week.

Effective date for minimum wage increases are based on the work date, not the pay date.

EMPLOYEE BARGAINING GROUPS

CON - Confidential
 PEU, Local 1 - General Employees
 DH - Department Head
 MM - Middle Manager
 FM - Fire Management
 FLM - 1st Level Manager
 PD - Police Department
 FIRE - Fire Department
 PS - Police Sergeant
 PSMM - Police Sworn Mid Managers

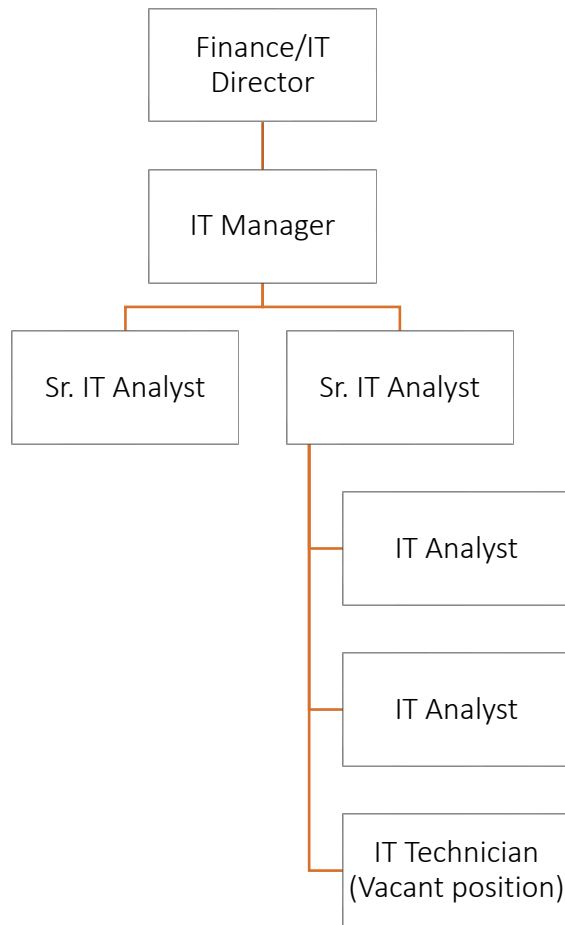
**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Elected Officials - EFFECTIVE JANUARY 1, 2022

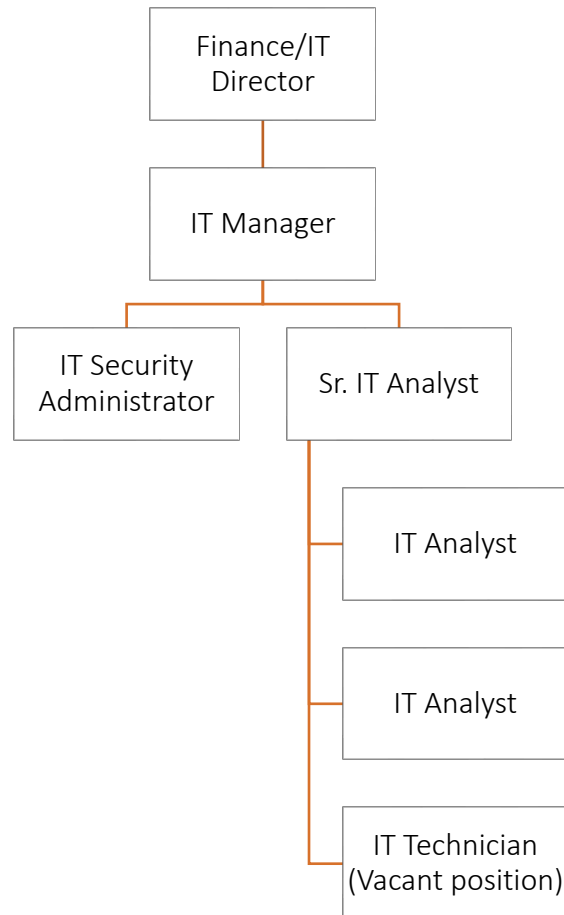
JCN	CLASSIFICATION	Bargaining Group	1	SALARY STEPS		2	3	4	5
0011	City Council								7,200 Yearly 600.00 Monthly
0800	City Treasurer								900 Yearly 75.00 Monthly
0890	City Clerk								900 Yearly 75.00 Monthly

ATTACHMENT 3

Current Staffing Plan



Proposed Staffing Plan



CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Environmental Compliance Truck

Recommendation: A. Approve a vehicle capital acquisition for the Environmental Compliance Division of the Public Works Department of a Ford F-150 Extended Cab Truck or equivalent

B. Authorize a supplemental appropriation and related transfers in the amount of \$3,800 from unallocated wastewater funds (Fund 518) to Account No. 6610-69410 (Vehicle Replacement Fund)

Fiscal Impact: \$57,000 for a five-year lease
\$11,400 annually at \$950 per month – Ford F-150 Truck – Acct. No. 6610-69410

Purpose:

To purchase or lease a truck for the Environmental Compliance Division of the Public Works Department.

Council's Strategic Goals:

This item addresses the Council's Strategic Goal of *Public Safety* by providing the necessary equipment to support the Utilities Branch operations in the field.

Background:

The Public Works Department established an Environmental Compliance Division in Fiscal Year 21/22 in order to address ongoing and increasing operational needs regarding local, state, and federal environmental regulations and requirements for water, wastewater, and stormwater. The Environmental Compliance Inspector's primary duty is field inspections of Fats, Oils, and Grease (FOG) producing food-service facilities to ensure their compliance with the wastewater Municipal Code and permit requirements for the pretreatment program. This new classification was filled in spring 2022.

As the division and classification were newly created, there was no existing vehicle for the incumbent Environmental Compliance Inspector to utilize for FOG inspections and other field work. Rather than immediately purchase a new vehicle, the Department decided to transfer a decommissioned F-150 truck from the Wastewater Collections Division in order to implement the new position as soon as

possible and take advantage of cost savings.

Analysis:

A decommissioned vehicle is a vehicle that is no longer officially in service, as it has been declared obsolete and replaced, but the Department has decided to continue using the vehicle until it is no longer operational instead of immediately auctioning off or scrapping it. Therefore, there is no funding for major maintenance of a decommissioned truck. Due to its age, the borrowed truck has started to experience failures, making the Inspector unable to complete his primary duties for multiple days in a row until maintenance is complete.

As part of a recent delivery from the City's lease contract with Enterprise Fleet Management, the Fleet Maintenance Division received a Ford F-150 truck meeting the specifications required for the Inspector's duties and equipment. The Public Works Department would like to assign the truck to Environmental Compliance, which requires City Council to approve a vehicle acquisition for the division.

Fiscal Impact:

The Enterprise Fleet Management contract offers the Ford F-150 truck on a five-year lease. The lease totals \$57,000 for this vehicle, which is annually \$11,400 at a monthly rate of \$950. The Vehicle Replacement Fund Account No. 6610-69410 will fund the lease; this is the same account which would be used to purchase a vehicle. Staff is requesting a supplemental appropriation from wastewater unallocated funds in the amount of \$3,800 for the remainder of Fiscal Year 22/23, as this is a new vehicle to the fleet. The remaining lease funding will be budgeted annually as part of the fiscal year budget process.

Alternatives:

Direct staff to request the acquisition in the Fiscal Year 23/24 budget, which will likely result in additional maintenance costs for the current truck and operational interruptions.

Recommendation:

A. Approve a vehicle capital acquisition for the Environmental Compliance Division of the Public Works Department of a Ford F-150 Extended Cab Truck or equivalent.

B. Authorize a supplemental appropriation and related transfers in the amount of \$3,800 from unallocated wastewater funds (Fund 518) to Account No. 6610-69410 (Vehicle Replacement Fund).

Attachments:

None

Prepared By:
Scarlett O. Harris
Administrative Analyst II

Submitted By:
Diana Langley
City Manager

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Quality Assurance Officer Salary Schedule
Recommendation: A. Adopt a Resolution authorizing the Finance Director to amend the salary schedule to establish the Quality Assurance Officer classification within the Public Works Department and approving a side letter with Public Employees' Union, Local 1/AFSCME 57
B. Authorize the Finance Director to make budget adjustments as necessary
Fiscal Impact: \$131,839 – Account No. 8140 (Laboratory)

Purpose:

To establish the salary schedule for the Quality Assurance Officer classification approved in the Fiscal Year 22/23 operating budget.

Council's Strategic Goal:

This item addresses the City Council's Strategic Goals of *Infrastructure* and *Fiscal Responsibility* by meeting state and federal quality-control regulatory requirements for water and wastewater system laboratory testing.

Background:

The Public Works Department operates a water and wastewater laboratory which performs testing for the City's treatment plants, neighboring treatment plants, and commercial customers. Testing is certified by the Environmental Laboratory Accreditation Program (ELAP), which requires significant reporting, auditing, and staff certification processes in accordance with state and federal regulations. In recent years, a number of quality-assurance and quality-control verification and reporting requirements have been adopted or expanded to ensure that the lab's data and analyses of the water and wastewater treatment samples are accurate and appropriate.

Historically, Laboratory Division staff have conducted these duties as part of their regular functions as best as possible; however, in order to meet expanding state and federal regulations, the City must now designate a Quality Assurance Officer. The Laboratory Supervisor or other staff member cannot perform this role due to the workload and necessary objectivity.

Analysis:

The Laboratory Division is currently made up of a Laboratory Supervisor, one (1) Laboratory Analyst II, two (2) Laboratory Analysts I, and one (1) Laboratory Assistant. A Quality Assurance Officer position was approved by Council in the Fiscal Year 22/23 budget by reclassifying a vacant second Laboratory Assistant. The Quality Assurance Officer will now be the lead line staff within the Laboratory Division due to the position's greater level of responsibility and independence than the Laboratory Analyst II.

The City's consultant, Bryce Consulting, conducted a compensation study to inform contract negotiations for Fiscal Year 22/23 in May 2022. The data collected Bryce Consulting was utilized to increase the salary of the Laboratory Supervisor and set the Laboratory Analyst II, the former lead line staff, at 15% below this salary schedule. In light of the May 2022 compensation data and to reflect the updated structure of the Laboratory Division, staff is recommending that the salary for the Quality Assurance Officer be set at 7.5% below the Laboratory Supervisor classification and 7.5% above the Laboratory Analyst II.

Effective March 11, 2023, Public Works requests that the following Quality Assurance Officer salary range be added to the salary schedule:

JCN	TITLE	1		2		3		4		5	
TBD	Quality Assurance Officer	\$6,503		\$6,828		\$7,169		\$7,527		\$7,903	
		\$37.52		\$39.39		\$41.36		\$43.43		\$45.59	
JCN	TITLE	1	2	3	4	5	6	7	8	9	
TBD	Quality Assurance Officer	\$6,503	\$6,666	\$6,828	\$6,999	\$7,169	\$7,348	\$7,527	\$7,715	\$7,903	
		\$37.52	\$38.46	\$39.39	\$40.38	\$41.36	\$42.39	\$43.43	\$44.51	\$45.59	

Staff has communicated with the affected bargaining unit, Public Employees' Union, Local 1/AFSCME 57 (Local 1).

Fiscal Impact:

The proposed compensation at the budgeted Step 5 of 9 is estimated at \$131,839 (\$86,360 salary and \$45,479 benefits). This position is funded by water and wastewater customer rates and fees, as well as revenue from commercial laboratory customers, via Account No. 8140 (Laboratory). The cost of the Quality Assurance Officer is partially offset by the reclassification of the second Laboratory Assistant position.

This is \$38,635 more than the salary estimated in the Fiscal Year 22/23 budget personnel-change request due to the Council-approved salary changes on July 5, 2022. Savings due to the start date of the recruitment for the position will offset this increased cost for Fiscal Year 22/23.

Alternatives:

Do not approve the proposed salary schedule and provide alternate direction to staff for determining the salary schedule.

Recommendation:

A. Adopt a Resolution authorizing the Finance Director to amend the salary schedule to establish the Quality Assurance Officer classification within the Public Works Department and approving a side letter with Public Employees' Union, Local 1/AFSCME 57.

B. Authorize the Finance Director to make budget adjustments as necessary.

Attachments:

1. Resolution - Quality Assurance Officer
2. Local 1 Side Letter - Quality Assurance Officer
3. Quality Assurance Officer Cost Estimate
4. Local 1 Salary Schedule Eff. 3-11-23

Prepared By:
Scarlett O. Harris
Administrative Analyst II

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. 23-__

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING
THE FINANCE DIRECTOR TO AMEND THE SALARY SCHEDULE TO ESTABLISH THE
QUALITY ASSURANCE OFFICER CLASSIFICATION AND APPROVING THE ADDITION OF
SUCH TO THE PUBLIC EMPLOYEES' UNION, LOCAL 1/AFSCME 57 UNIT**

BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF YUBA CITY AS
FOLLOWS:

SECTION I.

The Salary Schedule and Compensation Plan shall reflect the new job classification within the
Public Works Department.

QUALITY ASSURANCE OFFICER:

ADD:

JCN	TITLE	1		2		3		4		5	
TBD	Quality Assurance Officer	\$6,503		\$6,828		\$7,169		\$7,527		\$7,903	
		\$37.52		\$39.39		\$41.36		\$43.43		\$45.59	
JCN	TITLE	1	2	3	4	5	6	7	8	9	
TBD	Quality Assurance Officer	\$6,503	\$6,666	\$6,828	\$6,999	\$7,169	\$7,348	\$7,527	\$7,715	\$7,903	
		\$37.52	\$38.46	\$39.39	\$40.38	\$41.36	\$42.39	\$43.43	\$44.51	\$45.59	

SECTION II.

The above modifications shall become effective with the payroll period beginning March 11,
2023.

The Finance Director is hereby authorized to amend the salary schedule to reflect the
adjustments, establish the salary steps, and make any necessary supplemental appropriations
required.

SECTION III.

The attached side letter amending Appendix A to the MOU between the City and the Public
Employees' Union, Local 1/AFSCME 57 is hereby approved.

The foregoing Resolution of the City Council of the City of Yuba City was duly introduced,
passed and adopted at a regular meeting thereof held on the 7th day of March, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNCIL FOR YUBA CITY:

Stacey Sheston
BB&K, Special Counsel

Exhibit:

A. Side Letter with Local 1 – MOU Appendix A

EXHIBIT 1A

The City of Yuba City and Public Employees' Union, Local 1/AFSCME 57
Side Letter of Agreement to the
July 1, 2020- June 30, 2023 MOU

The City of Yuba City ("City") and Public Employees' Union, Local 1/AFSCME 57 ("Union") have met and conferred in good faith pursuant to the requirements of the Meyers-Milias-Brown Act regarding this Side Letter amending their Memorandum of Understanding ("MOU"), with a current term of July 1, 2020 through June 30, 2023, as set forth below.

The purpose of this Side Letter is to add the newly created Quality Assurance Officer classification to the classifications represented by the Union on Appendix A to the MOU (see attached), as indicated in red.

All other provisions of the MOU between the City and Union shall remain unchanged.

Date: _____

CITY OF YUBA CITY

Diana Langley, City Manager

Benjamin K. Moody, PW and DS Director

Date: 3-1-23

UNION, LOCAL 1

Ron Slaven, Local 1 Negotiator Consultant



Dave Calonder, President

ATTACHMENT 2

PUBLIC WORKS/UTILITIES
QUALITY ASSURANCE OFFICER
Step 5 of 9, Family Health, PEPRA

Position	Salary	Benefits	Total
Quality Assurance Officer - Revised	\$ 86,360	\$ 45,479	\$ 131,839
Quality Assurance Officer - Budget	\$ 57,065	\$ 36,139	\$ 93,204
Net Increase	\$ 29,295	\$ 9,340	\$ 38,635

ATTACHMENT 3

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4101	ACCOUNTANT I	PEU, Local 1	5,552 32.03	5,830 33.63	6,122 35.32	6,428 37.08	6,749 38.94	Monthly Hourly
4100	ACCOUNT CLERK-INTERMEDIATE	PEU, Local 1	3,860 22.27	4,053 23.38	4,256 24.55	4,469 25.78	4,693 27.08	Monthly Hourly
4162	ACCOUNT CLERK-SENIOR	PEU, Local 1	4,247 24.50	4,459 25.73	4,682 27.01	4,916 28.36	5,162 29.78	Monthly Hourly
4244	ADMINISTRATIVE ANALYST I	PEU, Local 1	5,781 33.35	6,070 35.02	6,374 36.77	6,693 38.61	7,028 40.55	Monthly Hourly
4020	ADMINISTRATIVE ASSISTANT	PEU, Local 1	4,487 25.89	4,711 27.18	4,947 28.54	5,194 29.97	5,454 31.47	Monthly Hourly
4040	ADMINISTRATIVE CLERK I	PEU, Local 1	3,237 18.68	3,399 19.61	3,569 20.59	3,747 21.62	3,934 22.70	Monthly Hourly
4060	ADMINISTRATIVE CLERK II	PEU, Local 1	3,561 20.54	3,739 21.57	3,926 22.65	4,122 23.78	4,328 24.97	Monthly Hourly
4085	ADMINISTRATIVE CLERK III	PEU, Local 1	3,916 22.59	4,112 23.72	4,318 24.91	4,534 26.16	4,761 27.47	Monthly Hourly
4090	ANIMAL SERVICES OFFICER I	PEU, Local 1	3,940 22.73	4,137 23.87	4,344 25.06	4,561 26.31	4,789 27.63	Monthly Hourly
4095	ANIMAL SERVICES OFFICER II	PEU, Local 1	4,319 24.92	4,535 26.16	4,762 27.47	5,000 28.85	5,250 30.29	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4270	BUILDING INSPECTOR I	PEU, Local 1	5,196 29.98	5,456 31.48	5,729 33.05	6,015 34.70	6,316 36.44	Monthly Hourly
4292	BUILDING INSPECTOR II	PEU, Local 1	5,974 34.47	6,273 36.19	6,587 38.00	6,916 39.90	7,262 41.90	Monthly Hourly
4062	BUILDING MAINTENANCE WORKER I	PEU, Local 1	4,211 24.29	4,422 25.51	4,643 26.79	4,875 28.13	5,119 29.53	Monthly Hourly
4121	BUILDING MAINTENANCE WORKER II	PEU, Local 1	4,604 26.56	4,834 27.89	5,076 29.28	5,330 30.75	5,596 32.28	Monthly Hourly
4285	CODE ENFORCEMENT OFFICER	PEU, Local 1	5,310 30.63	5,576 32.17	5,855 33.78	6,148 35.47	6,455 37.24	Monthly Hourly
4115	COMMUNITY DEVELOPMENT TECH I	PEU, Local 1	4,385 25.30	4,604 26.56	4,834 27.89	5,076 29.28	5,330 30.75	Monthly Hourly
4144	COMMUNITY DEVELOPMENT TECH II	PEU, Local 1	4,822 27.82	5,063 29.21	5,316 30.67	5,582 32.20	5,861 33.81	Monthly Hourly
4243	CONSTRUCTION INSPECTOR	PEU, Local 1	5,746 33.15	6,033 34.81	6,335 36.55	6,652 38.38	6,985 40.30	Monthly Hourly
4050	CUSTODIAN I	PEU, Local 1	3,480 20.08	3,654 21.08	3,837 22.14	4,029 23.24	4,231 24.41	Monthly Hourly
4082	CUSTODIAN II	PEU, Local 1	3,829 22.09	4,020 23.19	4,221 24.35	4,432 25.57	4,654 26.85	Monthly Hourly
4030	CUSTOMER SERVICES REP I	PEU, Local 1	3,461 19.97	3,634 20.97	3,816 22.02	4,007 23.12	4,208 24.28	Monthly Hourly
4070	CUSTOMER SERVICES REP II	PEU, Local 1	3,793 21.88	3,983 22.98	4,182 24.13	4,391 25.33	4,610 26.60	Monthly Hourly
4161	CUSTOMER SERVICES REP.-SENIOR	PEU, Local 1	4,172 24.07	4,381 25.28	4,600 26.54	4,830 27.87	5,071 29.26	Monthly Hourly
4170	ELECTRICAL TECHNICIAN I	PEU, Local 1	5,780 33.35	6,069 35.01	6,372 36.76	6,691 38.60	7,025 40.53	Monthly Hourly
4265	ELECTRICAL TECHNICIAN II	PEU, Local 1	6,358 36.68	6,676 38.52	7,010 40.44	7,360 42.46	7,728 44.58	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4280	ELECTRICAL TECHNICIAN III	PEU, Local 1	6,993 40.34	7,343 42.36	7,710 44.48	8,096 46.71	8,501 49.04	Monthly Hourly
4300	ENGINEER - ASSISTANT	PEU, Local 1	6,333 36.54	6,650 38.37	6,982 40.28	7,331 42.29	7,697 44.41	Monthly Hourly
4215	ENGINEERING TECHNICIAN I	PEU, Local 1	4,925 28.41	5,171 29.83	5,430 31.33	5,702 32.90	5,987 34.54	Monthly Hourly
4250	ENGINEERING TECHNICIAN II	PEU, Local 1	5,324 30.72	5,590 32.25	5,870 33.87	6,164 35.56	6,472 37.34	Monthly Hourly
4295	ENGINEERING TECHNICIAN III	PEU, Local 1	6,132 35.38	6,439 37.15	6,761 39.01	7,099 40.96	7,454 43.00	Monthly Hourly
4590	ENVIRONMENTAL COMPLIANCE INSPECTOR	PEU, Local 1	5,698 32.87	5,983 34.52	6,282 36.24	6,596 38.05	6,926 39.96	Monthly Hourly
4036	FIELD CUSTOMER SERVICE REP I	PEU, Local 1	3,448 19.89	3,620 20.88	3,801 21.93	3,991 23.03	4,191 24.18	Monthly Hourly
4083	FIELD CUSTOMER SERVICE REP II	PEU, Local 1	3,793 21.88	3,983 22.98	4,182 24.13	4,391 25.33	4,610 26.60	Monthly Hourly
4246	INFORMATION SYSTEMS TECHNICIAN	PEU, Local 1	5,381 31.04	5,650 32.60	5,932 34.22	6,229 35.94	6,540 37.73	Monthly Hourly
4260	INFORMATION SYSTEMS TECHNICIAN II	PEU, Local 1	5,920 34.15	6,216 35.86	6,527 37.66	6,853 39.54	7,196 41.52	Monthly Hourly
4281	INSTRUMENTATION TECHNICIAN I	PEU, Local 1	5,780 33.35	6,069 35.01	6,372 36.76	6,691 38.60	7,025 40.53	Monthly Hourly
4282	INSTRUMENTATION TECHNICIAN II	PEU, Local 1	6,358 36.68	6,676 38.52	7,010 40.44	7,360 42.46	7,728 44.58	Monthly Hourly
4283	INSTRUMENTATION TECHNICIAN III	PEU, Local 1	6,993 40.34	7,343 42.36	7,710 44.48	8,096 46.71	8,501 49.04	Monthly Hourly
4110	KENNEL ATTENDANT I	PEU, Local 1	3,570 20.60	3,748 21.62	3,935 22.70	4,132 23.84	4,339 25.03	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4111	KENNEL ATTENDANT II	PEU, Local 1	3,927 22.66	4,123 23.79	4,329 24.98	4,545 26.22	4,773 27.54	Monthly Hourly
4530	LABORATORY ANALYST I	PEU, Local 1	5,498 31.72	5,773 33.31	6,062 34.97	6,365 36.72	6,684 38.56	Monthly Hourly
4581	LABORATORY ANALYST II	PEU, Local 1	6,049 34.90	6,351 36.64	6,669 38.48	7,002 40.40	7,352 42.42	Monthly Hourly
4064	LABORATORY ASSISTANT	PEU, Local 1	4,781 27.58	5,020 28.96	5,271 30.41	5,535 31.93	5,812 33.53	Monthly Hourly
4220	MECHANIC	PEU, Local 1	4,691 27.06	4,926 28.42	5,172 29.84	5,431 31.33	5,703 32.90	Monthly Hourly
4225	MECHANIC-LEAD	PEU, Local 1	5,161 29.78	5,419 31.26	5,690 32.83	5,974 34.47	6,273 36.19	Monthly Hourly
4063	PARK MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4065	PARK MAINTENANCE WORKER I (a)	PEU, Local 1	3,854 22.23	- -	- -	- -	- -	Monthly Hourly
4122	PARK MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4200	PARK MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,895 28.24	5,140 29.65	5,397 31.14	5,667 32.69	Monthly Hourly
4245	PLANNER-ASSISTANT	PEU, Local 1	5,670 32.71	5,954 34.35	6,252 36.07	6,565 37.88	6,893 39.77	Monthly Hourly
4255	PLANS EXAMINER	PEU, Local 1	5,730 33.06	6,016 34.71	6,317 36.44	6,633 38.27	6,965 40.18	Monthly Hourly
4140	PLANT MAINTENANCE MECHANIC	PEU, Local 1	5,588 32.24	5,867 33.85	6,160 35.54	6,468 37.32	6,791 39.18	Monthly Hourly
4221	PLANT MAINTENANCE MECHANIC -SENIOR	PEU, Local 1	6,145 35.45	6,452 37.22	6,775 39.09	7,114 41.04	7,470 43.10	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4061	PUBLIC WORKS MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4120	PUBLIC WORKS MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4150	PUBLIC WORKS MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,895 28.24	5,140 29.65	5,397 31.14	5,667 32.69	Monthly Hourly
4080	RECREATION COORDINATOR	PEU, Local 1	4,227 24.39	4,438 25.60	4,660 26.88	4,893 28.23	5,138 29.64	Monthly Hourly
4117	REGISTERED VETERINARY TECH	PEU, Local 1	4,319 24.92	4,535 26.16	4,762 27.47	5,000 28.85	5,250 30.29	Monthly Hourly
4540	QUALITY ASSURANCE OFFICER	PEU, Local 1	6,503 37.52	6,828 39.39	7,169 41.36	7,527 43.43	7,903 45.59	Monthly Hourly
4058	UTILITIES TREATMENT PLANT MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	4,047 23.35	4,249 24.51	4,461 25.74	4,684 27.02	Monthly Hourly
4118	UTILITIES TREATMENT PLANT MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,450 25.67	4,673 26.96	4,907 28.31	5,152 29.72	Monthly Hourly
4236	WASTEWATER COLLECTIONS MAINTENANCE WORKER I	PEU, Local 1	4,218 24.33	4,429 25.55	4,650 26.83	4,883 28.17	5,127 29.58	Monthly Hourly
4237	WASTEWATER COLLECTIONS MAINTENANCE WORKER II	PEU, Local 1	5,061 29.20	5,314 30.66	5,580 32.19	5,859 33.80	6,152 35.49	Monthly Hourly
4238	WASTEWATER COLLECTIONS MAINTENANCE WORKER III	PEU, Local 1	5,698 32.87	5,983 34.52	6,282 36.24	6,596 38.05	6,926 39.96	Monthly Hourly
4166	WASTEWATER TREATMENT FACILITY OP. TRAINEE/ I	PEU, Local 1	6,123 35.33	6,429 37.09	6,750 38.94	7,087 40.89	7,442 42.93	Monthly Hourly
4235	WASTEWATER TREATMENT FACILITY OP. II	PEU, Local 1	6,735 38.86	7,072 40.80	7,426 42.84	7,797 44.98	8,186 47.23	Monthly Hourly
4293	WASTEWATER TREATMENT FACILITY OP. III	PEU, Local 1	7,409 42.74	7,779 44.88	8,168 47.12	8,576 49.48	9,005 51.95	Monthly Hourly

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**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Public Employees Union, Local #1

JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS					
			1	2	3	4	5	
4284	WATER DISTRIBUTION OPERATOR I	PEU, Local 1	5,077 29.29	5,331 30.76	5,598 32.30	5,878 33.91	6,172 35.61	Monthly Hourly
4286	WATER DISTRIBUTION OPERATOR II	PEU, Local 1	5,586 32.23	5,865 33.84	6,158 35.53	6,466 37.30	6,789 39.17	Monthly Hourly
4287	WATER DISTRIBUTION OPERATOR III	PEU, Local 1	6,424 37.06	6,745 38.91	7,082 40.86	7,436 42.90	7,807 45.04	Monthly Hourly
4131	WATER TREATMENT FACILITY OPER.TRAINEE	PEU, Local 1	5,566 32.11	5,844 33.72	6,136 35.40	6,443 37.17	6,765 39.03	Monthly Hourly
4180	WATER TREATMENT FACILITY OPERATOR II	PEU, Local 1	6,123 35.33	6,429 37.09	6,750 38.94	7,087 40.89	7,442 42.93	Monthly Hourly
4230	WATER TREATMENT FACILITY OPERATOR III	PEU, Local 1	6,734 38.85	7,071 40.79	7,425 42.84	7,796 44.98	8,186 47.23	Monthly Hourly
4291	WATER TREATMENT FACILITY OPERATOR IV	PEU, Local 1	7,409 42.74	7,779 44.88	8,168 47.12	8,576 49.48	9,005 51.95	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those operators who are assigned to work from 7:00pm to 7:00am. Operators who utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Certification Pay:

Employees whose job functions include pesticide application are eligible for certificate pay of \$50.00 per month for possession of a Pesticide Application certification. Employees whose job functions include pool operations are eligible for certificate pay of \$50.00 per month for possession of Pool Operations certification.

Maintenance workers in the Water Distribution Division that do not meet minimum qualifications for the Water Distribution Operator classification, shall remain in the maintenance worker classification and continue to receive certification pay as follows:

D-1: \$50 per month

D-2: 2.5% of salary per month

D-3: 2.5% of salary per month (cumulative = 5%)

D-4: 2.5% of salary per month (cumulative = 7.5%)

Total amount of certification pay cannot exceed 10% of the employees' salary (including bilingual pay)

Non-Water Employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

Local 1 employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5101	ACCOUNTANT I	PEU, Local 1	5,552 32.03	5,691 32.83	5,830 33.63	5,976 34.48	6,122 35.32	6,275 36.20	6,428 37.08	6,589 38.01	6,749 38.94	Monthly Hourly
5100	ACCOUNT CLERK-INTERMEDIATE	PEU, Local 1	3,860 22.27	3,957 22.83	4,053 23.38	4,155 23.97	4,256 24.55	4,363 25.17	4,469 25.78	4,581 26.43	4,693 27.08	Monthly Hourly
5162	ACCOUNT CLERK-SENIOR	PEU, Local 1	4,247 24.50	4,353 25.11	4,459 25.73	4,571 26.37	4,682 27.01	4,799 27.69	4,916 28.36	5,039 29.07	5,162 29.78	Monthly Hourly
5244	ADMINISTRATIVE ANALYST I	PEU, Local 1	5,781 33.35	5,926 34.19	6,070 35.02	6,222 35.90	6,374 36.77	6,534 37.70	6,693 38.61	6,861 39.58	7,028 40.55	Monthly Hourly
5020	ADMINISTRATIVE ASSISTANT	PEU, Local 1	4,487 25.89	4,599 26.53	4,711 27.18	4,829 27.86	4,947 28.54	5,071 29.26	5,194 29.97	5,324 30.72	5,454 31.47	Monthly Hourly
5040	ADMINISTRATIVE CLERK I	PEU, Local 1	3,237 18.68	3,318 19.14	3,399 19.61	3,484 20.10	3,569 20.59	3,658 21.10	3,747 21.62	3,841 22.16	3,934 22.70	Monthly Hourly
5060	ADMINISTRATIVE CLERK II	PEU, Local 1	3,561 20.54	3,650 21.06	3,739 21.57	3,833 22.11	3,926 22.65	4,024 23.22	4,122 23.78	4,225 24.38	4,328 24.97	Monthly Hourly
5085	ADMINISTRATIVE CLERK III	PEU, Local 1	3,916 22.59	4,014 23.16	4,112 23.72	4,215 24.32	4,318 24.91	4,426 25.53	4,534 26.16	4,648 26.82	4,761 27.47	Monthly Hourly
5090	ANIMAL SERVICES OFFICER I	PEU, Local 1	3,940 22.73	4,039 23.30	4,137 23.87	4,241 24.47	4,344 25.06	4,453 25.69	4,561 26.31	4,675 26.97	4,789 27.63	Monthly Hourly
5095	ANIMAL SERVICES OFFICER II	PEU, Local 1	4,319 24.92	4,427 25.54	4,535 26.16	4,649 26.82	4,762 27.47	4,881 28.16	5,000 28.85	5,125 29.57	5,250 30.29	Monthly Hourly
5270	BUILDING INSPECTOR I	PEU, Local 1	5,196 29.98	5,326 30.73	5,456 31.48	5,593 32.27	5,729 33.05	5,872 33.88	6,015 34.70	6,165 35.57	6,316 36.44	Monthly Hourly
5292	BUILDING INSPECTOR II	PEU, Local 1	5,974 34.47	6,124 35.33	6,273 36.19	6,430 37.10	6,587 38.00	6,752 38.95	6,916 39.90	7,089 40.90	7,262 41.90	Monthly Hourly
5062	BUILDING MAINTENANCE WORKER I	PEU, Local 1	4,211 24.29	4,317 24.91	4,422 25.51	4,533 26.15	4,643 26.79	4,759 27.46	4,875 28.13	4,997 28.83	5,119 29.53	Monthly Hourly
5121	BUILDING MAINTENANCE WORKER II	PEU, Local 1	4,604 26.56	4,719 27.23	4,834 27.89	4,955 28.59	5,076 29.28	5,203 30.02	5,330 30.75	5,463 31.52	5,596 32.28	Monthly Hourly

Public Employees Union, Local 1 (9-Step) - Page 1

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5285	CODE ENFORCEMENT OFFICER	PEU, Local 1	5,310 30.63	5,443 31.40	5,576 32.17	5,716 32.98	5,855 33.78	6,002 34.63	6,148 35.47	6,302 36.36	6,455 37.24	Monthly Hourly
5115	COMMUNITY DEVELOPMENT TECH I	PEU, Local 1	4,385 25.30	4,495 25.93	4,604 26.56	4,719 27.23	4,834 27.89	4,955 28.59	5,076 29.28	5,203 30.02	5,330 30.75	Monthly Hourly
5144	COMMUNITY DEVELOPMENT TECH II	PEU, Local 1	4,822 27.82	4,943 28.52	5,063 29.21	5,190 29.94	5,316 30.67	5,449 31.44	5,582 32.20	5,721 33.01	5,861 33.81	Monthly Hourly
5243	CONSTRUCTION INSPECTOR	PEU, Local 1	5,746 33.15	5,890 33.98	6,033 34.81	6,184 35.68	6,335 36.55	6,494 37.47	6,652 38.38	6,818 39.33	6,985 40.30	Monthly Hourly
5050	CUSTODIAN I	PEU, Local 1	3,480 20.08	3,567 20.58	3,654 21.08	3,746 21.61	3,837 22.14	3,933 22.69	4,029 23.24	4,130 23.83	4,231 24.41	Monthly Hourly
5082	CUSTODIAN II	PEU, Local 1	3,829 22.09	3,925 22.64	4,020 23.19	4,121 23.78	4,221 24.35	4,327 24.96	4,432 25.57	4,543 26.21	4,654 26.85	Monthly Hourly
5030	CUSTOMER SERVICES REP I	PEU, Local 1	3,461 19.97	3,548 20.47	3,634 20.97	3,725 21.49	3,816 22.02	3,912 22.57	4,007 23.12	4,107 23.69	4,208 24.28	Monthly Hourly
5070	CUSTOMER SERVICES REP II	PEU, Local 1	3,793 21.88	3,888 22.43	3,983 22.98	4,083 23.56	4,182 24.13	4,287 24.73	4,391 25.33	4,501 25.97	4,610 26.60	Monthly Hourly
5161	CUSTOMER SERVICES REP.-SENIOR	PEU, Local 1	4,172 24.07	4,277 24.68	4,381 25.28	4,491 25.91	4,600 26.54	4,715 27.20	4,830 27.87	4,951 28.56	5,071 29.26	Monthly Hourly
5170	ELECTRICAL TECHNICIAN I	PEU, Local 1	5,780 33.35	5,925 34.18	6,069 35.01	6,221 35.89	6,372 36.76	6,532 37.68	6,691 38.60	6,858 39.57	7,025 40.53	Monthly Hourly
5265	ELECTRICAL TECHNICIAN II	PEU, Local 1	6,358 36.68	6,517 37.60	6,676 38.52	6,843 39.48	7,010 40.44	7,185 41.45	7,360 42.46	7,544 43.52	7,728 44.58	Monthly Hourly
5280	ELECTRICAL TECHNICIAN III	PEU, Local 1	6,993 40.34	7,168 41.35	7,343 42.36	7,527 43.43	7,710 44.48	7,903 45.59	8,096 46.71	8,299 47.88	8,501 49.04	Monthly Hourly
5300	ENGINEER - ASSISTANT	PEU, Local 1	6,333 36.54	6,492 37.45	6,650 38.37	6,816 39.32	6,982 40.28	7,157 41.29	7,331 42.29	7,514 43.35	7,697 44.41	Monthly Hourly
5215	ENGINEERING TECHNICIAN I	PEU, Local 1	4,925 28.41	5,048 29.12	5,171 29.83	5,301 30.58	5,430 31.33	5,566 32.11	5,702 32.90	5,844 33.72	5,987 34.54	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
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Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5250	ENGINEERING TECHNICIAN II	PEU, Local 1	5,324 30.72	5,457 31.48	5,590 32.25	5,730 33.06	5,870 33.87	6,017 34.71	6,164 35.56	6,318 36.45	6,472 37.34	Monthly Hourly
5295	ENGINEERING TECHNICIAN III	PEU, Local 1	6,132 35.38	6,286 36.27	6,439 37.15	6,600 38.08	6,761 39.01	6,930 39.98	7,099 40.96	7,277 41.98	7,454 43.00	Monthly Hourly
5590	ENVIRONMENTAL COMPLIANCE INSPECTOR	PEU, Local 1	5,698 32.87	5,841 33.70	5,983 34.52	6,133 35.38	6,282 36.24	6,439 37.15	6,596 38.05	6,761 39.01	6,926 39.96	Monthly Hourly
5036	FIELD CUSTOMER SERVICE REP I	PEU, Local 1	3,448 19.89	3,534 20.39	3,620 20.88	3,711 21.41	3,801 21.93	3,896 22.48	3,991 23.03	4,091 23.60	4,191 24.18	Monthly Hourly
5083	FIELD CUSTOMER SERVICE REP II	PEU, Local 1	3,793 21.88	3,888 22.43	3,983 22.98	4,083 23.56	4,182 24.13	4,287 24.73	4,391 25.33	4,501 25.97	4,610 26.60	Monthly Hourly
5246	INFORMATION SYSTEMS TECHNICIAN	PEU, Local 1	5,381 31.04	5,516 31.82	5,650 32.60	5,791 33.41	5,932 34.22	6,081 35.08	6,229 35.94	6,385 36.84	6,540 37.73	Monthly Hourly
5260	INFORMATION SYSTEMS TECHNICIAN II	PEU, Local 1	5,920 34.15	6,068 35.01	6,216 35.86	6,372 36.76	6,527 37.66	6,690 38.60	6,853 39.54	7,024 40.52	7,196 41.52	Monthly Hourly
5281	INSTRUMENTATION TECHNICIAN I	PEU, Local 1	5,780 33.35	5,925 34.18	6,069 35.01	6,221 35.89	6,372 36.76	6,532 37.68	6,691 38.60	6,858 39.57	7,025 40.53	Monthly Hourly
5282	INSTRUMENTATION TECHNICIAN II	PEU, Local 1	6,358 36.68	6,517 37.60	6,676 38.52	6,843 39.48	7,010 40.44	7,185 41.45	7,360 42.46	7,544 43.52	7,728 44.58	Monthly Hourly
5283	INSTRUMENTATION TECHNICIAN III	PEU, Local 1	6,993 40.34	7,168 41.35	7,343 42.36	7,527 43.43	7,710 44.48	7,903 45.59	8,096 46.71	8,299 47.88	8,501 49.04	Monthly Hourly
5110	KENNEL ATTENDANT I	PEU, Local 1	3,570 20.60	3,659 21.11	3,748 21.62	3,842 22.17	3,935 22.70	4,034 23.27	4,132 23.84	4,237 24.44	4,339 25.03	Monthly Hourly
5111	KENNEL ATTENDANT II	PEU, Local 1	3,927 22.66	4,025 23.22	4,123 23.79	4,226 24.38	4,329 24.98	4,437 25.60	4,545 26.22	4,659 26.88	4,773 27.54	Monthly Hourly
5530	LABORATORY ANALYST I	PEU, Local 1	5,498 31.72	5,636 32.52	5,773 33.31	5,918 34.14	6,062 34.97	6,214 35.85	6,365 36.72	6,525 37.64	6,684 38.56	Monthly Hourly

Public Employees Union, Local 1 (9-Step) - Page 3

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5581	LABORATORY ANALYST II	PEU, Local 1	6,049 34.90	6,200 35.77	6,351 36.64	6,510 37.56	6,669 38.48	6,836 39.44	7,002 40.40	7,177 41.41	7,352 42.42	Monthly Hourly
5064	LABORATORY ASSISTANT	PEU, Local 1	4,781 27.58	4,901 28.28	5,020 28.96	5,146 29.69	5,271 30.41	5,403 31.17	5,535 31.93	5,675 32.74	5,812 33.53	Monthly Hourly
5220	MECHANIC	PEU, Local 1	4,691 27.06	4,809 27.74	4,926 28.42	5,049 29.13	5,172 29.84	5,302 30.59	5,431 31.33	5,567 32.12	5,703 32.90	Monthly Hourly
5225	MECHANIC-LEAD	PEU, Local 1	5,161 29.78	5,290 30.52	5,419 31.26	5,555 32.05	5,690 32.83	5,832 33.65	5,974 34.47	6,123 35.33	6,273 36.19	Monthly Hourly
5063	PARK MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly
5065	PARK MAINTENANCE WORKER I (a)	PEU, Local 1	3,854 22.23	- -	- -	- -	- -	- -	- -	- -	- -	Monthly Hourly
5122	PARK MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5200	PARK MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,779 27.57	4,895 28.24	5,018 28.95	5,140 29.65	5,269 30.40	5,397 31.14	5,532 31.92	5,667 32.69	Monthly Hourly
5245	PLANNER-ASSISTANT	PEU, Local 1	5,670 32.71	5,812 33.53	5,954 34.35	6,103 35.21	6,252 36.07	6,409 36.98	6,565 37.88	6,729 38.82	6,893 39.77	Monthly Hourly
5255	PLANS EXAMINER I	PEU, Local 1	5,730 33.06	5,873 33.88	6,016 34.71	6,167 35.58	6,317 36.44	6,475 37.36	6,633 38.27	6,799 39.23	6,965 40.18	Monthly Hourly
5255	PLANS EXAMINER II	PEU, Local 1	6,303 36.36	6,461 37.28	6,618 38.18	6,784 39.14	6,949 40.09	7,123 41.09	7,296 42.09	7,479 43.15	7,661 44.20	Monthly Hourly
5140	PLANT MAINTENANCE MECHANIC	PEU, Local 1	5,588 32.24	5,728 33.05	5,867 33.85	6,014 34.70	6,160 35.54	6,314 36.43	6,468 37.32	6,630 38.25	6,791 39.18	Monthly Hourly
5221	PLANT MAINTENANCE MECHANIC -SENIOR	PEU, Local 1	6,145 35.45	6,299 36.34	6,452 37.22	6,614 38.16	6,775 39.09	6,945 40.07	7,114 41.04	7,292 42.07	7,470 43.10	Monthly Hourly
5061	PUBLIC WORKS MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5120	PUBLIC WORKS MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5150	PUBLIC WORKS MAINTENANCE WORKER III	PEU, Local 1	4,662 26.90	4,779 27.57	4,895 28.24	5,018 28.95	5,140 29.65	5,269 30.40	5,397 31.14	5,532 31.92	5,667 32.69	Monthly Hourly
5080	RECREATION COORDINATOR	PEU, Local 1	4,227 24.39	4,333 25.00	4,438 25.60	4,549 26.24	4,660 26.88	4,777 27.56	4,893 28.23	5,015 28.93	5,138 29.64	Monthly Hourly
5117	REGISTERED VETERINARY TECH	PEU, Local 1	4,319 24.92	4,427 25.54	4,535 26.16	4,649 26.82	4,762 27.47	4,881 28.16	5,000 28.85	5,125 29.57	5,250 30.29	Monthly Hourly
5540	QUALITY ASSURANCE OFFICER	PEU, Local 1	6,503 37.52	6,666 38.46	6,828 39.39	6,999 40.38	7,169 41.36	7,348 42.39	7,527 43.43	7,715 44.51	7,903 45.59	Monthly Hourly
5058	UTILITIES TREATMENT PLANT MAINTENANCE WORKER I	PEU, Local 1	3,854 22.23	3,951 22.79	4,047 23.35	4,148 23.93	4,249 24.51	4,355 25.13	4,461 25.74	4,573 26.38	4,684 27.02	Monthly Hourly
5118	UTILITIES TREATMENT PLANT MAINTENANCE WORKER II	PEU, Local 1	4,238 24.45	4,344 25.06	4,450 25.67	4,562 26.32	4,673 26.96	4,790 27.63	4,907 28.31	5,030 29.02	5,152 29.72	Monthly Hourly
5236	WASTEWATER COLLECTIONS MAINTENANCE WORKER I	PEU, Local 1	4,218 24.33	4,324 24.95	4,429 25.55	4,540 26.19	4,650 26.83	4,767 27.50	4,883 28.17	5,005 28.88	5,127 29.58	Monthly Hourly
5237	WASTEWATER COLLECTIONS MAINTENANCE WORKER II	PEU, Local 1	5,061 29.20	5,188 29.93	5,314 30.66	5,447 31.43	5,580 32.19	5,720 33.00	5,859 33.80	6,005 34.64	6,152 35.49	Monthly Hourly
5238	WASTEWATER COLLECTIONS MAINTENANCE WORKER III	PEU, Local 1	5,698 32.87	5,841 33.70	5,983 34.52	6,133 35.38	6,282 36.24	6,439 37.15	6,596 38.05	6,761 39.01	6,926 39.96	Monthly Hourly
5166	WASTEWATER TREATMENT FACILITY OP. TRAINEE/I	PEU, Local 1	6,123 35.33	6,276 36.21	6,429 37.09	6,590 38.02	6,750 38.94	6,919 39.92	7,087 40.89	7,265 41.91	7,442 42.93	Monthly Hourly
5235	WASTEWATER TREATMENT FACILITY OP. II	PEU, Local 1	6,735 38.86	6,904 39.83	7,072 40.80	7,249 41.82	7,426 42.84	7,612 43.92	7,797 44.98	7,992 46.11	8,186 47.23	Monthly Hourly
5293	WASTEWATER TREATMENT FACILITY OP. III	PEU, Local 1	7,409 42.74	7,594 43.81	7,779 44.88	7,974 46.00	8,168 47.12	8,372 48.30	8,576 49.48	8,791 50.72	9,005 51.95	Monthly Hourly
5284	WATER DISTRIBUTION OPERATOR I	PEU, Local 1	5,077 29.29	5,204 30.02	5,331 30.76	5,465 31.53	5,598 32.30	5,738 33.10	5,878 33.91	6,025 34.76	6,172 35.61	Monthly Hourly
5286	WATER DISTRIBUTION OPERATOR II	PEU, Local 1	5,586 32.23	5,726 33.03	5,865 33.84	6,012 34.68	6,158 35.53	6,312 36.42	6,466 37.30	6,628 38.24	6,789 39.17	Monthly Hourly

**CITY OF YUBA CITY
SALARY SCHEDULE AND GENERAL COMPENSATION PLAN
EFFECTIVE MARCH 11, 2023**

Public Employees Union, Local #1			EFFECTIVE 06/09/18 - NEW HIRES ONLY									
JCN	CLASSIFICATION	Bargaining Group	SALARY STEPS									
			1	2	3	4	5	6	7	8	9	
5287	WATER DISTRIBUTION OPERATOR III	PEU, Local 1	6,424 37.06	6,585 37.99	6,745 38.91	6,914 39.89	7,082 40.86	7,259 41.88	7,436 42.90	7,622 43.97	7,807 45.04	Monthly Hourly
5131	WATER TREATMENT PLANT OPER.TRAINEE	PEU, Local 1	5,566 32.11	5,705 32.91	5,844 33.72	5,990 34.56	6,136 35.40	6,290 36.29	6,443 37.17	6,604 38.10	6,765 39.03	Monthly Hourly
5180	WATER TREATMENT PLANT OPERATOR II	PEU, Local 1	6,123 35.33	6,276 36.21	6,429 37.09	6,590 38.02	6,750 38.94	6,919 39.92	7,087 40.89	7,265 41.91	7,442 42.93	Monthly Hourly
5230	WATER TREATMENT PLANT OPERATOR III	PEU, Local 1	6,734 38.85	6,903 39.83	7,071 40.79	7,248 41.82	7,425 42.84	7,611 43.91	7,796 44.98	7,991 46.10	8,186 47.23	Monthly Hourly
5291	WATER TREATMENT PLANT OPERATOR IV	PEU, Local 1	7,409 42.74	7,594 43.81	7,779 44.88	7,974 46.00	8,168 47.12	8,372 48.30	8,576 49.48	8,791 50.72	9,005 51.95	Monthly Hourly

Pensionable Compensation for New Members (PEPRA)

A shift differential of 5% of base pay shall be paid to those operators who are assigned to work from 7:00pm to 7:00am. Operators who utilize vacation, sick leave, CTO or any other paid leave time, shall not be paid shift differential while on such leave.

Certification Pay:

Employees whose job functions include pesticide application are eligible for certificate pay of \$50.00 per month for possession of a Pesticide Application certification.

Maintenance workers in the Water Distribution Division that do not meet minimum qualifications for the Water Distribution Operator classification, shall remain in the maintenance worker classification and continue to receive certification pay as follows:

D-1: \$50 per month

D-2: 2.5% of salary per month

D-3: 2.5% of salary per month (cumulative = 5%)

D-4: 2.5% of salary per month (cumulative = 7.5%)

Total amount of certification pay cannot exceed 10% of the employees' salary (including bilingual pay)

Non-Water Employees possessing a D-1, D-2 or D-3 certificate will receive an additional \$50, non cumulative (cap)

Local 1 employees who are certified as bilingual will receive a bilingual pay incentive of \$100.00 per month:

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Cooper Market Liquor Department of Alcoholic Beverage Control (ABC) Premise-To-Premise Transfer Application

Recommendation: Adopt a Resolution making a finding of public convenience or necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control (ABC) License at 759 Reeves Avenue (Cooper Market Liquor)

Fiscal Impact: No direct fiscal impact will result from recommending approval of the proposed Alcoholic Beverage Control application.

Purpose:

Consideration to make a finding of public convenience or necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control License at 759 Reeves Avenue (Cooper Market Liquor).

Council's Strategic Goal:

Business Friendly.

Background:

The City has received an application from Charnjit Singh, and Paramjit Kaur who operate Cooper Market Liquor located at 763 Reeves Avenue, which is located on the corner of Cooper, and Reeves Ave. They are requesting a Type 21 (Off-Sale General) premise-to-premise license transfer with the Department of Alcoholic Beverage Control. The application states the applicant currently holds a Type 21 (Off-Sale General) license, which provides for the sale of beer, wine and distilled spirits for consumption off the premises where sold.

The application also states the business has never been suspended from the sale of alcoholic beverages or fined by the Alcoholic Beverage Control Department (ABC) in the last 17 years of operation. The applicant states the reason for changing the license location is because the landlord is increasing the rent significantly at the completion of their current lease agreement. As a result, the applicants have purchased the adjacent lot (759 Reeves Avenue) where they are pursuing constructing a new market location to continue their business.

When ABC receives an application for a location where a high concentration of licenses exist within an

existing census tract, and/or a crime rate exceeding 25% of the average, the local government is required to approve an application before ABC takes final action. In this instance, Cooper Market Liquor's application states the average number of offenses per district is 1157, while the total number of offenses in the reporting district is 1621, exceeding 120% of the average number of offenses. This location is in Yuba City Police Beat Number Four.

Analysis:

Cooper Market Liquor is open until 10pm every day. The ABC and State Business and Professions Code, Section 23958, states the governing body must determine that the approval of this license would provide public convenience or necessity, in order for the license application to be approved by ABC in this location due to the total number of offenses in the reporting district exceeding 120% of the average number of offenses.

Development Services staff and Police Commander Escherman has reviewed the application and believe that a public convenience is provided through the sale of alcohol at this business location.

Fiscal Impact:

No direct fiscal impact will result from making a finding of public convenience and necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control License at 759 Reeves Avenue in Yuba City (Cooper Market Liquor).

Alternatives:

Do not make a finding of public convenience and necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control License at 759 Reeves Avenue in Yuba City (Cooper Market Liquor).

Recommendations:

Adopt a Resolution making a finding of public convenience and necessity for the premise-to-premise transfer of a Type 21 (Off-Sale General) Alcoholic Beverage Control (ABC) License at 759 Reeves Avenue in Yuba City (Cooper Market Liquor).

Attachments:

1. Proposed Resolution Finding of Convenience and Necessity
2. ABC Application - Cooper Market Liquor
3. Letter from Applicant - Cooper Market Liquor

Prepared By:

Aaron Brown
Assistant Planner

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
MAKING A FINDING OF PUBLIC CONVENIENCE AND NECESSITY FOR
THE ISSUANCE OF A PREMISE-TO-PREMISE TYPE 21 (OFF-SALE
GENERAL) ALCOHOLIC BEVERAGE CONTROL (ABC) LICENSE
TRANSFER FROM 763 TO 759 REEVES AVENUE YUBA CITY (COOPER
MARKET LIQUOR)**

WHEREAS, pursuant to applicable provisions of the Business and Professions Code, the Department of Alcoholic Beverage Control (hereinafter the “ABC”) is charged with the responsibility of reviewing applications and issuance of licenses for the sale and/or manufacture of alcoholic beverages in the State of California; and

WHEREAS, Section 23958 of the Business and Professions Code provides that the ABC shall deny an application for a license if issuance of that license would tend to create a law enforcement problem, or if issuance would result in or add to an undue concentration of licenses, except as provided in Section 23958.4 of said Business and Professions Code; and

WHEREAS, Section 23958.4 of the Business and Professions Code provides that, notwithstanding the limitations of Section 23958, the ABC shall issue a license if the applicant shows that “public convenience or necessity” would be served by the issuance of such license; and

WHEREAS, the City of Yuba City has received an application for a Public Convenience and Necessity determination that was filed by Charnjit Singh, and Paramjit Kaur, the (“Applicant”) who is the owner of Cooper Market Liquor currently located at 763 Reeves Avenue, in Yuba City, requesting a finding of Public Convenience and Necessity to allow a Type 21 (Off-Sale General) premise-to-premise license transfer to the adjoining lot to the east (759 Reeves Avenue) which is located in a census tract that has not surpassed the number of allotted licenses and is located in Police Beat 4 which does have a higher-than-average crime rate; and

WHEREAS, said Section 23958.4 further provides that the determination of “public convenience or necessity” shall be made by the local governing body of the area in which the applicant’s premises are located with regard to certain applications, including off-site sales of alcohol at the general liquor store; and

WHEREAS, the City Council has considered this matter, and desires to find that the public convenience and necessity would be served by granting approval to allow the transfer of an existing Type 21 (Off-Sale General) License from 763 Reaves Avenue to 759 Reeves Avenue, in Yuba City.

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

1. The recitals and findings set forth above are true and correct and incorporated herein by this reference.

2. The City Council finds that this matter is not a “project” for the purposes of the California Environmental Quality Act (CEQA) as it is merely a determination whether the public convenience and necessity would be served by allowing for the transfer of an existing Type 21 (Off-Sale General) License from 763 Reeves Avenue to 759 Reeves Avenue (Cooper Market Liquor). It does not have a potential for resulting in a reasonably foreseeable physical change to the existing environment.
3. The City Council finds and determines the public convenience and necessity is met in the present circumstances for reasons including the following:
 - a. The alcohol sales associated with the transfer of an existing Type 21 (Off-Sale General) license from 763 Reeves Avenue to 759 Reeves Avenue to allow for the continued off-site consumption of beer, wine and distilled spirits will have limited hours until 10:00pm every day of the week.
 - b. The request to permit alcohol sales for off-premise consumption in conjunction with this establishment will not adversely affect the surrounding land uses and the growth and development of the area because this request will only transfer an existing Type 21 (Off-Sale General) license from 763 Reeves Avenue to 759 Reeves Avenue and this use is compatible with the nearby developments.
 - c. The determination of Public Convenience or Necessity, under the conditions imposed, will not be detrimental to the health and safety of the citizens of the City of Yuba City.
4. This resolution shall take effect immediately.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 7th day of March, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, City Clerk Administrator

APPROVED AS TO FORM:

Shannon L. Chaffin, City Attorney

ATTACHMENT 2

INFORMATION AND INSTRUCTIONS -**SECTION 23958.4 B&P**

Instructions This form is to be used for all applications for original issuance or premises to premises transfer of licenses.

- Part 1 is to be completed by an ABC employee, given to applicant with pre-application package, with copy retained in holding file or applicant's district file.
- Part 2 is to be completed by the applicant, and returned to ABC.
- Part 3 is to be completed by the local governing body or its designated subordinate officer or body, and returned to ABC.

PART 1 - TO BE COMPLETED BY ABC

1. APPLICANT'S NAME

KAUR, PARAMJIT & SINGH, CHARNJIT

2. PREMISES ADDRESS (Street number and name, city, zip code)

759 REEVES AVE, YUBA CITY, CA 95991-3941**GEO CODE: 5102**

3. LICENSE TYPE

21

4. TYPE OF BUSINESS

- | | | | |
|---|--|--|--|
| ☐ Full Service Restaurant | ☐ Hofbrau/Cafeteria | ☐ Cocktail Lounge | ☐ Private Club |
| ☐ Deli or Specialty Restaurant | ☐ Comedy Club | ☐ Night Club | ☐ Veterans Club |
| ☐ Cafe/Coffee Shop | ☐ Brew Pub | ☐ Tavern: Beer | ☐ Fraternal Club |
| ☐ Bed & Breakfast: | ☐ Theater | ☐ Tavern: Beer & Wine | ☐ Wine Tasting Room |
| ☐ Wine only | ☐ All | | |
-
- | | | | |
|--|--|--|--|
| ☐ Supermarket | ☐ Membership Store | ☐ Service Station | ☐ Swap Meet/Flea Market |
| ☒ Liquor Store | ☐ Department Store | ☐ Convenience Market | ☐ Drive-in Dairy |
| ☐ Drug/Variety Store | ☐ Florist/Gift Shop | ☐ Convenience Market w/Gasoline | |
| ☐ Other - describe: | | | |

5. COUNTY POPULATION

101289

6. TOTAL NUMBER OF LICENSES IN COUNTY

☐ On-Sale ☒ Off-Sale**1;1078**☐ On-Sale ☒ Off-Sale

8. CENSUS TRACT NUMBER

502.02

9. NO. OF LICENSES ALLOWED IN CENSUS TRACT

3☐ On-Sale ☒ Off-Sale**0**☐ On-Sale ☒ Off-Sale

11. IS THE ABOVE CENSUS TRACT OVERCONCENTRATED WITH LICENSES? (i.e., does the ratio of licenses to population in the census tract exceed the ratio of licenses to population for the entire county?)

- ☐ Yes, the number of existing licenses exceeds the number allowed
- ☒ No, the number of existing licenses is lower than the number allowed

12. DOES LAW ENFORCEMENT AGENCY MAINTAIN CRIME STATISTICS?

- ☒ Yes (Go to Item #13) ☐ No (Go to Item #20)

YUBA CITY POLICE DEPT

13. CRIME REPORTING DISTRICT NUMBER

BEAT 4

14. TOTAL NUMBER OF REPORTING DISTRICTS

5

15. TOTAL NUMBER OF OFFENSES IN ALL REPORTING DISTRICTS

5786

16. AVERAGE NO. OF OFFENSES PER DISTRICT

1157

17. 120% OF AVERAGE NUMBER OF OFFENSES

1389

18. TOTAL NUMBER OF OFFENSES IN REPORTING DISTRICT

1621

19. IS THE PREMISES LOCATED IN A HIGH CRIME REPORTING DISTRICT? (i.e., has a 20% greater number of reported crimes than the average number of reported crimes as determined from all crime reporting districts within the jurisdiction of the local law enforcement agency)

- ☒ Yes, the total number of offenses in the reporting district equals or exceeds the total number in item #17
- ☐ No, the total number of offenses in the reporting district is lower than the total number in item #17

20. CHECK THE BOX THAT APPLIES (check only one box)

- ☐ a. If "No" is checked in both item #11 and item #19, Section 23958.4 B&P does not apply to this application, and no additional information will be needed on this issue. Advise the applicant to bring this completed form to ABC when filing the application.
- ☐ b. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for a non-retail license, a retail bona fide public eating place license, a retail license issued for a hotel, motel or other lodging establishment as defined in Section 25503.16(b) B&P, or a retail license issued in conjunction with a beer manufacturer's license, or winegrower's license, advise the applicant to complete Section 2 and bring the completed form to ABC when filing the application or as soon as possible thereafter.
- ☒ c. If "Yes" is checked in either item #11 or item #19, and the applicant is applying for an off-sale beer and wine license, an off-sale general license, an on-sale beer license, an on-sale beer and wine (public premises) license, or an on-sale general (public premises) license, advise the applicant to take this form to the local governing body, or its designated subordinate officer or body to have them complete Section 3. The completed form will need to be provided to ABC in order to process the application.

Governing Body/Designated Subordinate Name:

YUBA CITY PLANNING DEPT. 1201 CIVIC CENTER BLVD, YUBA CITY, CA**FOR DEPARTMENT USE ONLY**

PREPARED BY (Name of Department Employee)

TJ**95993**

21. Based on the information on the reverse, the Department may approve your application if you can show that public convenience or necessity would be served by the issuance of the license. Please describe below the reasons why issuance of another license is justified in this area. You may attach a separate sheet or additional documentation, if desired. Do *not* proceed to Part 3.

23. DATE SIGNED

The applicant named on the reverse is applying for a license to sell alcoholic beverages at a premises where undue concentration exists (i.e., an over-concentration of licenses and/or a higher than average crime rate as defined in Section 23958.4 of the Business and Professions Code). Sections 23958 and 23958.4 of the Business and Professions Code requires the Department to deny the application unless the local governing body of the area in which the applicant premises are located, or its designated subordinate officer or body, determines within 90 days of notification of a completed application that public convenience or necessity would be served by the issuance. Please complete items #24 to #30 below and certify or affix an official seal, or attach a copy of the Council or Board resolution or a signed letter on official letterhead stating whether or not the issuance of the applied for license would serve as a public convenience or necessity.

☐ Yes	☐ No	☐ See Attached (i.e., letter, resolution, etc.)
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30. DATE SIGNED	
-----------------	--

ATTACHMENT 3

Charanjit Singh
Cooper Market Liquor
759 Reeves Ave
Yuba City, CA 95991

Honorable City Council
1201 Civic Center Boulevard, Yuba City, CA 95993

Dear Council members, I am writing to ask for your support in completing a Public Convenience and Necessity Evaluation that is being required of our business by Alcoholic Beverage Control Department (ABC).

We are a local business Cooper Market Liquor located on 763 Reeves Ave, Yuba City, CA 95991. We have owned the business since 2015 and prior to that this convenience store has been here for several decades. At the completion of our lease agreement the landlord wanted to increase the rent by 300 %, making it impossible for us to continue doing business at that location. We have purchased the adjacent lot (about 17 feet over) and are currently building there.

In addition to the many things, we have to change over to the new location ABC required us to file some paperwork to do a premise-to-premise license location change for our current license which we already hold. Despite the fact the new location is only about 17 feet over, due to it being a different location, they require some paperwork and treat it as if it's a new application. The licensing representative that's been assigned to the premise-to-premise transfer of the type 21 license, which is the license to sell alcohol is requiring Public Convenience/ Necessity document (PCN). I spoke to him on the phone, and he stated that it has to be someone in the planning department for the city, and Aaron Brown (Assistant Planner, City of Yuba City) informed me that this item can be completed by City Council.

Here are some consideration benefits to the community:

1. Employ local residents
2. Generate taxes
3. The new business will result in an aesthetic upgrade to the neighborhood.

The business has continued to sell alcohol in accordance with the law and was previously selling alcohol at older location. To date the business has never been suspended from the sale of alcoholic beverages or fined by the Alcoholic Beverage Control Department (ABC) in the last 17 years. All employees follow strict training, and alcohol will not be sold to anyone under the age of 21. We require face to face cashier and customer interaction and an ID is required to verify that the customer is of legal age.

We humbly ask that you approve our request, so we can continue doing business in our beloved city as we have for the last 17 years.

Thank you for much for your help.

Sincerely,

Charanjit Singh
(530) 933-1797

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Doug Libby, Deputy Director of Development Services

Summary

Subject: Authorization to submit a California Energy Commission Solar automated permit processing grant application to implement the provisions of Senate Bill 379

Recommendation: Adopt a Resolution of the City Council of the City of Yuba City authorizing the Public Works and Development Services Director, or designee, to submit and administer a California Energy Commission solar automated permit processing program grant on behalf of the City

Fiscal Impact: None. There is not a fiscal impact to submit this grant application.

Purpose:

To obtain State grant funding to implement the provisions of Senate Bill (SB) 379 to establish an online, automated permitting platform that verifies code compliance and issues permits in real time for residential solar energy and storage systems.

Council's Strategic Goal

This item implements the Council's goals of Public Safety, Fiscal Responsibility and Business Friendly.

Background:

On September 16, 2022, the Governor signed SB 379 that requires most cities and counties to implement an online automated permitting platform that verifies code compliance and issues permits in real time for residential solar energy and storage systems not larger than 38.4 kw alternating current.

Senate Bill 129 established \$20M of funding through non-competitive grants to assist California cities and counties to establish online solar permitting systems in compliance with Senate Bill 379.

The California Energy Commission has established the California Automated Permit Processing (CalAPP) Program which allows cities and counties to apply for non-competitive grant funding based on a jurisdiction's population size.

To further assist jurisdictions in implementation, in 2021, the National Renewable Energy Laboratory launched a collaborative effort with key code officials, authorities having jurisdiction and the solar industry to develop standardized plan review software that can run compliance checks and process building permit approvals for eligible rooftop solar systems. The software developed is free and called

SolarAPP+. This software was designed to integrate into the City's existing permitting system because our permitting software provider (Accela) was a partner in the development of SolarAPP+.

Analysis:

Based on the City's current population estimate of 69,663 persons by the California Department of Finance, Yuba City qualifies for \$60,000 of grant funding. These funds can be used to integrate the SolarAPP+ software into the City's existing Accela system, offset staff/consultant costs to implement the software as well as training for staff and local installers.

Staff has had preliminary discussions with our software vendor, and grant funding is sufficient to cover the cost to integrate the SolarAPP+ software into the City's existing permitting system.

Fiscal Impact:

None. There is not a matching fund requirement with the proposed grant.

Alternatives:

Do not adopt the proposed resolution to submit a grant application to the California Energy Commission for the Solar automated permit processing grant program. The City Council may modify the proposal as determined necessary. If the City does not pursue these grant funds, the City will not receive State funding through this program; however, the City is still required by SB 379 to implement an automated permit processing system for certain residential solar projects by September 30, 2023.

Recommendation:

Adopt a Resolution of the City Council of the City of Yuba City authorizing the Public Works and Development Services Director, or designee, to submit and administer a California Energy Commission solar automated permit processing program grant on behalf of the City.

Attachments:

1. Resolution

Prepared By:

Doug Libby, AICP
Deputy Director of Development Services

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING SUBMITTAL OF AN APPLICATION FOR GRANTS TO THE CALIFORNIA
ENERGY COMMISSION'S SOLAR AUTOMATED PERMIT PROCESSING PROGRAM FOR
WHICH THE CITY OF YUBA CITY IS ELIGIBLE**

WHEREAS, Senate Bill 379 was signed into law by the Governor and it requires most California cities and counties to implement an online, automated permitting platform that verifies code compliance and issues permits in real time or allows a city or county in real time for a residential solar energy system and a residential energy storage system that is no larger than 38.4 kilowatts alternating current; and

WHEREAS, Senate Bill 129 was signed into law by the Governor and provides \$20 million of State funding through non-competitive grants to assist California cities and counties to establish online solar permitting in compliance with Senate Bill 379 established the California Energy Commission; and

WHEREAS, The California Energy Commission has established the California Automated Permit Processing (CalAPP) Program which allows cities and counties to apply for grant funding to implement the provisions of Senate Bill 379.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Yuba City authorizes the submittal of an application to the California Energy Commission's Automated Permit Processing (CalAPP) Program for which the City of Yuba City is eligible.

BE IT FURTHER RESOLVED that the Public Works and Development Services Director or designee is hereby authorized and empowered to execute in the name of the City of Yuba City all grant documents, including but not limited to, applications, agreements, amendments, and requests for payment, necessary to secure grant funds and implement the approved grant project.

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 7th day of March, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, City Clerk Administrator

APPROVED AS TO FORM:

Shannon L. Chaffin, City Attorney

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Doug Libby, Deputy Director of Development Services

Summary

Subject: Receive the 2022 Housing Element Annual Progress Report and authorize its submission to the State Department of Housing and Community Development and the Governor's Office of Planning and Research

Recommendation: A. Receive the 2022 Housing Element Annual Progress Report; and
B. Direct staff to file the report for calendar year 2022 with the State Department of Housing and Community Development (HCD) and the Governor's Office of Planning and Research (OPR)

Fiscal Impact: None. Existing budgeted monies are being used to prepare this item.

Purpose:

Authorize submittal of the Housing Element Annual Progress Report to HCD and OPR as required by State Housing law.

Council's Strategic Goal:

This item facilitates the Council's strategic Goal No. 6; Maintaining and enhancing our quality of life.

Background:

State Housing Law, commencing at Government Code Section 65400, requires cities and counties to annually report on the status of their General Plan Housing Elements and progress in its implementation using forms adopted by HCD. State Housing law also requires that prior to submitting the annual progress report, the City Council must hold a public meeting. Housing Element Annual Progress Reports are required to be submitted to HCD by April 1st of each year.

Analysis:

The Housing Element Annual Progress Report covers housing related activity for the preceding calendar year and includes the following key HCD required sections:

- Table A – Housing development applications submitted;
- Table A2 – Annual building activity report summary – new construction, entitled, permits, and

completed units;

- Table B – Regional Housing Needs Allocation (RHNA) progress – permitted units issued by affordability;
- Table D – Program implementation status pursuant to Government Code section 65583;
- Table F – Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code Section 65583.1(c)
- Summary Table
- Local Early Action Planning (LEAP) Reporting

Fiscal Impact:

There is no additional fiscal impact as a result of this project. Existing budgeted monies are being used to prepare this documentation.

Alternatives:

No viable alternative recommendations are available because the filing of the Housing Element Annual Progress Report is a statutory requirement.

Recommendations:

1. Receive the 2022 Housing Element Annual Progress Report; and
2. Direct staff to file the report for calendar year 2022 with the State Department of Housing and Community Development (HCD) and the Governor's Office of Planning and Research (OPR).

Attachments:

1. 2022 Housing Element Annual Progress Report

Prepared By:

Doug Libby, AICP
Deputy Director of Development Services

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

The 2022 Housing Element Annual Progress Report can be accessed on the Yuba City website at:

<https://www.yubacity.net/cms/One.aspx?portalId=239258&pageId=1955657>

CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Joshua Wolffe, Associate Engineer

Summary

Subject: Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 (Spirit Drive Parcel Map)

Recommendation: Adopt a Resolution which makes the following actions:

A. Initiates proceedings to order the annexation of the parcel associated with the Spirit Drive Parcel Map, APN 63-010-141, into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 and orders the Engineer of Work to file a report with regard to Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1

B. Set a Public Hearing for March 21, 2022 at 6:00 PM to order the annexation of the parcel associated with the Spirit Drive Parcel Map, APN 63-010-141, into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 and establishing a levy of assessments for the annexed territory

Fiscal Impact: Receipt of assessments and expenditures of funds for ongoing operation, maintenance, and administration of street landscaping materials, irrigation systems and street lighting within Lighting and Landscape District No. 6, Zone of Benefit A_1

Purpose:

To fund the ongoing operation, maintenance, and administration of street landscaping materials, irrigation systems and street lighting.

Council Strategic Goal:

Annexing this development into a Lighting and Landscape Maintenance District (LLMD) addresses the City Council's Strategic Goal of maintaining infrastructure, as the LLMD will ensure that street landscaping materials, irrigation systems, and street lighting are maintained and in operation.

Background:

The Spirit Drive Parcel Map Development at Assessor's Parcel Number (APN) 63-010-141 is requesting to be included into a Zone of Benefit, as required through the Conditions of Approval for the Parcel Map. Based on the characteristics of Spirit Drive Parcel Map's improvements, the best-fit option

for an existing Zone of Benefit annexation would be the existing Zone of Benefit A_1.

The existing LLMD No. 6, Zone of Benefit A_1 was established in 2005 for the River Valley Commercial Development, with a fee per acre for the operation and maintenance costs associated with street landscaping materials, irrigation systems, and street lighting. The fee per acre for Zone of Benefit A_1 was determined based on annual maintenance costs for the aforementioned items associated with the River Valley Commercial Development.

In order to determine what the assessment will be for this parcel, the original assessment for Zone of Benefit A_1 will need to be increased to today's dollars using the Consumer Price Index (CPI).

The City has created and modified several LLMDs to encompass a number of commercial projects and subdivisions over the past few years. The process of annexing to an existing District consists of adopting multiple City Council Resolutions, holding a public hearing, and observing rights of majority protest.

Analysis:

The public notice procedure for parcels requesting annexation into an existing LLMD can be waived and an expedited process can be substituted at the request of the property owners of said parcels. The authorized representatives of the Spirit Drive Parcel Map have requested to waive the notice of public hearing proceedings, which has allowed the City to utilize the expedited process in order to annex the parcels associated with the Spirit Drive Parcel Map into the existing LLMD No. 6, Zone of Benefit A_1. This has eliminated the need for a 45-day notice for the owner of the parcel requesting annexation.

The expedited process consists of the City Council adopting a Resolution which initiates proceedings for the annexation of the new territory into the existing Zone of Benefit, orders the preparation of an Engineer's Report for the annexation, and then sets a public hearing date for all parcel owners which are currently in the Zone of Benefit.

The levy amounts will be established by City staff through the creation of an Engineer's Report for the Zone of Benefit. The Engineer's Report will contain a detailed estimate of annual costs to energize and maintain the streetlights, and maintain street trees, landscaping materials, and irrigation systems within the Zone of Benefit.

Once the Resolution has been adopted, the City will publish a 10-day public notice with the local newspaper for the public hearing. City Council will then conduct a public hearing at the following City Council meeting for the owners of parcels which are currently included in the Zone of Benefit. If the public hearing is successful, the City staff will request the adoption of a Resolution which annexes the Spirit Drive Parcel Map into the existing Zone of Benefit, confirms, and orders the levy of assessments of the parcel.

Fiscal Impact:

Revenue from the assessed parcels is to be used to provide maintenance services and district administrative costs. The Engineer's Report for the Yuba City Lighting and Landscape Maintenance District No. 6 Zone of Benefit A_1 will determine the annual assessed amount for the parcels being annexed into the Zone of Benefit. Based on current staff estimates, the assessed amounts are likely to be \$347.90 per acre annually, or \$6,954.52 total annually, and is subject to an annual inflation increase.

Alternatives:

1. Do not adopt the following Resolution and fund the operation and maintenance of the streetlights, landscaping materials, and irrigation systems from alternative sources.
2. Direct staff to begin the typical longform Lighting and Landscape Maintenance District

annexation procedure.

Attachments:

1. Attachment 1 - Resolution 6 A_1 Initiation
2. Attachment 2 - VICINITY MAP 6 A_1

Prepared By:

Josh Wolffe
Associate Civil Engineer

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
INITIATING PROCEEDINGS TO ORDER THE ANNEXATION OF THE PARCEL
ASSOCIATED WITH THE SPIRIT DRIVE PARCEL MAP, APN 63-010-141, INTO EXISTING
YUBA CITY LIGHTING AND LANDSCAPE MAINTENANCE DISTRICT NO. 6, ZONE OF
BENEFIT A_1, ORDERING THE ENGINEER OF WORK TO FILE A REPORT WITH REGARD
TO YUBA CITY LIGHTING AND LANDSCAPE MAINTENANCE DISTRICT NO. 6, ZONE OF
BENEFIT A_1, AND SETTING A PUBLIC HEARING FOR MARCH 21, 2023 TO ORDER THE
ANNEXATION OF THE PARCEL ASSOCIATED WITH THE SPIRIT DRIVE PARCEL MAP
INTO EXISTING YUBA CITY LIGHTING AND LANDSCAPE MAINTENANCE DISTRICT NO.
6, ZONE OF BENEFIT A_1**

WHEREAS, the City of Yuba City is a municipal corporation duly created and existing pursuant to the Constitution and laws of the State of California; and,

WHEREAS, Landscape Maintenance District No. 6 has been formed pursuant to the Landscaping and Lighting Act of 1972, and has been brought into compliance with Proposition 218; and,

WHEREAS, the City Council of the City of Yuba City desires to modify Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 pursuant to the Landscaping and Lighting Act of 1972 (Section 22500 and following Streets and Highways Code) for the purpose of operating and maintaining landscape, irrigation, and lighting facilities associated with the Spirit Drive Parcel Map (PM 22-04); and,

WHEREAS, the City Council of Yuba City desires to secure an engineer's report in accordance with Article 4 (commencing with Section 22565) of Chapter 1 of the Streets and Highways Code of the State of California; and,

WHEREAS, the City Council of Yuba City desires to conduct a Public Hearing for parcels which are currently within Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1 pursuant to the Landscaping and Lighting Act of 1972

NOW, THEREFORE, be it Resolved by the City Council of Yuba City as follows:

1. The City Engineer is hereby ordered to prepare and file a report in accordance with Article 4 (commencing with Section 22565) of Chapter 1 of the Streets and Highways Code of the State of California for the Spirit Drive Parcel Map's annexation into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1.
2. Notice is hereby given that the City Council designates March 21, 2023, at 6:00 PM, in the City Council Chambers, City Hall, 1201 Civic Center Boulevard, Yuba City, CA as the date, time, and place for the hearing of protests or objections to the annexation of the Spirit Drive Parcel Map parcel's annexation into existing Yuba City Lighting and Landscape Maintenance District No. 6, Zone of Benefit A_1. All interested persons shall be afforded the opportunity to hear and be heard. The City Council shall consider all oral statements and all written protests or communications made or filed by any interested person. Prior to the conclusion of the hearing, any interested person may file a written protest with the City Clerk or, having previously filed a protest, may file a written withdrawal of that protest. A

written protest shall state all grounds of objection. A protest by a property owner shall contain a description sufficient to identify the property owned by the signer. Written protests may be delivered in person to the City Clerk or may be mailed to the City Clerk at City Hall, 1201 Civic Center Boulevard, Yuba City, CA 95993. Any written protest that is mailed must be received at City Hall at or prior to 4:30 PM on March 21, 2023.

2. This Resolution shall take effect immediately.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 7th day of March, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

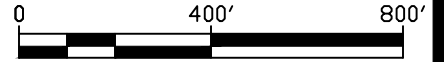
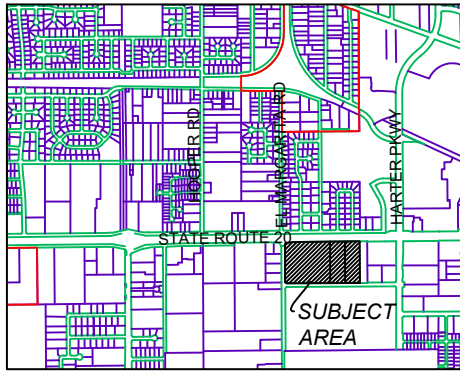
Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

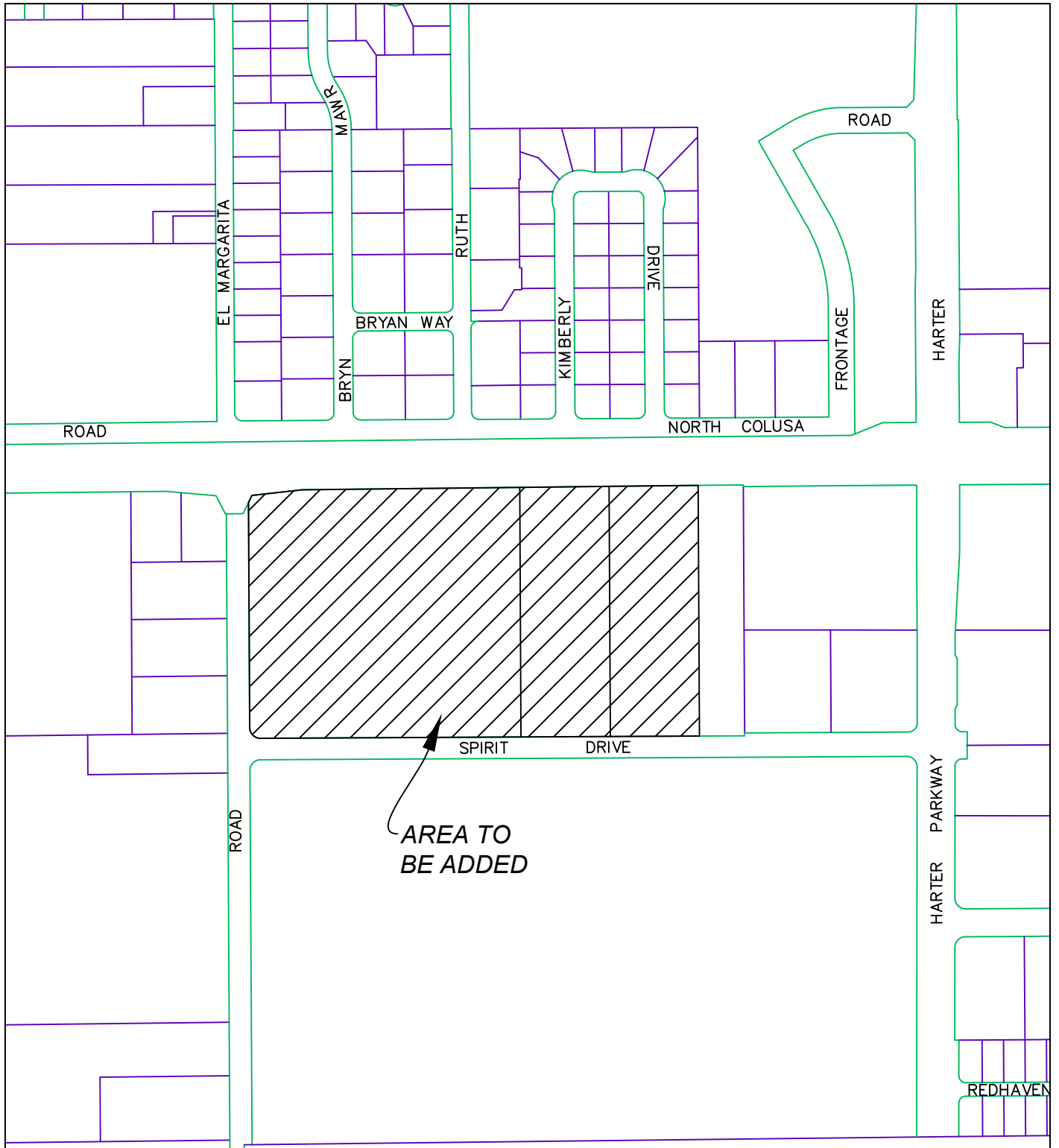
Shannon L. Chaffin, City Attorney
Aleshire & Wynder, LLP

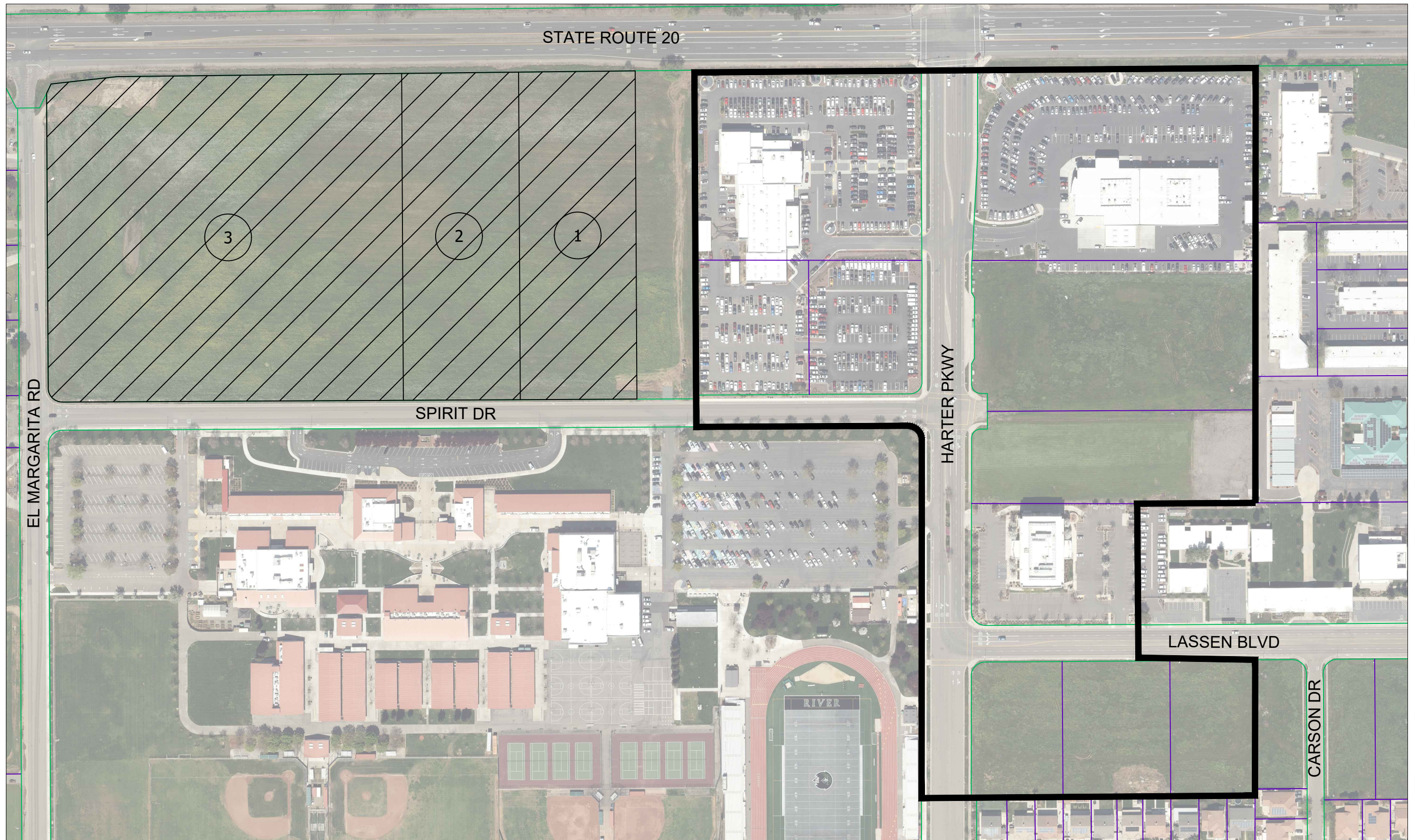
ATTACHMENT 2

***SPIRIT DRIVE PARCEL MAP
LIGHTING AND LANDSCAPE MAINTENANCE
DISTRICT No. 6
ZONE OF BENEFIT A_1***



SCALE: 1" = 400'

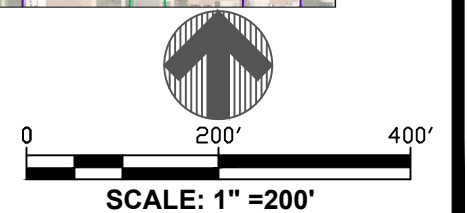




SYMBOL LEGEND:

-  - EXISTING ZONE OF BENEFIT A_1 AREA
-  - PARCELS BEING ANNEXED INTO ZONE OF BENEFIT

**LIGHTING AND LANDSCAPE MAINTENANCE
DISTRICT No. 6, ZONE OF BENEFIT A_1
NEW AREA FOR ZONE OF BENEFIT MAP**



CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Joshua Wolffe, Associate Engineer

Summary

Subject: Abandoned Railroad Corridor Feasibility Study (Adoption) (Continued from February 21, 2023)
Recommendation: Adopt a Resolution which adopts the Abandoned Railroad Corridor Feasibility Study
Fiscal Impact: Potential future grant funds for acquisition, design, environmental remediation, and construction of the proposed Class I trail, through the use of the Abandoned Railroad Corridor Feasibility Study.

Purpose:

To extend the City's pedestrian and bicycle facilities throughout the abandoned railroad corridor, creating a more accessible and connected active transportation network.

Council Strategic Goal:

Adopting the Abandoned Railroad Corridor Feasibility Study addresses Council's Strategic Goal of Infrastructure, as the adoption of this Study will provide guidance for the expansion of the active transportation network.

Background:

In October 2019, the Public Works Department applied for a Caltrans Sustainable Transportation Planning Sustainable Communities Grant to secure funding for a Feasibility Study (Study). The purpose of the Study is to allow the City to determine the feasibility of converting the existing railroad right of way between Harter Parkway and Plumas Street to a bike/pedestrian path, and provide conceptual design alternatives for future grant applications. In June 2020, the City was notified that it was awarded \$200,000 in grant funding for the Study.

In November 2020, the City entered into a Restricted Grant Agreement with the California Department of Transportation (Caltrans) to receive funds for the Study. The City issued a Request for Proposals on September 27, 2021, with a deadline for submittals of October 28, 2021.

On December 21, 2021, City Council awarded a Professional Services Agreement to Dokken Engineering (Dokken) to develop the Study.

Analysis:

Throughout 2022, Dokken performed public outreach, audited the abandoned railroad corridor's existing physical and environmental conditions, determined the cost of the corridor's acquisition from its current owner, Union Pacific Railroad Company (UPRR), and created various sets of cost estimates for construction of a Class I shared-use path along the 2.3-mile corridor. The Study also analyzed options for bicycle-pedestrian connectivity from Plumas Street to the Feather River Levee trail, which would ultimately allow trail users to travel from Sutter on the west end of the trail, to Marysville on the east end. The results of the information collected through the aforementioned processes have been consolidated into the Abandoned Railroad Corridor Feasibility Study (Attachment 1, Exhibit A).

The Study determined that the conversion of the UPRR corridor was feasible, and recommended two alternatives: one alternative constructing an 18-foot-wide asphalt concrete (AC) trail throughout the entire corridor, and the other alternative constructing an 18-foot-wide trail with 12 feet of the trail width being AC for cyclists, and 6 feet of the width being a concrete sidewalk for pedestrians. The preferred alternative was the AC/concrete option that consists of the following project scope:

- 18-foot wide trail:
 - 12 feet of trail width of AC, consisting of two 6-foot bike lanes
 - 6 feet of trail width of concrete, creating a 6-foot wide sidewalk for pedestrians, and separating pedestrians from cyclists
- Pedestrian overcrossing at the intersection of Stabler Lane and State Route 20, and another pedestrian overcrossing at State Route 99
- Safety improvements:
 - High Intensity Activated Crosswalk (HAWK) signals, curb ramp and sidewalk bulb-outs and improvements at Tharp Road
 - HAWK signals, curb ramp and sidewalk improvements, and pedestrian refuge island improvements at Gray Avenue and Clark Avenue Intersections
 - Rectangular Rapid Flashing Beacons (RRFBs), curb ramp, sidewalk, and pedestrian refuge island improvements at Cooper Avenue
 - Various striping and signage improvements along the entire corridor
- Feather River Levee Trail Connection
 - Modification of striping along Plumas Street, south of Bridge Street, to upgrade from Class III to Class II bicycle lanes

Based on the Study, the estimated total project cost is \$70,100,000:

Phase	Cost
Preliminary Engineering	\$7,032,000
Right of Way/Acquisition	\$7,766,400
Environmental/Remediation	\$8,055,000
Construction	\$50,218,500
Construction Support	\$7,553,300

The environmental and remediation costs were gathered based on previous soil analysis of the railroad corridor. The full extent of contamination within the corridor and potential required remediation is currently still an unknown, and may impact acquisition and remediation costs.

Staff will use the recommendations of this Study to strategically apply for grant funding through eligible grant programs such as the Active Transportation Program (ATP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Transportation Recreational Trails Program, and others. Due to the size and cost of this project, the entire corridor will be broken into multiple phases, such that the City's grant applications will be competitive with other agencies.

Fiscal Impact:

The City was awarded a Sustainable Communities Competitive Grant through the California Department of Transportation (Caltrans). The grant award amount was \$200,000, with a local match of \$25,912, resulting in a total project cost of \$225,912. City staff is currently working to complete final reimbursement and closeout of the grant with Caltrans.

There is no direct cost associated with adopting the Abandoned Railroad Corridor Feasibility Study. The City will be able to leverage the Study to competitively compete for grant funding to acquire, design, remediate, and construct the Class I trail.

Alternatives:

1. Do not adopt the Abandoned Railroad Corridor Feasibility Study. This may compromise future grant funding opportunities.
2. Request modifications to be made to the Abandoned Railroad Corridor Feasibility Study. This will incur additional costs from Dokken, and may affect grant funding opportunities.

Attachments:

1. Attachment 1 - Resolution
2. Exhibit A - Feasibility Study
3. Attachment 2 - Project Overview Exhibit

Prepared By:

Josh Wolffe
Associate Civil Engineer

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADOPTING THE ABANDONED RAILROAD CORRIDOR FEASIBILITY STUDY**

WHEREAS, the California Department of Transportation has awarded the City funding in the amount of \$200,000 for the Feasibility Study for Abandoned Railroad Corridor (Study); and

WHEREAS, staff awarded a Professional Services Agreement to Dokken Engineering for the development of the Study; and

WHEREAS, the study will provide strategic guidance for the creation of competitive grant applications to fund design, acquisition, environmental remediation, and construction of the shared-use trail through Yuba City; and

WHEREAS, it has been determined by the City Council that such provisions are in the public interest.

NOW, THEREFORE, the City Council of the City of Yuba City does resolve as follows:

Section 1. The City Council of the City of Yuba City adopts the “Abandoned Railroad Corridor Feasibility Study” attached as Exhibit A.

Section 2. This Resolution shall take effect immediately

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 7th day of March, 2023.

AYES:

NOES:

ABSENT:

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit(s):

A. Abandoned Railroad Corridor Feasibility Study

EXHIBIT A



Abandoned Railroad Corridor Feasibility Study

February 10, 2023

Executive Summary

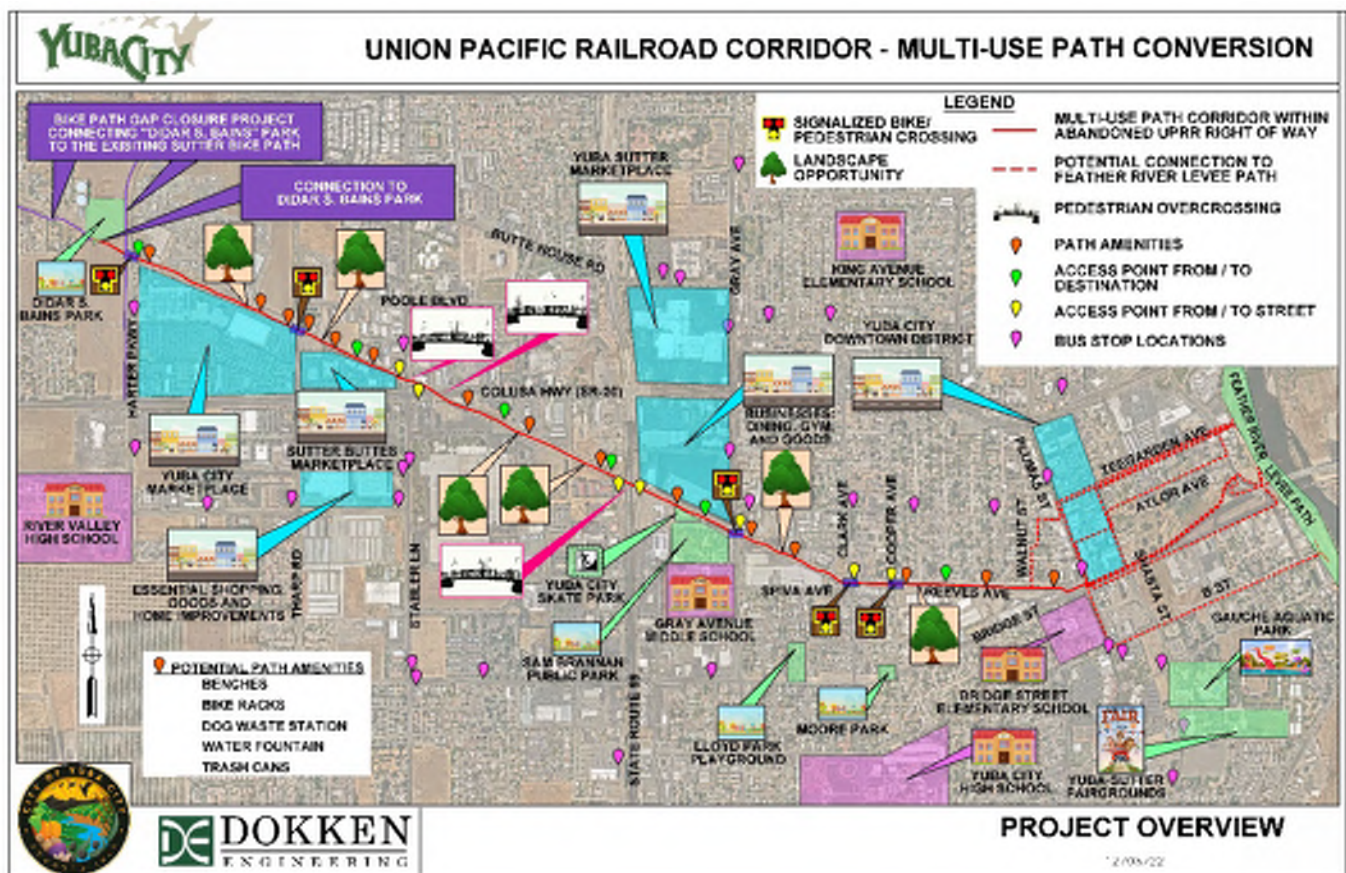
The City of Yuba (City) has coordinated the preparation of this Feasibility Study to investigate converting 2.3 miles of an abandoned Union Pacific Railroad (UPRR) corridor into a multi-use pathway. The Feasibility Study has determined the viability and cost of a multi-use path conversion. The completion of the study has put the project in good positioning to proceed to preliminary engineering and receive public funding.

Purpose and Goals

The three main goals of the multi-use path project are:

- Transportation Equity
- VMT Reduction
- Community Engagement

Converting the abandoned UPRR corridor provides an opportunity to take what is currently a blight to the City and residents and create an aesthetically pleasing centralized trail, providing connectivity and equity throughout the City for a variety of uses.



Note: For larger Project Overview exhibit, see Figure 4 in report.

Outcome of Study

The study evaluated converting 2.3 miles of abandoned UPRR right of way to a multi-use path. The multi-use path would provide a safe pedestrian and bicycle infrastructure gap closure from Harter Parkway to the Feather River Levee Path. This gap closure would allow for safe pedestrian and bicycle travel to many destinations between the Town of Sutter on the west end, and the City of Marysville on the east end. The total cost of the project was estimated at \$67 - \$70 million depending on specific project attributes. See Section 4 for more details on Cost Estimates. The recommended project alternatives are discussed below.

Recommendations

The study evaluated several path alternative components under the umbrella of two main path alignments. The two alignments studied were Alignment 1 with Civic Center Improvements and Alignment 2 without Civic Center Improvements. The Civic Center Improvements are part of the proposed SR 20/SR 99 Interchange which completed project initiation in 2016 with an approved PSR-PDS document. While both alignments were studied to give the City as much data as possible to move forward, it is the recommendation of this study that the City proceed with Alignment 1, the path alignment with Civic Center Improvements. The proposed SR 20/SR 99 interchange will almost certainly be constructed well within the lifetime of the proposed path structures. As these are multi-million dollar structures, it is in the City's best interest to design the structures to tie into the SR 20/SR 99 and Civic Center Improvements project.

For each path alignment the study evaluated different typical section options, grade separated crossing options, and gap closure to the Feather River Levee Path options. The top two recommended alternative combinations are shown in the table below.

Alternative Ranking

Path Alternative Options				Cost*	Key Benefits	Ranking
Alignment	Typical Section	Feather River Levee Path Gap Closure	Grade Separations			
Alignment 1 (with Civic Center)	12-foot width HMA, 6-foot width Concrete	Alt 1	Overcrossing @ Stabler Ln/SR 20 and at SR 99	\$70,100,000	- Alignment 1 fits with future improvements - Concrete ped path provides visual delineation between peds and bikes and received positive public feedback. - Alt 1 Downtown Alternative is the gap closure option that received most positive feedback from public and has a favorable LTS score. - Overcrossings (OCs) are recommended over Undercrossings (UCs) due to safety and maintenance issues presented by the tunnel effect of UCs.	1
Alignment 1 (with Civic Center)	18-foot width HMA	Alt 1	Overcrossing @ Stabler Ln/SR 20 and at SR 99	\$67,300,000	- Alignment 1 fits with future improvements - Full HMA width path is cost effective and reduces maintenance costs. - Alt 1 Downtown Alternative is the gap closure option that received most positive feedback from public and has a favorable LTS score - OCs are recommended over UCs due to safety and maintenance issues presented by the tunnel effect of UCs.	2

*Costs include: PSR, PA&ED, PS&E, ROW, and Construction

The City should proceed to Preliminary Engineering with the top two recommended alternatives. The City should also monitor grant programs for eligibility and opportunity; and remain flexible and ready to highlight different aspects of the project to meet the requirements of available funding sources.

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Attachment A: Yuba-Sutter County Regional Bike Path and Trail Exhibit

Attachment B: Public Outreach & Engagement Materials

Attachment C: Civic Center Improvement Plans

Attachment D: Structure Advance Planning Studies

Attachment E: Cost Estimate Backups

Attachment F: Preliminary Right of Way Maps

1. Introduction

1.1.Purpose and Goals

The City of Yuba (City) has coordinated the preparation of this Feasibility Study to investigate converting 2.3 miles of an abandoned Union Pacific Railroad (UPRR) corridor into a multi-use pathway. The Feasibility Study will determine the viability and cost of a multi-use path conversion. The completion of the study will put the project in good positioning to proceed to preliminary engineering and receive public funding.

By completing the railroad corridor conversion the City hopes to improve transportation equity, reduce VMT, and engage the community.

1.2.Existing Conditions of Corridor

The City shares a Class I path, the Sutter Bike Path, with Sutter County. The Sutter Bike Path begins in the Town of Sutter and extends east along a former UPRR corridor to end at Hooper Road in northwest Yuba City. The City's Sutter Bike Path Gap Closure project is currently in the design phase and will extend the Sutter Bike Path to Harter Parkway. The Sutter Bike Path will also connect to the proposed Didar S. Bains Park. The construction of Didar S. Bains Park is expected to be completed in Summer of 2023 while the Sutter Bike Path Gap Closure project is expected to begin construction Summer of 2023.

The abandoned railroad corridor is currently owned by Union Pacific Railroad, is zoned for industrial land use, and has eight public road crossings. The tracks have been removed along the corridor and there are three existing surface conditions including bare soils, vegetative cover, and railroad ballast (i.e., gravel and cobbles used to line and support railroad tracks).

An exhibit showing the areas existing bike paths, trails, and transit routes is included in Attachment A.

1.3.Needs and Deficiencies

The far east portion of the abandoned UPRR corridor ends amid fairly dense residential city blocks. This residential area is cut off from essential shopping, services, and area schools by State Route 99 (SR 99), State Route 20 (SR 20), and the existing UPRR corridor. For residents without the use of a vehicle (of which this area has many), access to everyday needs is made difficult by this isolation.

In addition to a need for connectivity of people to goods and services, there is a need to connect recreational use within the City. The Sutter Bike Path places users within Yuba City at its western boundary at a location that is not in close proximity to stores, retail, or adjacent pedestrian facilities. Across the City on the eastern boundary, the Feather River Levee Bike Path takes pedestrians across the river into Marysville and connects to parks along the way. Between these two trails, pedestrian facilities within the City are discontinuous and arbitrary. Many Transit stops exist throughout the City, however bike and pedestrian connectivity to those transit stops is lacking. The path would also provide a safer route to several area schools.

According to *Community FactFinder*, a tool used by California State Parks that analyzes demographics, in 2020 nearly 80% of Yuba City's population took trips alone in a personal vehicle, while only approximately 1.5% biked or walked for their trips. An even smaller 0.82% used public transit. These figures emphasize the need for alternatives to vehicular travel and improved connectivity to local transit.

The following figure shows Environmental Justice Areas designated by Sacramento Area Council of Governments (SACOG) within Yuba City overlaid with the path location. From this exhibit it is apparent that the path will serve several vulnerable neighborhoods.

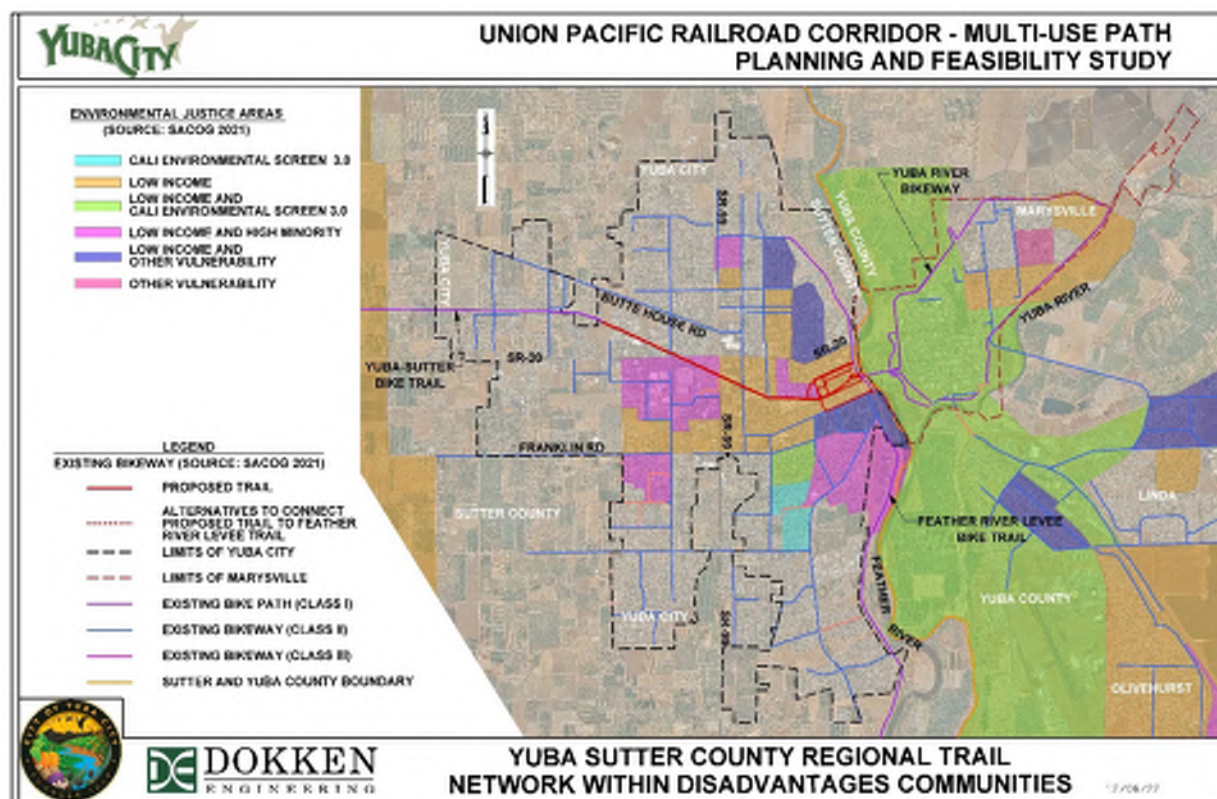


Figure 1 - Disadvantaged Communities

1.4. Corridor Vision

In 2011 a Bicycle Master Plan was completed in order to position the City for the creation of a community bikeway system which would make bicycling a viable mode of transportation. Creating a bikeway system is a mechanism for creating a more livable community, reducing traffic congestion and improving local air quality. The creation of the Bicycle Master Plan found that a total of 744 daily bicycle trips occur for travel to work or school. The City estimated that the implementation of the Bicycle Master Plan could increase these trips to 3,992. Through community outreach while developing the Plan, the City was directed to provide safer streets and expand on existing infrastructure by constructing additional bike paths, bike lanes, and designating shared roadways. The Plan recommended expanding the network of bikeways from 40 miles to 108 miles.

The following two high priority bicycle path projects were recommended in the Bicycle Master Plan:

Priority	Project Title	Description	Length
1	Railroad to Bike Path Conversion	Convert abandoned Union Pacific Railroad Right-of-Way to accommodate a bike path which extends to Bridge Street from Hooper Road.	2.90
2	Levee Bike Path Connection	Connect existing bike paths on west levee of Feather River adjacent to Second Street.	0.57

The UPRR Corridor conversion to a multi-use path will encompass both of these projects.

Converting the abandoned UPRR corridor provides an opportunity to take what is currently a blight to the City and residents and create an aesthetically pleasing centralized trail, providing connectivity and equity throughout the City for a variety of uses.

2. Project Scoping

2.1.Existing Plans and Information

The UPRR corridor conversion to a multi-use path complies with relevant City Master Plans, ADA Transition Plan, and Bicycle Master plans. In 2022 SACOG completed a plan entitled *Sacramento Region Trail Network Action Plan* which is aimed at improving area trail connectivity thereby improving health, environmental justice, economic vitality, safety, recreation, and access to all ages/abilities. The UPRR multi-use path is included in two of the plans proposed projects, SUT02 Railroad Corridor Bike Path and SUT03 Olive Street Bridge Path.

2.2.Corridor Inventory and Analysis

Two site visits were performed, one in February of 2022 and another in March of 2022. Existing conditions were noted including, observed volume of traffic at proposed crossings, land uses, potential access needs from the path, potential locations of path amenities, and more.

2.3.Stakeholder Outreach and Engagement

Understanding the demographics and preferences of potential users will factor in when determining the value of infrastructure investment. The City used several public outreach methods to engage potential users and request input. Three public presentations were organized throughout the preparation of this Feasibility Study. A website was prepared specifically for this project. Round-table meetings with stakeholders were held to help extend the outreach as well as brainstorm on solutions.

On May 14th, 2022, the City introduced the project to the public at the Farmers' Market. With a "pop-up" set up, the public got an opportunity to look at exhibits and pictures of what the potential for the 2.3-mile corridor transformation. Exhibits displayed the proposed project's alignments, visuals of at-grade crossings, overcrossings, and undercrossings. The visuals allowed community members to see the City's vision for the project, ask questions about the project, and provide suggestions/comments for the project. The public was also asked to provide ideas for amenities along the corridor that would entice them to utilize the corridor. During this event, the public was provided comment cards requesting their input, these are presented in Attachment B. The general reaction from the public was excitement and receptive to the idea of having the corridor.

On June 26th, 2022, the City utilized the opportunity to provide an information booth at the Yuba-Sutter County Fair. For this event, the team updated exhibits and materials to account for initial feedback received during May's Farmers' Market. A new sector of the community received the opportunity to learn about the corridor's potential and provide feedback on accessibility and amenities. During this event, the public was given the opportunity to complete a comment card and/or complete a questionnaire. The questionnaire included questions about the individuals' frequency of use for the corridor, level of comfort riding in different traffic scenarios, as well as preferred destinations and purpose for utilizing the



Photograph from Farmer's Market "pop-up" on May 14th, 2022

corridor. Comment cards and questionnaires received from public can be found on Attachment B.



**Photograph from Yuba-Sutter County Fair on
June 26th, 2022**

On October 26th, 2022, the City hosted a public meeting at Gray Avenue Middle School. The school is adjacent to the corridor and it was a prime location for accessibility to the community. At this event the public received a presentation of the project challenges and solutions for the potential corridor. The public was able to voice their opinions about challenges, suggestions, requests, and questions about the practicality, funding, safety, and project timeline. During this public meeting, Yuba City Mayor Dave Shaw, Yuba City Councilmember Shon Harris, Yuba City Engineering staff, and Dokken Engineering design team answered questions from the public. The public filled out comment cards and questionnaires, included in Attachment B.

Various tools were used to notify the public of this Feasibility Study and to invite them to the public events organized. The Feasibility Study team collaborated with City of Yuba Community Services to distribute project information during the Yuba City Wilderness Run 5K on March 26th, 2022. This family-friendly 5K took place along Feather River Parkway and all participants received a “goodie-bag” including a flyer containing general project information and an invitation to visit the project website. The flyer included a QR code linking users to www.yubacitybikepath.com, a website created for this project. The website included general information about the project, dates for upcoming public events and project exhibits for individuals who are not able to attend the meetings. The website included an online survey, representative contact information and an opportunity to subscribe for future notifications.



**Photograph from Public Meeting on
October 26th, 2022**

In addition, the team mailed Yuba City residents adjacent to the corridor and neighborhoods in the vicinity to notify of the project and upcoming public meeting. Lawn-signs with public meeting details were placed at high-traffic locations, parks, and other high visibility locations. Yuba City official social media was used to reach the online community. Posts on the City’s Facebook and website were added to inform public of the project and planned public events. Materials were also provided in Spanish to convey information to Spanish speaking residents.

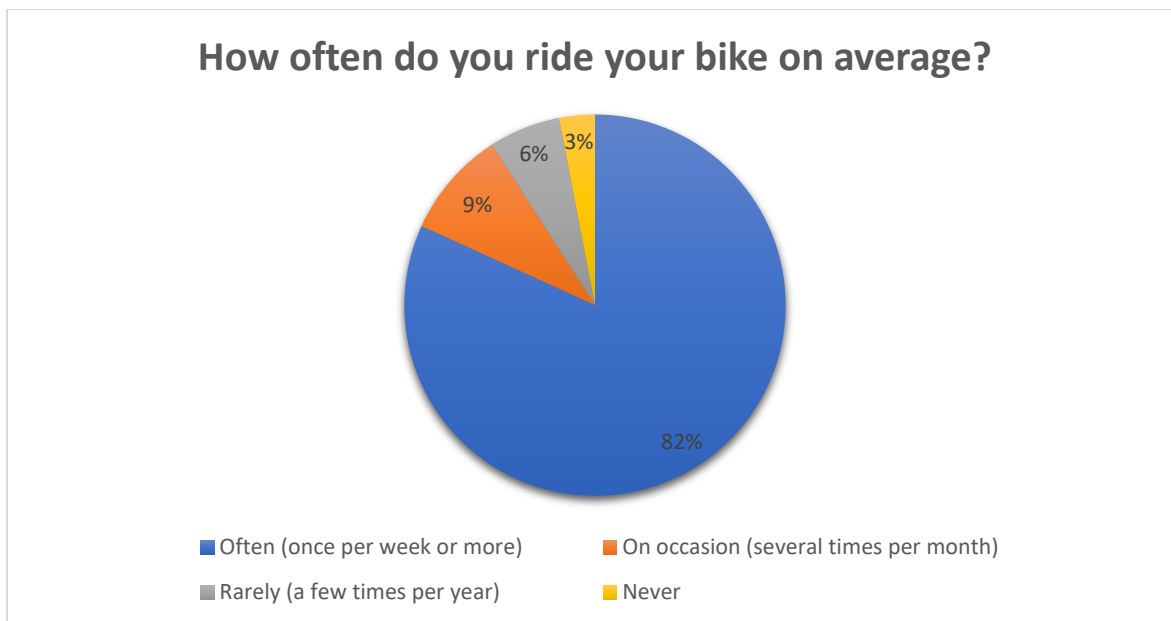
Most of the public input, through comment cards and conversations with staff, was constructive and positive. Several of the potential users expressed the preference of avoiding at grade crossings of the high-traffic intersections such as Stabler Lane, SR 20 and SR 99. With a preference of an overcrossing and not undercrossing. Public was concern about safety, lack of lighting and unattractiveness of an undercrossing. Several participants suggested amenities along the corridor such as benches, water fountains, trash receptacles, and shaded areas.

The primary concern of the public is maintaining a clean and safe path after it is built.

The public outreach team developed a questionnaire for participants to share information about their riding habits, riding personality, and vision for this corridor transformation. Below are summaries of responses to tangible questions. For a complete list of questionnaires received and comment cards received, see Attachment B.

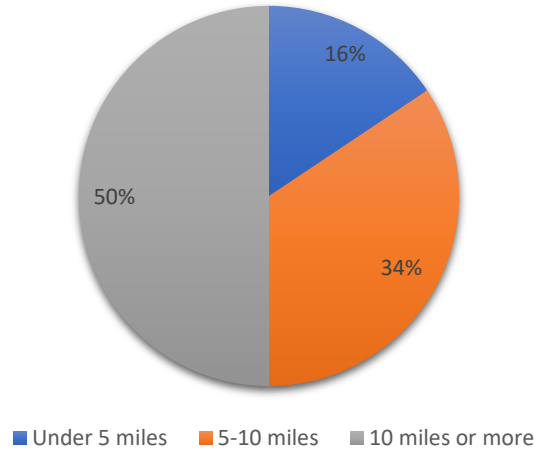


- Question #1 asked “How often do you ride a bike on average?”. From thirty-three participants, 82% responded the ride their bikes once per week or more.



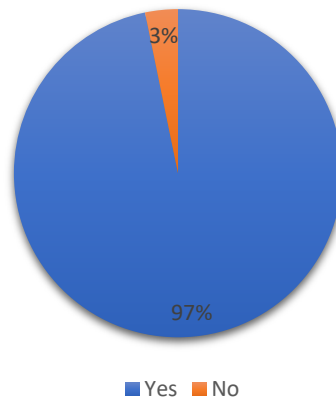
- Question #2 asked “What is a typical ride distance on average?”. From thirty-two participants, 50% responded they ride their bikes at least 10 miles per week.

What is your typical ride distance on average?

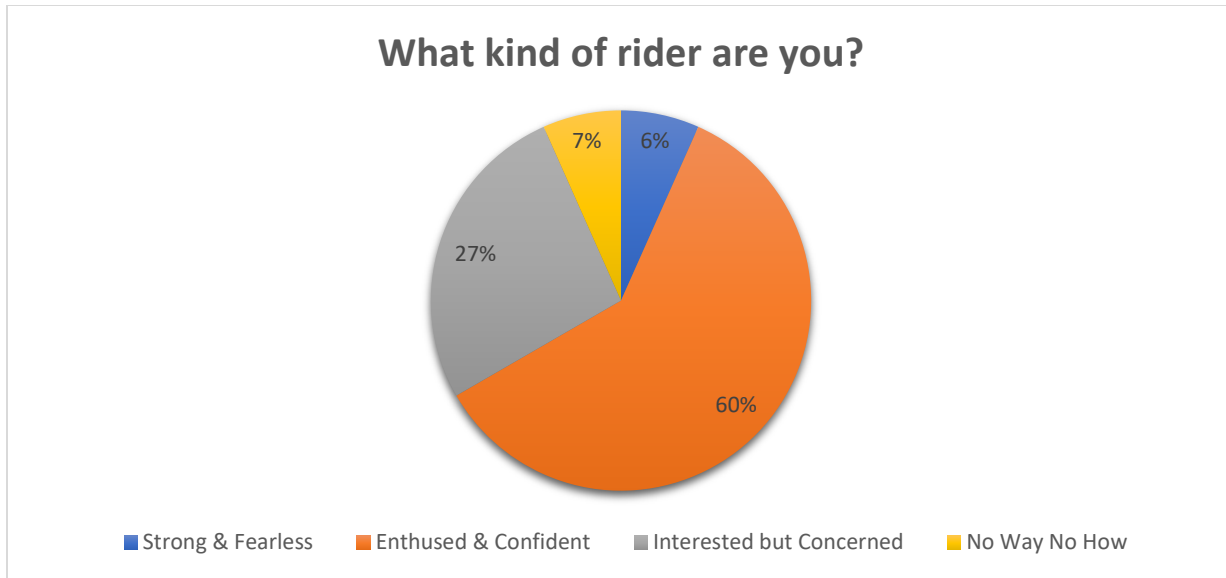


- Question #7 asked “Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?”. From thirty-one participants, 97% responded they would increase their bike riding distance.

Would you take longer rides if there was a continuous Class I trail?



Participants were asked to rate themselves on the level of comfort when riding next to traffic. Categories were based on Roger Geller’s “Four Types of Cyclists”, Portland Bureau of Transportation, Portland, Oregon, 2006. The “Strong and Fearless” type is for people comfortable to ride without any bicycle-specific infrastructure, even on busy streets. The “Enthusied & Confident” are people comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane. The “Interested but Concerned” are people willing to ride but require comfortable facilities that provide separation from heavy traffic. The “No Way No How” are people unwilling to ride regardless of bicycle-specific infrastructure provided”. From thirty respondents of the questionnaire, 60% identified themselves as enthused and confident riders.



For a summary of the comments received during outreach efforts, see Attachment B.

3. Project Alternatives

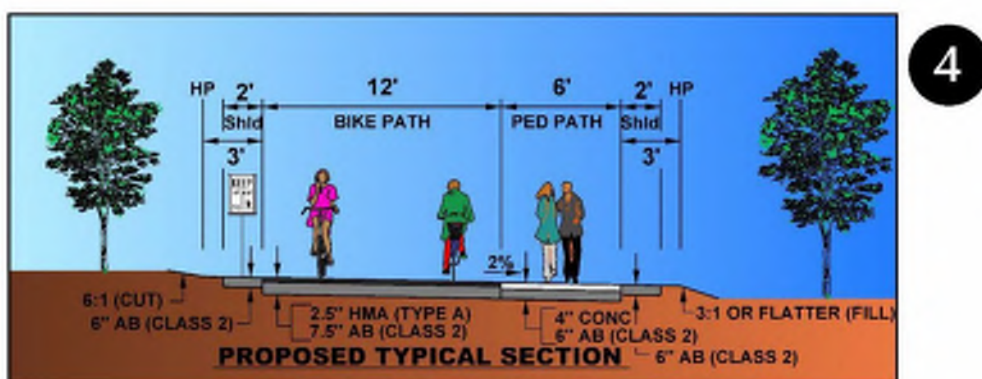
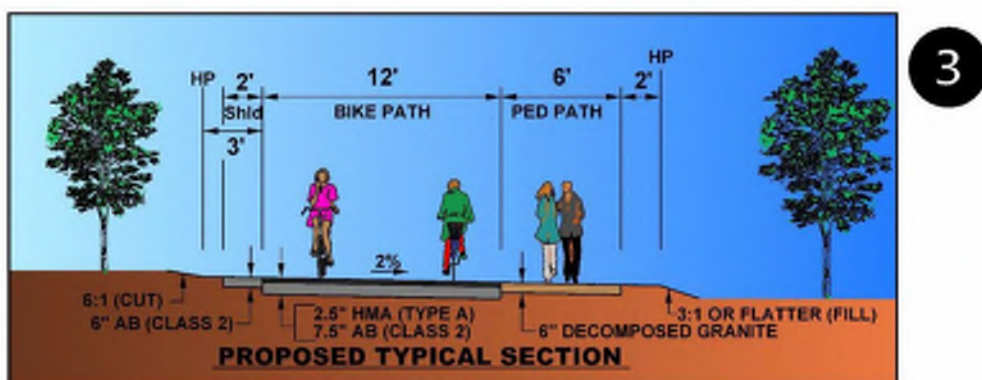
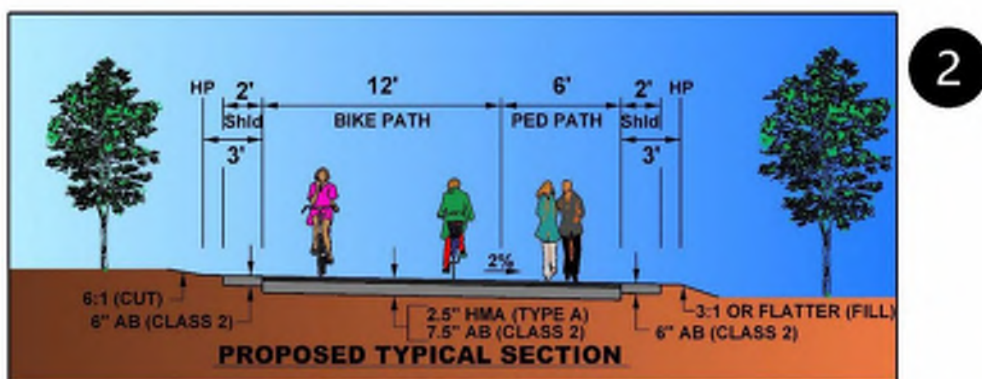
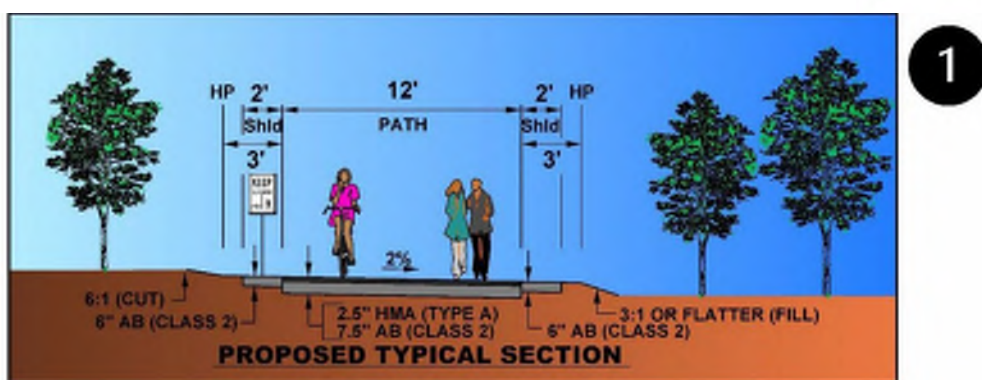
3.1. Alternative Concepts

Path Cross Section

The American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities states that for a shared use path, widths typically range from 10 to 14 feet with a minimum width of 10 feet. A wider path is needed to provide an acceptable level of service when both pedestrians and bicycles are expected.

Caltrans, in the Highway Design Manual describes a Class I bike path as a facility separated from the traveled way with exclusive right of way. Where significant bike traffic is expected and/or significant pedestrian traffic will join bicyclists a minimum path width of 12 feet is preferred.

Several cross section designs were considered and studied for the path. The sections considered are shown in Figure attached.



The various typical sections were evaluated and discussed with the public. A summary of the typical section evaluation is shown below in Table 1.

Table 1 - Typical Section Evaluation

No.	Typical Section	Assumptions	Benefits	Disadvantages	Ranking
1	12-foot Path	- Entire width would be paved, HMA - Striped for two way traffic	- Cost Effective - Meets recommended minimum width	Puts wheeled and non-wheeled traffic in same path, higher potential for conflict	4
2	18-foot Path, HMA	- Entire width paved, HMA 12-foot section would be separated from 6-foot pedestrian section with striping and signage	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts	Higher cost than minimum recommended width	2
3	18-foot Path, HMA/DG	12-foot width paved with HMA 6-foot pedestrian width would be decomposed granite (DG)	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts - Lower cost than full width pavement - Received public feedback that runners prefer DG to pavement.	- DG creates a maintenance task (weed control, regrading after storms, etc) - While DG is preferred for runners, may present difficulties for strollers, which may tempt that traffic onto the bike path creating potential for conflict.	3
4	18-foot Path, HMA/Concrete	12-foot width paved with HMA 6-foot pedestrian width would be concrete	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts - Difference in surfacing provide higher visibility separation from bikes to peds further reducing potential for conflict. - Concrete path minimizes maintenance cost.	Highest cost of sections considered	1

The cost differences between the various typical sections are discussed later in section 4 of the report. Based on the evaluation it is recommended that the City proceed with either typical section option 2 or 4.

Alignment

For the purposes of this report, we will discuss the bike path in sections from cross street to cross street.

Harter Parkway to Tharp Road

Path will connect to the Sutter Bike Path extension at Didar S. Bains Park. From Harter Pkwy to Tharp Rd, the path will be kept in the center of the right of way. This section provides good opportunity for some meandering of the path. Meandering the path provides visual interest to the users. This section of the path takes users past several retail locations with the Yuba City Marketplace including a Walmart, Home Depot, and some eateries.

Tharp Road to Stabler Lane

Through this section the path was kept toward the south side of the right of way corridor. This was done in consideration of potential future development of a large parcel to the north of the corridor. Users will pass the Sutter Buttes Marketplace. An existing courtyard with access to the UPRR corridor provides a nice opportunity for a path connection to the existing center.

Stabler Lane to SR 99

Within this section, the City has a planned future project that would impact the path alignment. In 2016, the City worked with Caltrans on a Project Study Report – Project Development Support (PSR-PDS) for an interchange at SR 20/SR 99. Through this process, it was also determined that Civic Center Blvd would be extended to intersect with and be constructed on the UPRR corridor just west of SR 99. There are also plans to construct a new hotel at this location. The plans for this potential future development are shown in Attachment C.

For this one section the path is evaluated as two separate alignments, Alignment 1 with Civic Center Improvements and Alignment 2 without Civic Center Improvements. Outside of the Stabler Lane to SR 99 limits, the path alignments are identical and were not evaluated separately.

Within this section, alignment 1 was designed to allow the future Civic Center improvement to be constructed without impacting the multi-use path. Alignment 2 was designed assuming the new Civic Center route would not be in place.

During the development of Alignment 1, it was determined that the cross section of the Civic Center Blvd extension proposed in the PSR-PDS would be too wide to allow the multi-use path to fit adjacent to the roadway within the UPRR right of way corridor. Assuming minor adjustments to the proposed Civic Center Blvd cross section, the multi-use path could be placed adjacent to the proposed roadway with minimal right of way impacts. The figure below shows the assumed cross section for the future Civic Center Blvd extension. As the two projects proceed in their development, the City should ensure that the designers are coordinating with each other.

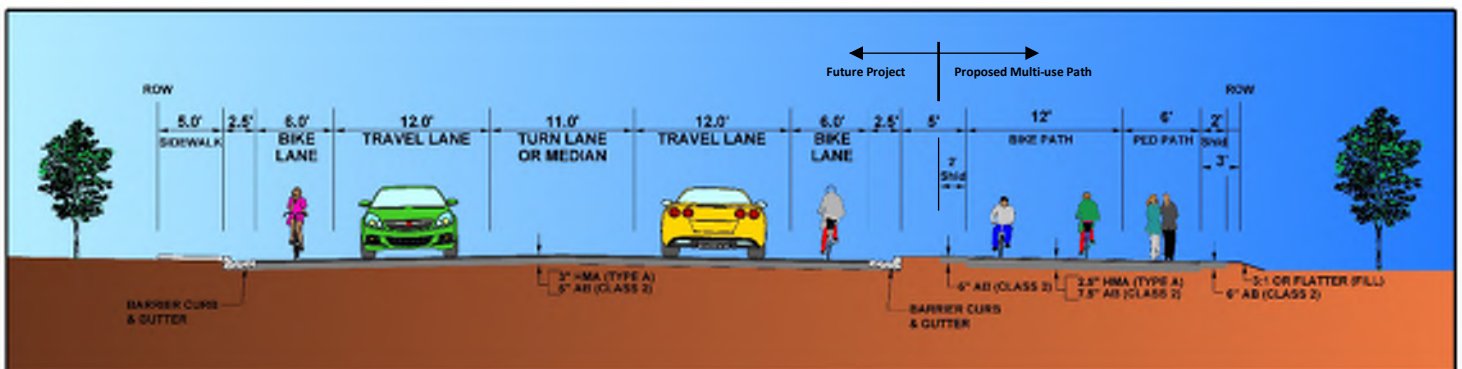


Figure 3 - Assumed Cross Section for Future Civic Center Blvd

SR 99 to Gray Avenue

This section includes two important features to the path, a connection to the popular Sam Brannan Park as well as the City Skate Park. Gray Avenue Middle School is also adjacent to the park. North of the path is a complex that used to house a large shopping center, but is now mostly boarded up. The addition of the path would make this complex a more attractive option for potential lessees.

Gray Avenue to Clark Avenue

The path would meander through this section to provide interest. The path begins to connect to apartments and a more residential area.

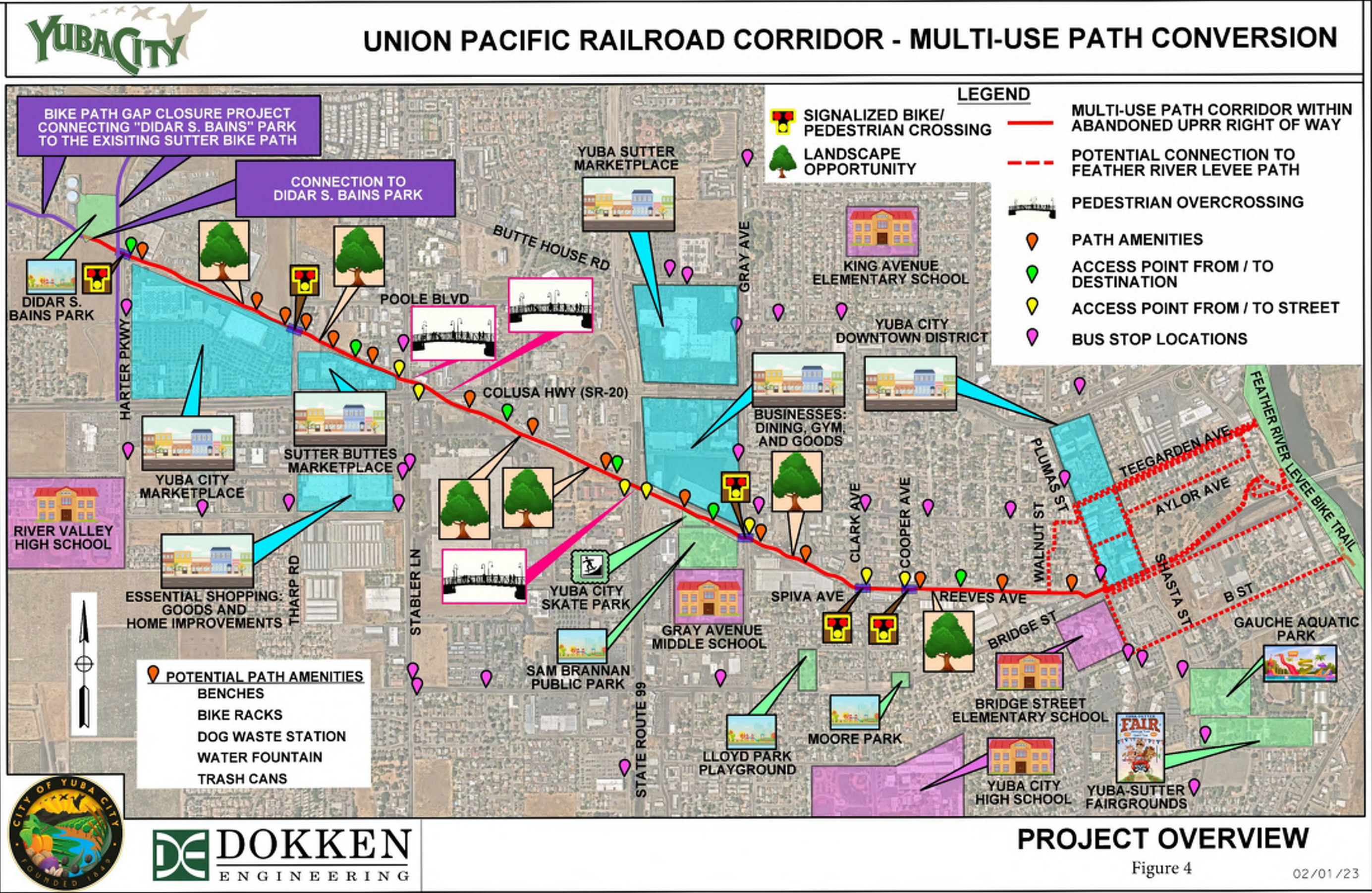
Clark Avenue to Cooper Avenue

Clark Ave to Cooper Ave is a short straight section passing multi-unit housing and businesses.

Reeves Avenue

In this section, the path travels parallel to and separated from Reeves Avenue. Reeves Ave is the southern border of a large residential neighborhood. Crosswalks will be placed in areas most likely to be used by bicyclists connecting to other neighborhoods, likely Orange Street, Olive Street, and Almond Street.

Figure 4 attached, shows an overview of the entire corridor with path and area highlights.



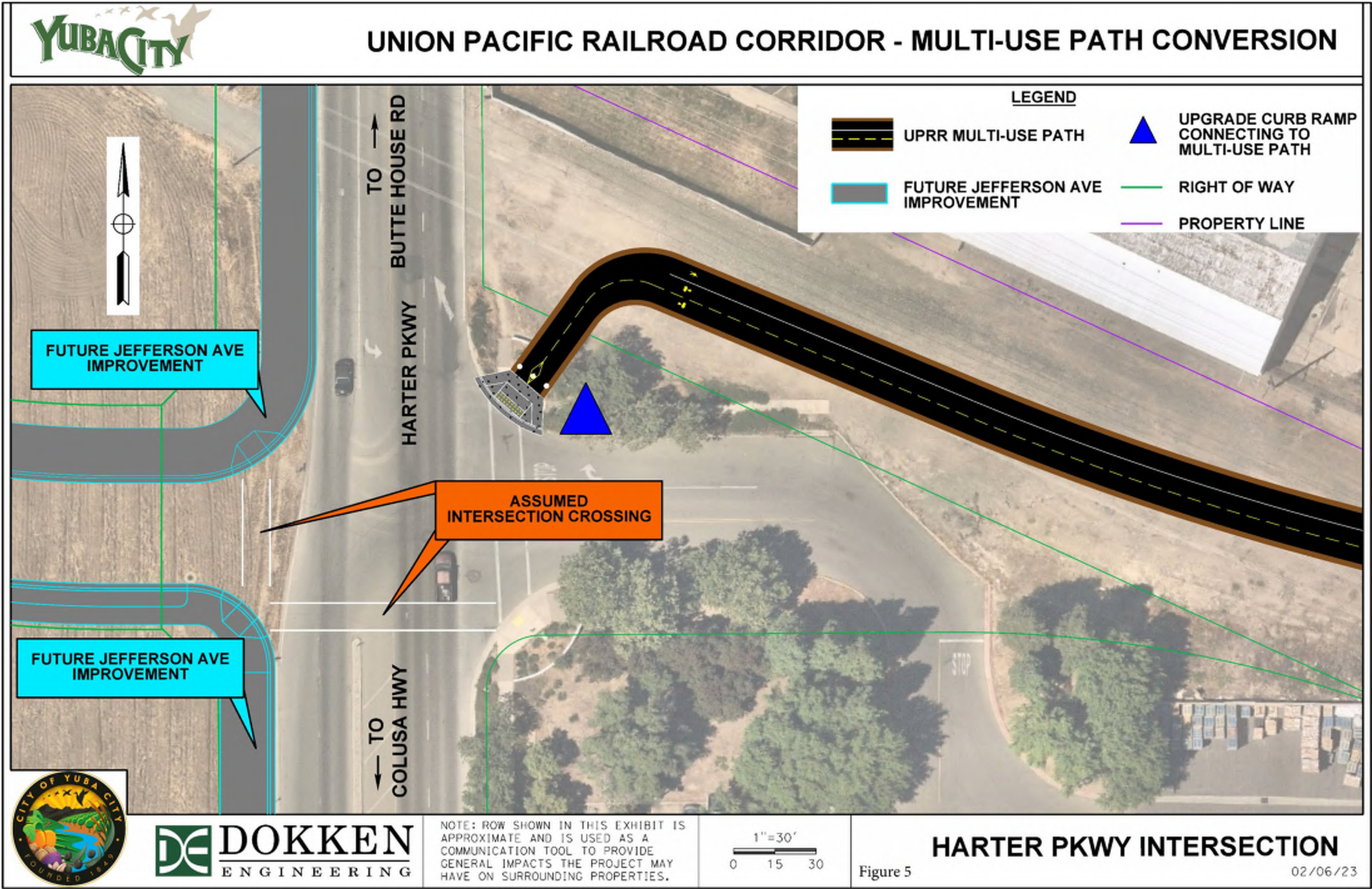
Crossings

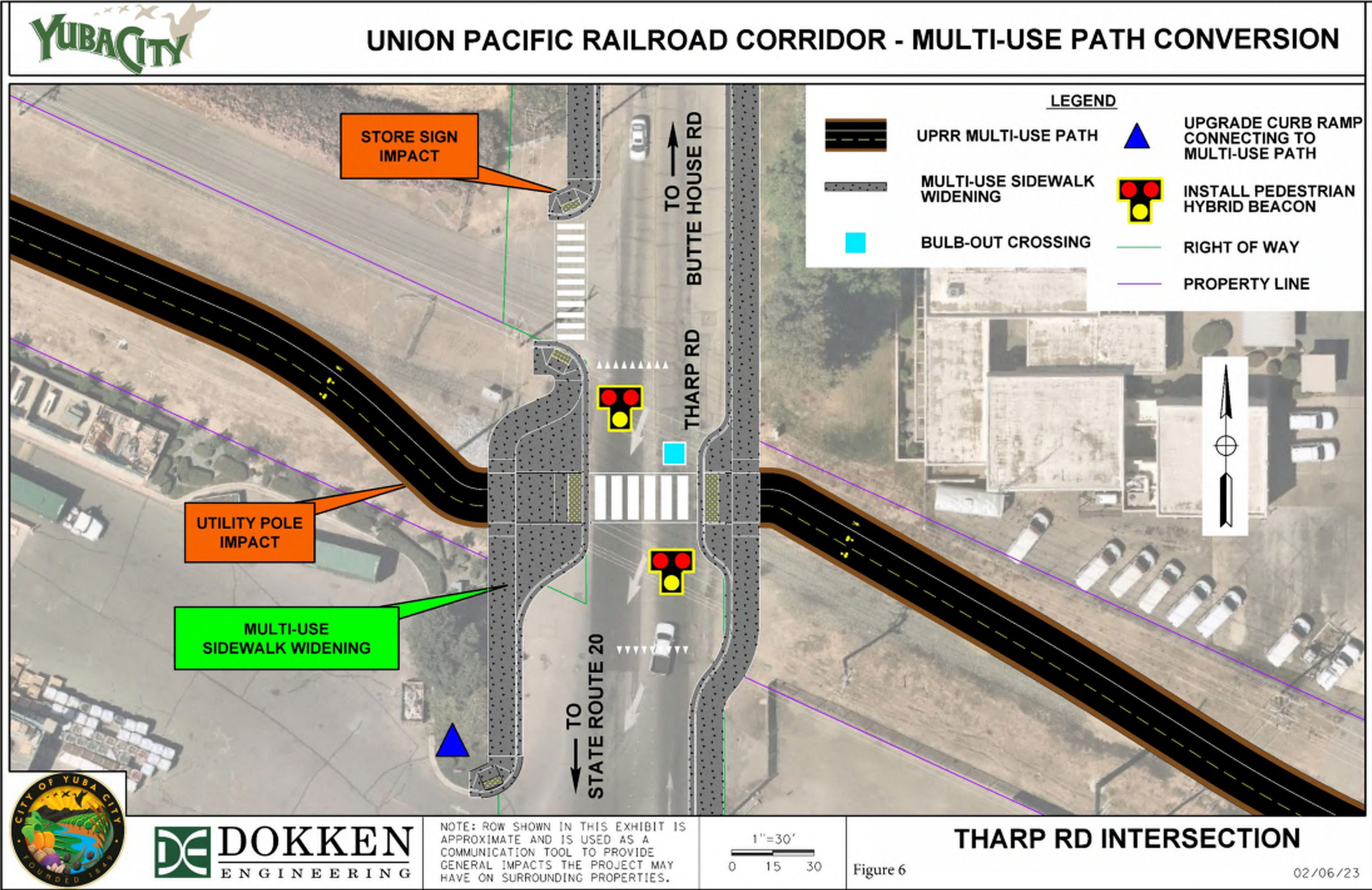
Each location where the path intersects a street, the characteristics of that street were evaluated to determine the best method of crossing. A summary of each crossing evaluation is shown in Table 2 below.

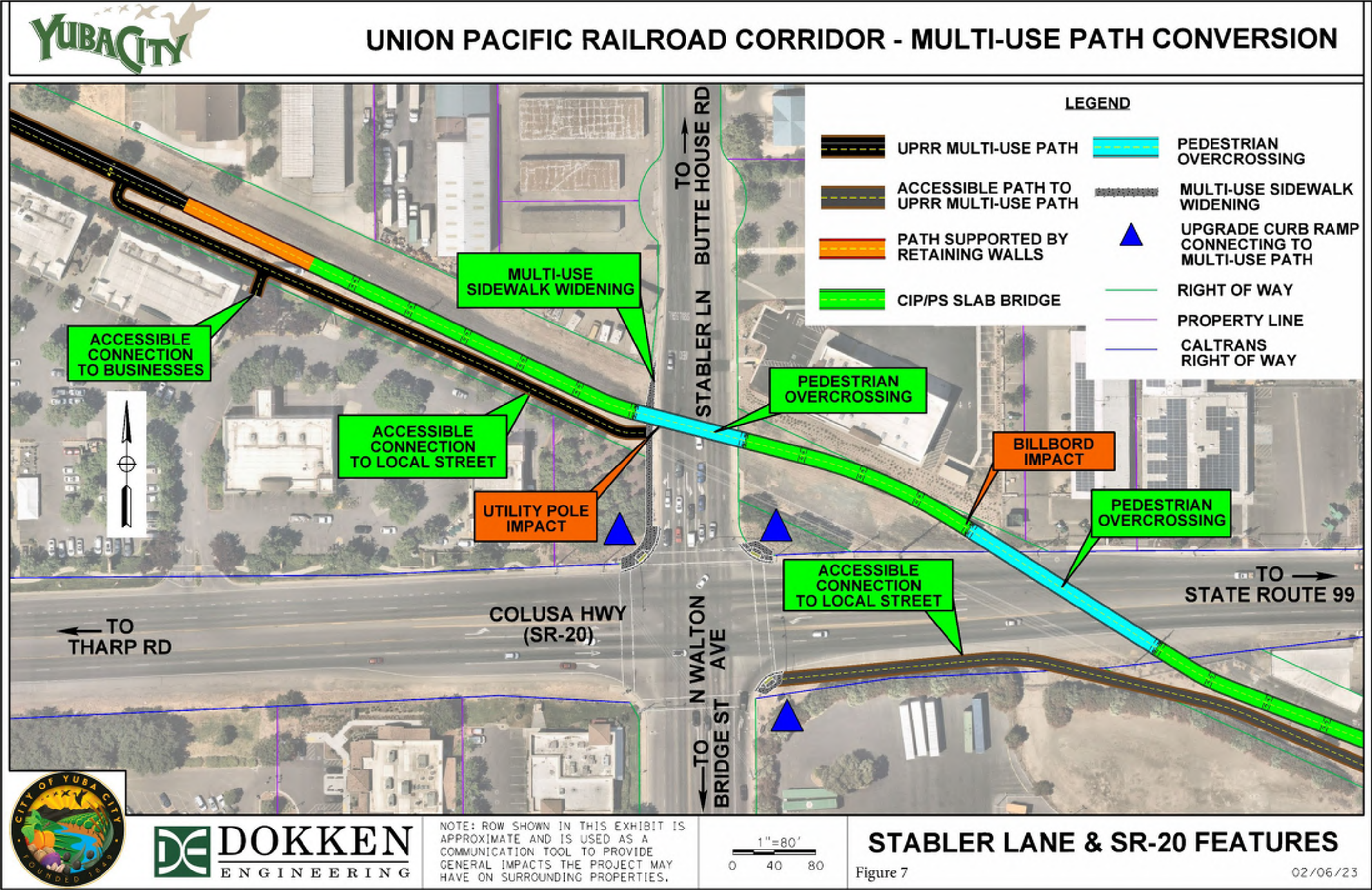
Table 2 - Crossings Evaluation

Cross Street	Cross Street Characteristics	Crossing Method	Notes
Harter Pkwy	Collector with moderate traffic and plans to widen in the future	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Tharp Rd	Collector with moderate traffic and nearby intersection and driveways	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Stabler Ln	Arterial, heavy traffic	Overcrossing or undercrossing	It is recommended that for an overcrossing, these two crossings be combined into one structure as the proximity of the two precludes a vertical alignment conforming between them. Also, a combination of fill and retaining walls in between is less cost effective and blocks more visibility to local businesses adjacent to the crossing than a continuous structure. While studied, the undercrossing option for these locations is considered infeasible as it creates a long tunnel effect that is not conducive to safety or maintenance.
SR 20	Highway, heavy traffic and limited right of way access		
SR 99	Highway, heavy traffic and limited right of way access	Overcrossing	Two-span main structure assumes a bent in the median of SR 99.
Gray Ave	Arterial, moderate traffic	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Clark Ave	Arterial, moderate traffic. An offset intersection is directly south. Proximity of this intersection creates need for a higher level of protection at crossing.	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Cooper Ave	Relatively low traffic local road	X-walk with Flashing Beacons	Warning signage will also be employed

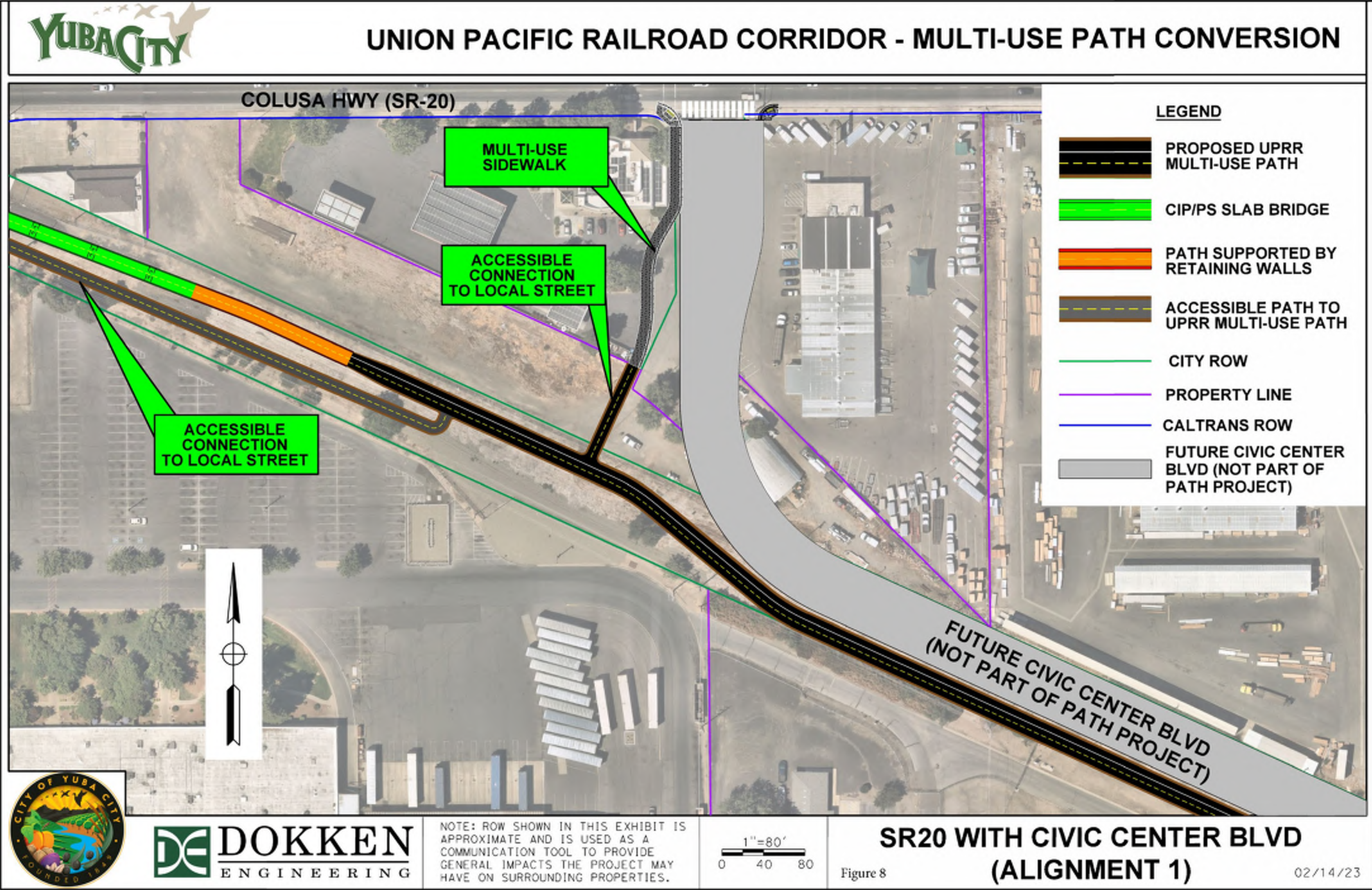
A detailed view of each crossing is included in the following Figures 5 through 13.

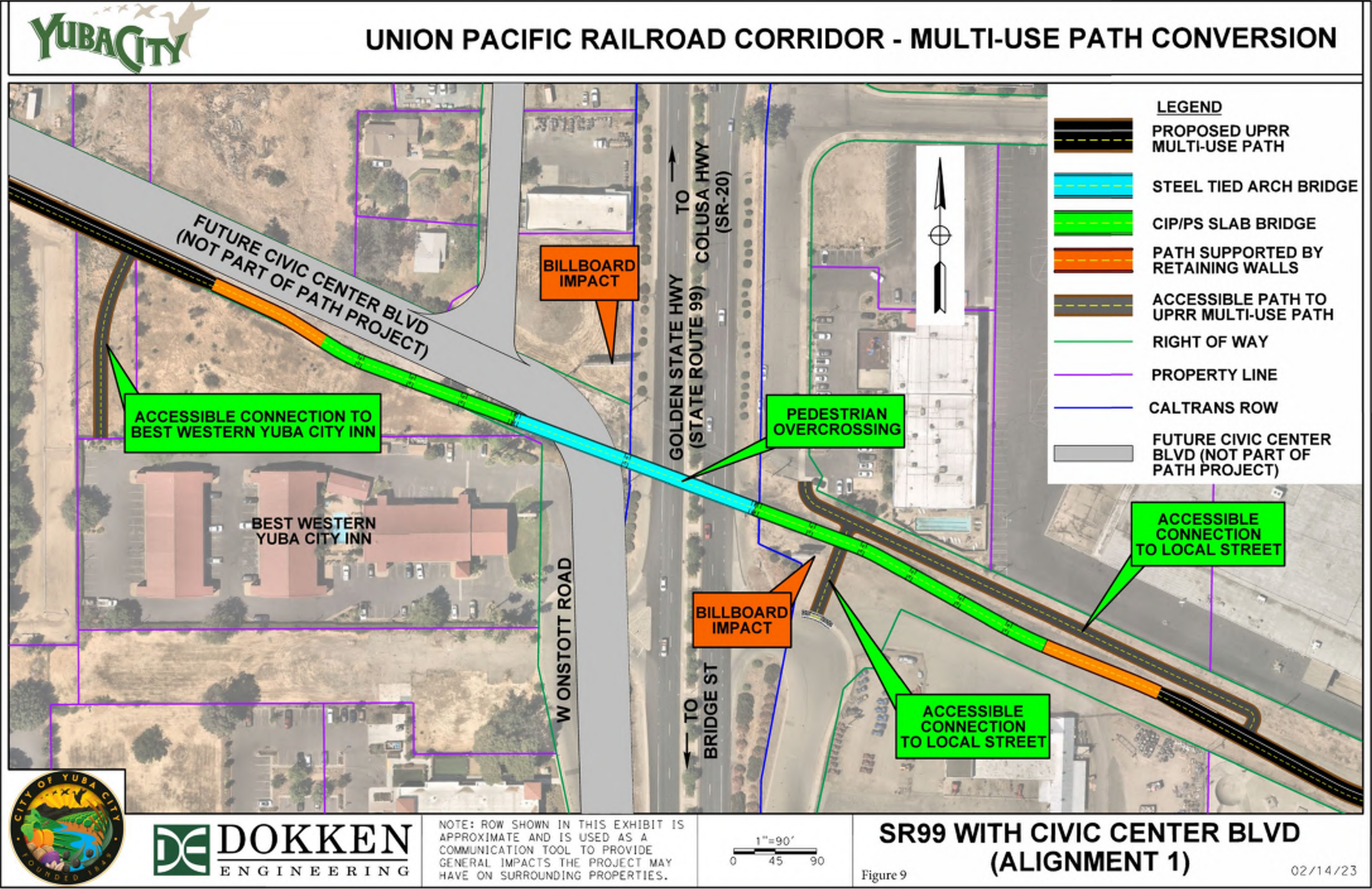


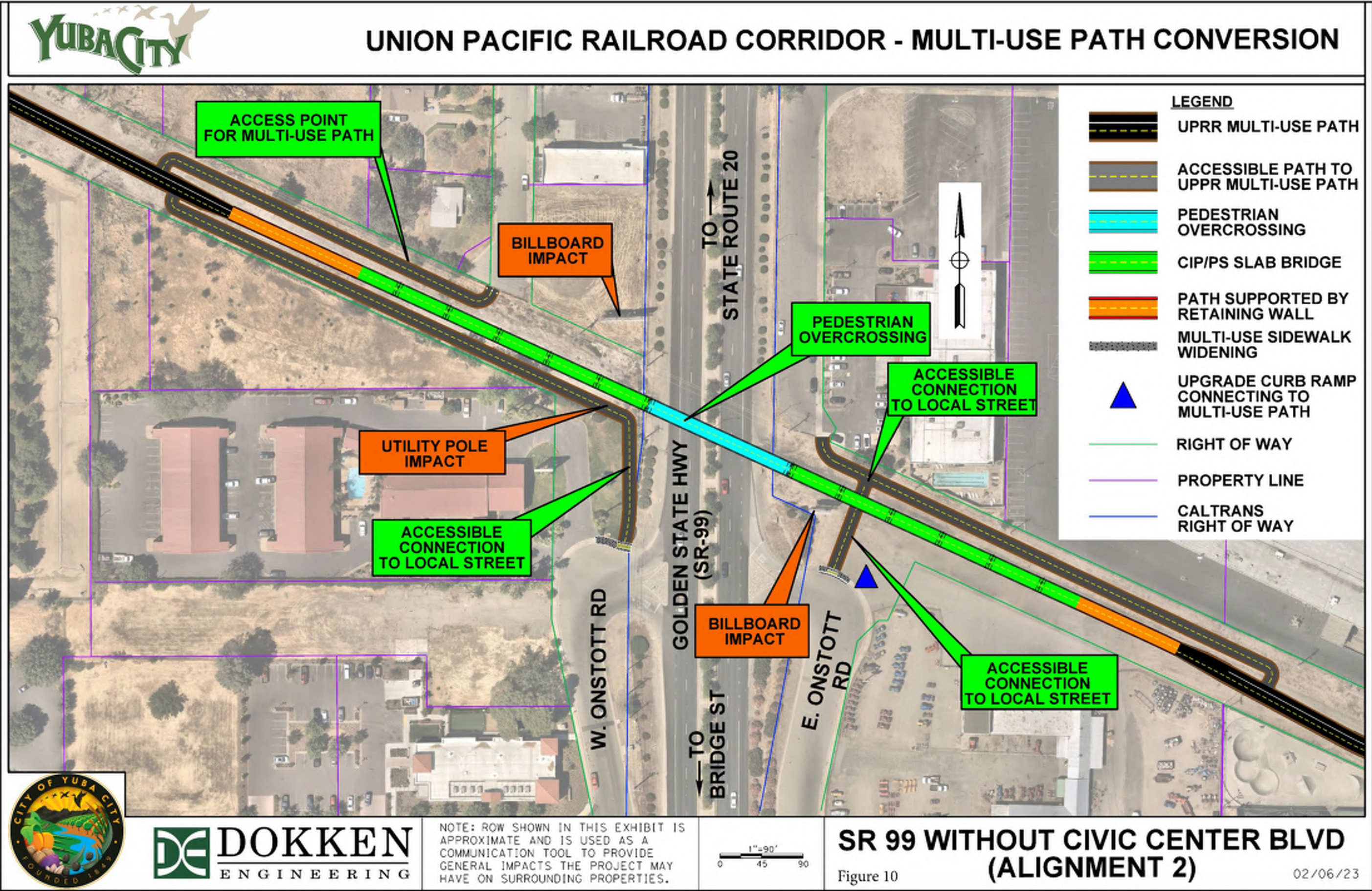


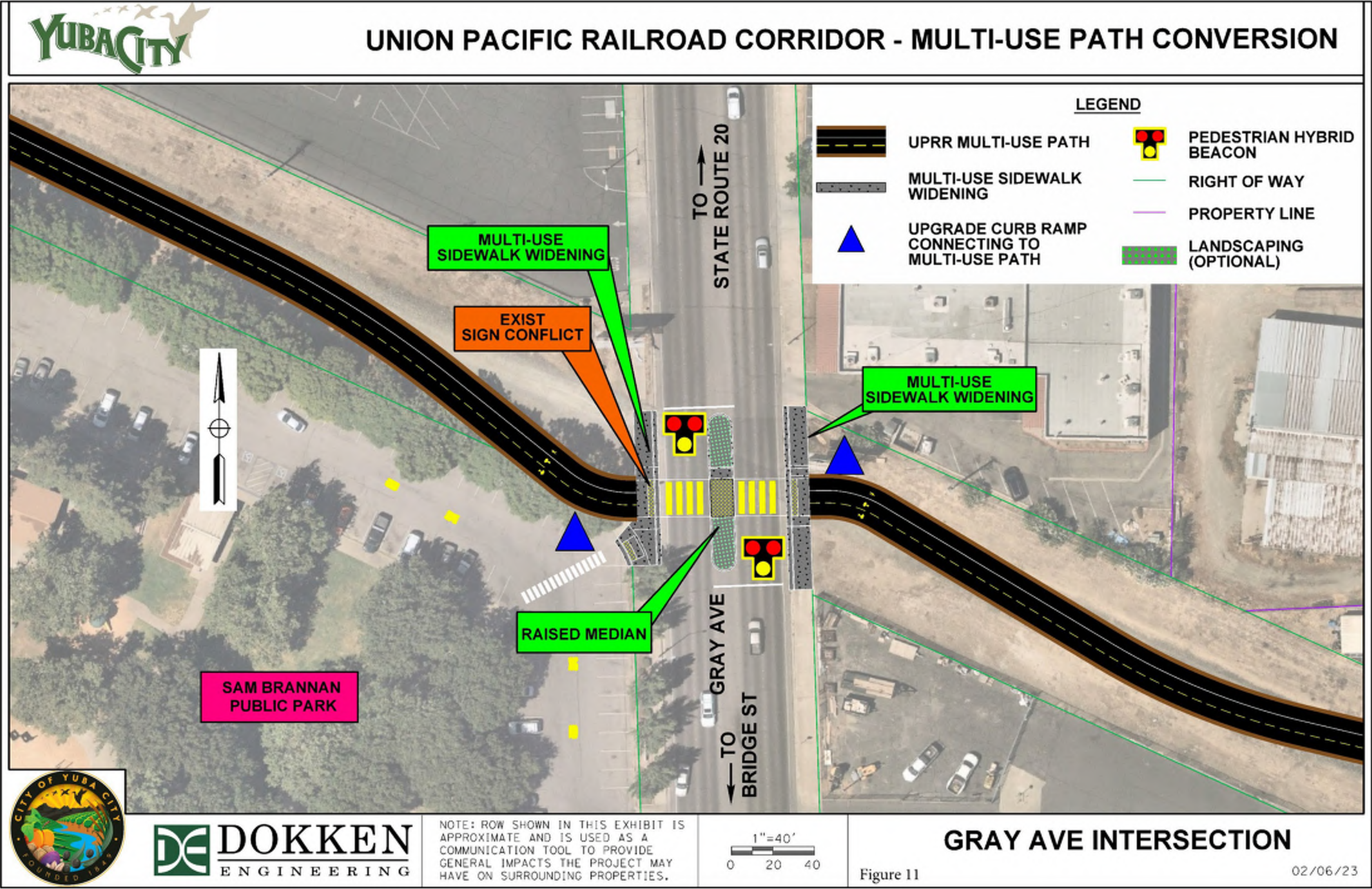


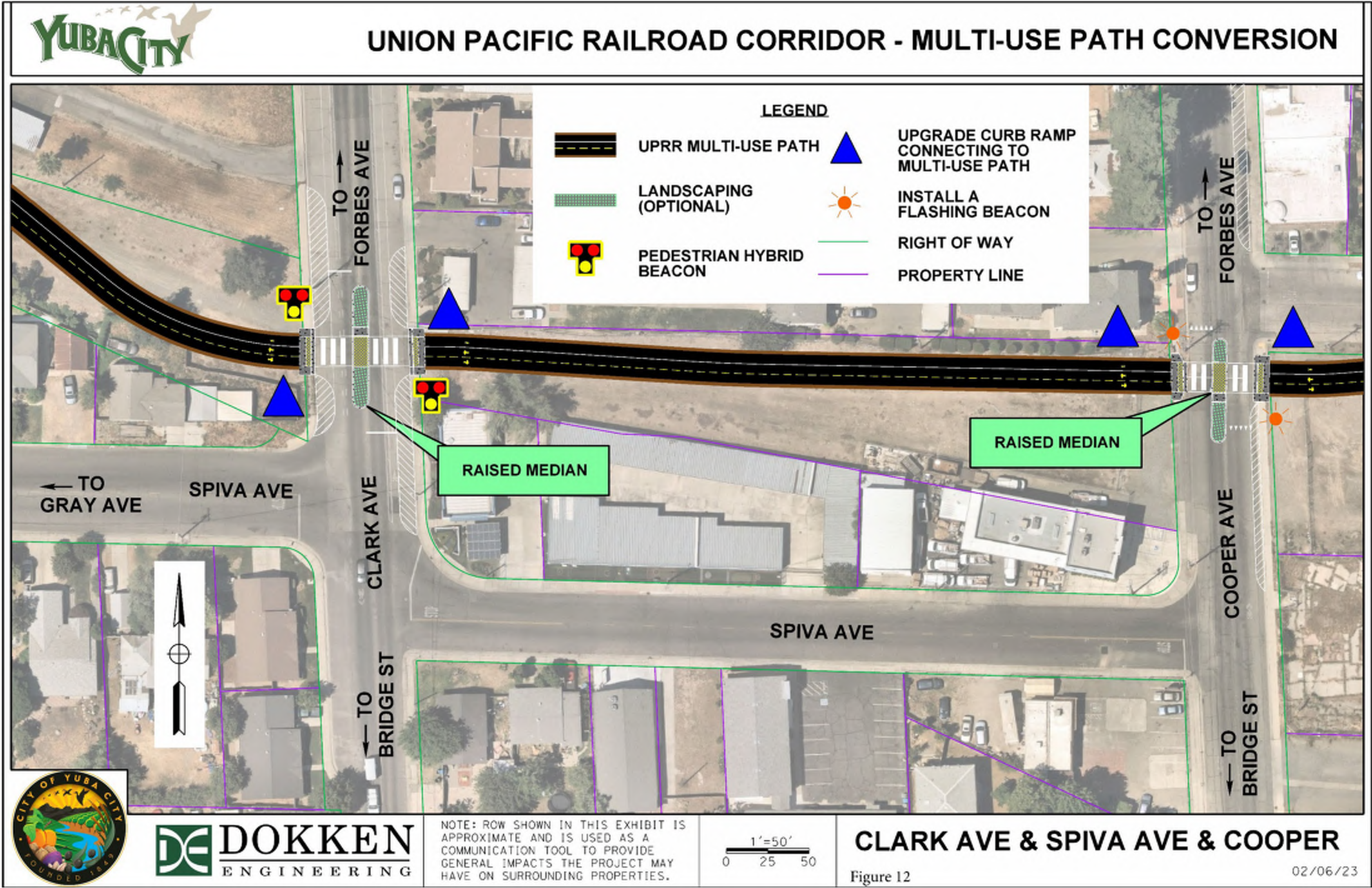
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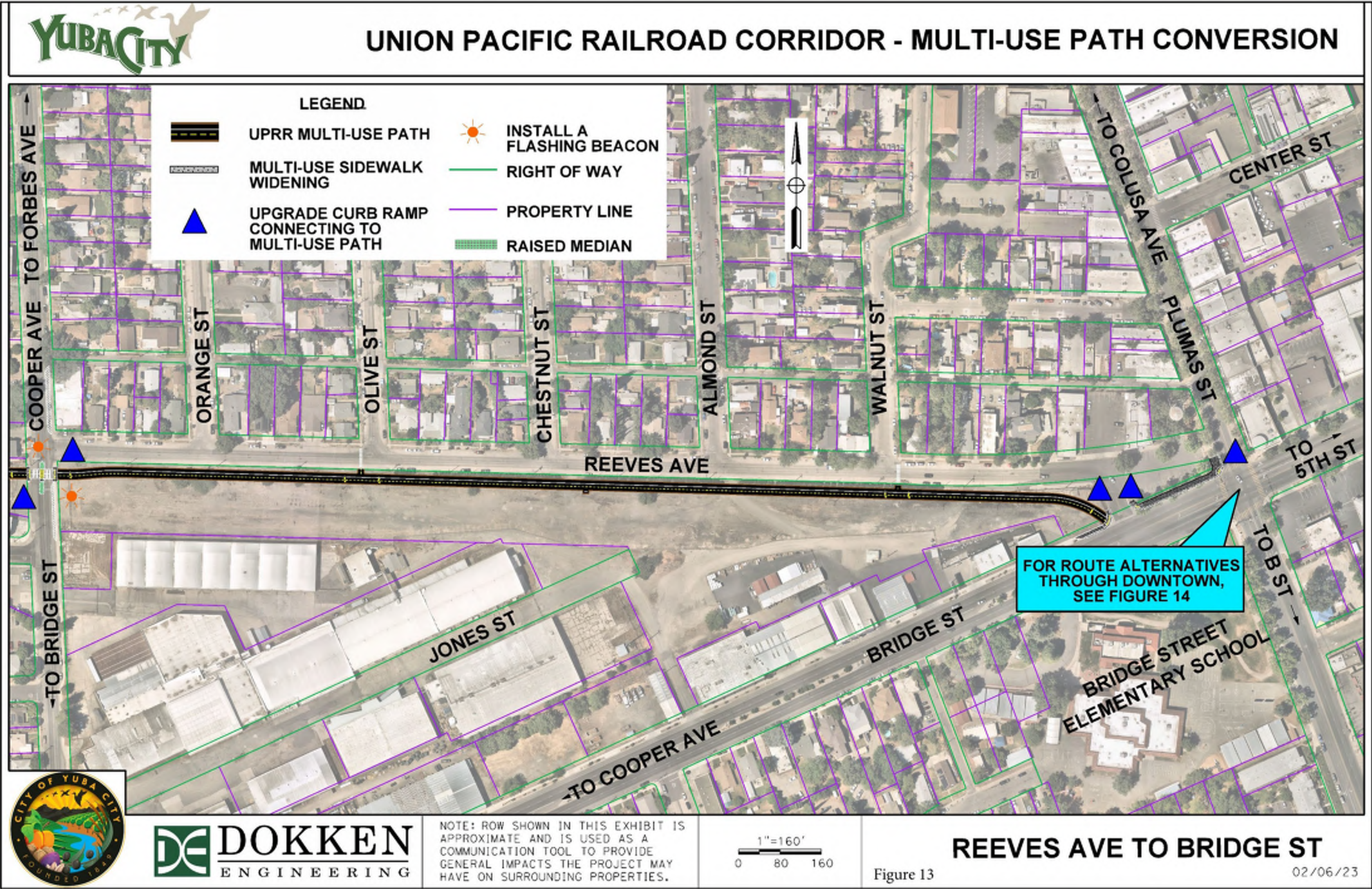












DOKKEN
ENGINEERING

NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES.

1"=160'
0 80 160

Figure 13

REEVES AVE TO BRIDGE ST

02/06/23

Structure Advanced Planning Studies

Due to heavy traffic and the need for access control, grade-separated crossings are recommended for the Stabler Lane, SR 20 and SR 99 crossings. Two advanced planning studies (APSs) were prepared for each crossing. For Stabler Lane and SR 20, both undercrossing and overcrossing alternatives were developed. For the SR 99 crossing, two overcrossing alternatives were considered, one assuming the SR 99/SR 20 interchange and Civic Center improvements occur and one based on the existing conditions. In the overcrossing scenarios the path would be elevated over the streets/highways while in the undercrossing scenarios the path would be lowered and cross underneath the local or state facility. In both cases, the existing roadway being crossed would maintain its existing vertical alignment.

Overcrossing structures were assumed to be steel tied arch spans with cast-in-place, prestressed concrete slab approach spans. For the overcrossing spans of 100 feet to 200 feet, prefabricated steel truss spans are generally the most economical, but for spans at the longer end of that range, the economy of the tied arch improves relative to the truss and is more attractive. The APSs show tied arches for all the longer spans, and the estimates are based on tied arch spans as well. All overcrossing options would be supported on reinforced concrete bents and are expected to require deep foundations consisting of either driven or cast-in-drilled-hole (CIDH) piles. All overcrossing alternatives are based on a clear width between railings or curbs of 14 feet with 1-foot-wide curbs for a total width of 16 feet. The 14-foot clear width is based on the minimum path width of 8 feet (Caltrans HDM) combined with a 6-foot pedestrian path.

Pedestrian undercrossings are generally discouraged due to user-security concerns. To address these concerns, clear sight lines, generous opening widths beyond the minimum required to clear the path section, adequate lighting and surveillance cameras are often required. If the security concerns can be addressed, undercrossings can be attractive and less-expensive alternatives to overcrossings. Because they require less vertical clearance (10 feet minimum; 12 feet assumed for this study to maximize the size of the opening) than overcrossings (17 feet over conventional highways and local roads and 18.5 feet over freeways and expressways), they result in significantly shorter approach slopes than overcrossings, and those slopes can be accommodated at grade through excavation and retaining walls, if needed, rather than additional structure length. The reduced elevation gain and loss associated with undercrossings requires much less effort for path users, particularly for the mobility-challenged. For cyclists, undercrossings provide the added benefit of allowing them to use momentum from the downhill into the undercrossing to help with the uphill on the way out. However, undercrossings, particularly in relatively flat terrain, such as Yuba City, are prone to flooding and likely require a pump station to clear drainage. They also frequently require expensive relocation of wet utilities, especially gravity storm and sanitary sewers.

Undercrossings of Stabler Lane and SR 20 are considered feasible but would require extensive retaining walls both on the approaches and between the two undercrossings to keep the excavation within the UPRR right of way. These walls would preclude a connection to street level between the two undercrossings. In addition, because of right of way limitations, it would be impractical to design undercrossings with adequate width and side slopes to eliminate the “tunnel” effect. Rather than 1.5H:1V or flatter slopes along either side of the full path cross section that would create an open feel, a vertical wall would be required on at least one side to keep the approach section within the railroad right of way. This wall along the path would limit sight lines through the undercrossings and result in a half-tunnel effect. Required utility relocations would complicate the undercrossings and drive up their costs, as would the need for staged construction and related traffic handling.

An undercrossing of SR 99 was deemed infeasible because the length required to accommodate existing and ultimate lane configurations on SR 99 would make it very difficult, if not impossible, to avoid the “tunnel effect”.

While both the overcrossing and undercrossing alternatives are considered feasible, the real and perceived security issues with undercrossings in an urban area, right of way constraints precluding optimal opening dimensions, public preference, drainage issues, utility relocations, and the unknowns related to the extensive excavation within the railroad right needed for undercrossings, all lead to a recommendation for the overcrossing alternatives. The structure APSs are included in Attachment D.

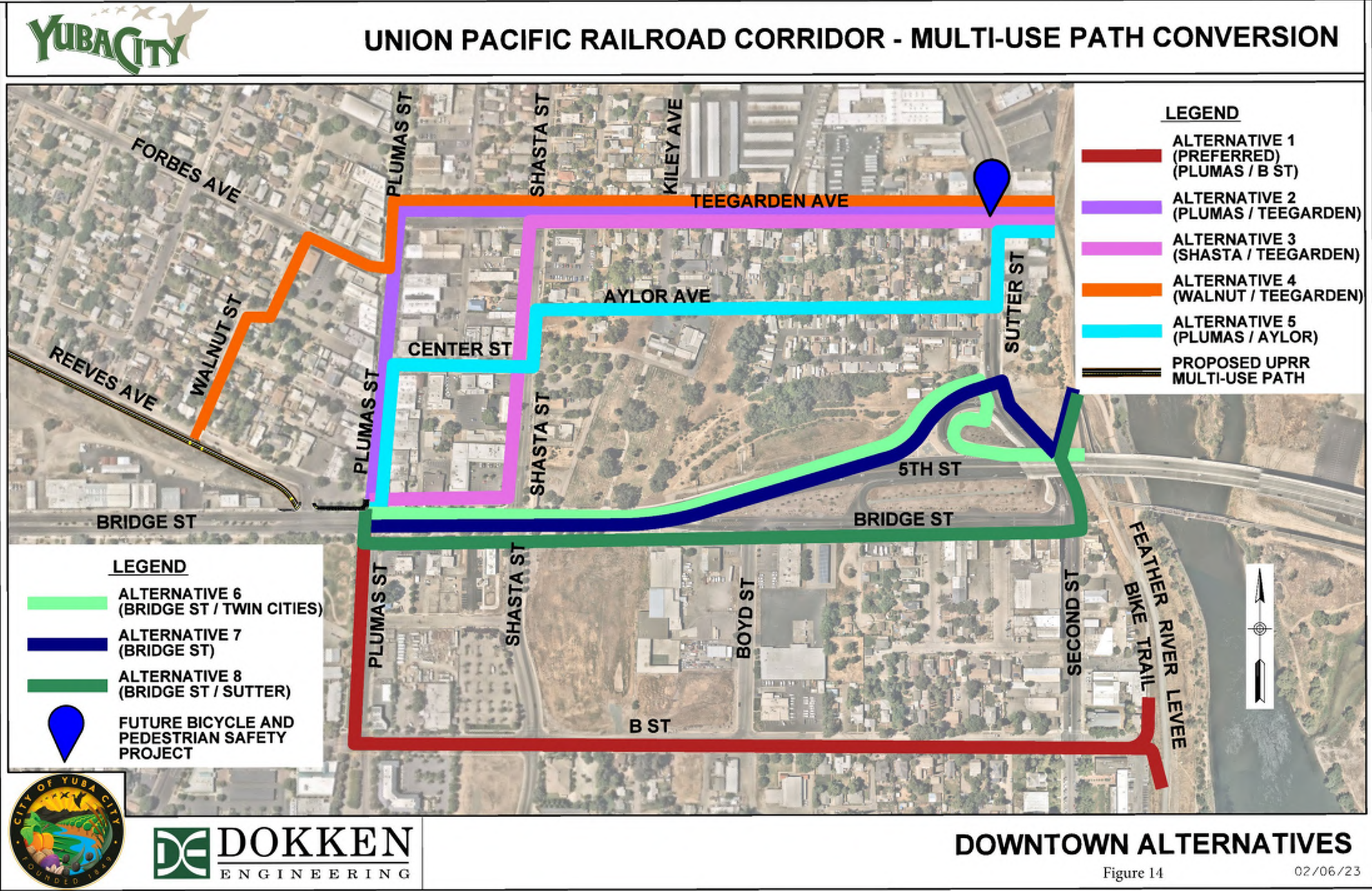
Downtown Alternatives - Gap Closure to Feather River Levee Path

The existing UPRR corridor terminates at Reeves Avenue and Bridge Street. At Bridge Street the path will terminate and bike traffic will be transferred to the local streets. Approximately a half mile to the east, lies the existing Feather River Levee Path. For multimodal connectivity, the City would like to provide a connection from the UPRR converted path to the levee trail. This connectivity would be provided via bicyclists within the roadway under various levels of service. Caltrans defines bike facility level of service using a Class 1 through Class 4 rubric. The Classes of bike facilities are explained in Table 3 below.

Table 3 - Caltrans Bike Facility Classification

Class	Standards
Class 1 Bikeway (Bike Path)	• Serve corridors not served by streets and highways • Can serve as recreational routes or as higher speed commuter connectors • 8' min width, 10' preferred for two-way traffic • 5' min separation from vehicle traffic
Class 2 Bikeway (Bike Lane)	• Striped bike lane within the roadway • Serve streets with high bicycle demand • 5' min width adjacent to on street parking • 6' min width for posted speeds of 40 mph or greater
Class 3 Bikeway (Bike Route)	• Shared facilities that provide continuity between other classes of bikeways • Width is included in standard lane and shoulder widths of the roadway • On street parking is not allowed or restricted
Class 4 Bikeway (Separated Bikeways)	• For exclusive use of bicycles • Separated from vehicle traffic • Same width and separation requirements as Class 1

A total of eight alternative routes were studied to connect the proposed UPRR path and the Feather River Levee path. The downtown connection alternatives studied are shown in the following Figure 14. The feasibility of upgrading the studied routes to Class 1, 2, and 3 was evaluated.



Each downtown connection alternative will require infrastructure improvements in order to bring the road up to an acceptable level of service for bicycle traffic. What class of bike route provided on the roadway will depend on local impacts, funding available as well as public input. Each alternative was evaluated to determine the level of improvements needed for the classes of bike paths considered. A summary of this evaluation is shown in Table 4 below.

Table 4 - Downtown Alternatives, Required Improvements

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
1	Plumas St	3	-Decrease # of lanes -Remove parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Update Traffic Signal Timing	-Eliminate parking -Adjust lane widths to 11' -Bike lane both directions -Pavement Marking -Additional Signing	-Upgrade Pavement Markings -Additional Signing
	B St	2	-Decrease # of lanes -Remove parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Update Traffic Signal Timing	Leave as is	Leave as is
2	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Eliminate Parking -Buffered Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
3	Bridge St	ND (Not a designated bike route)	-Remove Planter Strip -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Realign Road -Update Traffic Signal Timing	-Reduce Lanes to 11.5' lanes with a 12' center section -Bike lanes in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Shasta St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Diagonal parking to Parallel -Bike lane both side of road -Pavement Markings -Additional signing -Reduce travel lanes to 11' -Update Signal Timing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is
4	Walnut St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Buffered Bike Lane in both directions -Eliminate Parking -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Forbes Ave	3	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Keep parking = Class 3 or Buffered Bike Lane in both directions and Eliminate Parking -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
4	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Convert Parking to parallel Parking - Bike Lane in both directions -Eliminate curb section -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Convert Parking to parallel -Convert travel lane width to 11' -Pavement Markings -Additional signing	Leave as is
5	Bridge St	ND	-Eliminate Parking (on Reeves Ave side) -Separated bike line markings -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Reduce Travel Lanes -Buffered bike lanes in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Eliminate Parking -Buffered Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Center St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Parking to Parallel -Bike Lane in both directions -Recenter road with 12' lanes -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
5	Shasta St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Diagonal parking to Parallel -Bike Lane in both directions -Convert travel lane to 11' lanes -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Aylor Ave	ND	-Acquire additional area -Separated bike line marking in both direction -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Acquire additional area -Bike Lane in both directions -Additional Signing -Pavement Markings	-Acquire additional area -Upgrade Pavement Markings -Additional Signing
	Sutter St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing -Road diet (two way left turn lane)	-Buffered/ Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Buffered/ Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is
6	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	* (see note)	*
7	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	*	*

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
7	Sutter St	2	-Acquire lane next to sidewalk --Roadwork/excavation -Pavement markings -Additional signing	*	*
8	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	*	*
	Sutter St	2	-Upgrade sidewalk section to a Class 1 path -Relocate utilities -Pavement Markings -Additional signing	*	*

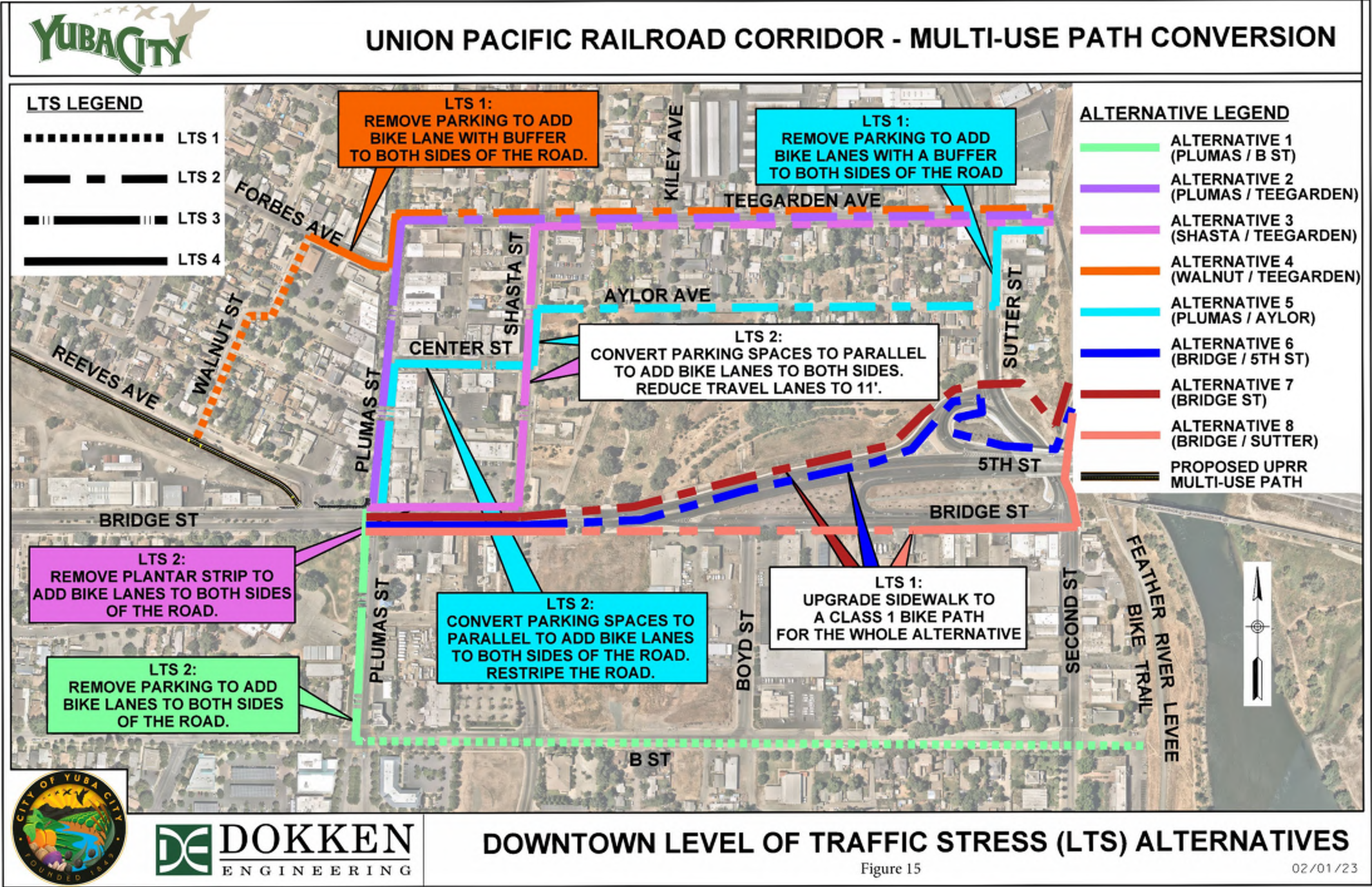
* - Alternatives 6, 7, and 8 are all Class 1 paths, so upgrading to Class 2 or 3 is not applicable.

A useful tool to use when evaluating what level to improve a bike facility to is something call Level of Traffic Stress (LTS). LTS is an approach that quantifies the amount of stress or discomfort a person feels when they bicycle close to traffic. The methodology was developed in 2012 by the Mineta Transportation Institute and San Jose State University and is being utilized by transportation agencies nationwide including Caltrans.

The LTS method assigns a numeric stress level to streets and paths based on attributes such as traffic speed, traffic volume, number of lanes, frequency of parking turnover, intersection crossings and more. LTS applies a “weakest link” logic, meaning the stress level is assigned based on the lowest-performing attribute of the street. If a segment has mostly low-stress characteristics, the occurrence of one high-stress attribute dictates the stress level for the segment. The LTS methodology identifies four stress levels:

- LTS 4 – High stress, suitable for few adults (about 4 percent of adults).
- LTS 3 – Moderate traffic stress, for some adults (about 10 percent of adults).
- LTS 2 – Low traffic stress, suitable for most adults (about 50 percent of adults).
- LTS 1 – Very low traffic stress, suitable for most children.

Each downtown alternative studied was assigned an LTS level, these LTS designations can be seen in Figure 15 attached.



To determine a recommended alternative for the downtown connection, several evaluation criteria were considered. Impacts to local businesses and circulation was considered. For example, eliminating on-street parking could have a negative impact on local businesses and the project may have to include allowances for replacing the lost parking elsewhere. The overall cost of the alternatives were considered. The Level of Traffic Stress (LTS) was considered and finally public reaction to each alternative was weighed. Refer to Section 2.3 for more discussion on public feedback of the downtown routes. For the purposes of ranking it was assumed that each alternative would be upgraded to a Class 2 facility (except for alternatives 6 through 8 which are only Class 1 facilities). Table 5 below ranks each alternative against these criteria.

Table 5 - Downtown Alternatives Ranking

Downtown Alternative	Ranking Criteria (Poor - Fair - Good)			
	Impacts to Local Business and Circulation	Cost	LTS	Public Feedback
1	Good	Good	Fair	Fair
2	Fair	Good	Good	Poor
3	Fair	Good	Fair	Poor
4	Fair	Fair	Fair	Poor
5	Fair	Fair	Fair	Poor
6	Fair	Poor	Good	Good
7	Fair	Poor	Good	Good
8	Fair	Poor	Good	Good

Based on the evaluation and ranking of each downtown alternative, it is recommended to proceed with Alternative 1, a connection via Plumas Street and B Street upgraded to a Class 2 facility.

Path Amenities

It is assumed that several path amenities will be included in the corridor conversion such as landscaping, lighting, benches, water fountains, bike racks, dog waste station, and trash receptacles. Potential locations of these amenities are shown in the Project Overview exhibit, Figure 4.

3.2. Right of Way and Environmental Assessments

Right of Way Impacts and Coordination

This feasibility study revolves around the idea of converting the abandoned UPRR corridor into a separated bicycle and pedestrian way. The 2.3-mile corridor is currently owned by UPRR and negotiations with the owner will be necessary to acquire the right of way. The entire 80 foot width of the UPRR corridor over the length of the project would be acquired for the path conversion as well as the entire parcel adjacent to Reeves Avenue containing the former railyard. Beyond the 2.3-mile corridor several alternatives were studied to decide the feasible route to close the gap between the corridor and the Feather River Levee Path. Seven alternative routes for the gap closure were considered with emphasis on two main alternatives. Alignment 1 impacts the existing abandoned Union Pacific Railroad (UPRR) corridor, 16 privately owned properties, 4 billboards, and public right of way. Alignment 2 also impacts the abandoned UPRR corridor, 16 privately owned properties, 4 billboards, and public right of way. Impacts will involve both partial and temporary acquisitions. Private property impacts in alignments 3-7 are add-ons to alignments 1 and 2.

The impacted privately owned properties are a mix of industrial, commercial, residential, church, government, and vacant parcels. The cost to acquire the proposed permanent and temporary acquisitions was estimated by analyzing the parcels being impacted by each alternative. Recent comparable sale data was reviewed to determine a price per square foot value and provide an estimate of the total acquisition costs. Estimates also include costs associated with improvements within proposed right of way acquisition areas, such as fencing and landscaping. Please see Attachment E for preliminary right of way maps.

For the purpose of valuing the abandoned UPRR corridor, “across the fence” values were utilized. For the purposes of negotiating with UPRR. This is the recommended valuation method, as UPRR will utilize this method for their own appraisal and will become a project cost. This method is a variation of the sales comparison approach and determines market value based on the prices of adjoining land. To utilize this method, the entire corridor was divided into seven separate segments. The first three segments utilized commercial and industrial comparable sales data, segments four through six were a mix of commercial, industrial, and residential properties and the remaining segment utilized vacant and industrial comparable sales data. Additionally, during previous negotiations between UPRR and the City, UPRR provided an across the fence value appraisal as part of their negotiations and would not accept the corridor valuation that was completed for the City. Furthermore, upon acquisition of the UPRR corridor, hazardous waste cleanup will be necessary. This is discussed in the Environmental Assessment section below.

Portions of the trail will also be located within public right of way, including Caltrans right of way and City right of way. As these areas will be obtained through encroachment permit, no acquisition cost estimate is included for these areas.

While the future Civic Center Improvements Project is shown on mapping, this is considered a separate project and no costs related to right of way impacts for this project are included as part of this feasibility study.

Outdoor Advertising

There are four billboards, owned by OUTFRONT Advertising, impacted by the project. OUTFRONT Advertising is based out of New York and owns a significant number of billboards and other forms of advertising across the nation. Two billboards are located on parcel 58-042-004 on the west side of Highway 99 and one is located within public right of way on the east side of Highway 99. These three billboards are double-sided. One billboard located north of Highway 20 within the UPRR corridor is single-sided. All four billboards are serviced by electricity for illumination purposes. The construction of overcrossing structures over Highway 20 and Highway 99 will impact the sight lines to these billboards. The cost to purchase these billboards was included as part of the cost estimate as there are no feasible areas for relocation near their existing locations.

Companies who advertise typically have leases with the advertising company that owns the billboard, and the advertising company typically has a lease with the landowner. The cost to purchase the physical billboard, the costs associated with the purchase of existing leases, and any loss of business goodwill are factored into the cost estimates provided. As the leases for billboards are not public information, the actual costs are unknown, so conservative estimates were provided.

The construction of overcrossings has potential for enhancing the scenery at the locations, therefore advertising on the structures is not being considered at this time.

Environmental Assessment

When UPRR abandoned the corridor through Yuba City, there was not significant remediation done at the time. It appears the only actions taken by UPRR were to remove the tracks, supporting equipment, and place mulch throughout the corridor.

During previous negotiations between the City and UPRR, the City's consultant, Geosyntec provided a memorandum on required remediation of the railroad corridor which included cost estimates. Per the information provided by the City, there were some uncertainties with this estimate as the City was not able to get into contract with UPRR to purchase the corridor and this prevented further investigation of the costs involved. Also, the Geosyntec study did not include soil sampling but was based on data gathered from previous studies' soil samples. Therefore, the full extent of contamination within the corridor and potential required remediation is currently still an unknown.

The extent of contamination along rail corridors generally fall into two categories: residual contamination that may be found along the corridor and contamination associated with the industrial uses alongside a railroad. Potential contaminants are as follows:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled/leaked liquids (oil, gasoline, cleaning solvents, VOCs, etc.)
- Herbicides and pesticides
- Fossil fuel combustion products (PAHs)
- Roofing shingles (asbestos)
- Air compressors
- Transformers and Capacitors
- Metals
- PCBs

While the extent of contamination is unknown, it is assumed there will be some level of the remediation required. Remediation may take place during the construction phase and the cost of remediation should be considered as part of the total project cost as UPRR has indicated in the past that they plan to sell the corridor as is. The remediation costs are discussed further in Section 4.

The proposed project has minimal potential to impact cultural or biological environmental resources. Therefore, no other recognized environmental constraints outside of hazardous waste are anticipated to occur within the project area and no additional mitigation costs are anticipated.

4. Cost Estimates

Order of magnitude construction cost estimates were developed for the project, together with estimated environmental, right of way and project delivery costs. This will assist the City in planning and budgeting early activities to advance the project, as well as developing funding for later steps. Methodology, project assumptions and cost summaries are provided below.

4.1.Methodologies

Path

Path estimates were developed using a combination of calculated quantities and lump sum estimations. Drainage, landscaping, erosion control, traffic handling, and signing & striping were included as lump sum costs derived from recent and comparable projects. Quantities were calculated for the pavement section elements, earthwork, signals, lighting, and path amenities. These quantities were then assigned unit costs using bid results from recent and comparable projects. Path costs do not include structural elements

(bridges, culverts, retaining walls, etc.). Additional details on the path cost estimates can be found in Attachment E.

Structures

Structure Estimates were developed by determining each location expected to require a structure along the alignment. Each location was analyzed using aerial photos to estimate necessary length as well as considering required vertical clearances and abutment embankment slopes. Structure types and span lengths were determined using the aerials and Caltrans guidance on “depth-to-span ratios”, along with experience on similar projects. With structure type, length and width; the structures construction costs were estimated based on square footage costs listed in *Comparative Bridge Costs* from Caltrans’ *Bridge Design Aids* adjusted for inflation and reflecting recent local bid results, where available. Additional details on the structure cost estimates can be found in Attachment E.

Right of Way

Right of Way costs were based on average square footage land values (determined from local comparables) and damages (pulled from online databases). Costs include considerations for relocation, unusable remnants, and full takes. Areas of acquisition were developed using assumed right of way widths (discussed below), an estimation of necessary construction easements, and parcel maps. Each affected parcel was studied to determine classification of acquisition, land use, improvements to parcel, and damages to parcel. Also considered were the right of way delivery costs including, appraisals and plat and legal preparation. Attachment F shows the mapping that the right of way costs were based on.

Contingencies

A Contingency allowance of 25% was added to each subset of the costs estimates to account for future changes to and refinement of project design, changes to existing land improvements or development, unknown project complexities that may be discovered during focused design (such as historic structures located, environmental hazards uncovered, unsuitable foundation material, etc.) and potential mitigation costs.

4.2. Project Assumptions

The report presents cost estimates for the following project alternatives:

Path Alignment 1 (with Civic Center Improvements)
Typical Sections Estimated
▪ 12-foot HMA Path ▪ 18-foot HMA Path ▪ 18-foot HMA/Concrete Path ▪ 18-foot HMA/DG Path
Structure Alternatives (Grade Separated Crossings) Estimated
▪ 14-foot clear width Overcrossing at Stabler/SR 20 (APS No. 1) ▪ 14-foot clear width Overcrossing at SR 99 with Civic Center Improvements (APS No. 2)
Downtown Alternatives (Feather River Levee Path Gap Closure) Estimated
▪ Alternatives 1 through 8
Right of Way Estimation
▪ Acquire entire UPRR corridor the length of Path (with Civic Center improvements)
Path Alignment 2 (without Civic Center Improvements)
Typical Sections Estimated
▪ 12-foot HMA Path ▪ 18-foot HMA Path ▪ 18-foot HMA/Concrete Path ▪ 18-foot HMA/DG Path
Structure Alternatives (Grade Separated Crossings) Estimated
▪ 14-foot clear width Overcrossing at Stabler/SR 20 (APS No. 1) ▪ 14-foot clear width Overcrossing at SR 99 without Civic Center Improvements (APS No. 3) ▪ Undercrossing at Stabler/SR 20 accommodating an 18-foot path (APS No. 4 & 5)
Downtown Alternatives (Feather River Levee Path Gap Closure) Estimated
▪ Alternatives 1 through 8
Right of Way Estimation
▪ Acquire entire UPRR corridor the length of Path (without Civic Center improvements)

4.3. Cost Estimate Summaries

Estimated project costs are shown in Table 6. Backup information on costs estimated can be found in Attachment E.

Table 6 - Cost Estimate Summaries

UPRR Corridor Multi-Use Path - Cost Summary

Path Alignment 1 with Civic Center Improvements

Path Construction Costs	
<i>12-foot HMA Path</i>	<i>\$8,420,000</i>
<i>18-foot HMA Path</i>	<i>\$8,670,000</i>
<i>18-foot HMA Path/DG Path</i>	<i>\$8,570,000</i>
* <i>18-foot HMA/Concrete Path</i>	<i>\$9,090,000</i>
Structure Construction Costs	
* <i>Stabler/SR 20 Ped OC (APS No. 1)</i>	<i>\$18,270,000</i>
* <i>SR 99 Ped OC w/ Civic Center (APS No. 2)</i>	<i>\$13,320,000</i>
Downtown Connection Costs	
* <i>Alt 1</i>	<i>\$14,800</i>
<i>Alt 2</i>	<i>\$17,800</i>
<i>Alt 3</i>	<i>\$16,400</i>
<i>Alt 4</i>	<i>\$19,300</i>
<i>Alt 5</i>	<i>\$35,800</i>
<i>Alt 6</i>	<i>\$425,400</i>
<i>Alt 7</i>	<i>\$457,300</i>
<i>Alt 8</i>	<i>\$425,300</i>
Subtotal Construction Costs	<i>\$40,174,800</i>
25% Contingency	<i>\$10,043,700</i>
Total Construction Costs	<i>\$50,218,500</i>
Right of Way Costs	
<i>Full width of Corridor along Path w/ Civic Center improvements</i>	<i>\$7,766,400</i>
Environmental Costs	
<i>Soil Sampling/Testing</i>	<i>\$55,000</i>
<i>Remediation</i>	<i>\$8,000,000</i>
Service Fees	
<i>Preliminary Design/Project Study Report</i>	<i>\$503,000</i>
<i>Project Approval/Environmental Document</i>	<i>\$1,507,000</i>
<i>Final Design</i>	<i>\$5,022,000</i>
<i>Construction Support</i>	<i>\$7,533,000</i>
PROJECT TOTAL	<i>\$70,100,000</i>

UPRR Corridor Multi-Use Path - Cost Summary

Path Alignment 2 without Civic Center Improvements

Path Construction Costs	
12-foot HMA Path	\$8,420,000
18-foot HMA Path	\$8,670,000
18-foot HMA Path/DG Path	\$8,570,000
* 18-foot HMA/Concrete Path	\$9,090,000
Structure Construction Costs	
* Stabler/SR 20 Ped OC (APS No. 1)	\$18,270,000
* SR 99 Ped OC w/out Civic Center (APS No. 3)	\$11,250,000
Stabler/SR 20 Ped UC (APS No. 4)	\$11,230,000
Downtown Connection Costs	
* Alt 1	\$14,800
Alt 2	\$17,800
Alt 3	\$16,400
Alt 4	\$19,300
Alt 5	\$35,800
Alt 6	\$425,400
Alt 7	\$457,300
Alt 8	\$425,300
Subtotal Construction Costs	\$38,624,800
25% Contingency	\$9,656,200
Total Construction Costs	\$48,281,000
Right of Way Costs	
Full width of Corridor along Path w/out Civic Center improvements	\$7,586,400
Environmental Costs	
Soil Sampling/Testing	\$55,000
Remediation	\$8,000,000
Service Fees	
Preliminary Design/Project Study Report	\$483,000
Project Approval/Environmental Document	\$1,449,000
Final Design	\$4,829,000
Construction Support	\$7,243,000
PROJECT TOTAL	\$67,300,000

Note that if the remediation of the railroad corridor is negotiated into the right of way acquisition with UPRR, this cost would be removed from the total construction cost.

Maintenance Costs

An important cost to consider that is not factored into the total project cost above is the ongoing maintenance costs of a multi-use path that the City would be responsible for. Using maintenance cost data provided by the City, the following annual maintenance costs were calculated. These prices may increase year over year due to inflation. For more detail on how maintenance costs were calculated, see backup cost information in Attachment E.

Table 7 - Annual Maintenance Costs of UPRR Multi-Use Path

Maintenance Item	Annual Cost
Slurry Seal <i>(6 yr frequency assumed)</i>	\$18,700
Path Lighting	\$31,000
Landscape	\$69,800
Security	\$4,380
Trash Collection	\$13,400
Total Annual Maintenance	\$67,500

5. Project Development Process

The Project Development Process (PDP) begins with conceptual studies of a potential project and spans to the completion of Construction. The steps in the PDP are tied to requirements of state and federal environmental laws as well as the requirements of the facility owners and/or funding sources being utilized.

Preliminary Design/PSR

The preliminary design process begins with a purpose and need statement for a project that meets state and regional goals and objectives. During this phase of Project Development, a level of preliminary design is completed to develop project alternatives and their impacts as well as costs and an estimated schedule. The purpose and need statement is then used as a measure for each alternative, and the number of alternatives is reduced for advancement to the next phase. The result of this stage is the completion of a Project Initiation Document (PID), which for projects impacting a State Highway is typically a Project Study Report (PSR) or Project Study Report - Project Development Support (PSR-PDS).

Environmental Clearance/Project Approval

The PSR is then used to begin more detailed designs and studies of alternatives to be considered for approval in the Environmental Clearance/Project Approval phase (known as PA&ED). The studies done in this phase can include but are not limited to, air, noise, water, wetlands, historical and cultural, wildlife and plants, and visual aspects. Social, economic, and land-use issues are also addressed, along with any specific concerns like hazardous wastes. A community outreach plan will be developed during this step as a requirement to the circulation of the environmental document. Once all studies are complete the Draft Environmental Document (ED) will be submitted to the appropriate lead and responsible agencies.

A California Environmental Quality Act (CEQA) compatible ED is necessary for any project requiring state/local approval. A National Environmental Policy Act (NEPA) document is necessary when projects receive federal funding. Under the NEPA process, Caltrans acts as the lead agency through a memorandum of understanding with Federal Highway Administration (FHWA). For project on a State Highway, Caltrans is typically the lead CEQA agency, but this can vary depending on the level of work on and off the highway.

While the Draft ED is in review it will also be made public and opportunity for review and input will be made. During this stage, necessary project permits and agreements will also be determined. The result of this step is the approval of the Environmental Document.



Final Design

Environmental Clearance allows the approved project alternative to move forward to final design and right of way activities. During this stage, project designers will obtain additional mapping and utility information necessary to fully design the project. Project Plans, Specifications, and Estimates will be prepared for Bidding. Utility conflicts will be identified and relocation agreements with effected utilities executed. Other documents required for Bidding will be prepared such as the Information Handout, Notice to Bidders, and Resident Engineer Pending File. Engineers will prepare Right of Way mapping.

Right of Way Acquisition

The geometric base map prepared during final design is used to order title reports and prepare appraisal maps. The appraisal maps indicate the sizes of the partial or full parcel acquisitions and remainders and show engineering details that may affect property appraisal values, such as fences, gates, water wells, and driveways. After appraisal maps are certified and the appraisal process is initiated, the fair market values of required acquisitions are established, then offers are made to parcel owners, negotiations begin, and hopefully a negotiated sale is concluded. Full Right of Way clearance must be complete prior to the start of Construction. In the case of full acquisitions, this typically entails:

- Issuing a 90-day relocation notice to the property owners to vacate their property.
- Initiating and implementing sale of buildings or structures.
- Performing demolition and clearance contracts, as necessary.

In some cases, it is necessary to enter into Condemnation on one of more parcels where an agreement could not be made with a property owner. Condemnation of property through eminent domain is initiated through a Resolution of Necessity, approved by the implementing agency for the particular project. Condemnation can be a long and costly process. For this reason, the community and stakeholder outreach portions of the process are very important.

Permitting and Mitigation

This step is initiated with the Draft Environmental Document with the identification of which permits and mitigations will be required. Application for the permits, or in some cases agreements, then takes place concurrently with the Right of Way Acquisition phase. Many permits and/or impacts will require mitigation, (whether it be fees paid to a mitigation bank, replanting, monitoring during construction, etc.). These mitigations will be paid prior to construction, included in the project construction package, or handled by other agreements. Encroachment Permits for work in the various rights of way will also be secured.

Construction

After the above phases are complete, but before construction can begin, an implementing agency for construction must be determined, typically either Caltrans or the City or County in which the project lies. A Cooperative Agreement for the construction is developed, to detail the roles and responsibilities. A bid package including the project plans, specifications, estimate, and bidder instructions will be prepared and advertised to bidders. Once bidding is complete and the Contractor is awarded the construction contract, construction of the project will begin. If Caltrans is the implementing agency for construction, and depending on funding type, additional steps involving the CTC will be required.

Construction Support

The City may choose to contract with a consultant for Construction Support during the construction of the project. Construction Support includes fielding all requests for information from the Contractor, providing construction inspection, testing, and quality assurance.

Additional detailed discussion about the project delivery process can be found in the Caltrans Project Development Procedures Manual (PDPM) and the Local Assistance Procedures Manual (LAPM) for projects on State Highways.

6. Funding

While all projects will face challenges in attracting discretionary funds, bicycle and pedestrian projects are in high demand in the current funding outlook. Road capacity increasing projects have fallen out of favor in Federal and State programs, and several programs are available for multi-modal project. Even with this project type being in favor, a careful and persistent funding strategy will present the best chance for funding success.

6.1.Funding Outlook: Opportunities and Challenges

After a very long lull, there is finally action at both a State and Federal level to increase transportation funding.

In California, the passage of SB 1 in 2017 directs \$5.4 billion annually towards a host of programs improving state and local road maintenance, transit agency support, bridge maintenance, bicycle and pedestrian programs, and goods movement, with smaller amounts directed at matching local transportation funds, planning, and freeway service patrols.

Congress also recently passed the Infrastructure Investment and Jobs Act (IIJA) which directs \$550 billion over fiscal years 2022 through 2026 to nationwide infrastructure projects. The transportation portion of the IIJA appears to be focused on road and bridge maintenance, electric vehicles, and alternative transportation, which will put this project in good running for funding.

The long drought in transportation funding means a tremendous backlog of needs. That means competition for available funds remains extremely high, and discretionary funding is an uphill battle. It is particularly challenging for rural and urbanizing areas like Yuba City without the magnitude of matching funds or high traffic congestion figures, relative to urban areas, to motivate decision makers.

6.2.Funding Strategies

Funding agencies have their own priorities and goals in administering very competitive programs. Therefore, the more the City can frame project applications to meet the needs of the funding entities, the better chance of funding success. This requires two key strategies:

- **Make projects most competitive by focusing locally controlled money on pre-construction.** Projects that have already completed Project Study Reports or better yet, have received environmental clearances, have an increased chance of funding both because they have identified or cleared many major issues that affect cost, scope, and schedule. Local funding also provides concrete evidence of commitment to the project.
- **Meet with funding agencies.** Finding out directly from the staff how they do the analysis of the applications and make recommendations is key to determine how best to frame this project in funding applications.

Keep in Mind

- A long-term strategy cannot be too specific as the transportation funding is constantly evolving and will look different in 10 years.
- Funding for larger projects, rarely comes from a single source. As transportation funding programs evolve, so must the funding strategies, as a way to take maximum advantage of those changes to funding sources.



7. Attachments

Attachment A: Yuba-Sutter County Regional Bike Path and Trail Exhibit

Attachment B: Public Outreach & Engagement Materials

Attachment C: Civic Center Improvement Plans

Attachment D: Structure Advance Planning Studies

Attachment E: Cost Estimate Backups

Attachment F: Preliminary Right of Way Maps



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

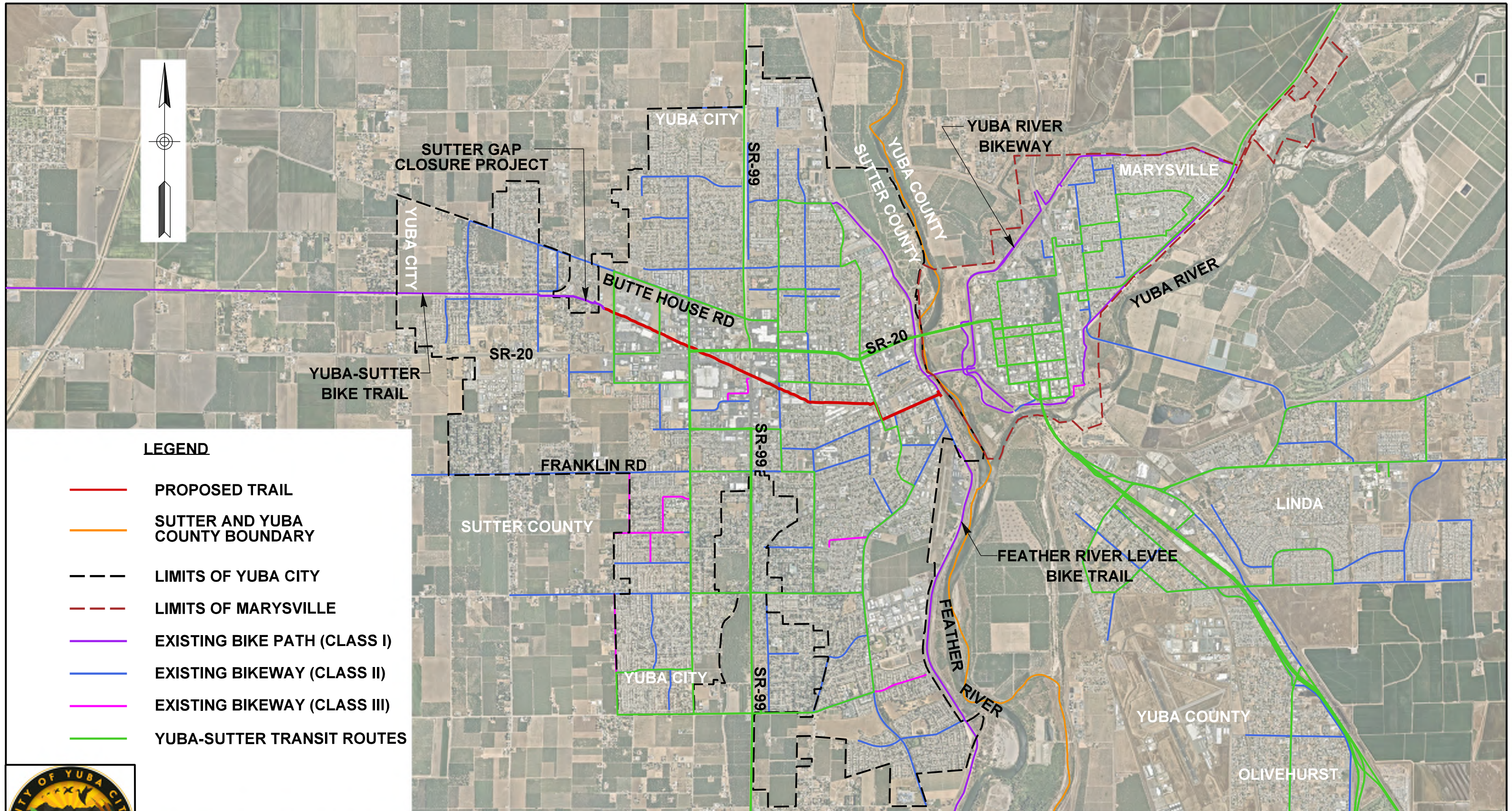
FEASIBILITY STUDY

ATTACHMENT A

Yuba-Sutter County Regional Bike Path & Trail Exhibit



UNION PACIFIC RAILROAD CORRIDOR - MULTI-USE PATH PLANNING AND FEASIBILITY STUDY



YUBA SUTTER COUNTY REGIONAL BIKE PATH AND TRAIL



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT B

Public Outreach & Engagement Materials



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

Name: [REDACTED]
Address (optional): [REDACTED]

COMMENT CARD

Water Fountains

Restrooms

Trash cans

Shade

Benches

Fundraiser Run/Walk/Bike event?



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

[REDACTED]

COMMENT CARD

We really are excited about this idea. My family loves to bike and would like to have a safe path to go biking on.

It would also be a practical idea to use unused space to create a more active community, and get people out in the outdoors.



COMMENT CARD

Yes please!! Build extension to bike path
through Red line. Family of 4 in Tierona Delana
we would use spring-heel.

pedestrian overpasses to avoid impact on
traffic road area.

Concern: avoid homeless camps/tents along path.
Thank you YC!!



COMMENT CARD

GOOD IDEA - MORE BIKE PATHS ARE NEEDED

MAKE SURE THERE'S CONTINUED FUNDING
FOR MAINTENANCE & SECURITY



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

Yes! This would be such an excellent project for Yuba City - we need desperately!! Such a great community - we need more access to get out and run, walk, ride bikes - Thank you for considering the phenomenal positive impact this would have for our community!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

clean bathrooms
community service volunteers to clean bike path



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

Please think of bike or horse police for
the trail & park



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

Hope it gets federally funded. Think its an amazing
Please keep them going over the roads.
Discourage camping. Hire enough people to keep
it clean.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Restrooms
Water fountain



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

trash cans + doggie bags
along the path



COMMENT CARD

I would like this city to have a bike path
cause it's a safety issue for the safety
of the bike rider and it's a healthy
for mind soul & body.
Rest stops to rest benches and water
fountains.



COMMENT CARD

We need this project for our city. I ride my bike
everywhere. The proposal here would promote safety
a healthier community and reduce our carbon footprint.
I'd love to see rest stops with shade. This would be
super helpful especially in the summer. I've seen other
communities incorporate bike tools for community use.

Thank you.



COMMENT CARD

Looking forward to this.

Consider using landscaping to discourage stealth campers.

Also, security! No places for muggers to hide. Consider cameras.



COMMENT CARD

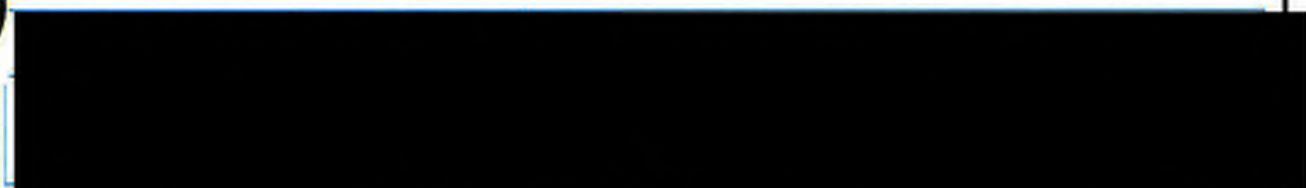
so excited for this! love all the planning that has gone into this. Looking forward to greater outdoor opportunity locally.

thank you for planning a bathroom!
"monkey bars?" - my 5 year old



COMMENT CARD

Hacer en proyecto, como camino para bicicletas seria de mucha ayuda por ayudaria a reducir contaminacion y tambien ayudaria hacer mas ejercicio lo cual reduciria obesidad en la poblacion. Proyectos como estos ocupa más la ciudad de Yuba City.



COMMENT CARD

Se me hace como un buen proyecto para que tengan mas lugares para caminar.



COMMENT CARD

Bike interchange that connects all N+S YC @ HARTER Rd
Harter Rd. Pedestrian over pass. SHOULD BE INCLUDED IN
this project.
tie in N+S Y.C.



COMMENT CARD

YC needs Shanghai Bend
Bike trail connecting -



COMMENT CARD

Add Dog Park to route



COMMENT CARD

HAVING SAFE AND ACCESSIBLE AREAS TO BE ABLE TO RIDE AND RUN WITH MY FAMILY WOULD BE AMAZING FOR MY FAMILY & ALSO MY FRIENDS.



COMMENT CARD

As a resident of Yuba City and a parent,
I feel this would be a huge asset
to our community! We need more
public areas where people can
gather and hold events.

My son is excited to ride on it!



COMMENT CARD

SO EXCITED TO SEE THIS HAPPENING
FINALLY!!!
CAN'T WAIT TO HAVE US
CONNECTED STRAIGHT TO THE
PORTS



COMMENT CARD

Love the ~~idea~~ idea get out more

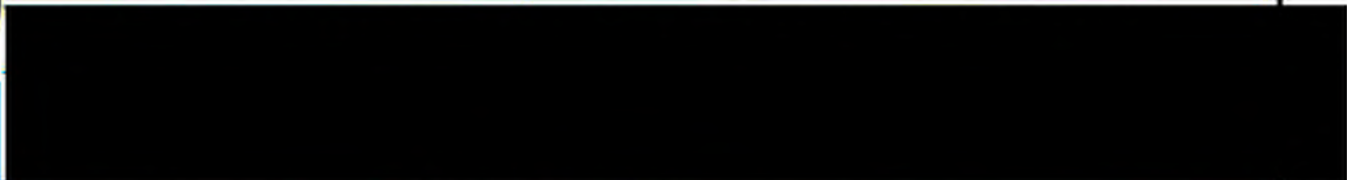


COMMENT CARD

I think it's a
GREAT IDEA!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Im totaly into this



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

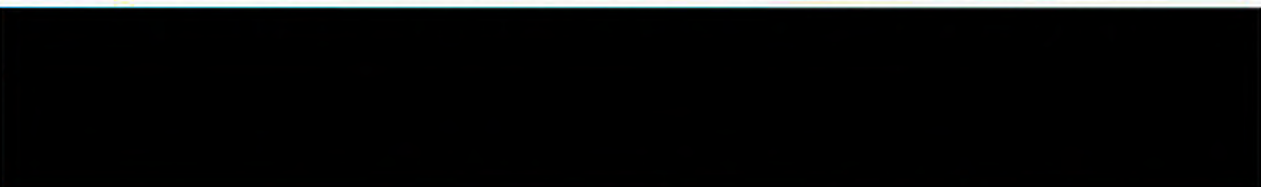


COMMENT CARD

BeautiFul , Love it.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Great project.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

ayudo el proyecto es necesario para la comunidad
de mayaville y yuba City.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



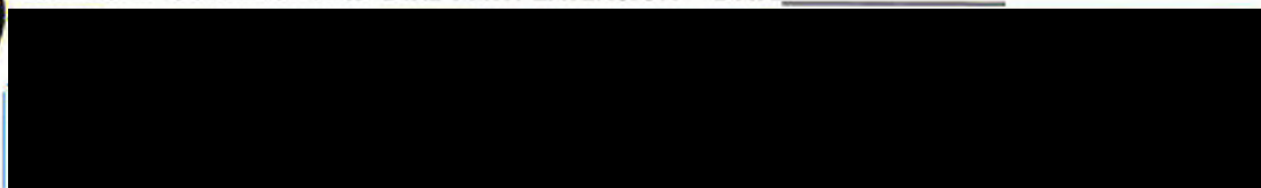
COMMENT CARD

yo estoy de acuerdo que puedan
hacer ese proyecto del camino
para las bicicletas
se falta ahora que ya uno
no puede andar mucho en carro
por el gas
me gustaria mucho que
puedan hacer ese proyecto

atte
Blanca Lopez



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

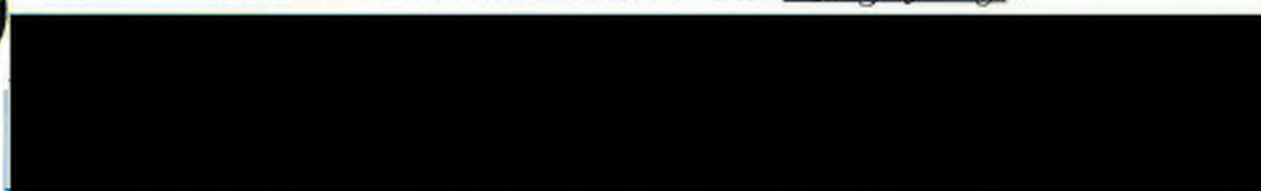


COMMENT CARD

es muy bonito los proyectos
estaria bien , suento para pasar el priway
para evitar atropellar personas



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 6-26-22

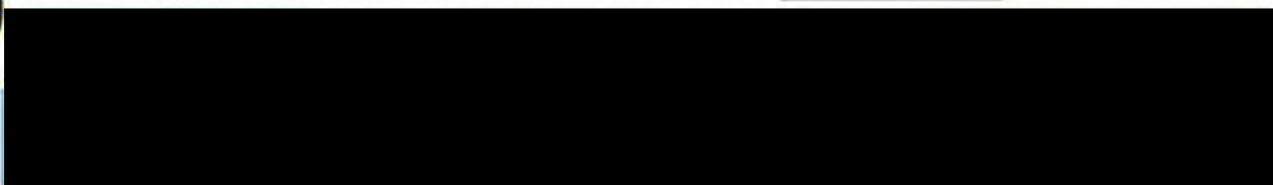


COMMENT CARD

Great idea to convert railroad property
for public use.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

Si apoyo el proyecto



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 11/26/22

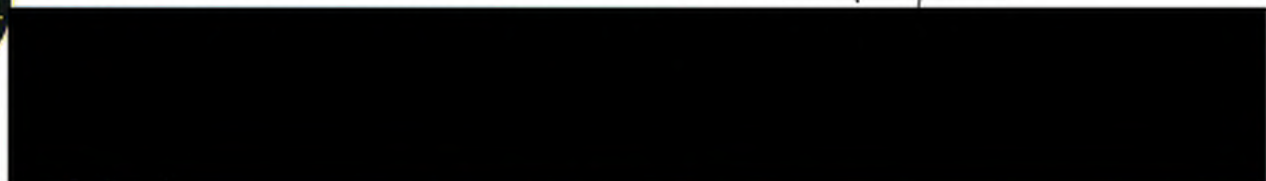


COMMENT CARD

We use the bike trail all the time as a family. Good for fun and exercise. Extending the trail further into Yuba City sounds like a great idea.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22



COMMENT CARD

We use the Bike trail all the time. We have tiny kids and they love it. I would use the bike trail even more if it was expanded.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

COMMENT CARD

Thank you so much for the beautiful thought out plan. The proposal this team has put together is perfect. We currently ride the trail from Tercebuena to Sotter at least once a week, many times twice a week, weather permitting. It is the highlight of our life, we love it! the birds sing, we often see rabbits. People are happy & smile at us. It has helped my husband in his recovery with cancer. Yes on the bike trail!!!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

COMMENT CARD

I am thrilled to death with the description of a new extension to the Bike Trail. Just the idea of having another direction to ride besides south for through the Badley is fantastic.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

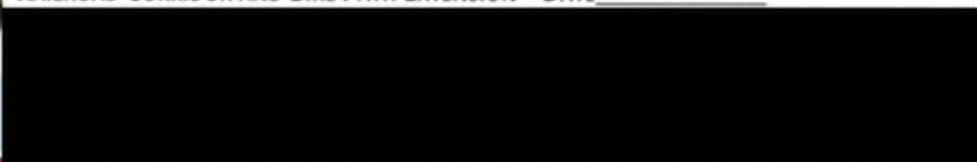


COMMENT CARD

- THE TYPICAL SECTION WITH SEPERATED PEDESTRIAN PATH IS MUCH PREFERRED
- I'M GLAD TO SEE PROPOSED BRIDGES @ 20 \$99



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

Extending bike trail would be a much welcomed asset to the city for cyclists. I use the existing bike path frequently to commute from Sutter to Yuba City and look forward to the extension to downtown.

I appreciate all the work and ideas that were presented at Oct. 26th meeting and support the proposed plan.

This path provides an excellent + safe place for people to exercise and maneuver around town without a car.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10-26-2022

COMMENT CARD

A bike trail extension would enhance the quality of life in Yuba City and surrounding area. The Yuba/Sutter area has long since trailed behind other cities in level of health studies. The bike path project is a step in the right direction to help overcome that stigma.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/27/22

COMMENT CARD

RE meeting Weds 10/26 6 pm
Thank you for the meeting and information. I am an avid cyclist and would welcome ^{the} proposed Bike Extension. I think it is up to the individual cyclist to be aware of their own safety and use common sense such as do not ride at high use lights and obey all traffic laws. We need to make our town more pedestrian friendly with less traffic congestion. Township Road could use a safe cross walk on west side of the intersection of 99 and Township. As it is now we have to go across the street in front of cars to activate the crossing light.

over



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

With so little to do in our
area this bike path is ESSENTIAL
Thank you City of Yuba City
for actively trying to improve
our quality of life.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 11/26/2022

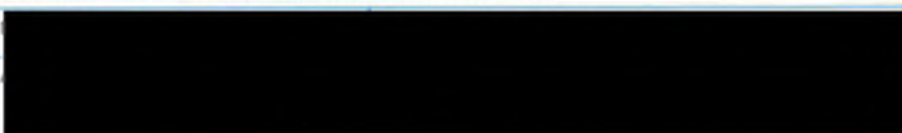


COMMENT CARD

I'M A HUGE FAN OF THE EXISTING BIKE TRAIL AND I USE
IT MULTIPLE TIMES PER WEEK. GREAT EXERCISE AND
BEAUTIFUL VIEWS. EXTENDING THE TRAIL IS AN AWESOME
IDEA THAT WOULD BE GREAT FOR THE COMMUNITY!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10- -2022



COMMENT CARD

Support the feasibility study, this can be done and should be done. Not sure if the timid riders (kids) would feel safe through the downtown portion. They might want to stay on the rail / class 1 portion. Any way to convert the downtown bikeways from Cl II or III to I or IV?



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 26 Oct 2022



COMMENT CARD

Shade is #1 desire as a distance runner.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

COMMENT CARD

Build it - we will come



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

COMMENT CARD

- Go for 18' w/ DG running trail.
- Asset for Yuba City & Community!
- More exercising options for community. Great for families.
- I like starting on less expensive portions first and then getting funding for more expensive ~~area~~ aspects (bridges).
- Let's get it 'shovel ready' for funding.

I Love the Sutter Bike Path But
It's not Long enough - on most of my rides
I use the current Bike Path to go out to
the river we are riding on in the streets. We
use the path to return to our starting
area. I look forward to the Bike
Access to get to Marysville in Linda
Tying in the streets and street bridges.
Marysville doesn't feel safe in the down-
town area to ride a bike with all the
car traffic. Thank you
Laura Jones



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles ☐ 5-10 miles ☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Refuse, colusa, butts

4) What places would you like to ride your bike to if it were more convenient?

Downtown for coffee

5) If riding to the Feather River Parkway, what street would be the preferable route?

B Street

6) Where would be an ideal location for you to access the trail?

Anywhere

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Trails

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

Great project.

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any **bicycle-specific infrastructure, even on busy streets.**

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

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☐ On occasion (several times a month)

☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles

☐ 5-10 miles

☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Yuba City West County Roads - Sutter around the
Butter, Bike Path, Yuba County and Wheel Land -
Sutter area

4) What places would you like to ride your bike to if it were more convenient?

From Marysville Linda area to Yuba City and
Sutter

5) If riding to the Feather River Parkway, what street would be the preferable route?

Safe areas well lit, near other pedestrian
areas

6) Where would be an ideal location for you to access the trail?

From Edgewater 1st Linda across the F Street
Bridge into Yuba City -

7) Would you take longer rides if there was a continuous Class I (dedicated
bike/pedestrian) trail? ☒ Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City
Bike Path?

Benches, Call Boxes, Restrooms, water, Bike
Racks

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper
Rd)? ☒ Yes

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

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Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

SUTTER, MARYSVILLE, DOWNTOWN Y.C.

4) What places would you like to ride your bike to if it were more convenient?

5) If riding to the Feather River Parkway, what street would be the preferable route?

TEAGARDEN TO EXISTING RAMP TO LEEVE

6) Where would be an ideal location for you to access the trail?

THE GRAY AVE CROSSING

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

YES

10) Any other comments you would like to share?

THE EXISTING SUTTER BIKE PATH NEEDS UPGRADED
D.G. SHOULDERS TO HELP WITH PEDESTRIAN TRAFFIC

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even **on busy streets.**

☐

ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

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Yuba City Bike Path Survey

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☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles ☐ 5-10 miles ☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

4) What places would you like to ride your bike to if it were more convenient?

Downtown

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

YES

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



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1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Yuba City to Sutter, Marysville
Pass Rd. Around The Buttes...

4) What places would you like to ride your bike to if it were more convenient?

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

Bridges St

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike Pump, tools

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists. Jennifer Dill and Nathan McNeil. TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

3x week

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

To Sutter + to MSUL Est.
+ NHS

4) What places would you like to ride your bike to if it were more convenient?

everywhere

5) If riding to the Feather River Parkway, what street would be the preferable route?

never there too many addits

6) Where would be an ideal location for you to access the trail?

the RAIL ROAD TRAIL - Downtown
to Sutter & hopefully MSUL

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

water fountains - I can only
carry so much water

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes - 3x week

10) Any other comments you would like to share?

Love this idea

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even **on** busy streets.

☐

ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online

YC resident



Yuba City Bike Path Survey

1) How often do you ride a bike on average? *Once or more a week*

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

City Hall, shopping on Bridge St, Library

4) What places would you like to ride your bike to if it were more convenient?

Marysville

5) If riding to the Feather River Parkway, what street would be the preferable route?

B St eastward

6) Where would be an ideal location for you to access the trail?

Gray or Walton/Stapler

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

benches, bike racks, & water fountains for people + dogs

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes, infrequently

10) Any other comments you would like to share?

please do the section behind Walmart asap!

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists. Jennifer Dill and Nathan McNeil. TRB Journal Online



Yuba City Bike Path Survey

- 1) How often do you ride a bike on average? *3 to 4 Times a week*

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

- 2) What is a typical ride distance on average?
Under 5 miles 5-10 miles 10 miles or more

*30 miles average distance
each ride*

- 3) What places do you ride your bike to? Please be as specific as possible.

*My home is two blocks from the Yuba City Bike Trail
and Royo Ranchero.*

- 4) What places would you like to ride your bike to if it were more convenient?

*I never ride to downtown because of the lack
of a bike trail or bike lane.*

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

Hard to say but probably Bridge if it had a bike lane.

- 6) Where would be an ideal location for you to access the trail?

A connection with the Bike Trail.

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

*I normally ride around the Buttes or
the Nature Preserve South of town. Having a trail going
to the East would add to my*

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

*Benches and seats are nice every once in a while to take a break. Bike racks are really
not necessary. Most of us serious riders do not leave our
bikes even for a minute.*

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

2 to 3 times a week. I love the Bike Trail.

- 10) Any other comments you would like to share?

*This is a great project and will really add
to the recreation quality of life in Yuba City.*

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS		People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.	☐
ENTHUSED & CONFIDENT		People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.	☒
INTERESTED BUT CONCERNED		People willing to ride but who require comfortable facilities that provide separation from heavy traffic.	☐
NO WAY NO HOW		People unwilling to ride regardless of bicycle-specific infrastructure provided.	☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

To Sutter, to downtown YC / plumas,
on levees.

4) What places would you like to ride your bike to if it were more convenient?

Sacramento & Chico

5) If riding to the Feather River Parkway, what street would be the preferable route?

Most direct and Shadiest.

6) Where would be an ideal location for you to access the trail?

From Sutter to downtown YC

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

→ Shade ← garbage cans.
restrooms would be cool (but I understand if there are issues with that).

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

As a marathon runner, asphalt or crushed granite preferred for foot path. NOT concrete.

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



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ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average? *1-3 DAYS/WK.*

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☒ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?
Under 5 miles ☒ 5-10 miles ☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Streets, levee, bike trail.

4) What places would you like to ride your bike to if it were more convenient?

I'd ride more on streets if the bike lanes weren't blocked w/cars, more shade trees, and cars went slower.

5) If riding to the Feather River Parkway, what street would be the preferable route?

I ACCESS FRP From North Gate Blvd. to Levee trail to FRP.

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail? *yes!*

but also, more exercising for folks in town.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches, water, doggie bag dispensers for waste

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)? *Yes.*

10) Any other comments you would like to share?

*Please, please... native landscaping, trees, + shrubs.
Also, solar lights ~~near~~ where needed for illumination.*

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

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FEARLESS**



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CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

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Yuba City Bike Path Survey

- 1) How often do you ride a bike on average?

Often (once a week or more) *3 days a week*
Rarely (a few times a year) On occasion (several times a month)
Never

- 2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

- 3) What places do you ride your bike to? Please be as specific as possible.

To the Buttes from Hooper down the bike trail to ACACIA.

- 4) What places would you like to ride your bike to if it were more convenient?

Designated trail away from traffic

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

Queen Mary St to the levee + 5th St bridge

- 6) Where would be an ideal location for you to access the trail?

Tharp or Starbuck

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes. Please separate pedestrian + bikers with 12 ft. 6' separation

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike racks near bus routes

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes! Love it. But we need more separation from workers

- 10) Any other comments you would like to share?

where the proposed path goes by Reeves go south on Plum St to B which is less congested. (Teegarden is heavily used)

Four Types of Riders

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Check Box Below

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CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Colusa HWY 20

4) What places would you like to ride your bike to if it were more convenient?

Colusa HWY 20

5) If riding to the Feather River Parkway, what street would be the preferable route?

Teen Garden Ave

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

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INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

School

4) What places would you like to ride your bike to if it were more convenient?

The middle of the street

5) If riding to the Feather River Parkway, what street would be the preferable route?

?

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Parks to play sports

4) What places would you like to ride your bike to if it were more convenient?

The store

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

An easy spot that allows us to park

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches or various parks lots of trees so it's shaded

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Nature, around town, low traffic areas

4) What places would you like to ride your bike to if it were more convenient?

connecting to the greater Yuba City, Marysville, Yuba County

5) If riding to the Feather River Parkway, what street would be the preferable route?

B Street

6) Where would be an ideal location for you to access the trail?

Plumas Lake (like outside of area) but would love to see these trails connect

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water fountains, public restrooms, painted path

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No, doesn't connect to much

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
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ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

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NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month) ✓

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

parks & Bike access

4) What places would you like to ride your bike to if it were more convenient?

Bike trail yuba is proposing sounds great

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

Colusa

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

certainly

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Restrooms picnic areas

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

This sounds like a great expansion & I look forward to riding it

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Wheatland, Spenceville Wildlife Area, Scotts Flat
Yuba City Bike Path

4) What places would you like to ride your bike to if it were more convenient?

From the Sutter Buttes Bike Path through
Marysville

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

Some point in Marysville with a parking lot
We are from Wheatland

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES!

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water, trash bin, benches

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Franklin to Sutter (town) Beautiful Ride!

10) Any other comments you would like to share?

Excited to hear more about this

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any **bicycle-specific infrastructure**, even on busy streets.



ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

around my neighborhood!

4) What places would you like to ride your bike to if it were more convenient?

Stores, parks, School.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

Close to neighborhood!

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes!

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

all that we need to be safe!

Benches, Bike racks, tables

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

No

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

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FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

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NO HOW**



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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

SKATE PARK

4) What places would you like to ride your bike to if it were more convenient?

PLUMAS ST

5) If riding to the Feather River Parkway, what street would be the preferable route?

PLUMAS

6) Where would be an ideal location for you to access the trail?

MARKET

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

ALL

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

LOOKS NICE

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable
to ride without any
bicycle-specific
infrastructure, even
on busy streets.

☐

ENTHUSED &
CONFIDENT



People comfortable
to ride on streets
with motor vehicles
when provided
facilities such as a
bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to
ride but who require
comfortable
facilities that
provide separation
from heavy traffic.

☒

NO WAY
NO HOW



People unwilling to
ride regardless of
bicycle-specific
infrastructure
provided.

☐

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

around neighborhood

4) What places would you like to ride your bike to if it were more convenient?

through town/shops

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

plumas st.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

bench, shade, water fountain

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

no

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

~~Starbucks~~ Starbucks, new earth

4) What places would you like to ride your bike to if it were more convenient?

doesn't matter

5) If riding to the Feather River Parkway, what street would be the preferable route?

any

6) Where would be an ideal location for you to access the trail?

Stabler

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water Fountains

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

no

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Everyday
☒ Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Starbucks, new earth, bike trail

4) What places would you like to ride your bike to if it were more convenient?

anywhere

5) If riding to the Feather River Parkway, what street would be the preferable route?

~~Doesn't~~ Doesn't matter

6) Where would be an ideal location for you to access the trail?

Doesnt matter

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Sure

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

facilities

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Dont care

10) Any other comments you would like to share?

no

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

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FEARLESS**



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**ENTHUSED &
CONFIDENT**



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**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



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NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Garden Hwy

4) What places would you like to ride your bike to if it were more convenient?

Bour Rd

5) If riding to the Feather River Parkway, what street would be the preferable route?

Lincoln Rd

6) Where would be an ideal location for you to access the trail?

Court

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Yes

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

I like new plan!

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

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FEARLESS



People comfortable to ride without any **bicycle-specific infrastructure**, even on busy streets.



ENTHUSED &
CONFIDENT



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INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

I ride to Township from
hopper

4) What places would you like to ride your bike to if it were more convenient?

~~Plano~~ Rive Valley high school

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

Butte house RD

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches and water fountains

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

~~No~~ Yes

10) Any other comments you would like to share?

No

Four Types of Riders

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Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

I usually start at the beginning and go to township and back.

4) What places would you like to ride your bike to if it were more convenient?

Yuba Sutter market place, more parks

5) If riding to the Feather River Parkway, what street would be the preferable route?

I'm not sure

6) Where would be an ideal location for you to access the trail?

Hooper is best

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

some bike racks / rest stops, restrooms

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

No

Four Types of Riders

WHAT KIND OF
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CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

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**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
~~Rarely (a few times a year)~~

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Urban areas, near shops, food etc

4) What places would you like to ride your bike to if it were more convenient?

Downtown Yuba City

5) If riding to the Feather River Parkway, what street would be the preferable route?

Aylor Ave

6) Where would be an ideal location for you to access the trail?

Gray Ave

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water fountains, shaded benches

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No

10) Any other comments you would like to share?

Thank you!

Four Types of Riders

WHAT KIND OF
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Check Box Below

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FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

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CONFIDENT**



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☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average? Daily

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Down Town Yuba City.

4) What places would you like to ride your bike to if it were more convenient?

Parks, River, Shopping area's.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Market St.

6) Where would be an ideal location for you to access the trail?

Between the Bridges.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches. water fountains.

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
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CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

home, work, quick errands

4) What places would you like to ride your bike to if it were more convenient?

grocery store, gym, park

5) If riding to the Feather River Parkway, what street would be the preferable route?

I would prefer the Plumas/Avila Rd. Get people on Plumas & convert it to a Bike Blvd.

6) Where would be an ideal location for you to access the trail?

from the parkway. I live south of town.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

landscaping! garbage/recycling, water refill stations & free compressed air (or pumps)

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

I haven't yet because I mostly ride south of town.

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
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NO WAY
NO HOW



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Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online

30

Maybe somewhere in the middle



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

- Out on Sutter County roads between Yuba City and Meridian
- Ride into town for errands - Down town.

4) What places would you like to ride your bike to if it were more convenient?

Down town Yuba City and Marysville. Along with distance riding in Sutter County.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Right now I tie into the FRP at Northgate Dr. and Live Oak Blvd as I live in NW Yuba City. However, if a bike trail was available I would prefer connecting with FRP around Bridge Street.

6) Where would be an ideal location for you to access the trail?

I would access the trail at Hooper Rd.

7) Would you take longer rides if there was a continuous Class I (dedicated

bike/pedestrian) trail? If the bike traffic flow allows for an easy pass through town, I might extend a ride through town and down FRP.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City

Bike Path? Benches to include shaded areas. If possible lighting.

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper

Rd)? I do ride the trail. I just rock on it from Sutter to Hooper today.

10) Any other comments you would like to share?

I would very much like to see an extension made to the existing bike trail. I believe it would enhance the quality of life in Yuba City and surrounding area.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Around the Buttes - Loma Rica - Bangor - Live Oak -
Gridley - Sutter Bypass - Garden Hwy - Franklin School

4) What places would you like to ride your bike to if it were more convenient?

Bridge Street
Marysville

5) If riding to the Feather River Parkway, what street would be the preferable route?

I'm not familiar with the proposed options for
access to Feather River Parkway.

6) Where would be an ideal location for you to access the trail?

Not sure.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Not necessarily.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

bike racks, water

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

I look forward to the extension of the bike trail. I frequently use the existing trail and it's a great place for people to get exercise in a safer environment than the street.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

only on BIKE TRAILS.

4) What places would you like to ride your bike to if it were more convenient?

Longer BIKE TRAIL! ♥

5) If riding to the Feather River Parkway, what street would be the preferable route?

I Don't Ride on the RIVER PARKWAY,
homeless & Dogs.

6) Where would be an ideal location for you to access the trail?

PLUMAS ST.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes 100%

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

TREES

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

FROM Hooper to Sutter twice a week ☺

10) Any other comments you would like to share?

Thank You!



Yuba City Bike Path Survey

- 1) How often do you ride a bike on average?

5 days a week, year long
Often (once a week or more) On occasion (several times a month)
Rarely (a few times a year) Never

- 2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

- 3) What places do you ride your bike to? Please be as specific as possible.

From Del Prado Hobblom Pl to Sutter Cemetery

- 4) What places would you like to ride your bike to if it were more convenient?

Extend trail from Hooper to Harter as soon as possible. Butte House road is very dangerous for me to get to the present trail

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

No preferable route

- 6) Where would be an ideal location for you to access the trail?

Tharp! (close to my home)

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

To Be Sure!

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

With the exception of benches none!
The more amenities the more they are "trashed"

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes!

- 10) Any other comments you would like to share?

Complete trail to Harter and then Tharp as soon as possible. I'm 85!
I don't think I can wait years!

Additional Comments:

Both Harter Pkwy and Tharp Rd are lacking bike lanes just north of Hwy 20 which is a common corridor to River Valley High School. They don't have sidewalks either.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles

☐ 5-10 miles

☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

From my home a few blocks from the Hooper origin to Sutter and back. I also ride to Yuba College. Butte House Rd to Gray King Lynn to the levee.

4) What places would you like to ride your bike to if it were more convenient?

A route that would be more scenic such as closer to Feather River amongst the trees.

5) If riding to the Feather River Parkway, what street would be the preferable route?

I take the route listed above due to minimal traffic and shortest distance.

6) Where would be an ideal location for you to access the trail?

I currently have easy access

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike racks near any areas that are indicative of leaving your bike would seem ideal. i.e. shopping, bus stop, river

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

Having some consideration to bring local colleges into a long term strategy seems reasonable. The current leg in Marysville does not feel safe to do at times.



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

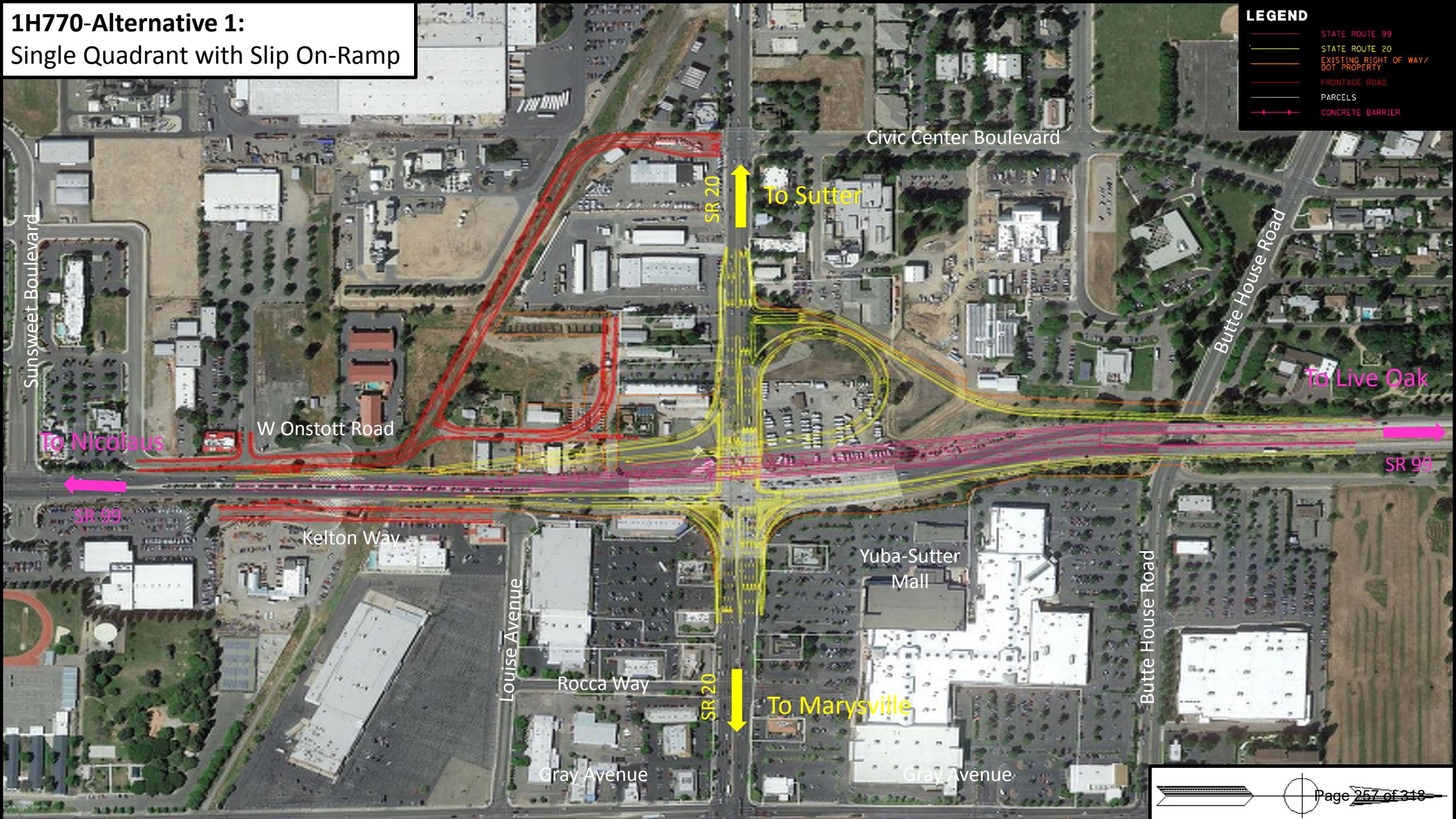
Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT C

Civic Center Improvement Plans

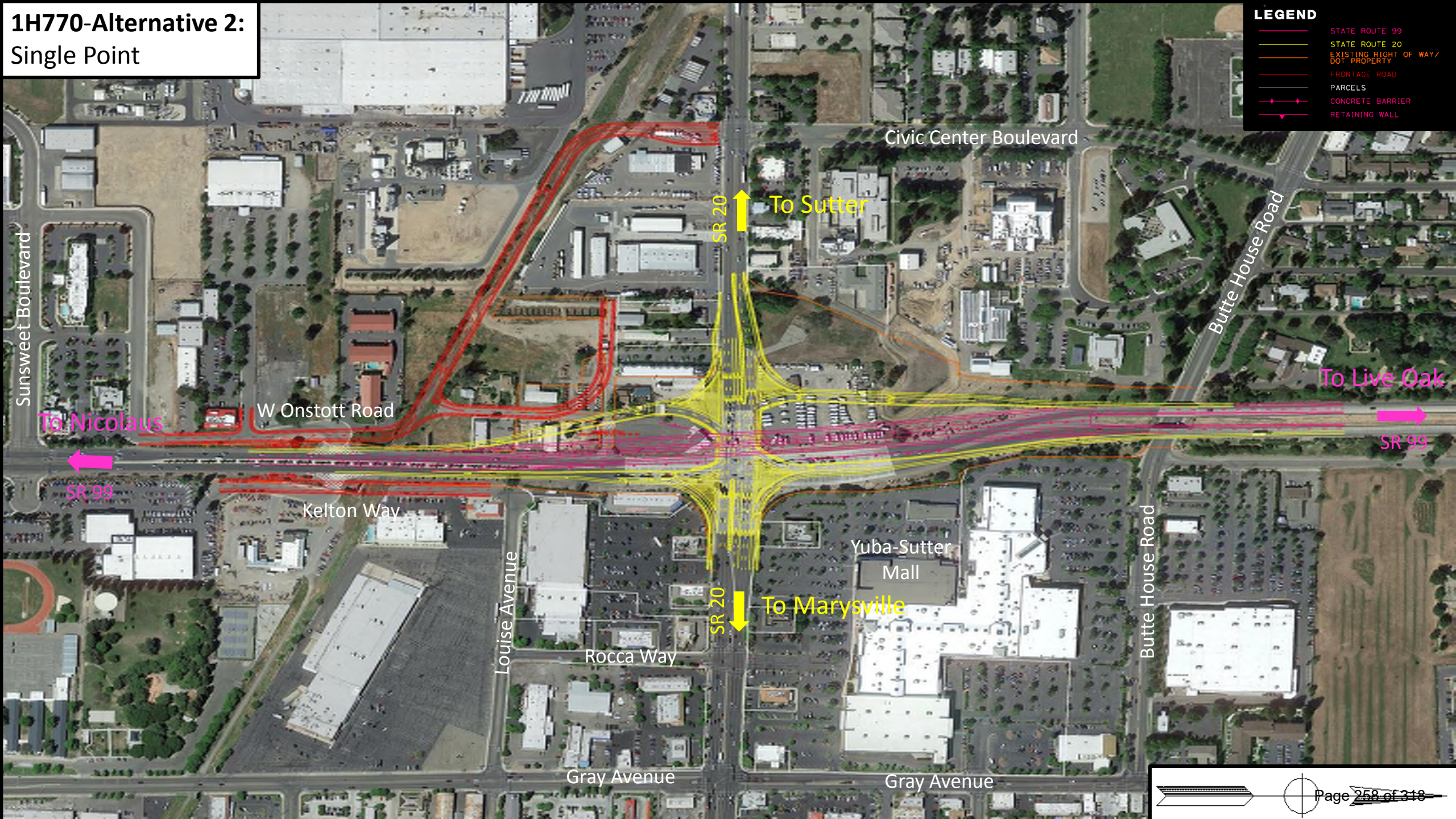
1H770-Alternative 1: Single Quadrant with Slip On-Ramp



LEGEND

- STATE ROUTE 99
- STATE ROUTE 20
- EXISTING RIGHT OF WAY / DOT PROPERTY
- FRONTAGE ROAD
- PARCELS
- CONCRETE BARRIER

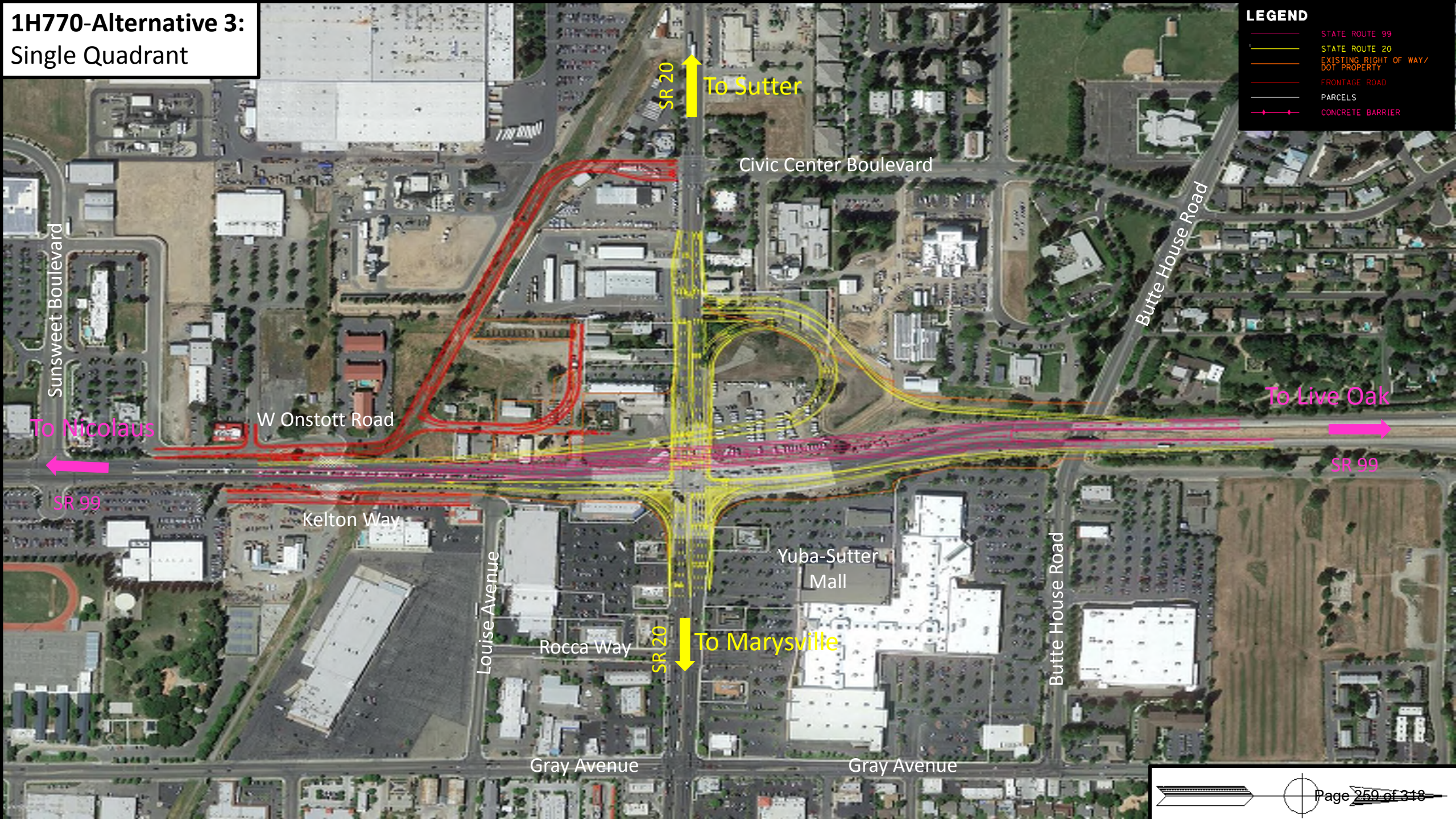
1H770-Alternative 2: Single Point



LEGEND

- STATE ROUTE 99
- STATE ROUTE 20
- EXISTING RIGHT OF WAY/
DOT PROPERTY
- FRONTAGE ROAD
- PARCELS
- CONCRETE BARRIER
- RETAINING WALL

1H770-Alternative 3: Single Quadrant



REZONE 2017-01

WOODWARD STREET REZONE

CITY OF YUBA CITY, CALIFORNIA
FEBRUARY 1, 2017 REVISED JUNE 6, 2017 REVISED OCTOBER 16, 2017



PROJECT NOTES

OWNER
ENTERPRISE REALTY INC
P.O. BOX 255749
SACRAMENTO, CA 95865
CONTACT: WILLIAM MEEK
PHONE: (916) 576-3042

APPLICANT
GILL DEVELOPMENT
850 COLUSA AVENUE
YUBA CITY, CA 95993
CONTACT: SIMON GILL
PHONE: (530) 682-6060

ENGINEER/SURVEYOR
MHM INCORPORATED
1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
CONTACT: SEAN MINARD, P.E., P.L.S.
PHONE: (530) 742-6485

ASSESSOR'S PARCEL NO.
58-041-011

AREA OF TENTATIVE MAP
2.10 GROSS ACRES

EXISTING USE
VACANT

EXISTING GENERAL PLAN DESIGNATION
REGIONAL COMMERCIAL

PROPOSED GENERAL PLAN DESIGNATION
REGIONAL COMMERCIAL

EXISTING ZONING
C-M

PROPOSED ZONING
C-3

LEVEE PROTECTION
LEVEE DISTRICT NO. 1 OF SUTTER COUNTY

ELEMENTARY SCHOOL DISTRICT
YUBA CITY UNIFIED SCHOOL DISTRICT

HIGH SCHOOL DISTRICT
YUBA CITY UNIFIED SCHOOL DISTRICT

FIRE PROTECTION
CITY OF YUBA CITY

LAW ENFORCEMENT
CITY OF YUBA CITY

SANITARY SEWER
CITY OF YUBA CITY

DOMESTIC WATER
CITY OF YUBA CITY

STORM DRAINAGE
CITY OF YUBA CITY

ELECTRICITY
PACIFIC GAS AND ELECTRIC

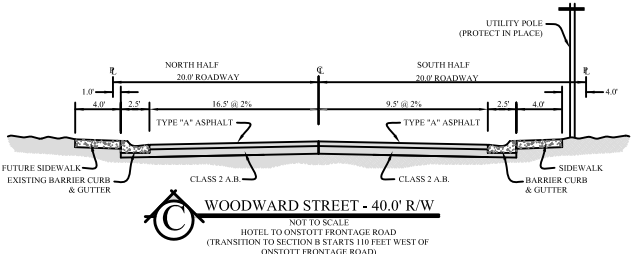
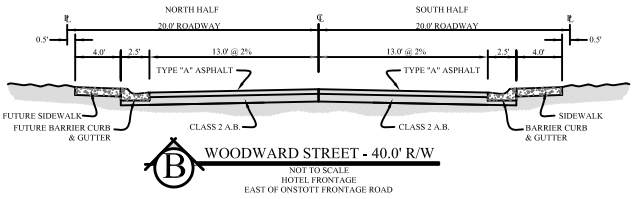
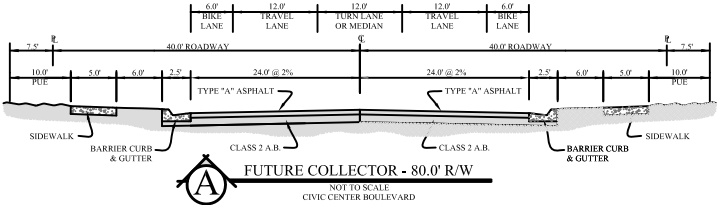
NATURAL GAS
PACIFIC GAS AND ELECTRIC

TELEPHONE
AT&T

CABLE
COMCAST

GENERAL NOTES:

1. THIS EXHIBIT IS FOR REZONE MAP PURPOSES ONLY, ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGE, AND YIELDS ARE TO BE VERIFIED PRIOR TO SITE PLAN.
2. THIS IS AN APPLICATION FOR A REZONE.
3. ALL EXISTING STRUCTURES AND WELLS TO BE REMOVED PRIOR TO CONSTRUCTION.
4. ALL SEPTIC TANKS SHALL BE REMOVED PRIOR TO OR AS PART OF CONSTRUCTION.
5. OWNERS, APPLICANT, ENGINEER, AND SURVEYOR SHALL RECEIVE ANY COMMUNICATIONS AND/OR NOTICES RELATED TO THIS PROJECT.



M.H.M.
ENGINEERS & SURVEYORS SINCE 1892

1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901

TEL: 530.742.6485
FAX: 530.742.5639



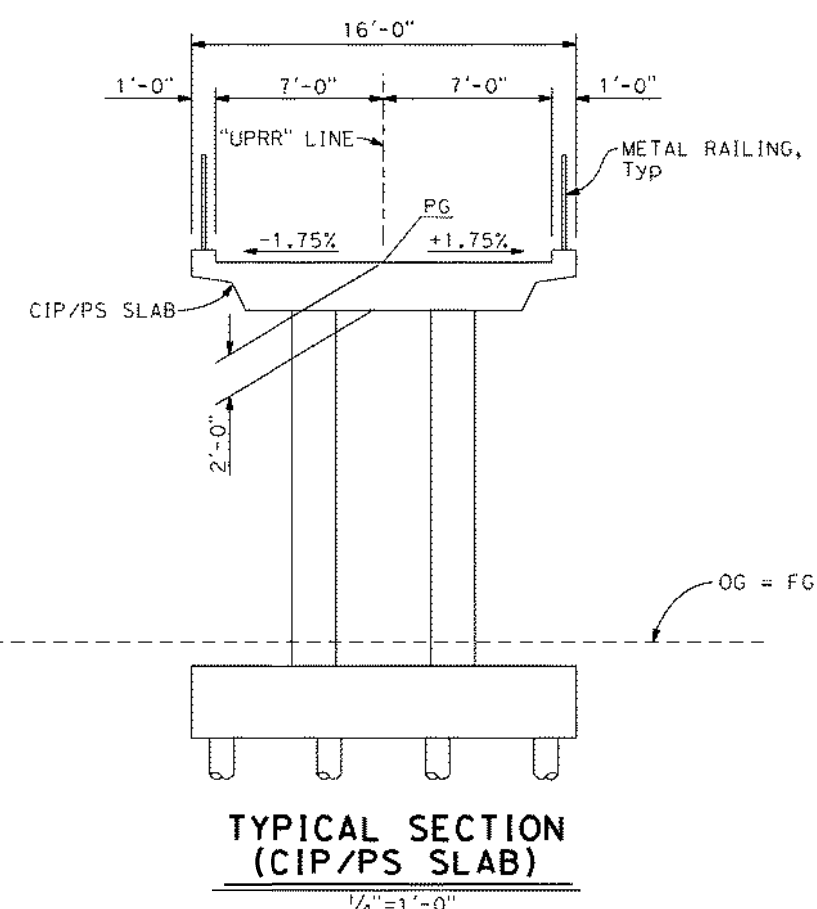
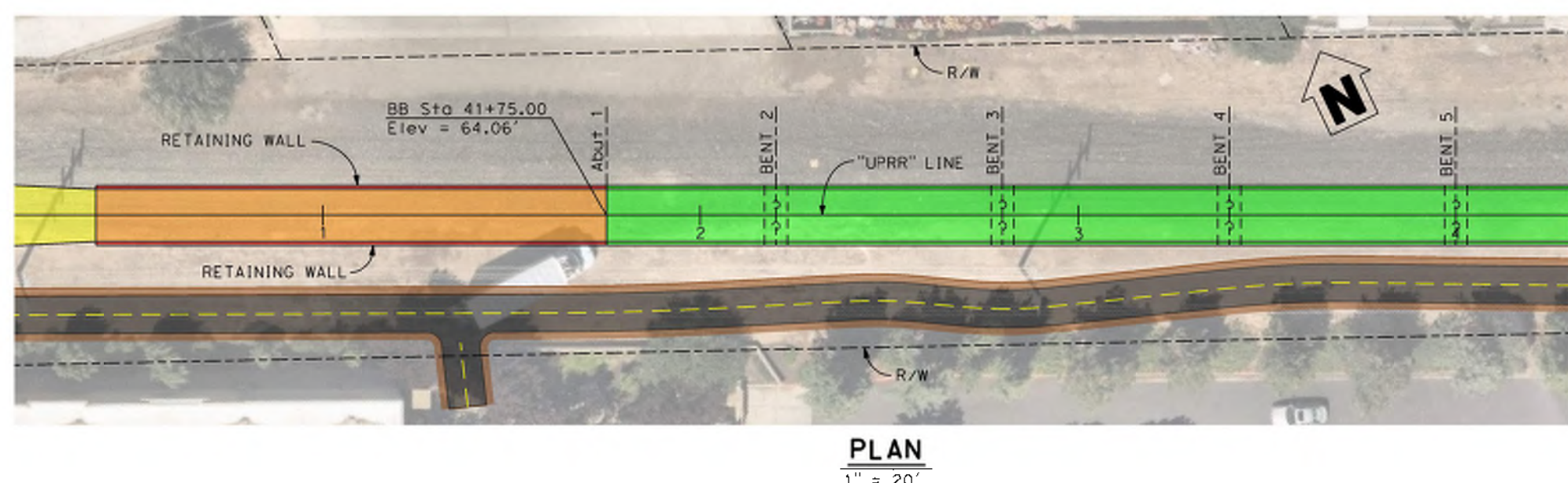
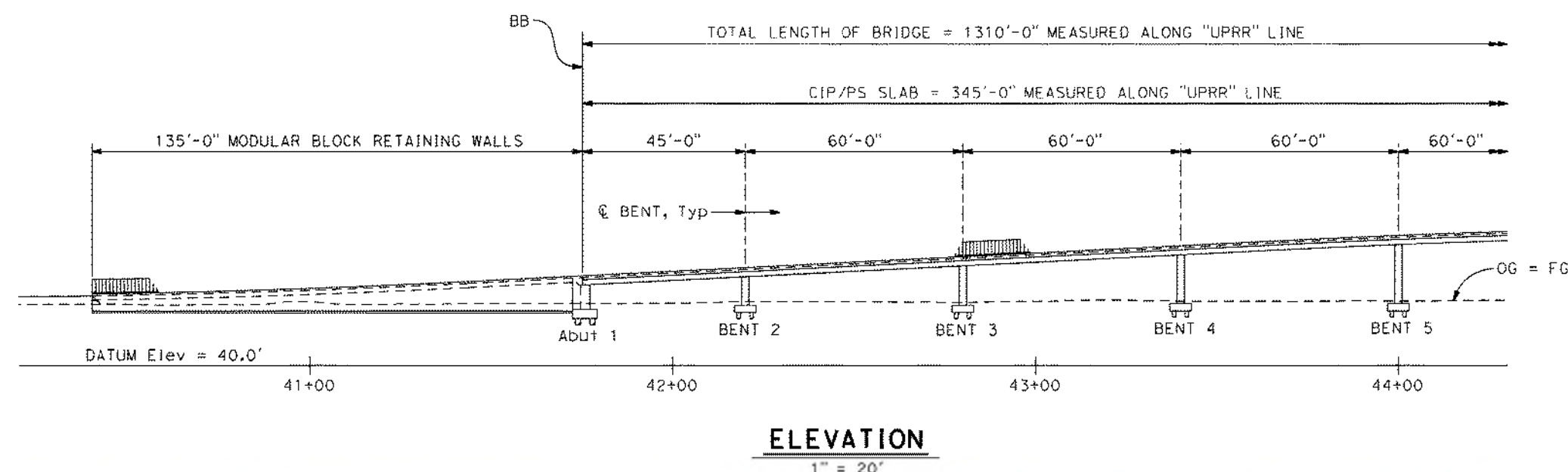
CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT D

Structure Advance Planning Studies



- LEGEND**
- AT GRADE PATH
 - PATH SUPPORTED BY RETAINING WALLS
 - RETAINING WALL
 - CIP/PS SLAB BRIDGE
 - ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

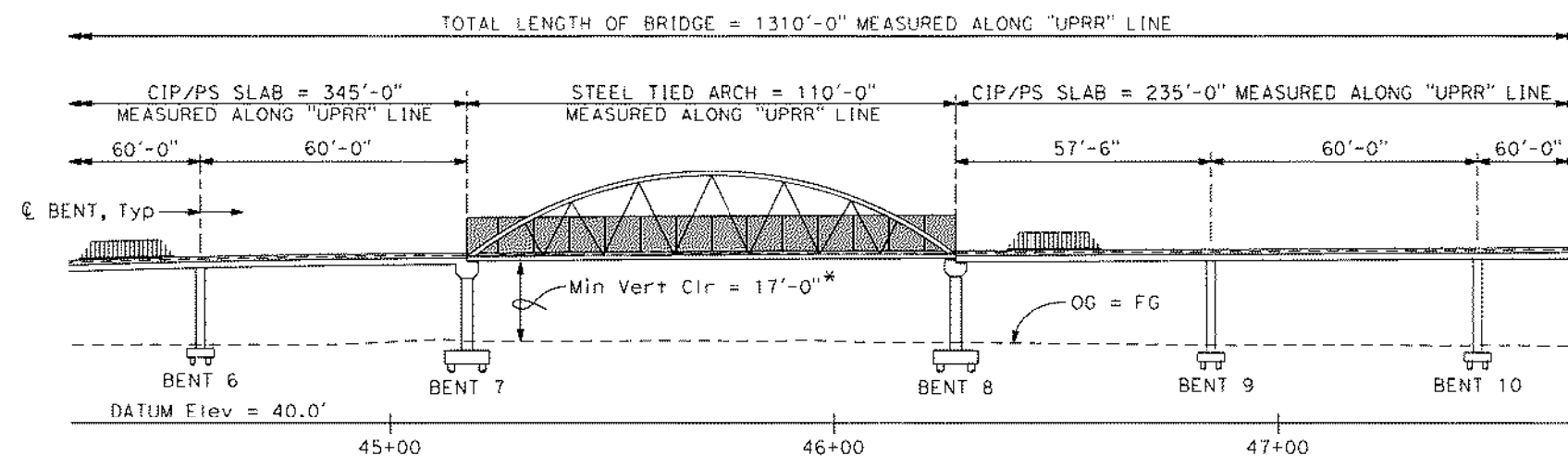
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FILE => #REQUEST

TIME PLOTTED => #TIME
USERNAME => #USER

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

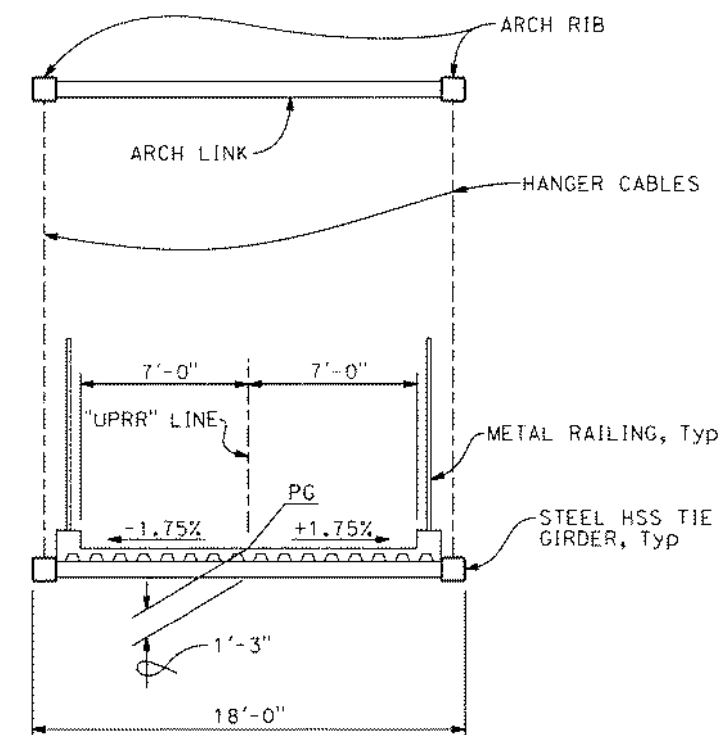
ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 1	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



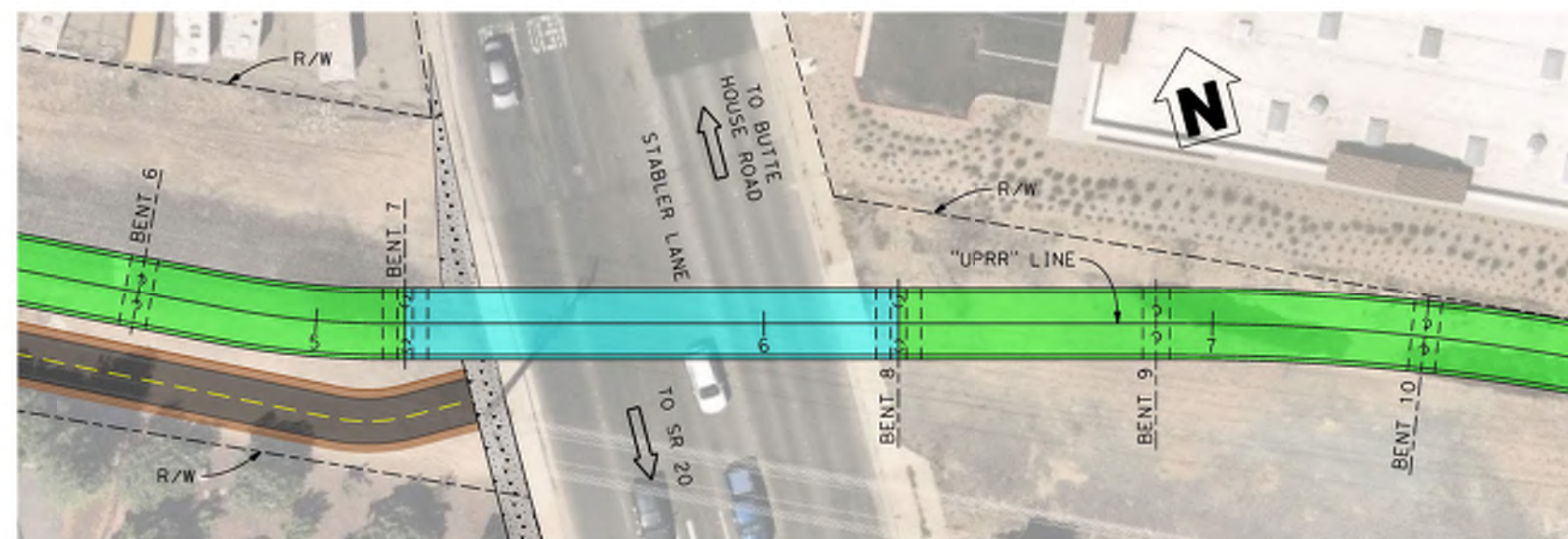
DEVELOPED ELEVATION
1" = 20'

* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER CONVENTIONAL HIGHWAYS AND LOCAL ROADS. STABLER LANE IS A LOCAL MAJOR ARTERIAL

- LEGEND**
- CIP/PS SLAB BRIDGE
 - STEEL TIED ARCH BRIDGE
 - ACCESSIBLE PATH TO UPRR MULTI-USE PATH
 - MULTI-USE SIDEWALK WIDENING



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"



PLAN
1" = 20'

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

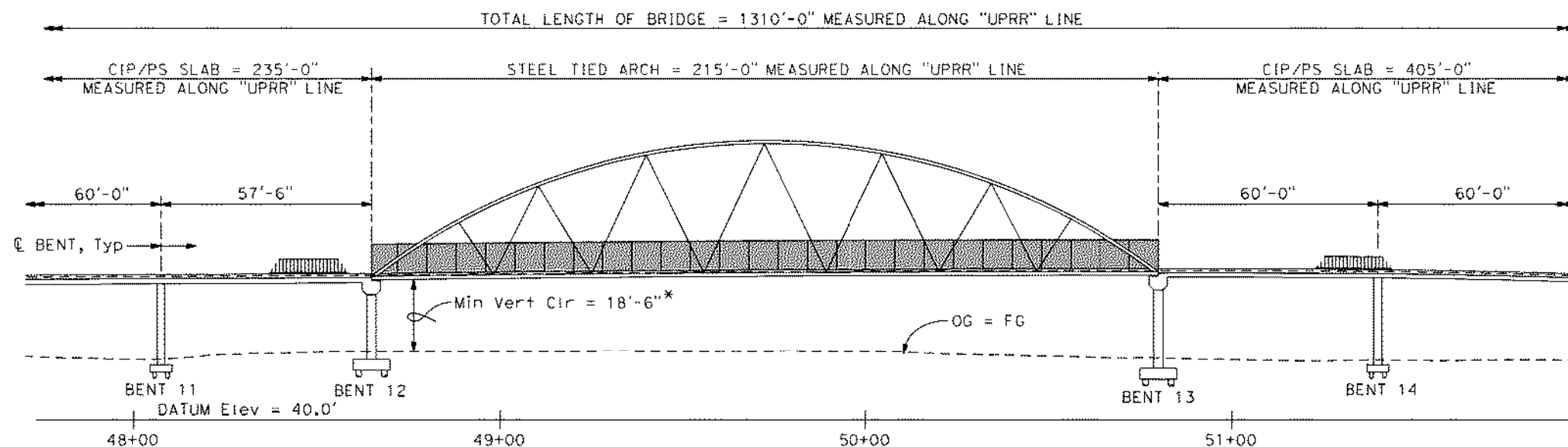
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M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

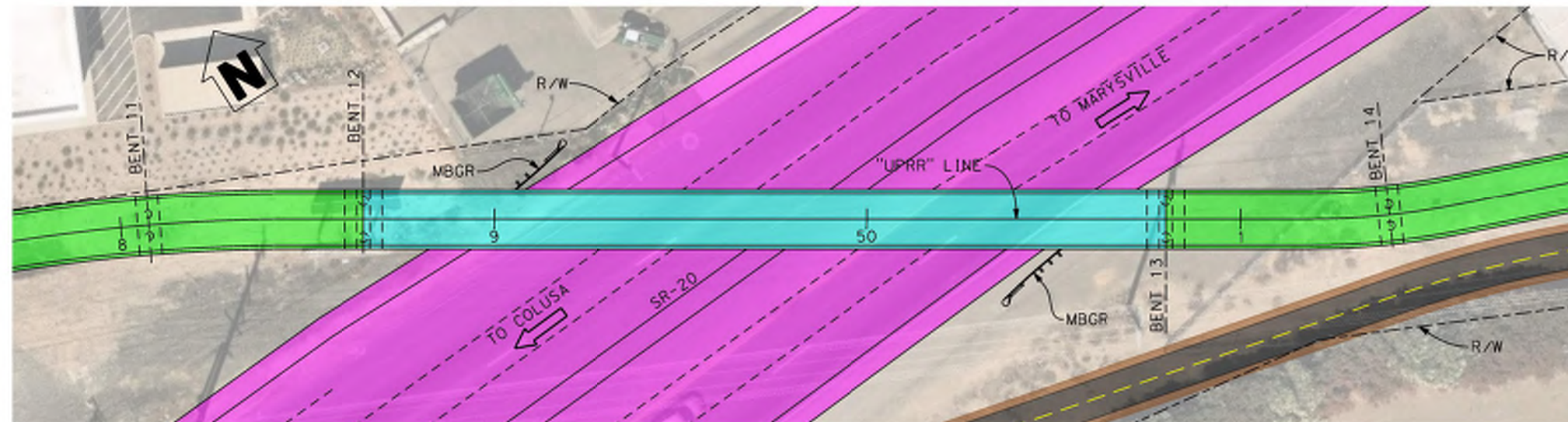
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



DEVELOPED ELEVATION
1" = 20'

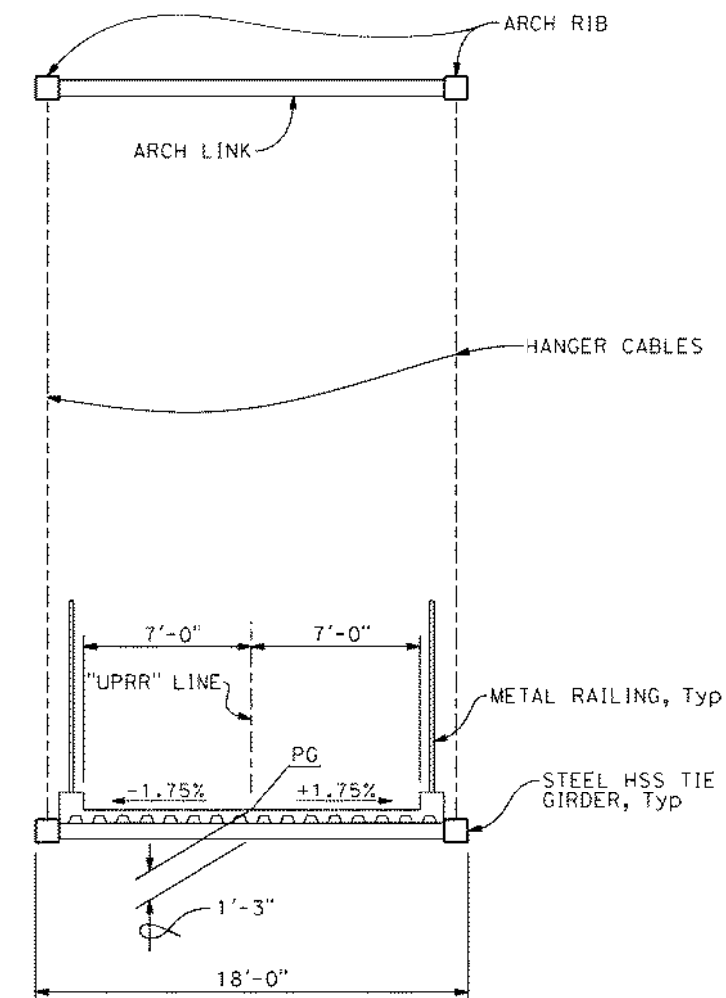
* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS. SR20 IS A 6-LANE CONVENTIONAL HIGHWAY. VERTICAL CLEARANCE COULD BE 17'-0", BUT CALTRANS MAY INSIST ON 18'-6".



LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- FUTURE SR20 CONFIGURATION
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

PLAN
1" = 20'



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"

X
DESIGN OVERSIGHT
X
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

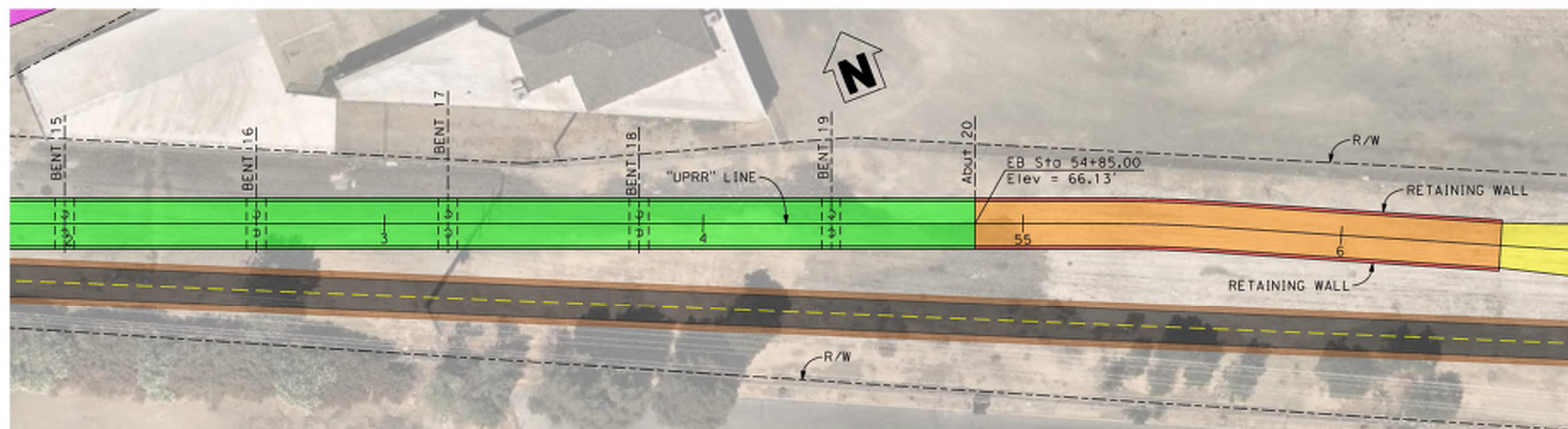
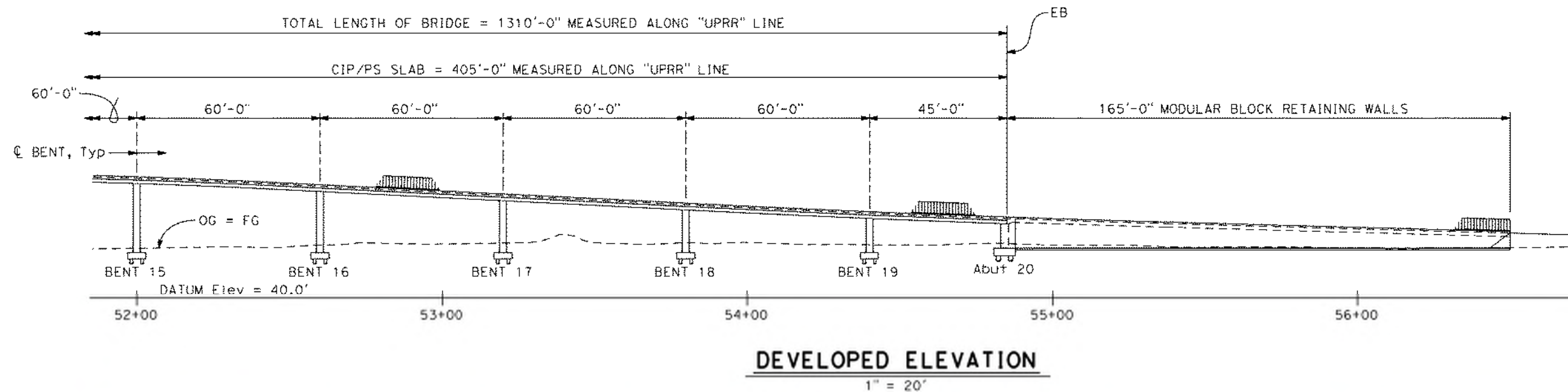
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DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 3	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- CIP/PS SLAB BRIDGE
- RETAINING WALL
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

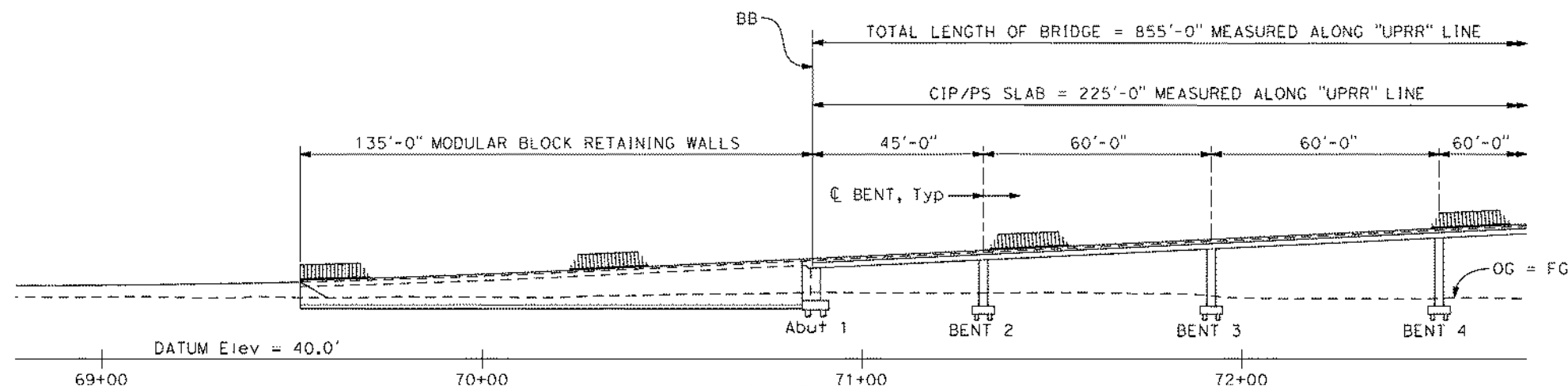
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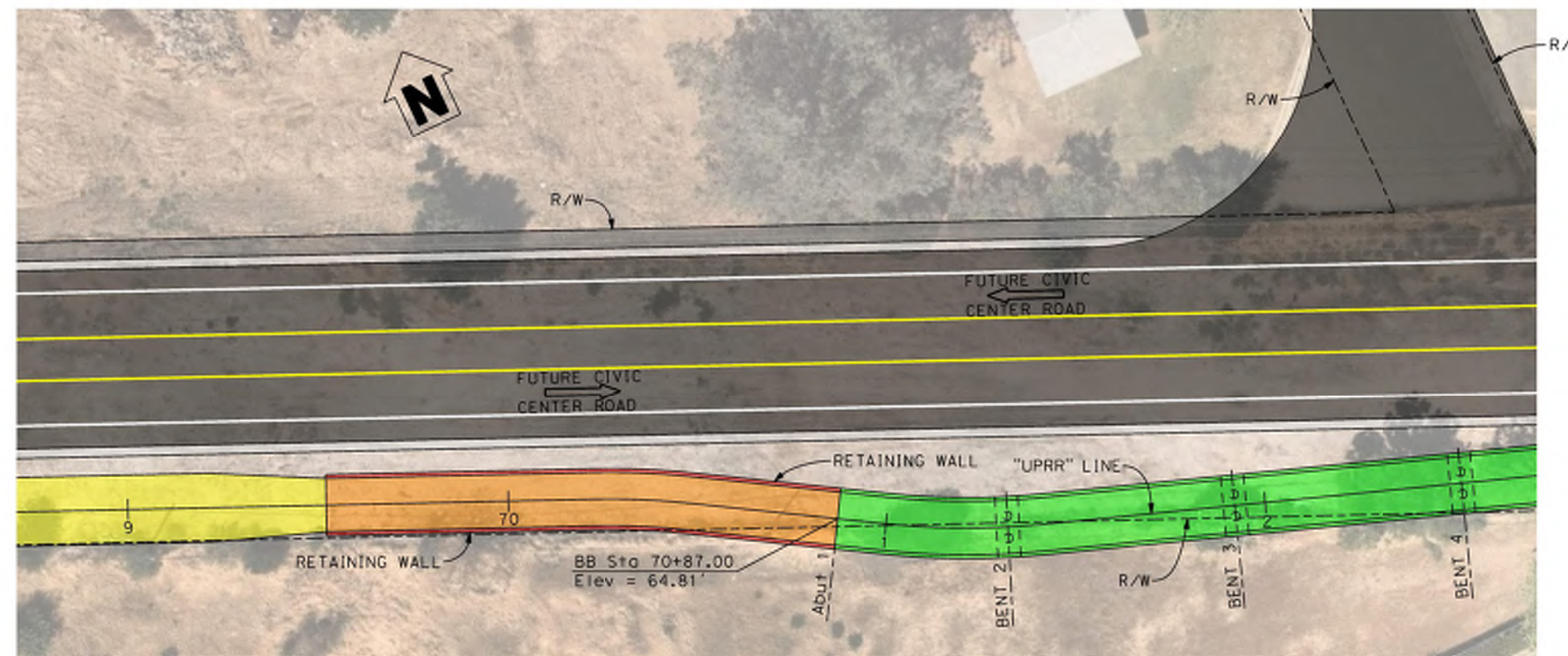
DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

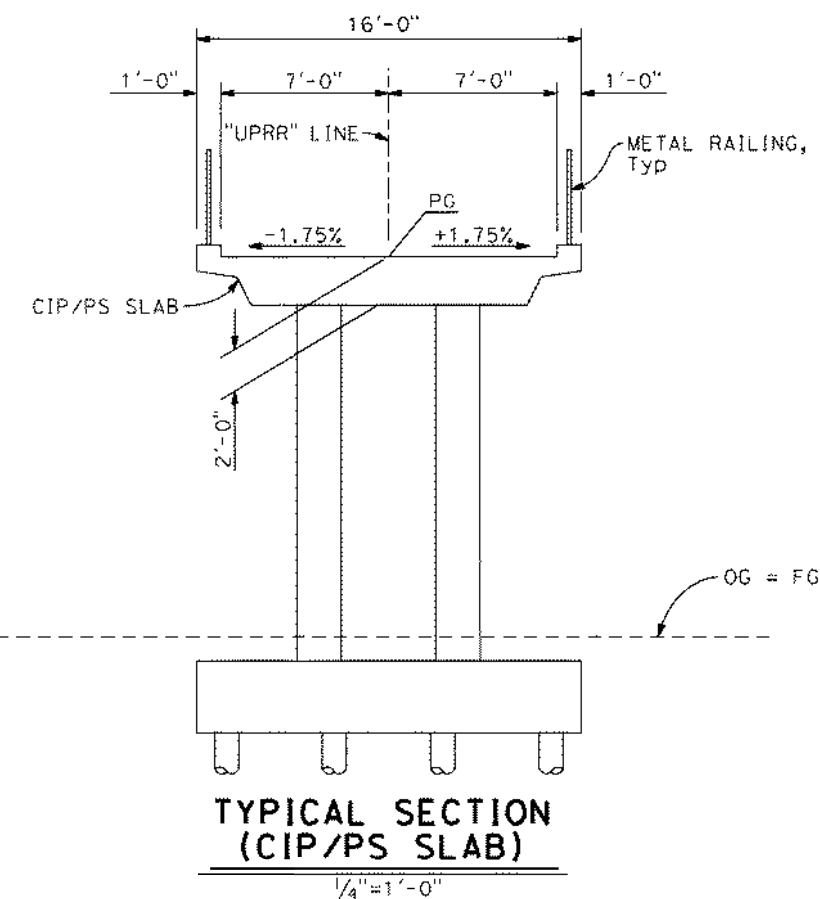
ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 4	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



DEVELOPED ELEVATION
 1" = 20'



PLAN
 1" = 20'



TYPICAL SECTION (CIP/PS SLAB)
 1/4" = 1'-0"

LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

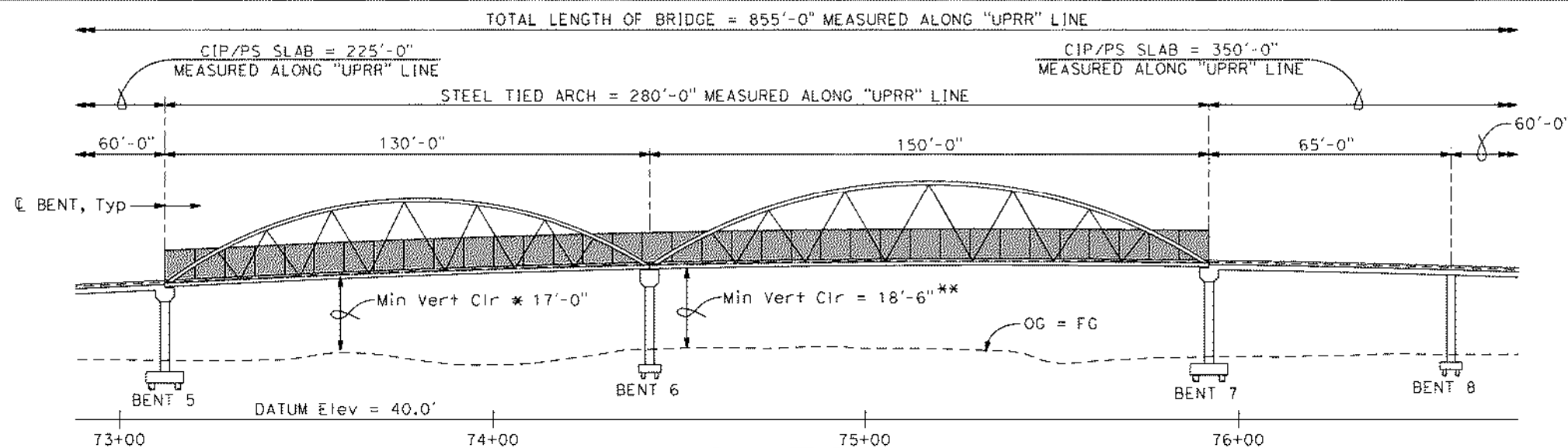
ADVANCE PLANNING STUDY SHEET
 (ENDLISH) (REVISION 8/16/2021)

DATE PLOTTED => #DATE
 FILE => #REQUEST

TIME PLOTTED => #TIME
 USERNAME => #USER

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

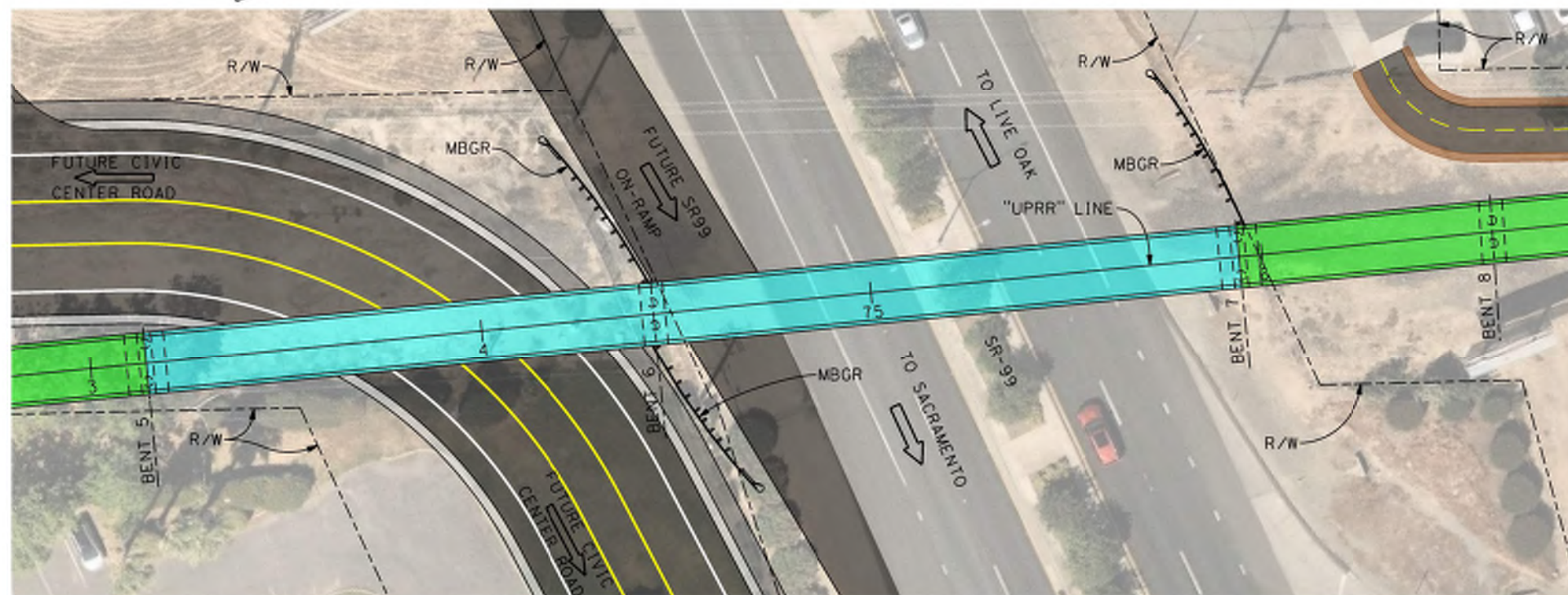
ADVANCE PLANNING STUDY No. 2	
OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 1	
PROJECT ENGINEER	BRIDGE No.:
PROJECT EA:	PROJECT No. & PHASE:



ELEVATION

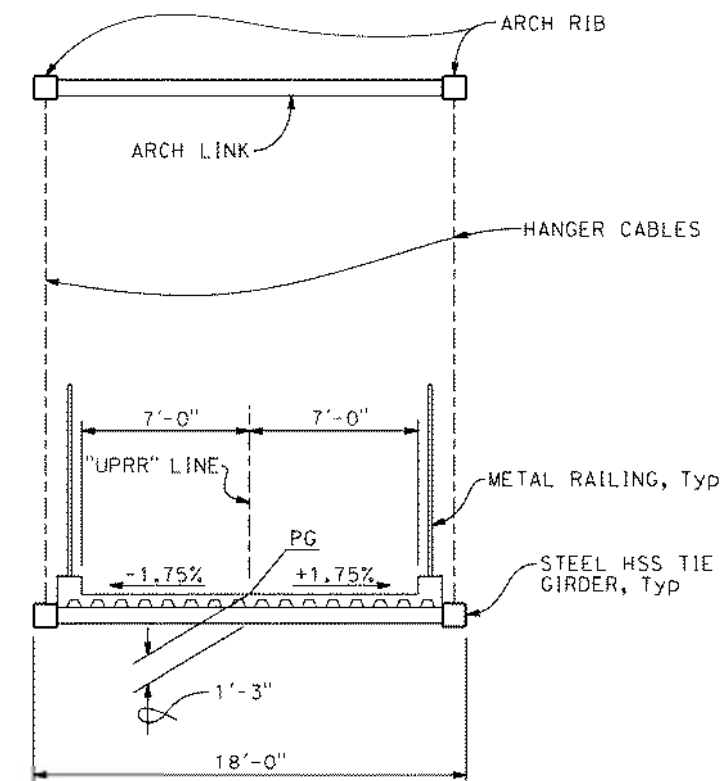
1" = 20'

* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER CONVENTIONAL HIGHWAYS AND LOCAL ROADS.
** MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS.



PLAN

1" = 20'



TYPICAL SECTION (STEEL TIED ARCH)

1/4" = 1'-0"

LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

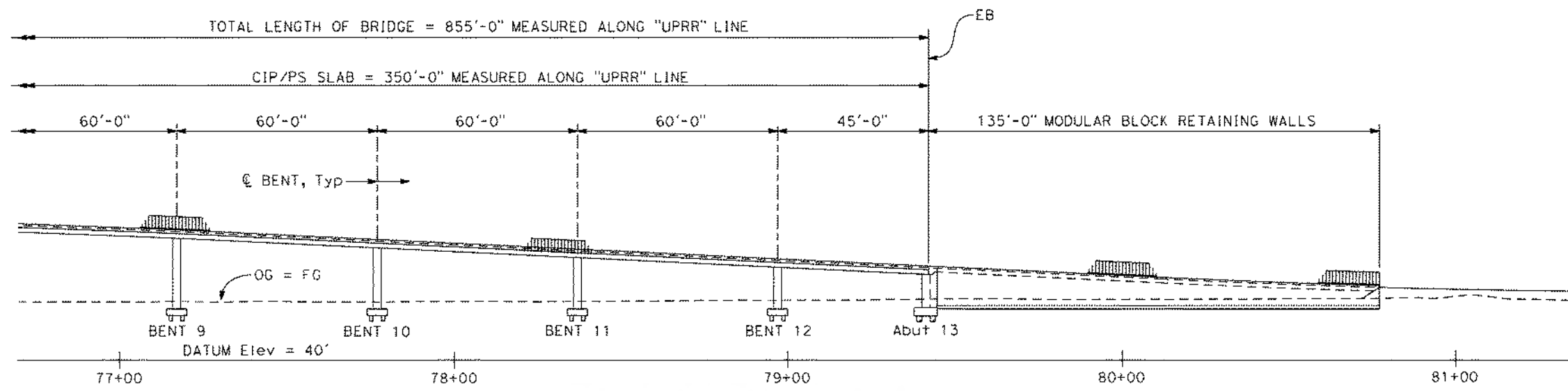
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TENDLISHI (REVISION 8/16/2021)

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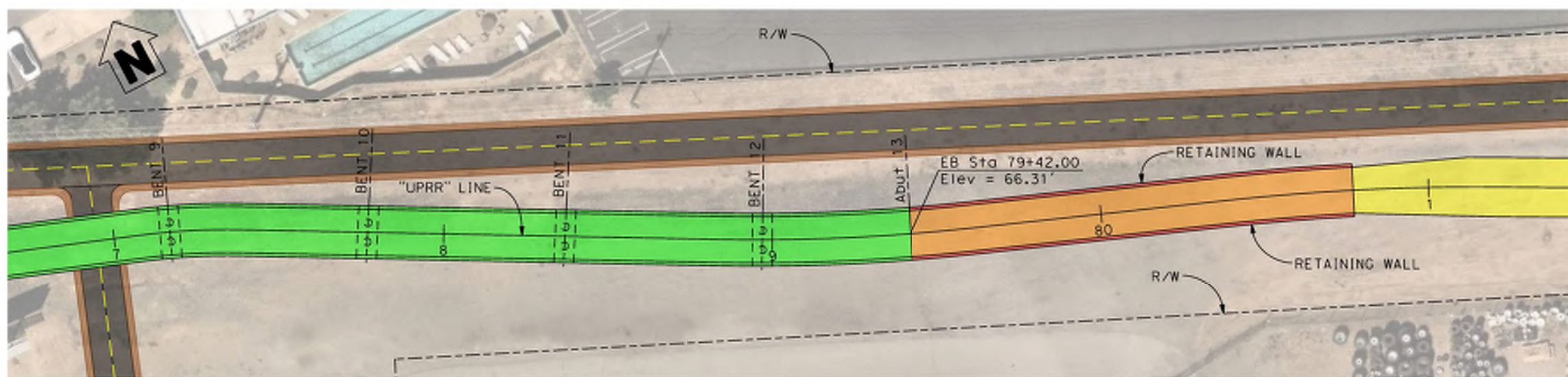
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DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

ADVANCE PLANNING STUDY No. 2	
OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 2	
PROJECT ENGINEER	BRIDGE No.:
PROJECT EA:	PROJECT No. & PHASE:



DEVELOPED ELEVATION
1" = 20'



PLAN
1" = 20'

LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
TENDLISHI (REVISION 6/16/2021)

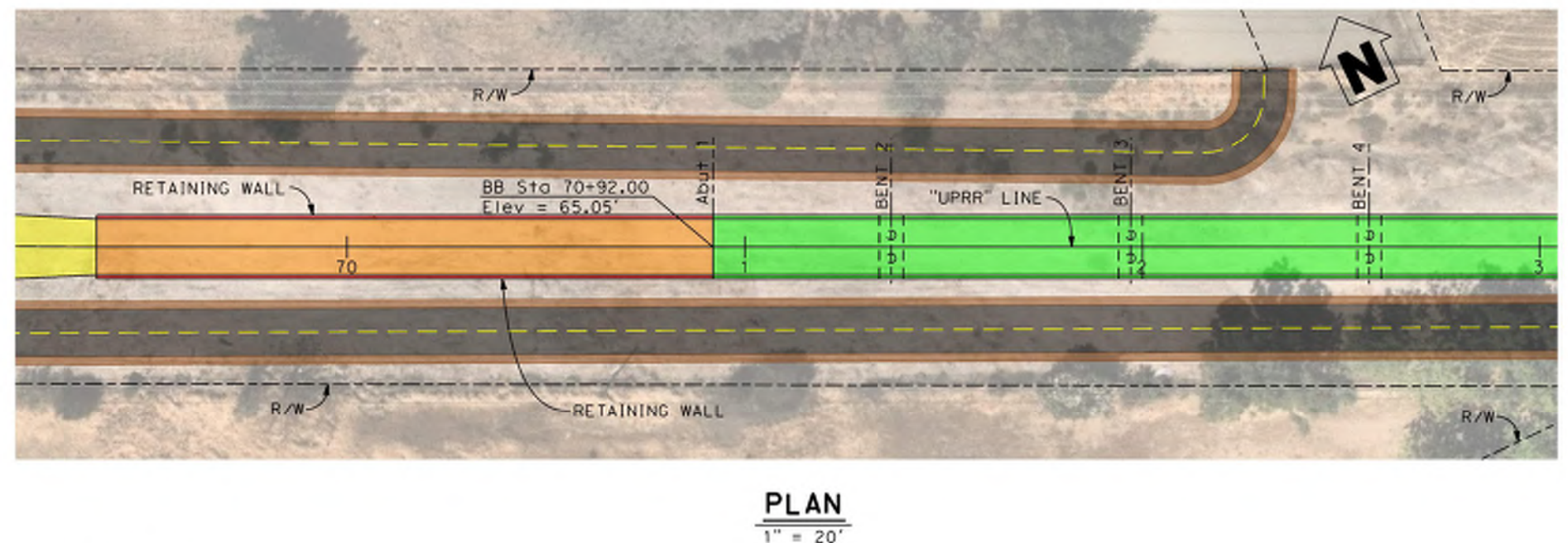
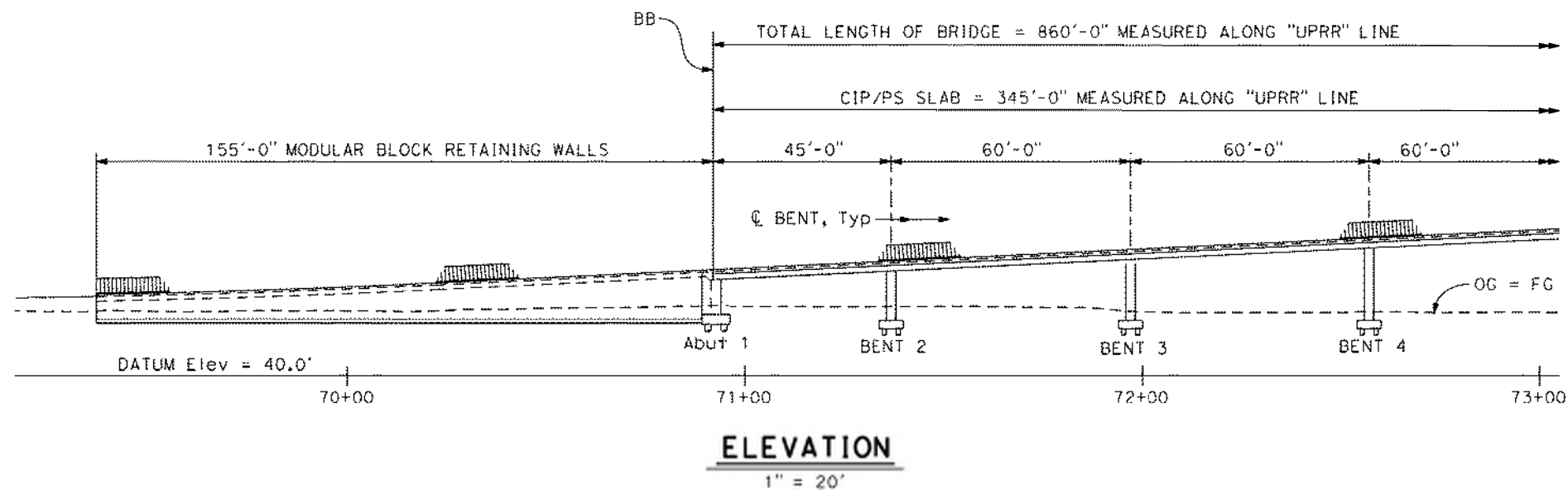
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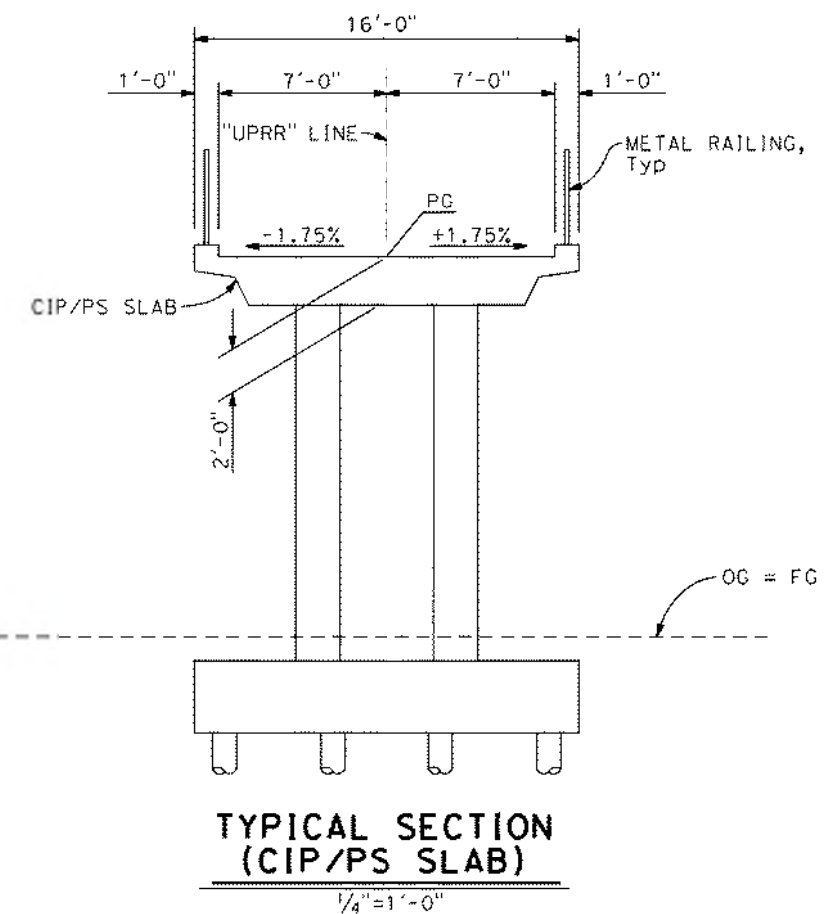
DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 2	
OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 3	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



- LEGEND**
- AT GRADE PATH
 - PATH SUPPORTED BY RETAINING WALLS
 - CIP/PS SLAB BRIDGE
 - RETAINING WALL
 - ACCESSIBLE PATH TO UPRR MULTI-USE PATH



X
DESIGN OVERSIGHT
X
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

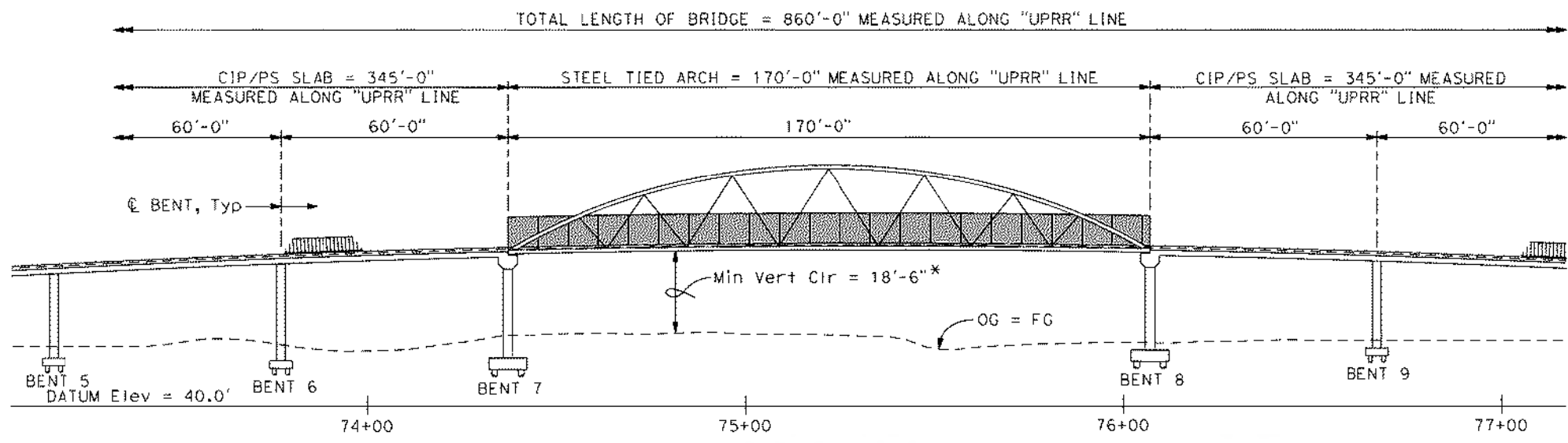
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DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

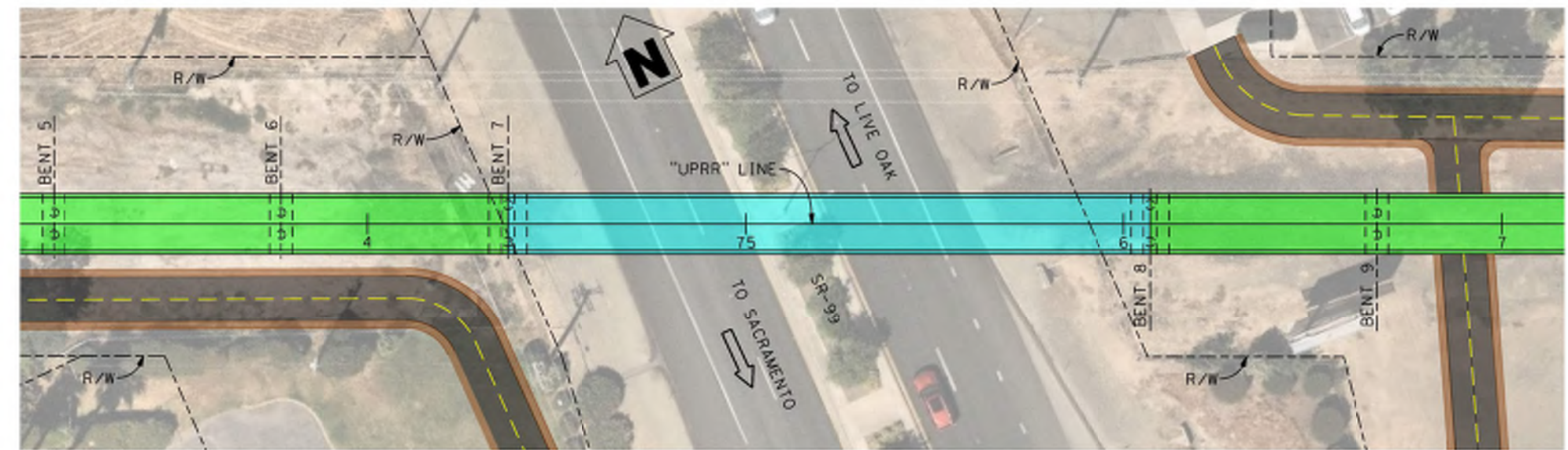
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 3	
OVERCROSSING ALTERNATIVE FOR EXISTING SR99 No. 1	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



ELEVATION
1" = 20'

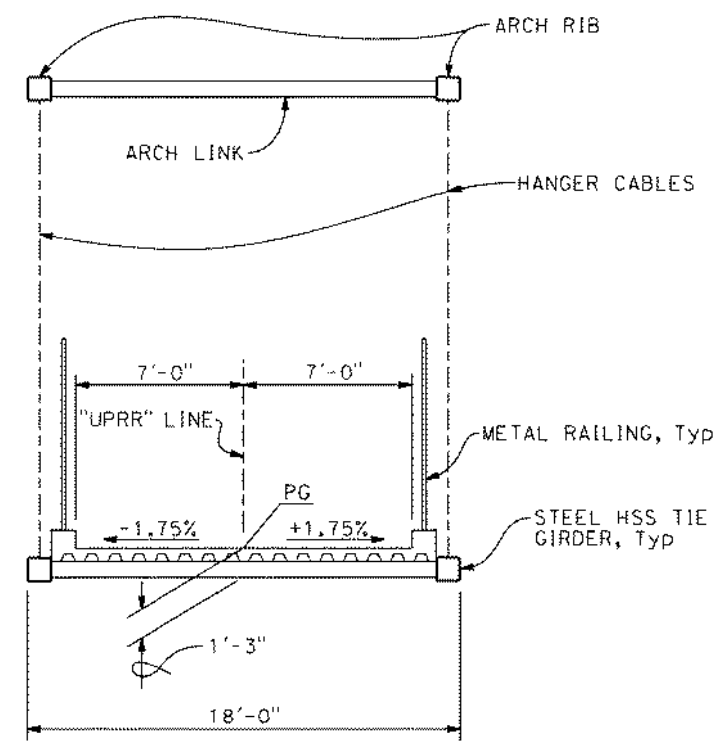
* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS.



PLAN
1" = 20'

LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

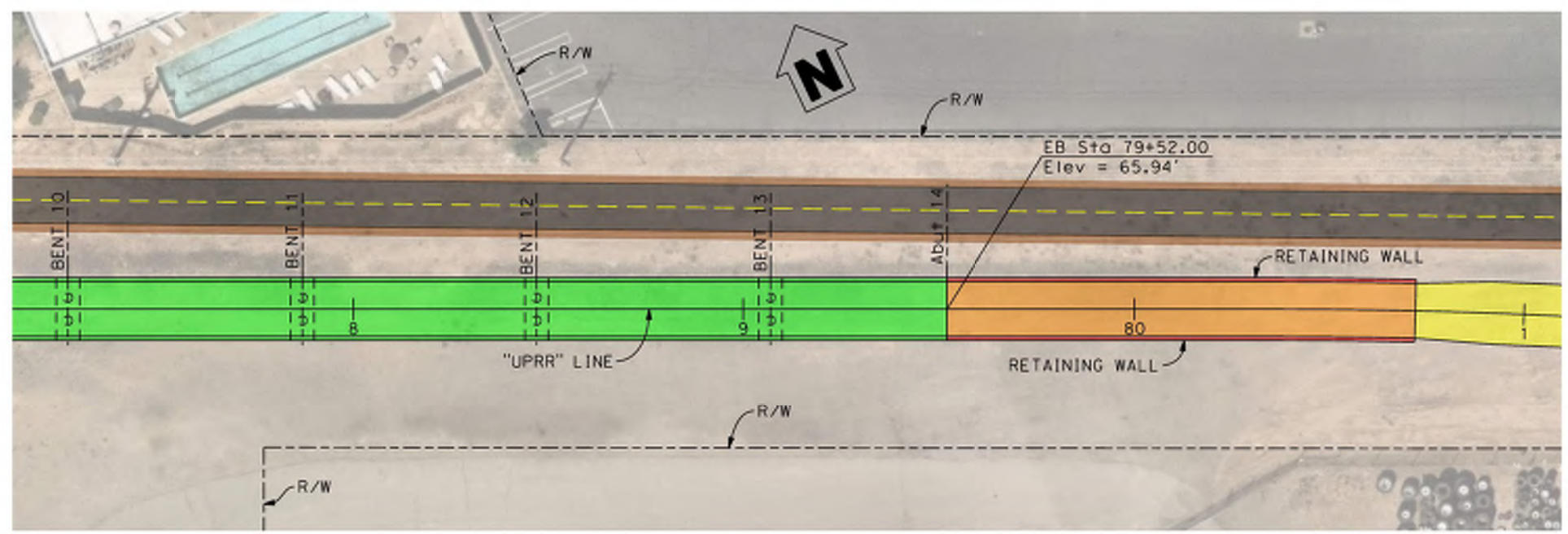
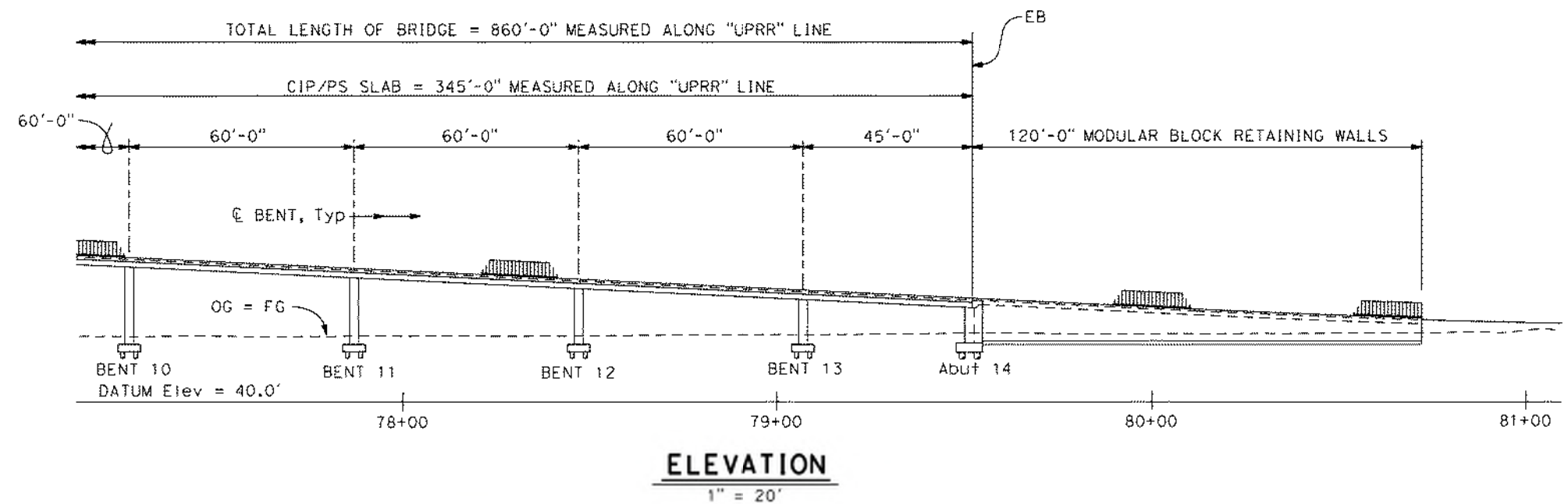
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TIME PLOTTED => #TIME
USERNAME => #USER

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 3	
OVERCROSSING ALTERNATIVE FOR EXISTING SR99 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

PLAN

1" = 20'

X
DESIGN OVERSIGHT
X
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
TENDLISH (REVISION 6/16/2021)

DATE PLOTTED => #DATE
FILE => #REQUEST

TIME PLOTTED => #TIME
USERNAME => #USER

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M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

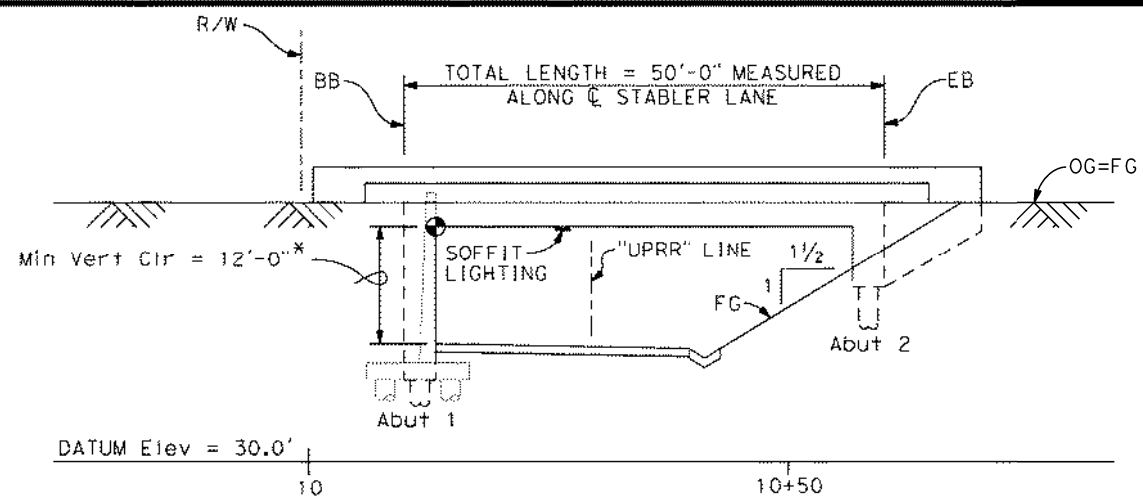
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OVERCROSSING ALTERNATIVE FOR EXISTING SR99 No. 3

BRIDGE No.:

PROJECT EA:

PROJECT No. & PHASE:

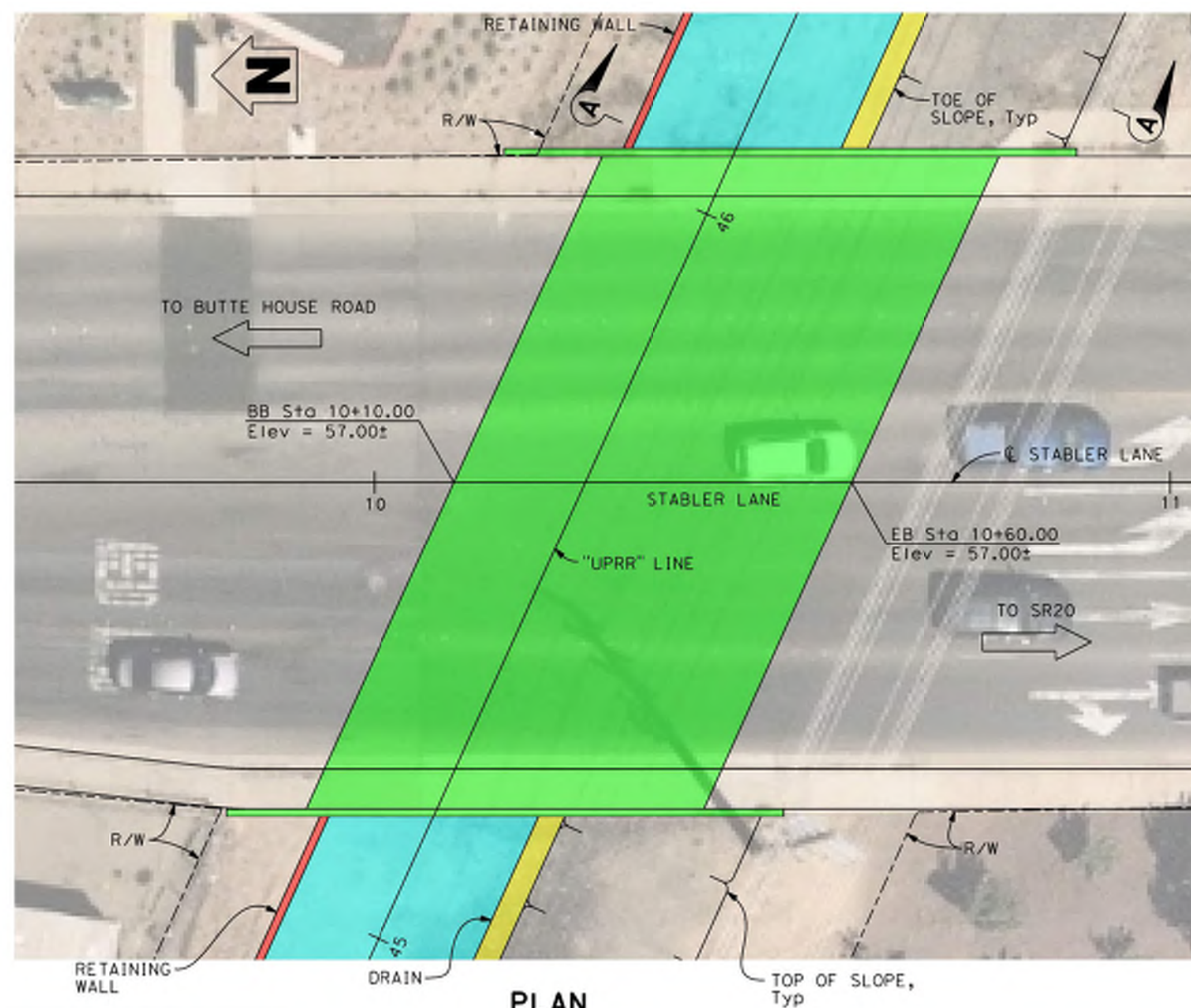


LEGEND

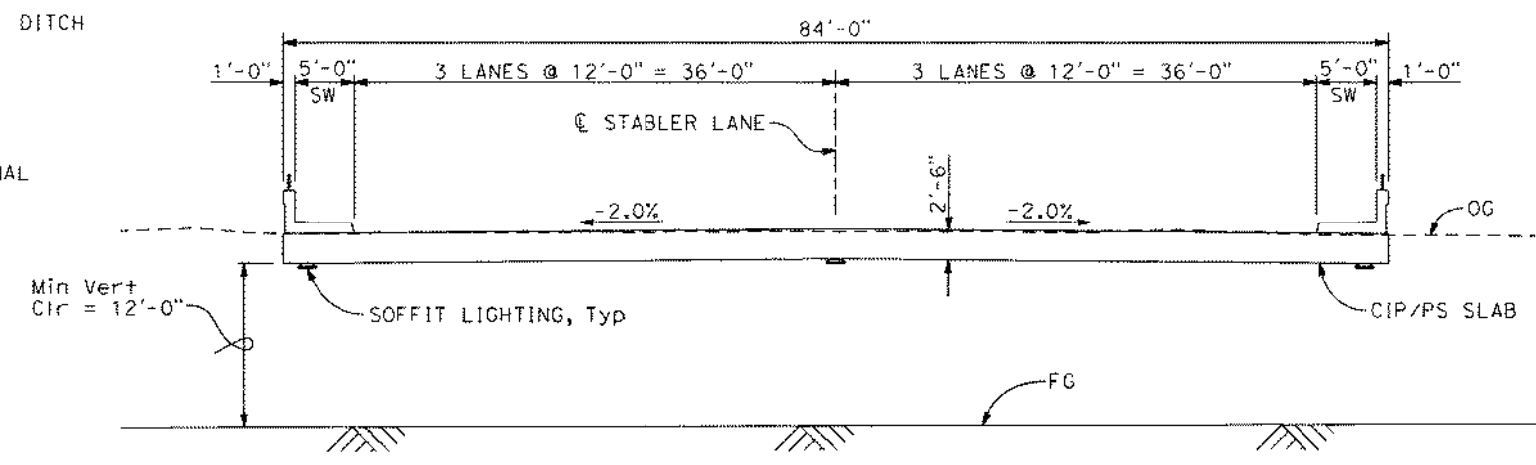
- POINT OF MINIMUM VERTICAL CLEARANCE
- UNDERCROSSING PATH
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- DITCH

ELEVATION

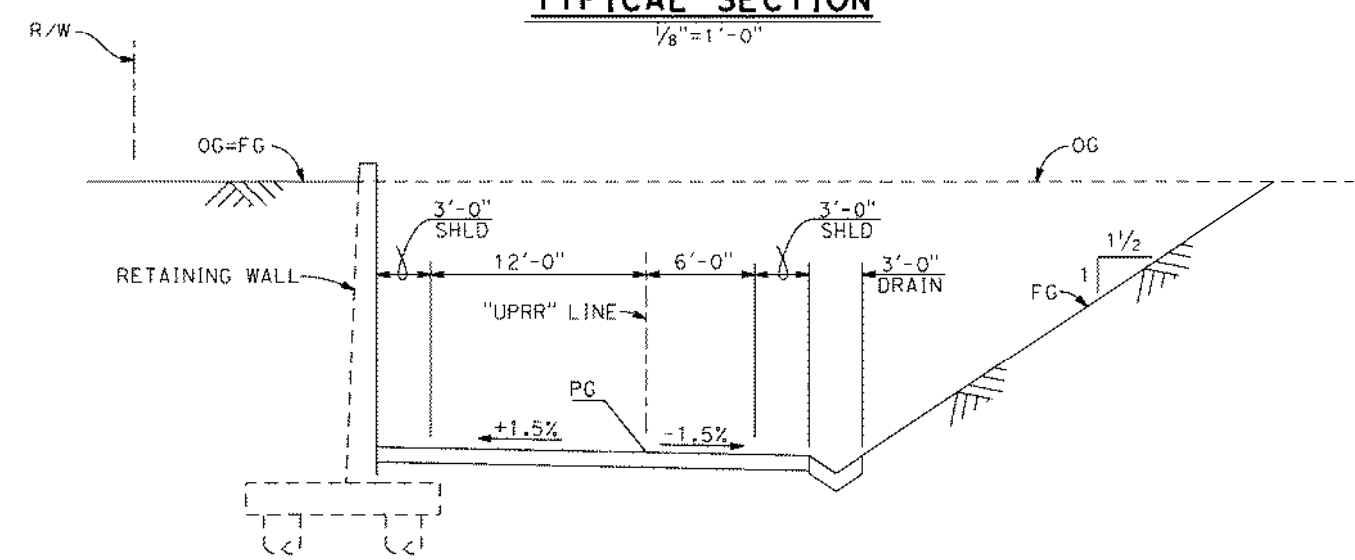
* MINIMUM VERTICAL CLEARANCE = 10'-0". ADDITIONAL 2' SHOWN TO MINIMIZE "TUNNEL EFFECT".



PLAN



TYPICAL SECTION



SECTION A-A

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4	
UNDERCROSSING ALTERNATIVE FOR STABLER LANE No. 1	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

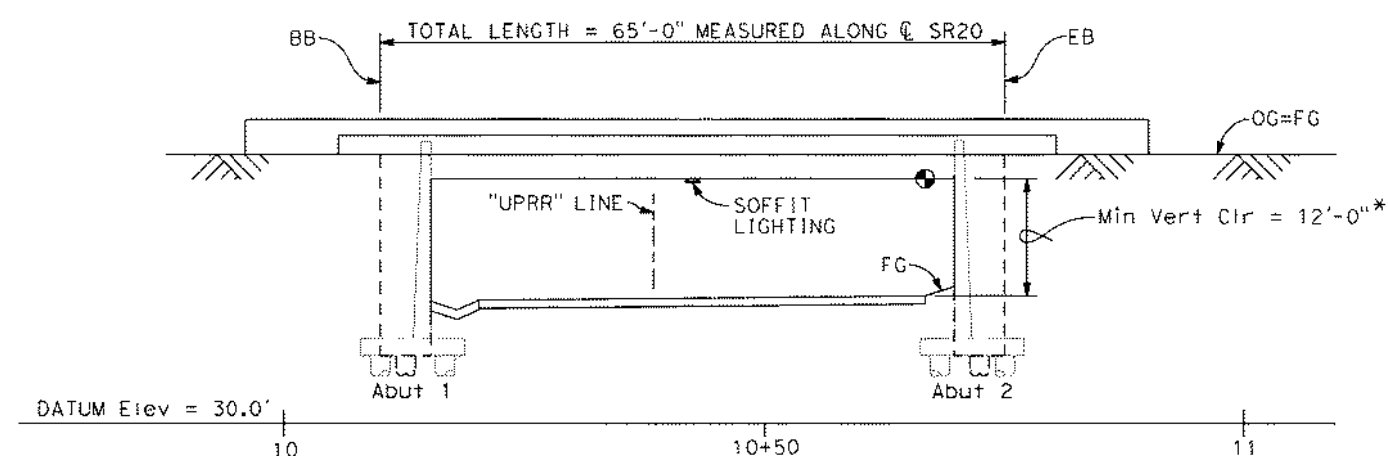
ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

DATE PLOTTED => #DATE
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LEGEND

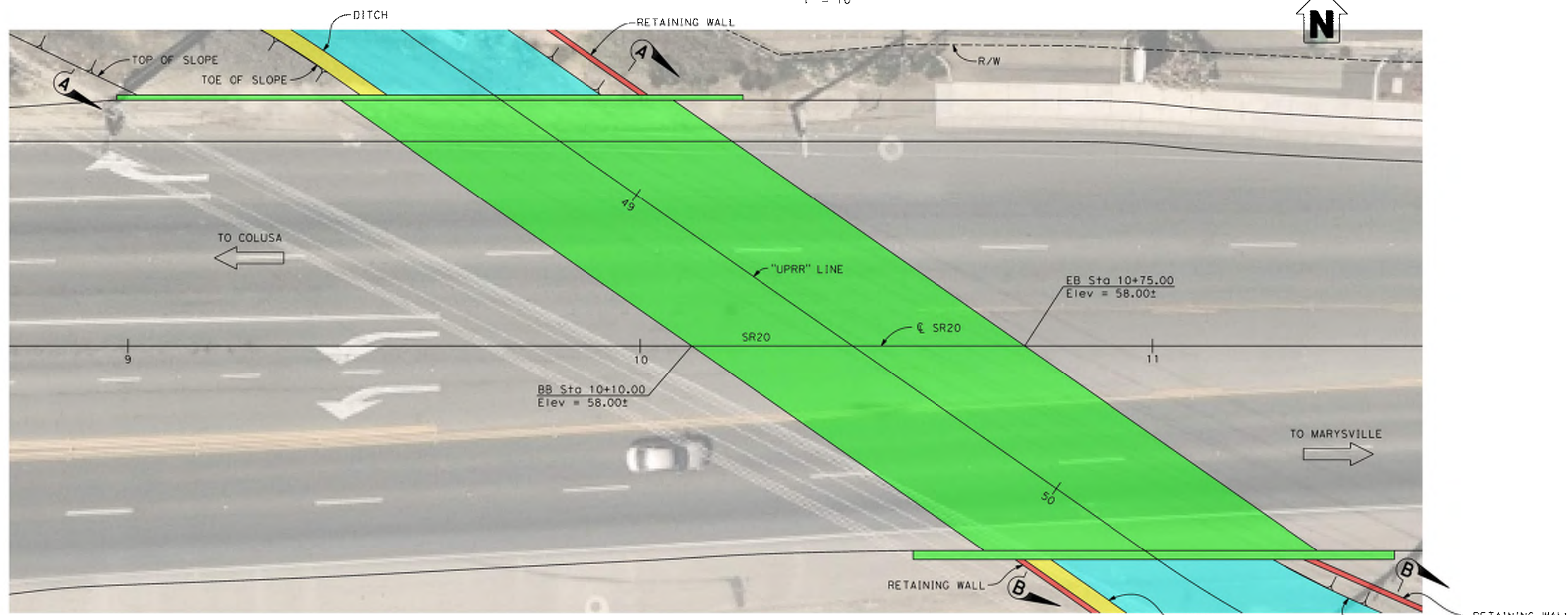
-  POINT OF MINIMUM VERTICAL CLEARANCE
-  UNDERCROSSING PATH
-  RETAINING WALL
-  CIP/PS SLAB BRIDGE
-  DITCH



ELEVATION

* MINIMUM VERTICAL CLEARANCE = 10'-0". ADDITIONAL 2' SHOWN TO MINIMIZE "TUNNEL EFFECT".

1" = 10'



PLAN

1" = 10'

For "TYPICAL SECTION", "SECTION A-A", and "SECTION B-B", see "UNDERCROSSING ALTERNATIVE FOR SR20 No. 2" sheet

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4

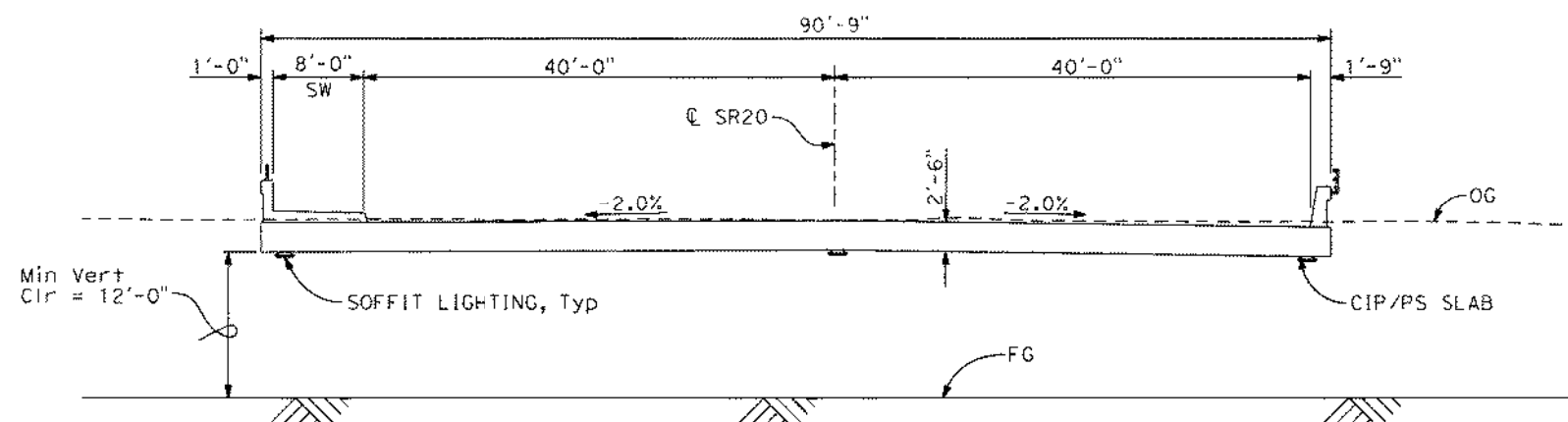
UNDERCROSSING ALTERNATIVE FOR SR20 No. 1

BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:

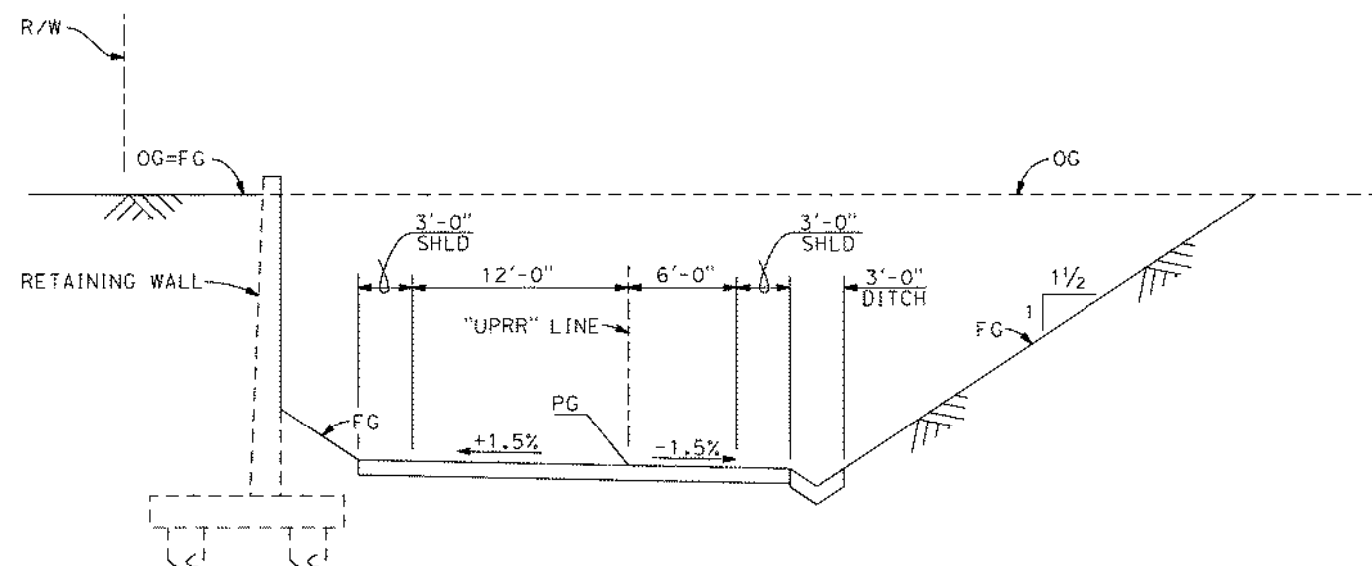
X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

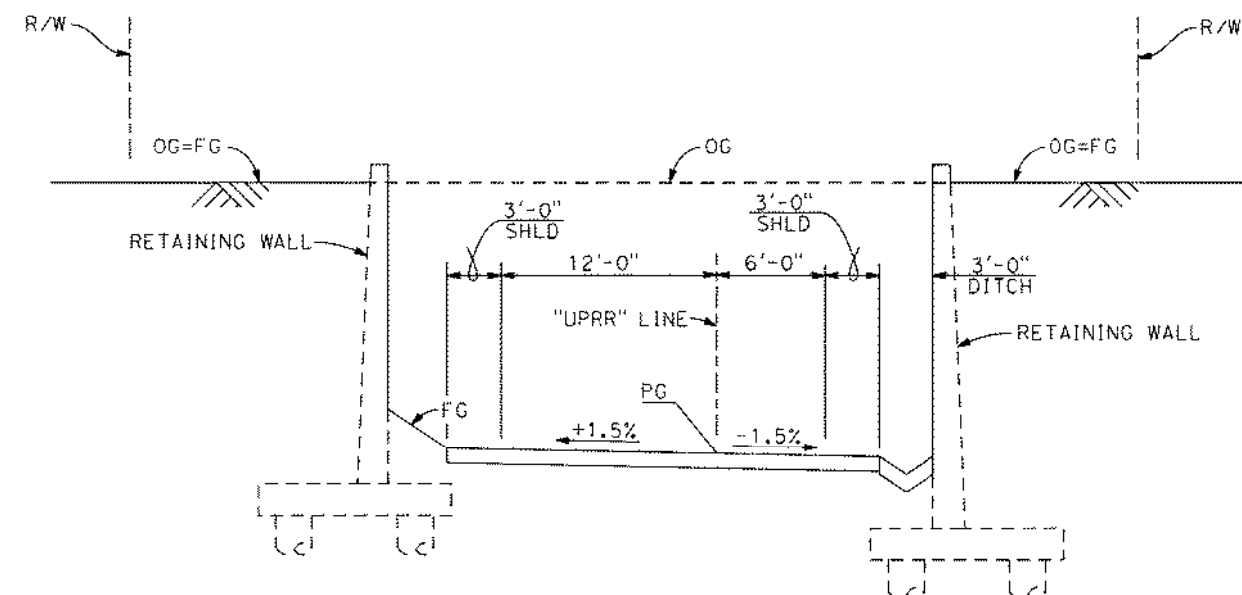
DATE PLOTTED => #DATE	TIME PLOTTED => #TIME
FILE => #REQUEST	USERNAME => #USER



TYPICAL SECTION
 $\frac{1}{8}'' = 1' - 0''$



SECTION A-A
 $\frac{3}{16}'' = 1' - 0''$



SECTION B-B
 $\frac{3}{16}'' = 1' - 0''$

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
 (ENDLISH) (REVISION 8/16/2021)

DATE PLOTTED => #DATE
 FILE => #REQUEST

TIME PLOTTED => #TIME
 USERNAME => #USER

DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4	
UNDERCROSSING ALTERNATIVE FOR SR20 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT E

Cost Estimate Backups

Cost Estimation by Item Quantities

HMA	Unit Price	Ton	Total
12' HMA (Typ Sect 1)	\$160.00	2019	\$323,040
AB	Unit Price	CY	Total
12' AB (Type Sect 1)	\$145.00	2475	\$358,875
AB shoulder (Typ Sect 1)	\$145.00	840	\$121,800
Additional Paths Segments (Add-ons to above Typ Sect 1 elements)			
Material	Unit Price	Unit	Total
		Ton	
6' HMA (Typ Sect 2)	\$140.00	768	\$107,520
		SF	
6' DG (Typ Sect 3)	\$6.00	25414	\$152,484
		CY	
6' Conc (Typ Sect 4)	\$850.00	628	\$533,800
		CY	
AB (Typ Sect 2 & 4)	\$145.00	942	\$136,590

Minor Concrete (Sidewalk)			
Material	Unit price	CY	Total
Conc	\$850.00	296	\$251,600.00
AB	\$145.00	198	\$28,710.00
Minor Concrete Curb Ramp			
Unit Price	CY		
\$1,600.00	57		\$91,200.00
Minor Concrete (miscellaneous items)			
Unit Price	CY		
\$1,200.00	45		\$54,000.00
\$145.00	40		\$5,800.00
Minor Concrete (Curb and Gutter)			
Unit Price	CY		
\$ 900.00	93		\$83,700.00
Detectable warning surface			
Unit Price	SF	Total	
\$35.00	1480		\$51,800.00
Removable Bollards			
Unit Price	EA	Total	
\$2,500.00	30		\$75,000.00
Import Borrow			
Unit Price	CY	Total	
\$50.00	2000		\$100,000.00
Roadway EX			
Unit Price	CY	Total	
\$80.00	4900		\$392,000.00

Path Amenities			
Benches	Item Cost	EA	Total
\$	2,750.00	6	\$16,500.00
Trash Cans	Item Cost	EA	Total
\$	1,870.00	6	\$11,220.00
Water Fountain	Item Cost	EA	Total
\$	10,780.00	3	\$32,340.00
Bike Racks	Item Cost	EA	Total
\$	858.00	6	\$5,148.00
Dog Waste stations	Item Cost	EA	Total
\$	330.00	6	\$1,980.00

Lighting			
\$/FT	LF	Total	
\$ 150.00	11903		\$1,785,450.00
HAWK			
Unit Price	EA	Total	
\$ 200,000.00	3		\$600,000.00
Flashing Beacon			
Unit Price	EA	Total	
\$ 75,000.00	1		\$75,000.00

Cost Estimation by Lump Sum

Lump Sum Costs were estimated by reviewing similar jobs and weighing those jobs' size and complexities against UPRR. As well as factoring in escalation as necessary.

Item	Use
Drainage	\$91,000
Erosion Control	\$230,000
Traffic Control	\$1,130,000
Landscaping	\$2,400,000
Signing and Striping	\$100,000

TOTAL PATH CONSTRUCTION COSTS

ITEM	Typical Section Option 1	Typical Section Option 2	Typical Section Option 3	Typical Section Option 4
	12' HMA	18' HMA	12' HMA + 6' DG	12' HMA +6' CONC
HMA	\$323,040	\$430,560	\$323,040	\$323,040
AB	\$509,385	\$645,975	\$509,385	\$645,975
DG			\$152,484	
CONC	\$486,300	\$486,300	\$486,300	\$1,020,100
Detect Surf	\$51,800	\$51,800	\$51,800	\$51,800
Bollards	\$75,000	\$75,000	\$75,000	\$75,000
Import Borrow	\$100,000	\$100,000	\$100,000	\$100,000
Excavation	\$392,000	\$392,000	\$392,000	\$392,000
Path Amenities	\$67,188	\$67,188	\$67,188	\$67,188
Signals & Lighting	\$2,460,450	\$2,460,450	\$2,460,450	\$2,460,450
Drainage	\$91,000	\$91,000	\$91,000	\$91,000
Erosion Control	\$230,000	\$230,000	\$230,000	\$230,000
Traffic Control	\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000
Landscaping	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
Signing and Striping	\$100,000	\$100,000	\$100,000	\$100,000
TOTAL PATH COSTS	\$8,416,163	\$8,660,273	\$8,568,647	\$9,086,553

Stabler Lane and SR 20 POCs (APS No. 1)									
Item Description		L ft	W/H ft	Area SF	Unit Price \$/SF	Cost			
2 segments	Path at walls	300	14	4200	30 \$	126,000			
2 walls	W Approach Walls	135	8	1450	85 \$	124,000			
6 spans	W Approach Structure - CIP PS Slab	345	16	5520	550 \$	3,036,000			
Stabler POC	Main Span - Steel Tied Arch	110	16	1760	1750 \$	3,080,000			
4 spans	Viaduct - CIP PS Slab	235	16	3760	550 \$	2,068,000			
SR 20 POC spans	Main Span - Steel Tied Arch	215	16	3440	1750 \$	6,020,000			
7 spans	E Approach Structure - CIP PS Slab	405	16	6480	550 \$	3,564,000			
2 walls	E Approach Walls	165	8	1770	85 \$	151,000			
Total Bridge Length		1310				\$ 17,768,000		Total Bridge Only	
Utilities				1	\$ 100,000	\$ 100,000			
Total Length Incl. Approaches		1610				\$ 18,270,000		TOTAL Stabler & SR 20	

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

UPRR Corridor Structures
Civic Center Improvements - Overcrossing Alternative

1/30/2023
ACP

SR 99 POC (APS No. 2)								
Item Description		L ft	W/H ft	Area SF	Unit Price \$/SF		Cost	
2 segments	Path at walls	270	14	3780	30	\$	114,000	
2 walls	W Approach Walls	135	8	1450	85	\$	124,000	
5 spans	W Approach Structure - CIP PS Slab	225	16	3600	550	\$	1,980,000	
2 spans	Main Span - Steel Tied Arch	280	16	4480	1750	\$	7,840,000	
5 spans	E Approach Structure - CIP PS Slab	350	16	5600	550	\$	3,080,000	
2 walls	E Approach Walls	135	8	1450	85	\$	124,000	
Total Bridge Length		855					\$	12,900,000
Utilities					1	\$	50,000	\$ 50,000
Total Length Incl. Approaches		1125					\$	13,320,000 TOTAL SR 99

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

SR 99 POC (APS No. 3)							
Item Description		L ft	W/H ft	Area SF	Unit Price \$/SF	Cost	
2 segments	Path at walls	275	14	3850	30 \$	116,000	
2 walls	W Approach Walls	155	8	1660	85 \$	142,000	
5 spans	W Approach Structure - CIP PS Slab	345	16	5520	550 \$	3,036,000	
2 spans	Main Span - Steel Tied Arch	170	16	2720	1750 \$	4,760,000	
5 spans	E Approach Structure -CIP PS Slab	345	16	5520	550 \$	3,036,000	
2 walls	E Approach Walls	120	8	1290	85 \$	110,000	
Total Bridge Length		860				\$ 10,832,000	
Utilities				1	\$ 50,000	\$ 50,000	
Total Length Incl. Approaches		1135				\$ 11,250,000 TOTAL SR 99	

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

Stabler Lane and SR 20 PUCs (APS No. 4)							
Item Description		L ft	W/H_A (for Ex) ft/SF	Area/Vol SF/CY	Unit Price \$/SF_\$/CY	Cost	
	Excavation	720	372	9920	200 \$	1,984,000	
2 walls	W Approach Walls	153	17	3890	100 \$	389,000	
Stabler POC	Undercrossing - CIP PS Slab	84	50	4200	550 \$	2,310,000	
1 wall	Intermediate wall	235	17	4000	100 \$	400,000	
SR 20 POC spans	Undercrossing - CIP PS Slab	91	65	5920	550 \$	3,256,000	
2 walls	E Approach Walls	153	17	3890	100 \$	389,000	
	Total UC Length	175				\$ 5,566,000	Total UC Only
	Pump Station			1	\$ 1,500,000	\$ 1,500,000	
	Utilities			1	\$ 1,000,000	\$ 1,000,000	
	Total Length Incl. Approaches	715				\$ 11,230,000	TOTAL Stabler & SR 20

Use 12' vertical clearance for undercrossings (10' min) + 2.5' structure depth + 2' embedment = 16.5' wall height, say 17'

Ramp length = $14.5/0.0475 = 305'$

Assume two walls for half of approach ramp and excavated slopes on remainder

Assume \$200/CY for excavation to account for potential contaminated soil disposal

Remediation Calculation by Item Cost

* Assumes that the excavate and burial method is used

Items Required for Remediation:**Excavation of Contaminated Soil**

Worst Case - assuming entire ROW width is contaminated

Width	80 ft	Area	957360 sq ft	Volume	177,289 CY
Length	11967 ft	Depth	5 ft		

Assuming contamination is only moderately beyond tracks

Width	40 ft	Area	478680 sq ft	Volume	88,644 CY
Length	11967 ft	Depth	5 ft		

USE	90,000 CY	(previous study estimated 81,000 CY)
-----	-----------	--------------------------------------

Soil Cap (Imported Borrow)

Width	40 ft	Volume	53186.667 CY
Depth	3 ft		
Length	11967 ft	USE	54,000 CY

*this assumes all contaminated fill could be buried, if it can't then it would have to be hauled off to a designated storage site which is another estimation scenario

Item Costs

	Quantity	Unit	Item Cost	Item Total
Excavation	90,000	CY	\$60	\$5,400,000
Soil Cap	54,000	CY	\$30	\$1,620,000
			Subtotal	\$7,020,000
			25% Cont	\$1,755,000
			TOTAL	\$8,775,000

Remediation Calculation by Escalation of Previous Study

Year	Yearly Escalation	Cost
2014 Remediation Cost (for burial option)	N/A	\$4,000,000
2015	3%	\$4,120,000
2016	3%	\$4,243,600
2017	3%	\$4,370,908
2018	3%	\$4,502,035
2019	3%	\$4,637,096
2020	4%	\$4,822,580
2021	4%	\$5,015,483
2022	5%	\$5,266,258
2023	5%	\$5,529,570
25% Contingency		\$1,382,393
Escalated Total		\$6,911,963

**Based on these two calculations, the Remediation Cost
assumed is \$8,000,000**

**UPRR Corridor Multi-Use Path
Maintenance Costs**

Slurry Seal		\$5.50/Sqyd of path every 5-7 years*	
Path Area:	20,381 sqyd	Assuming every 6 years, Annual Cost:	\$18,700
One time cost:	\$112,096		
Path Lighting		\$310/Light/Year*	
Total Lights:	100 ea	Annual Cost:	\$31,000
Landscape		\$0.38/Sqft/Year*	
Path Area:	183,429 sqft	Annual Cost:	\$69,800
Security Patrol		\$6 per Patrol*	
Assuming 2 patrols per day, 365 days/year		Annual Cost:	\$4,380
Trash Collection		Maintenance Worker @\$103/hr and City Truck @\$25/hr*	
\$128/hr x 2hr/wk x 52wk/yr		Annual Cost:	\$13,400
TOTAL ANNUAL MAINTENANCE COST:		\$67,500	

* Costs provided by the City, based on current maintenance rates.



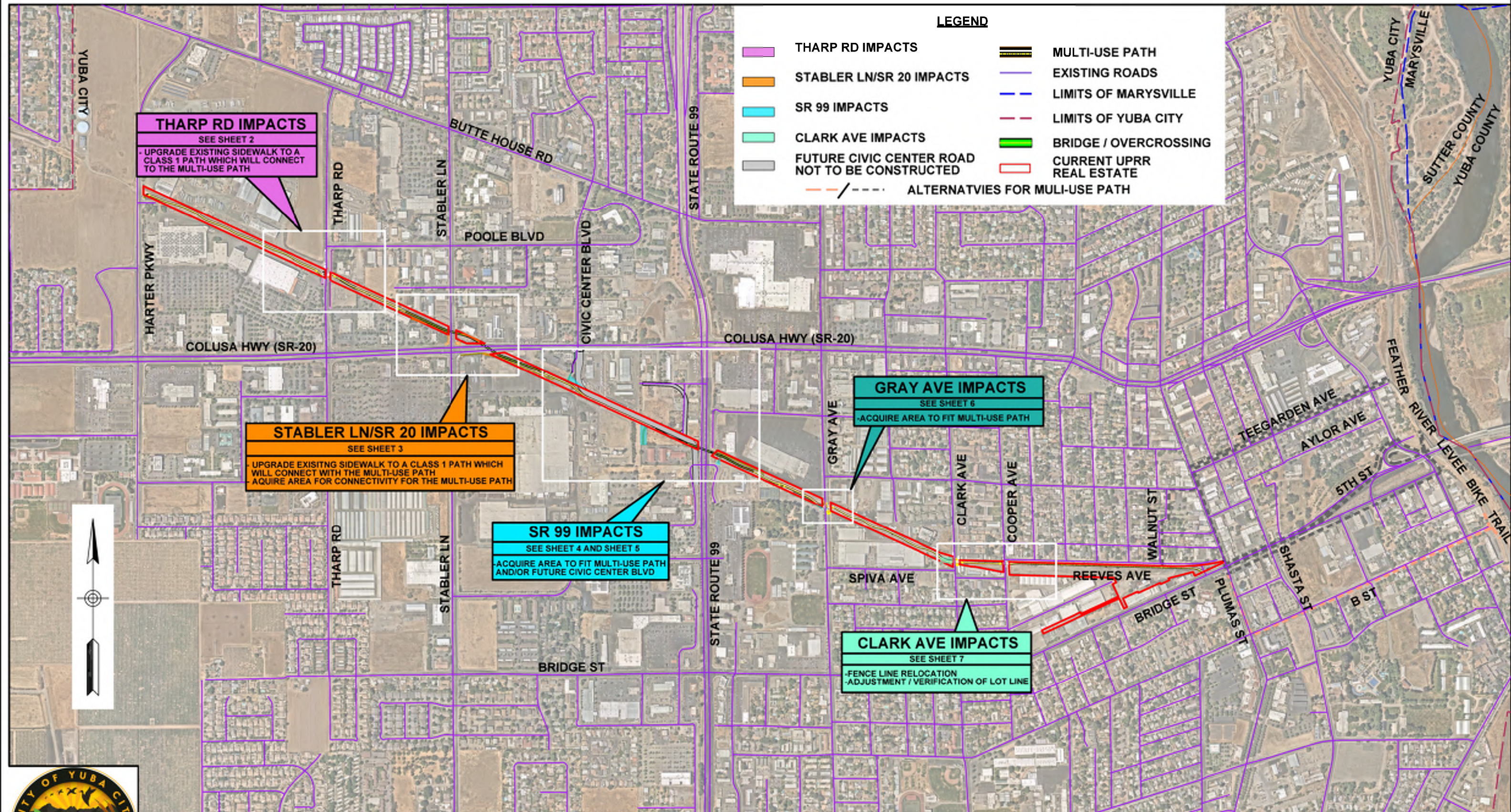
CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

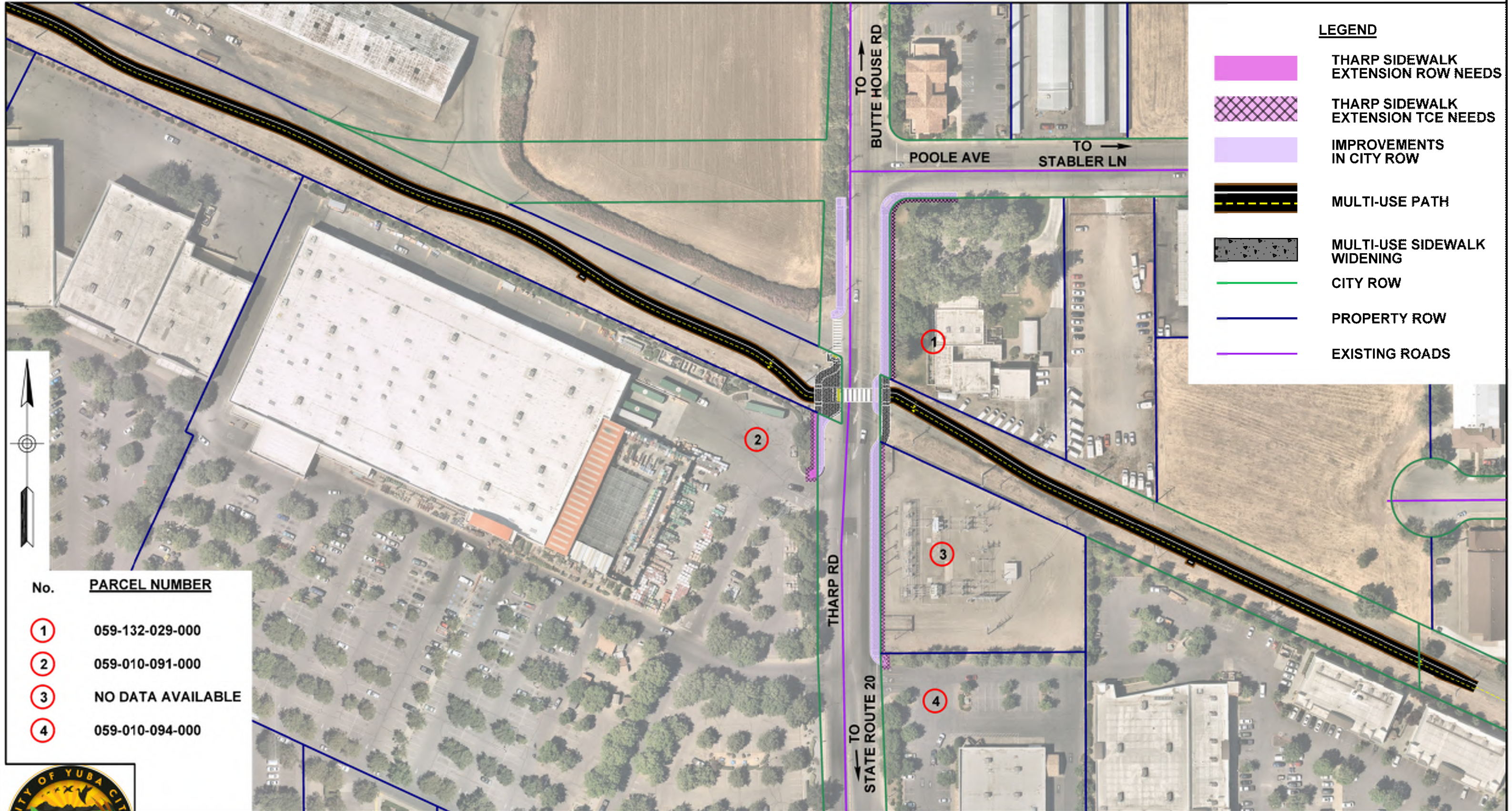
Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT F

Preliminary Right of Way Maps





LEGEND

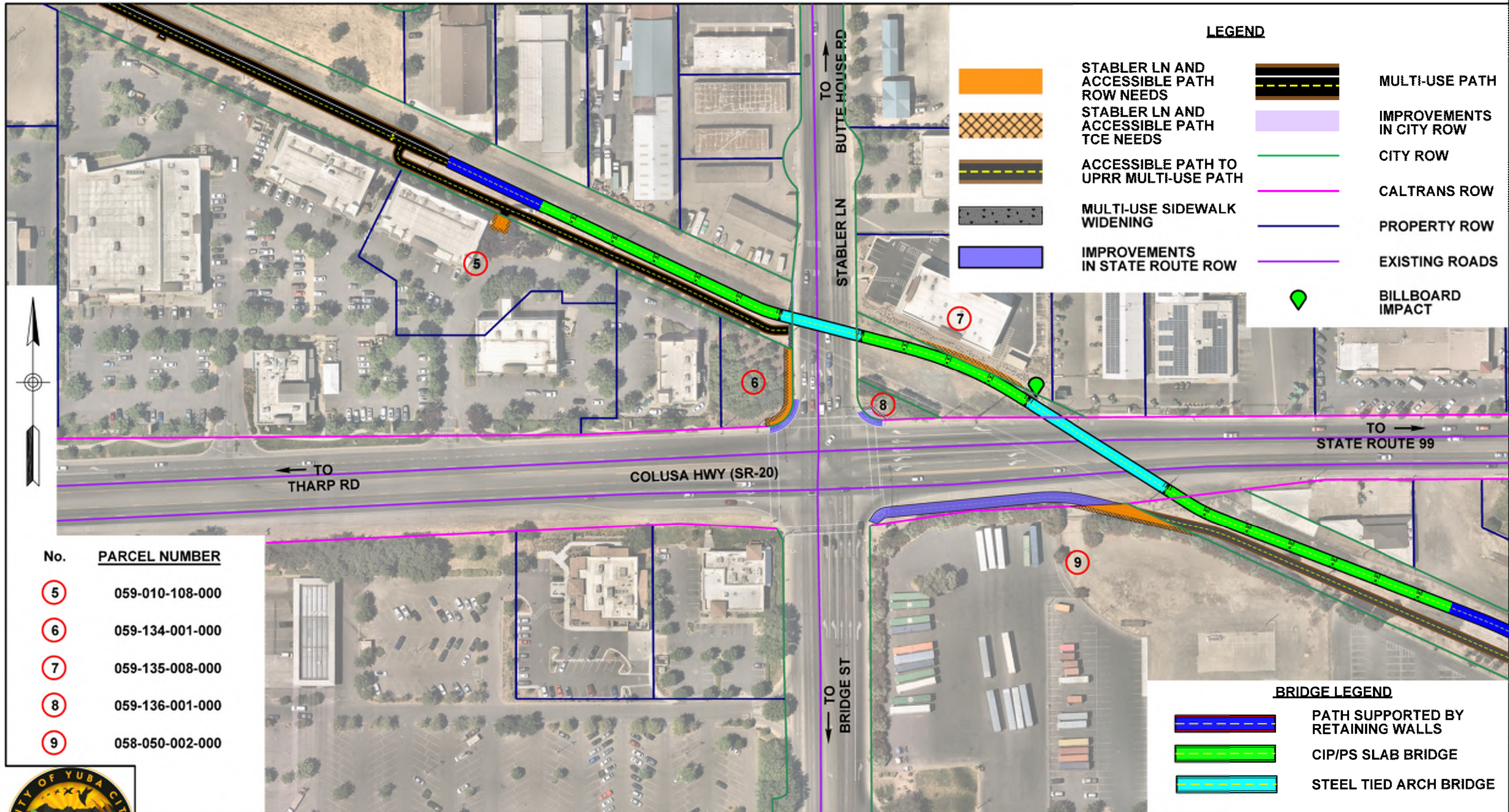
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- THARP SIDEWALK EXTENSION TCE NEEDS
- IMPROVEMENTS IN CITY ROW
- MULTI-USE PATH
- MULTI-USE SIDEWALK WIDENING
- CITY ROW
- PROPERTY ROW
- EXISTING ROADS

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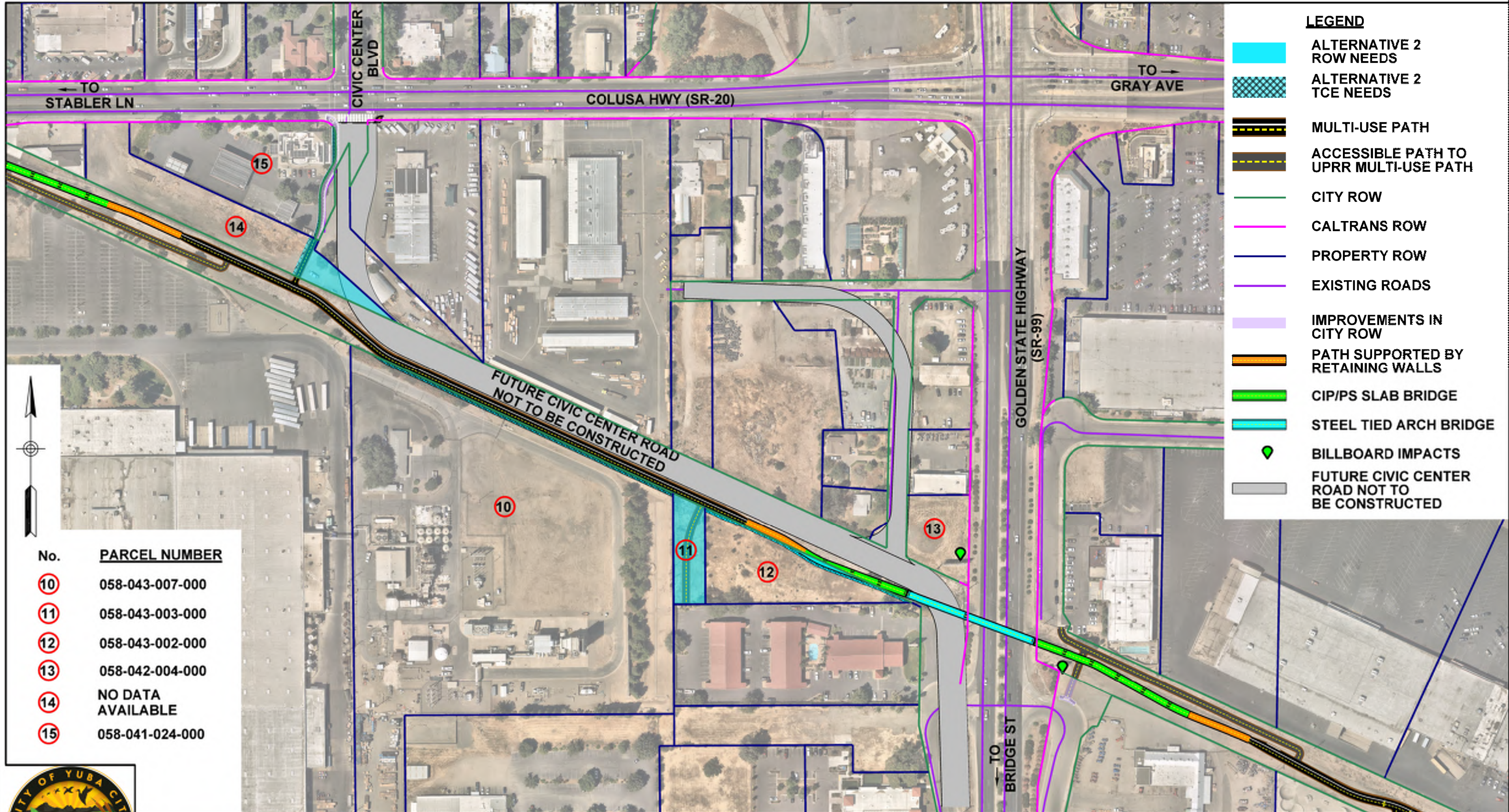


UPRR FEASIBILITY STUDY



NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

STABLER LN/SR 20 PRELIMINARY ROW OF WAY IMPACTS

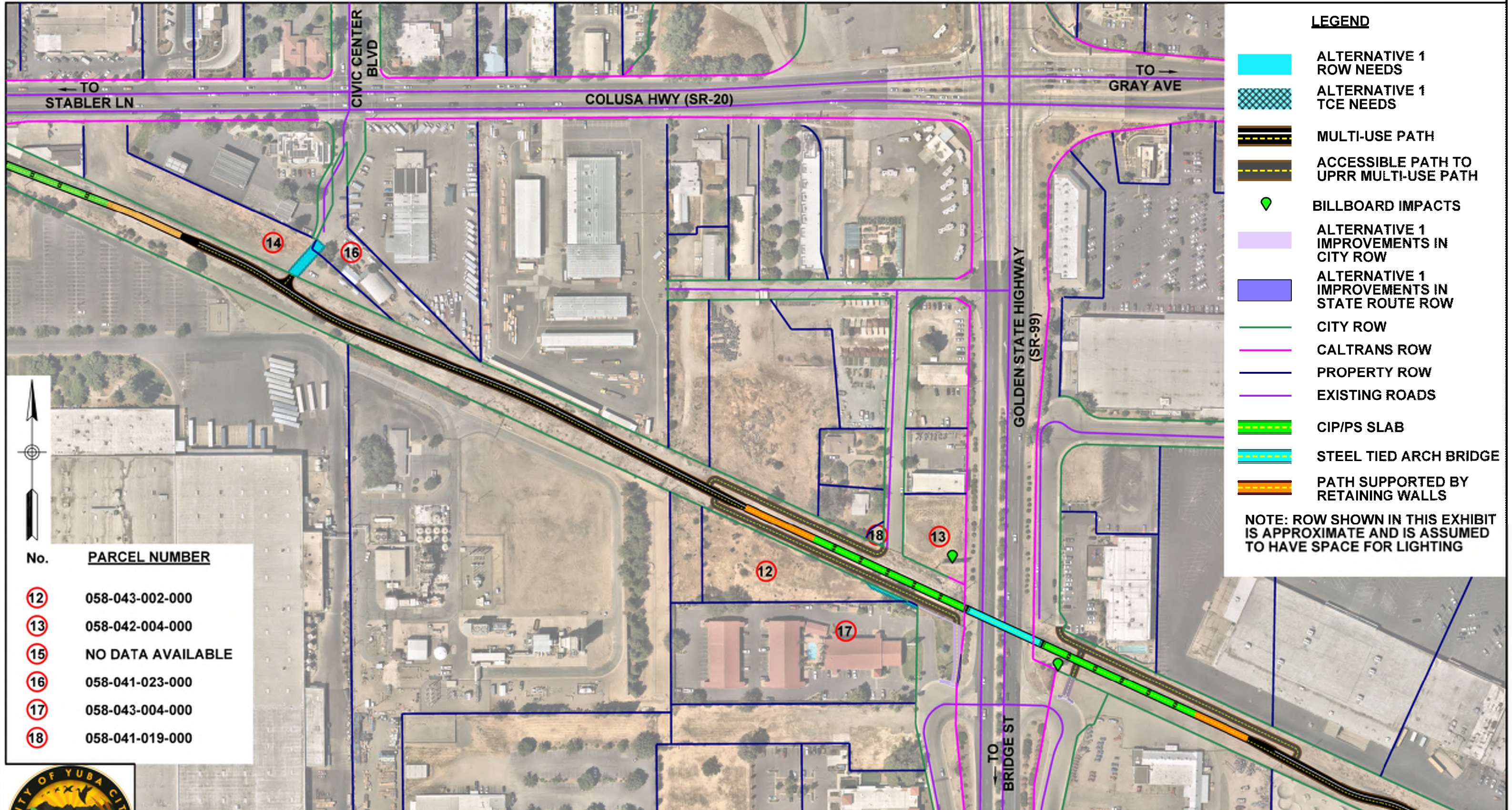


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UPRR FEASIBILITY STUDY

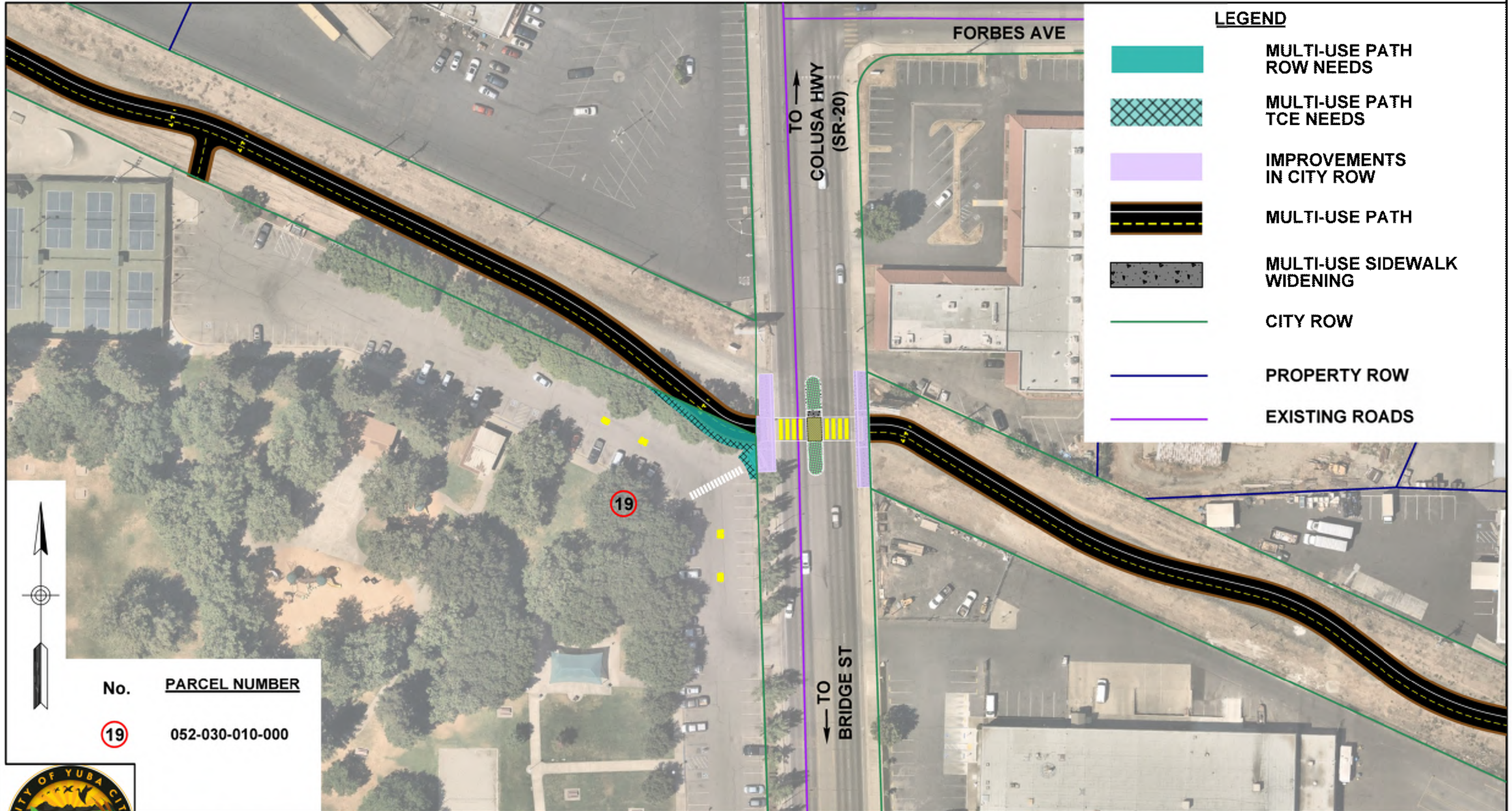


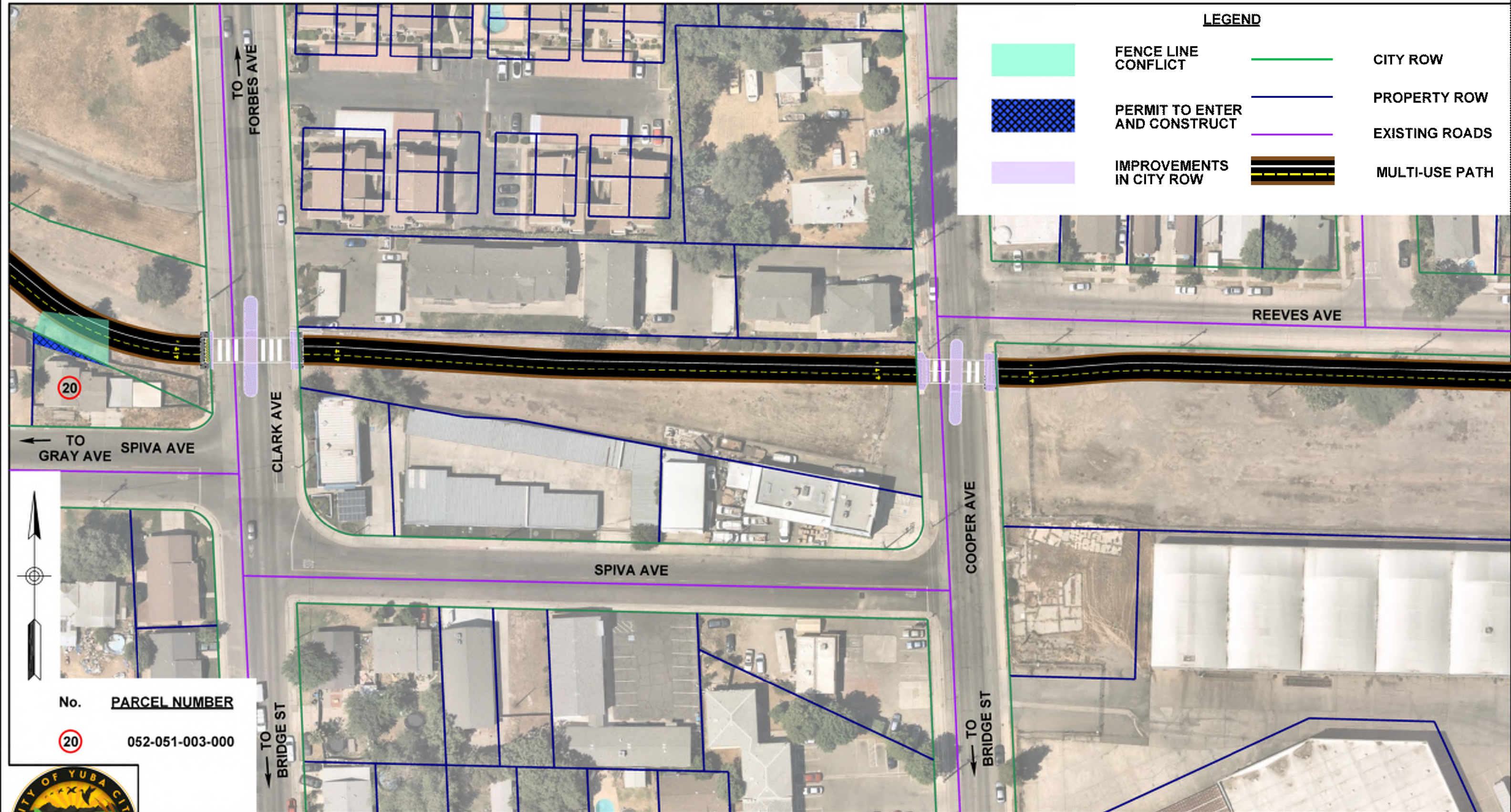
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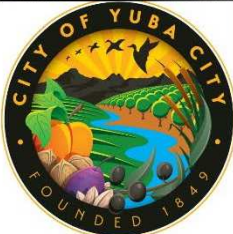
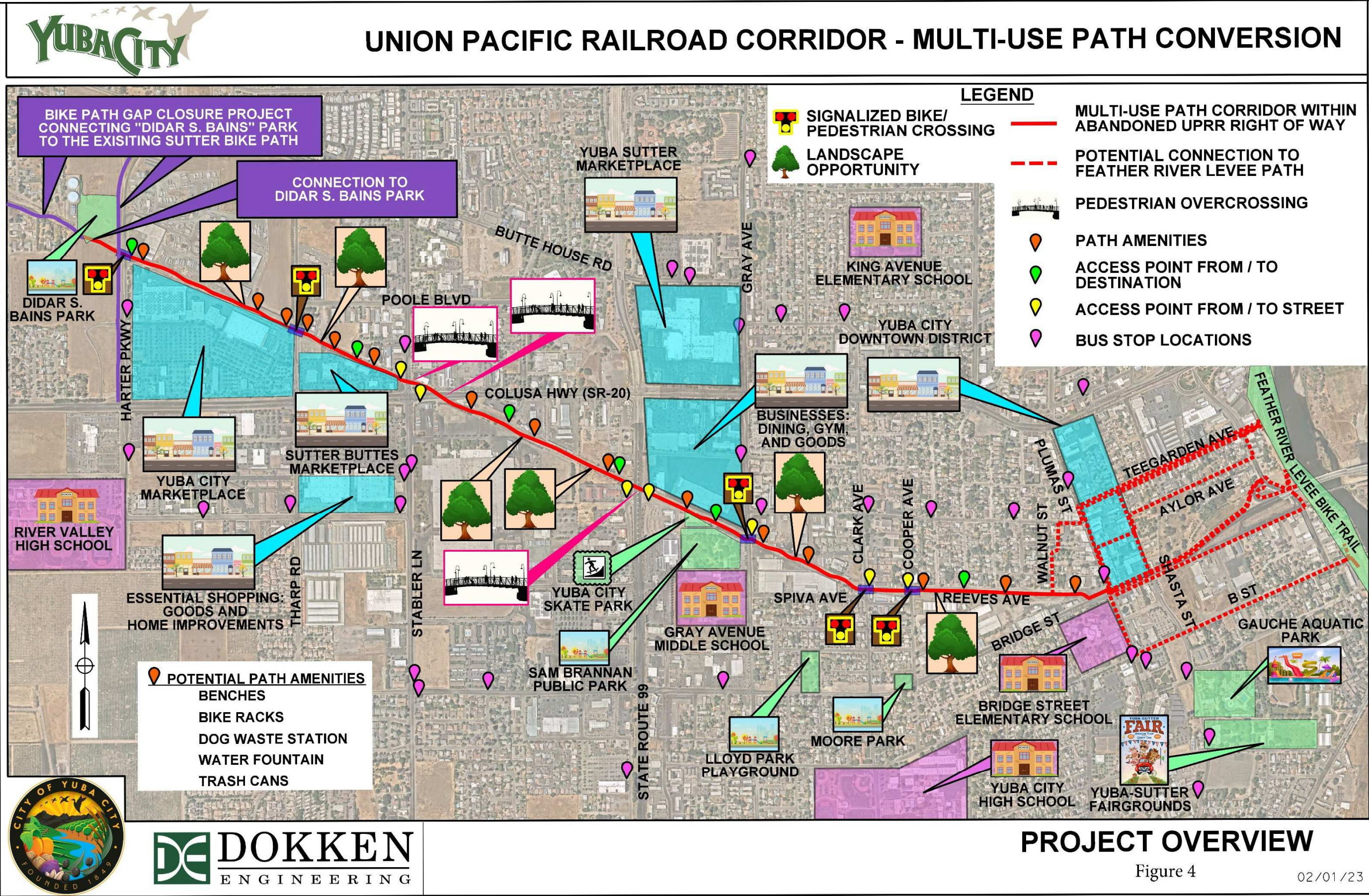
NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

SR 99 WITHOUT CIVIC CENTER BLVD (ALIGN 2)
PRELIMINARY RIGHT OF WAY IMPACTS





ATTACHMENT 2



CITY OF YUBA CITY
STAFF REPORT

Date: March 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Professional Services Agreement with Smart Marketing & Public Affairs for Revenue Measure Consulting Services (Continued from February 21, 2023)

Recommendation: Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services)

Fiscal Impact: Up to \$175,000 - Account No. 1305-62701 (City Manager Budget - Professional Services)

Purpose:

To develop a potential revenue measure for the November 2024 election.

Council's Strategic Goal:

A revenue measure would support the Council's overarching goal of Quality of Life, and address Public Safety, Fiscal Responsibility, Infrastructure, and Business Friendly.

Background:

On December 20, 2022, the City Council designated Vice Mayor Harris and Councilmember Boomgaarden to participate on a Revenue Ad Hoc Committee (Revenue Ad Hoc). During the month of January, there were two Revenue Ad Hoc meetings in which staff met with Vice Mayor Harris and Councilmember Boomgaarden to review a variety of items including the City's Five-Year Fiscal Outlook, public safety priorities, the City's road conditions, and creating a Citizen Ad Hoc Committee to provide input to the Revenue Ad Hoc. Upon review of the materials, the City's revenues are not projected to be sufficient to maintain fiscal sustainability, address public safety priorities, and improve the poor road conditions throughout the City. There was discussion about opportunities to generate additional revenues, including pursuing a revenue measure within the City limits. The Revenue Ad Hoc

expressed a desire to approach a potential revenue measure in a methodical manner that is well thought out and provides opportunities for the public to provide input.

The Revenue Ad Hoc would like to progress to the next step. As staff does not have expertise in this area, the Revenue Ad Hoc recommends hiring a consultant to assist the City with the process to consider placing a Revenue Measure on the November 2024 ballot.

Analysis:

Staff obtained a proposal from Smart Marketing & Public Affairs (Smart Marketing) of Yuba City to provide revenue measure consulting services. Smart Marketing will assist the City with public education and outreach for a potential November 2024 revenue measure. The proposal is broken into 4 phases:

Phase	Description	Timeframe
1	Assessment, Strategy and Message Development	March - April 2023
2	Communicating the Need	May - October 2023
3	Building Understanding	November 2023 - April 2024
4	Qualifying the Ballot Measure	May - August 2024

The Smart Marketing proposal is attached to the Professional Services Agreement (Agreement) and provides information as to anticipated deliverables with each phase.

The term of the Agreement shall commence upon execution of the Agreement and shall continue until the project scope of work is complete, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of the services, or terminates the Agreement by giving fifteen (15) days prior written notice.

This item was first brought to Council for consideration on February 21, 2023. Three Councilmembers were in attendance: Mayor Kirchner, Councilmember Boomgaarden, and Councilmember Pasquale. During public comment, five (5) individuals spoke against awarding a contract to Smart Marketing. General sentiments expressed were that the City should go through a Request for Proposals (RFP) process to select a consultant, and the City should be working with Sutter County and the City of Live Oak on a county-wide revenue measure. With three (3) Councilmembers in attendance, the award of the contract to Smart Marketing would have required a unanimous vote, which was not achieved. Instead, Council deferred the item to the March 7th Council meeting for consideration.

Fiscal Impact:

The base consulting fee is \$7,500 per month. Based on the term of the Agreement of March 2023 through August 2024 (18 months), the base consulting fee will be up to \$135,000. In addition, staff is requesting to budget \$40,000 for hard costs such as printing, bulk postage, flyers and signs, and print, broadcast and digital media, for a total budgeted cost not to exceed \$175,000. There is approximately \$100,000 available in Account No. 1305-62701 (City Manager Budget - Professional Services). Staff is requesting a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds, of which there is approximately \$6 million available.

Alternatives:

1. Issue a Request for Proposals for Revenue Measure Consulting Services to obtain proposals from other consultants.
2. Do not proceed with pursuing a potential revenue measure and dissolve the Revenue Ad Hoc Committee.
3. Provide direction to the Revenue Ad Hoc Committee to explore other opportunities to generate revenues.
4. Direct staff to reduce the scope of services.

Recommendation:

Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services).

Attachments:

1. Resolution - Smart Marketing & Public Affairs
2. Exhibit A - Smart Marketing & Public Affairs Proposal

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AWARDING A PROFESSIONAL SERVICES AGREEMENT TO SMART MARKETING &
PUBLIC AFFAIRS OF YUBA CITY, CA, FOR REVENUE MEASURE CONSULTING
SERVICES IN AN AMOUNT NOT TO EXCEED \$135,000 FOR BASE CONSULTING FEES
PLUS \$40,000 FOR OTHER HARD PROJECT COSTS FOR A TOTAL NOT TO EXCEED
\$175,000, SUBJECT TO IMMATERIAL MODIFICATIONS BY THE CITY MANAGER UPON
APPROVAL BY THE CITY ATTORNEY, WITH THE FINDING THAT IT IS IN THE BEST
INTEREST OF THE CITY, AND APPROVE A SUPPLEMENTAL APPROPRIATION OF
\$75,000 FROM ONE-TIME FEDERAL AMERICAN RESCUE PLAN ACT FUNDS TO
ACCOUNT NO. 1305-62701**

WHEREAS, on December 20, 2022, the City Council designated Vice Mayor Harris and Councilmember Boomgaarden to participate on a Revenue Ad Hoc Committee; and

WHEREAS, during the month of January 2023, there were two Revenue Ad Hoc meetings in which staff met with Vice Mayor Harris and Councilmember Boomgaarden to review a variety of items including the City's Five-Year Fiscal Outlook, public safety priorities, the City's road conditions, and creating a Citizen Ad Hoc Committee to provide input to the Revenue Ad Hoc; and

WHEREAS, upon review of the materials, the City's revenues are not projected to be sufficient to maintain fiscal sustainability, address public safety priorities, and improve the poor road conditions throughout the City; and

WHEREAS, the Revenue Ad Hoc would like to hire Smart Marketing & Public Affairs (Smart Marketing) of Yuba City, CA, to assist the City with the process to consider placing a Revenue Measure on the November 2024 ballot; and

WHEREAS, staff obtained a proposal from Smart Marketing that is broken into four (4) phases: 1) Assessment, Strategy and Message Development, 2) Communicating the Need, 3) Building Understanding, and 4) Qualifying the Ballot Measure; and

WHEREAS, the City desires to award a contract for Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA in the amount of up to \$175,000, which includes a base consulting fee of \$7,500 per month for eighteen (18) months plus \$40,000 for hard costs.

NOW, THEREFORE, be it resolved by the City Council of Yuba City as follows:

1. The Recitals are incorporated herein as if set forth in full.
2. The City Council finds that Smart Marketing & Public Affairs, LLC of Yuba City, CA is the most beneficial and qualified consultant for award based on its demonstrated competence, professional qualifications, availability, fair and reasonable costs, etc. Among others, this finding is based on the completeness of proposal, understanding of project and City needs, methodology, scope of services and deliverables, project schedule, experience and qualifications, cost, and references. An award of Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA is in the best interests of the City.

3. The City Council awards the Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA in the amount of up to \$175,000, which includes a base consulting fee of \$7,500 per month for eighteen (18) months plus \$40,000 for hard costs, and authorizes the City Manager to enter into an agreement for the same, subject to approval as to legal form by the City Attorney.
4. The City Council authorizes the Finance Director to make a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701.
5. This Resolution shall take effect immediately.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 7th day of March, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit:

A. Smart Marketing & Public Affairs Professional Services Agreement

EXHIBIT A

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement is made and entered into as of March 7, 2023, by and between the City of Yuba City, a municipal corporation (“City”) and Smart Marketing & Public Affairs (“Consultant”).

RECITALS

- A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement; and
- B. Consultant possesses the skill, experience, ability, background, certification and knowledge, including that of requirements of the Political Reform Act and the regulations of the Fair Political Practice Commission, to provide the services described in this Agreement on the terms and conditions described herein; and
- C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

1. Scope of Services. The Consultant shall furnish the following services in a professional manner.

**See Attached Proposal from Smart Marketing & Public Affairs for Revenue
Measure Consulting Services
(Attachment A)**

2. Time of Performance. The services of Consultant are to commence upon execution of this Agreement and shall continue through August 2024, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of these services, or terminates this Agreement by giving fifteen (15) days prior written notice.
3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule of Charges set forth in Exhibit A, which is attached hereto and incorporated herein by reference. In no event shall Consultant’s compensation exceed \$135,000 for the base consulting fee and \$40,000 for other hard project costs. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the City at the time of payment.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's invoices shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, and a description of any reimbursable expenses. City shall pay Consultant not later than 30 days after approval of the monthly invoice by City staff. When payments made by the City equal 90% of the maximum fee provided for in this Agreement, no further payments shall be made until the final work under this Agreement has been accepted by City.
5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City.
6. Termination. This Agreement may be terminated by the City immediately for cause or by either party without cause upon fifteen days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination. Such compensation is subject to the conditions of Section 4 of this agreement.
7. Ownership of Documents. All plans, studies, documents and other writings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City upon payment to Consultant for such work, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon request.
- * Licensing of Intellectual Property. This Agreement creates a nonexclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regards to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents & Data at any time, provided

that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

- * Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the services under this Agreement. Nor shall such materials be disclosed to any person or entity not connected with the performance of the services under this Agreement. Nothing furnished to Consultant, which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs relating to project for which Consultant's services are rendered, or any publicity pertaining to the Consultant's services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

8. Consultant's Books and Records:

- a. Consultant shall maintain any and all ledgers, books of accounts, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant to this Agreement.
- b. Consultant shall maintain all documents and records which demonstrated performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.
- c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Administrator, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to the City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Consultant's address indicated for receipt of notices in this Agreement.
- d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above-named officers, require that custody of the records be given to the City and that the records and documents be maintained in City Hall. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

9. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of the City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

- a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and
- b. Possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. (FPPC Reg. 18700(B)(2).)

10. Interest of Consultant. Consultant (including principals, associates and professional employees) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

11. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

12. Compliance with Laws. Consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances and regulations.

13. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature, which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of Yuba City business license.

14. Indemnity. Consultant agrees to defend, indemnify and hold harmless the City, its officers, officials, agents, employees and volunteers from and against any and all claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all costs, including attorney fees and expenses in connection therein), arising out of the performance of this Agreement in whole or in part by any negligent act or omission of the Consultant, or anyone directly or indirectly employed by the Consultant or anyone for whose acts the Consultant may be liable, or its failure to comply with any of its obligations contained in this Agreement, except for any such claim arising out of the sole negligence or willful misconduct of the City, its officers, agents, employees or volunteers.
15. Insurance Requirements. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, necessary insurance policies as described in Exhibit B.
16. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City Diana Langley
City Manager
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

If to Consultant: Smart Marketing & Public Affairs
855 Harter Parkway, Suite 310
Yuba City, CA 95991

17. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between the City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.
18. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

19. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of the City. Consultant shall not subcontract any portion of the work to be performed under the Agreement without the written authorization of the City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise is required by law.
20. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.
21. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.
22. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Sutter.
23. Litigation Expenses and Attorneys' Fees. If either party to this Agreement commences any legal action against the other party arising out of this Agreement, the prevailing party shall be entitled to recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and attorneys' fees.
24. Mediation. The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.
25. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

26. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.
27. Prohibited Interest. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising there from.
28. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non- discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF YUBA CITY:

**SMART MARKETING
& PUBLIC AFFAIRS:**

By: _____
Diana Langley
City Manager

By: _____
Crystal Martin
Owner

Attachments: Exhibit A – Scope of Services
 Exhibit B - Insurance Requirements
 Exhibit C - Workers' Compensation Exemption

Exhibit A
Scope of Services

See attached proposal package dated February 14, 2023.



PROJECT PROPOSAL

CLIENT: City of Yuba City

DATE: February 14, 2023

PROJECT NAME: Revenue Measure Consulting

SCOPE OF PROJECT / SCOPE OF WORK

Smart Marketing (Consultant) will work with the City of Yuba City (City) on public education and outreach for a potential November 2024 revenue measure.

Phase 1: Assessment, Strategy and Message Development

Consultant will collaborate with the City Manager, City staff, City attorney and other City experts to develop a communication and outreach plan. Consultant will work with City to identify specific target audiences, specific targeted messages to be communicated to each audience and the mix of media that will most efficiently reach the audience.

Phase 2: Communicating the Need

Successful public finance ballot measures are presented as a carefully crafted solution to a clearly articulated problem. Before you can present the solution, you must define the problem to your audience of decision-makers. Consultant would collaborate with City to implement a focused communication effort aiming to raise awareness of the infrastructure needs that could be addressed by a ballot measure. This effort must include both outbound themes and also a component of collecting feedback and listening. Stakeholders and voters alike are much more likely to support a proposal that they help create. Consultant will recommend interactive communication vehicles such as two-way direct mail with a response mechanism, websites built around an online survey, interactive social networking tools and interactive community meetings as a means to facilitate dialogue.

Phase 3: Building Understanding

With the first phase of the communication and outreach plan complete, Consultant will collaborate with City to measure the impact of our communication and outreach efforts to date and refine the proposed ballot measure and its key features. Consultant will identify the specific targets where ongoing outreach and education efforts are most needed and will produce the biggest results.

The goal for this phase of the effort will be to build awareness about the specific measure proposed for the ballot and to build broad understanding around that proposal. Part of this process will require demonstrating how the community feedback collected during the first phase of outreach was used to create the ballot proposal. Just like the first communication phase, this effort will have an interactive element to ensure that the stakeholders from throughout the community are invested in the process.



Phase 4: Qualifying the Ballot Measure

As the communication and outreach effort is nearing completion and contingent upon findings related to the viability of a measure, Consultant will work with City to qualify a measure for the ballot if the City Council elects to pursue such a measure.

The process for qualifying for the ballot will include working with the City Attorney to draft the ballot measure language and all necessary resolutions and ordinances; and assist staff in presenting these final documents along with the related research, conclusions and recommendations to the City Council and other relevant committees, organizations or elected bodies as needed.

Working closely with the City Clerk and the Sutter County Registrar of Voters Office, Consultant will help ensure City meets all the necessary deadlines and steps to place a measure on the November 2024 ballot. Once City has qualified, Consultant will work with City to make a smooth transition to the advocacy campaign that must be organized and funded by an independent campaign committee.

While the parties expressly acknowledge and agree that legal advice and services are not within Consultant's scope of services, Consultant will strive to implement the scope of work consistent with current state laws governing outreach authorized and funded by local governments.

PRELIMINARY PROJECT TIMELINE

Educational Outreach Phase	Timeframe
Phase 1: Assessment, Strategy and Message Development	March-April 2023
Phase 2: Communicating the Need	May-October 2023
Phase 3: Building Understanding	November 2023 - April 2024
Phase 4: Qualifying the Ballot Measure	May-August 2024

TERM

The term of the Agreement shall commence upon receipt of a fully executed agreement and shall continue until the project scope of work is complete, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of these services, or terminates this agreement by giving fifteen (15) days prior written notice.



COMPENSATION

- Base Consulting Fee – Smart Marketing shall be paid a Base Consulting Fee of \$7,500 per month (approximately 30 hours labor/month), payable within 30 days of receipt of invoice. The Base Consulting Fee shall be calculated on an actual hours worked basis for the initial and/or final month of service if less than a full calendar month, not to exceed the \$7,500 monthly fee.
- Other hard project costs such as printing, bulk postage and mail house processing fees; flyers and signs; and print, broadcast and digital media buys are not included and will be budgeted for separately by the City throughout the project.
- Reimbursable expenses shall be limited to actual reasonable expenditures of Consultant for expenses that are necessary for the proper completion of the services and shall only be payable if specifically authorized in advance by City.

Exhibit B
Professional Services Agreement
Insurance Requirements

- I. **Workers' Compensation Coverage.** Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by the City at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City. This provision shall not apply if Consultant has no employees performing work under this Agreement. If the Consultant has no employees for the purposes of this Agreement, Consultant shall sign the "Certificate of Exemption from Workers' Compensation Insurance" which is attached hereto as Exhibit C.

- II. **General Liability Coverage.** Consultant shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

- III. **Automobile Liability Coverage.** Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars (\$1,000,000) combined single limit for each occurrence.

- IV. **Professional Liability Coverage.** Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant's operations under this Agreement, whether such operations be by the Consultant or by its employees, subcontractors, or sub-consultants. The amount of this insurance shall not be less than one million dollars (\$1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

- V. **Endorsements.** Each general liability and automobile liability insurance policy shall be with insurers possessing a Best's rating of no less than A:VII and shall be endorsed with the following specific language:

- A. The City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured with respect to liability arising out of work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations.
- B. This policy shall be considered primary insurance as respects to the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with it.
- C. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.
- D. The insurer waives all rights of subrogation against the City, its elected or appointed officers, officials, employees or agents.
- E. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
- F. The insurance provided by this policy shall not be suspended, voided, canceled, or reduced in coverage or in limits except after thirty (30) days written notice has been received by the City.

VI. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. At the City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retention's.

VII. Certificates of Insurance. Consultant shall provide certificates of insurance with original endorsements to City, as evidence of the insurance coverage required herein. Certificates of such insurance shall be filed with the City on or before commencement of performance of this agreement. Current certification of insurance shall be kept on file with the City at all times during the term of this Agreement.

Exhibit C
Certificate of Exemption From
Workers' Compensation Insurance

I hereby certify that in the performance of the work for which the Agreement is entered into, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of the State of California.

Executed on this _____ day of _____, 2023, at _____, California.

By: _____

Title: _____

CITY OF YUBA CITY

Future Agenda Items

- Councilmember Boomgaarden
- Councilmember Pasquale
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Manager's Report

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Council Reports

- Councilmember Boomgaarden
- Councilmember Pasquale
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

Adjournment