

City of Woodland

300 First Street
Woodland, CA 95695



Meeting Agenda City Council

Tuesday, April 15, 2014

6:00 PM

Council Chambers

CITY COUNCIL CLOSED SESSION AGENDA APRIL 15, 2014 5:00 P.M.

- A. CALL TO ORDER**
- B. CLOSED SESSION**
 - B.1 CONFERENCE WITH LABOR NEGOTIATORS, PURSUANT TO GOVERNMENT CODE SECTION 54957.6**
 Agency Designated Representatives: Paul Navazio, Sheila McShane, Kimberly McKinney and Dania Torres Wong
 Employee Organization(s): Mid-Management Association
 - B.2 CONFERENCE WITH REAL PROPERTY NEGOTIATORS, PURSUANT TO SECTION 54956.8**

 Property: 041-080-013
 Agency Negotiator: City Manager
 Negotiating Parties: Foundation for Excellence at Woodland Christian School
 Under Negotiation: Price and Terms of Payment

 Property: 042-010-053
 Agency Negotiator: City Manager
 Negotiating Parties: Woodland Joint Unified School District
 Under Negotiation: Price and Terms of Payment

 Property: 042-010-034
 Agency Negotiator: City Manager
 Negotiating Parties: Yuba Community College District
 Under Negotiation: Price and Terms of Payment

B.3 CONFERENCE WITH REAL PROPERTY NEGOTIATORS, PURSUANT TO SECTION 54956.8

Properties: Woodland Community and Senior Center / Sports Park, 2001 East Street (APN: 041-080-001)

Agency negotiators: City Attorney and Community Development Director

Negotiating parties: Complete Wireless Consulting on behalf of Verizon Wireless

Under negotiation: Price and Terms of Payment

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY

APRIL 15, 2014

6:00 P.M.

A. CALL TO ORDER**B. ROLL CALL****C. PLEDGE OF ALLEGIANCE****D. COMMUNICATIONS-PUBLIC COMMENT**

This is an opportunity for the public to speak to the Council on any item other than those listed for public hearing on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered.

E. COMMUNICATIONS-COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

[14-134](#)

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Attachments: [Council Long Range Calendar.docx](#)

F. CONSENT CALENDAR

1. [14-121](#)

SUBJECT: Oak Avenue Sewer Rehabilitation CIP 14-21, approve Plans and Specifications, and Authorize Bid Advertisement

Recommendation for Action: Staff recommends that the City Council

adopt Resolution No. _____, to move \$220,000 from CIP 08-21 to CIP 14-21; approve the plans and specifications for the Oak Avenue Sewer Rehabilitation project, CIP 14-21, and authorize bid advertisement.

Attachments: [Oak Ave Location Map](#)

[Resolution - Oak Avenue Sewer Rehab Project](#)

2. [14-114](#)

SUBJECT: 2014 Road Maintenance Project, CIP 14-14; Approve Plans and Specifications, Authorize Bid Advertisement, and Authorize the City Manager to Execute the Construction Contract

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to approve the project plans and specifications for the 2014 Road Maintenance Project, CIP 14-14; authorize bid advertisement; and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.

Attachments: [Resolution - 2014 Road Maintenance Project](#)

[Attachment 1 Street List](#)

3. [14-111](#)

SUBJECT: Final Acceptance and Notice of Completion for Clark Field Backstop Replacement Project, CIP 13-03

Recommendation for Action: Staff recommends City Council adopt Resolution No. _____ accepting the Clark Field Backstop Replacement Project, CIP 13-03 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Attachments: [Resolution - Clark Field Final Acceptance](#)

4. [14-110](#)

SUBJECT: Final Acceptance and Notice of Completion for Brooks Swim Center Renovation Project, CIP 12-18

Recommendation for Action: Staff recommends City Council adopt Resolution No. _____ accepting the Brooks Swim Center Renovation Project, CIP 12-18 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Attachments: [Resolution - Brooks Pool Final Acceptance](#)

G. PUBLIC HEARING - SUBJECT: Industrial I-5/CR 102 Entryway Overlay Zone - Ordinance Amentment - OPEN AND CONTINUE TO A DATE CERTAIN

H. REPORTS OF THE CITY MANAGER

5. [14-125](#)

SUBJECT: Community Development Department's Quarterly Status Report

Recommendation for Action: Staff recommends that the City Council

receive the Community Development Department's Quarterly Status report.

Attachments: [CDD Quarterly Status Report](#)
[CDD Capital Project Status Report](#)
[Survey Results Through 03272014](#)

6. [14-133](#) SUBJECT: Federal Legislative Priorities for the City of Woodland / 2014 SacMetro Chamber of Commerce Cap-to-Cap Trip to Washington, DC

Recommendation for Action: Staff recommends that the City Council receive an informational report on the City of Woodland's Federal Legislative priorities anticipated to be advanced as part of the upcoming SacMetro Chamber of Commerce's Cap-to-Cap trip to Washington, DC, taking place May 3-7, 2014.

Attachments: [WEST-#1364357-v1-C2C 2014 Federal Auth and investment Paper](#)
[WEST-#1364358-v1-C2C 2014 WRDA Paper](#)
[WEST-#1364359-v1-C2C 2014 FEMA Paper](#)
[Transportation 01-Funding and Policy Priorities](#)
[Transportation 02 - Goods movement and Mobility](#)
[C2C 14 Policy Paper FB Draft 3 26 14.doc](#)
[C2C 14 Policy Paper TPP](#)

7. [14-128](#) SUBJECT: Adopt Ordinance Governing False Fire Alarms

Recommendation for Action: Staff recommends that the City Council adopt Ordinance No. _____ to establish standards and controls 1) to reduce the incidents of false fire alarm calls responded to by the Fire Department; 2) define what constitutes a nuisance alarm; and 3) establish the appropriate fee structure to offset the cost of false fire alarm response.

Attachments: [ORDINANCE - Fire False Alarm](#)

8. [14-141](#) SUBJECT: Update on California Voting Rights Act (CVRA) and Timeline for Submitting November 2014 Ballot Measure to Transition to Council-District Elections

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive an informational update on developments related to the California Voting Rights Act, and
- 2) Consider timeline for Council actions needed to place the proposed measure to transition to Council-district elections on the November 2014 ballot.

9. [14-126](#) SUBJECT: Adopt the Westside Sacramento Integrated Regional Water Management Plan

Recommendation for Action: Staff recommends that City Council adopt Resolution No. adopting the Westside Integrated Regional Water Management Plan (IRWMP)

Attachments: [Resolution - Westside IRWMP](#)

10. [14-058](#) SUBJECT: Approve Plans & Specifications, and Authorize Bid Advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15)

Recommendation for Action: Staff recommends that the City Council (1) approve the plans and specifications; and (2) authorize bid advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15).

Attachments: [Illustration of Project](#)

11. [14-127](#) SUBJECT: Authorize City Manager to execute the Pipeline Crossing Agreement with Union Pacific Railroad

Recommendation for Action: Staff recommends that City Council adopt Resolution No. _____ authorizing the City Manager to execute the Pipeline Crossing Agreement (Agreement) with Union Pacific Railroad (UPRR) for the east transmission main crossing of the UPRR and the Right of Entry permit with Genesee & Wyoming Railroad Services, Inc.

Attachments: [Resolution - Union Pacific Rail Permit](#)
[RR Draft Agreement](#)

12. [14-130](#) SUBJECT: Approve the Updated Measure E Spending Plan

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ approving the updated Measure E (MSE) Spending Plan which alters the allocation of these resources among the various projects as described.

Attachments: [MSE Spending Plan](#)
[MSE Spending Plan for 2014](#)

13. [14-132](#) SUBJECT: Authorize the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ authorizing the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07.

Attachments: [Final Resolution WOODLAND KENTUCKY WIDENING Reso for Early Acquisiti](#)

I. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority Regular Meeting of the City of Woodland scheduled for April 15, 2014 was posted on April 11, 2014 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

Ana B. Gonzalez, City Clerk

Upon request, agendas and documents in the agenda packet will be made available in appropriate alternative formats to persons with a disability, as required by law. Any such request must be made in writing to the Office of the City Clerk of the City of Woodland. Requests will be valid for the calendar year in which the request is received, and must be renewed prior to January 1st. Persons needing disability-related modifications or accommodations in order to participate in public meetings, including persons requiring auxiliary aids or services, may request such modifications or accommodations by calling the Office of the City Clerk (530-661-5806) at least 48 hours prior to the meeting.

Legislation Details (With Text)

File #: 14-134 **Version:** 1 **Name:**
Type: Report of the City Manager **Status:** Agenda Ready
File created: 4/9/2014 **In control:** City Council
On agenda: 4/15/2014 **Final action:**
Title: SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Sponsors:

Indexes:

Code sections:

Attachments: [Council Long Range Calendar.pdf](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact

Ana Gonzalez, City Clerk - (530) 661-5806, ana.gonzalez@cityofwoodland.org

Background

This calendar is being provided for planning purposes only and is intended to keep the Council apprised of upcoming agenda items and better plan for upcoming Council items.

Prepared by: Ana Gonzalez, City Clerk



Paul Navazio, City Manager

Attachment

COUNCIL LONG RANGE CALENDAR

Items subject to removal and/or rescheduling

Tuesday, May 13, 2014

Reports due 4/29

Special Meeting

Closed Session

Committee Reports

Minutes

City Council Minutes for April 1st and April 15th

Presentations

Proclamation – Public Works Week

Older Americans Month

Consent

Authorize City to Apply for Active Transportation Program (ATP) Funding
PW Quarterly

Public Hearing

1st Reading of IEOZ Zoning Amendment

Regular

Update on Climate Action Plan / AB32 GHG Reduction Targets

Hotel BID Petition

GIS Planning Agreement

Cell Tower – 1st Reading

Banner Ordinance – 1st Reading

Tuesday, May 20, 2014

Reports due 5/6

Regular Meeting

Closed Session**Presentations**

WUAC Annual Report

Consent

Final Acceptance and Notice of Completion for Safe Routes to School, CIP 13-06

2nd Reading IEOZ Zoning Amendment**Public Hearing**1st Reading of Water Conservation Ordinance

Amend Home Occupation Ord. to Comply with CA Homemade Food Act – Public Hearing

Regular

Approval of Safe Drinking Water State Revolving Loan (SRF) to fund the construction of the
 Woodland-Davis Clean Water Agency (WDCWA) project facilities and approval of the SRF loan to
 fund the construction of the City of Woodland Local Facilities

November Ballot Measure/District Elections

ROW Easements - water pipeline

MSE Spending Plan

Sycamore Point Apartments – City HOME Loans

CDBG Action Plan

Presentation – FY 2014/15 Proposed Budget

FUTURE AGENDA ITEMS FOR:**JUNE**

November Ballot Measure/CVRA

Adoption of FY 2014/15 Budget

2nd Reading of Water Conservation Ordinance

Council Direction on Preferred General Plan Land Use Scenario

JULY

City Council Reorganization Meeting
Updated Master-Tax Sharing Agreement with Yolo County

AUGUST

Contract award - Solar Projects (TerraVerde RFP)

FUTURE AGENDA ITEMS – DATE TO BE DETERMINED:

County food waste composting proposal
Tow Ordinance
Salary Ordinance/Salary Schedule

FUTURE STUDY SESSIONS (TBD):

Lower Cache Creek Flood Control Feasibility Study
Update Economic Development Strategic Plan

Updated 4/11/14

Legislation Details (With Text)

File #:	14-121	Version:	1	Name:	
Type:	Consent Item(s)	Status:		Agenda Ready	
File created:	3/26/2014	In control:		City Council	
On agenda:	4/15/2014	Final action:			
Title:	SUBJECT: Oak Avenue Sewer Rehabilitation CIP 14-21, approve Plans and Specifications, and Authorize Bid Advertisement				
	Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to move \$220,000 from CIP 08-21to CIP 14-21; approve the plans and specifications for the Oak Avenue Sewer Rehabilitation project, CIP 14-21, and authorize bid advertisement.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Oak Ave Location Map Resolution - Oak Avenue Sewer Rehab Project				

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Oak Avenue Sewer Rehabilitation CIP 14-21, approve Plans and Specifications, and Authorize Bid Advertisement

Recommendation for Action : Staff recommends that the City Council adopt Resolution No. _____, to move \$220,000 from CIP 08-21to CIP 14-21; approve the plans and specifications for the Oak Avenue Sewer Rehabilitation project, CIP 14-21, and authorize bid advertisement.

Staff Contact

Mark Cocke, Senior Civil Engineer - (530) 661-5898, mark.cocke@cityofwoodland.org

Fiscal Impact

The engineer's estimate of construction costs is \$180,000. The total project budget is \$220,000 for construction contingency and construction management.

The Annual Sewer Repair and Replacement Project, CIP #08-21 is fully funded by \$1,387,500 of Sewer Enterprise Fund programmed through FY2014 in the Capital Budget. Expenditures previously transferred for similar projects, including this recommended transfer of \$220,000 will result in a project budget balance of approximately \$937,000 for CIP #08-21.

Background

This project is one of several being designed under CIP #08-21, a larger project that is used to design and construct multiple smaller projects. In this model, funding is moved from the approved project to a new project number at the time of bidding to allow better tracking of construction costs.

The City's Closed Circuit Television (CCTV) Program is continually identifying pipelines in need of repair throughout the City. The problems are prioritized by risk of failure and criticality. As failing pipelines are identified, they are moved into the design and construction process. Occasionally, critical pipelines are identified for immediate repair or replacement, which is the case with this segment of concrete pipe.

Discussion

This segment of sewer line in Oak Avenue serves 156 units at Casa Del Sol and six other parcels - three of which are currently vacant but will be served in the future. During the CCTV inspection it was noted that there was severe deterioration of this concrete pipeline material and several voids were observed with soil visible. This segment of sewer line was constructed in 1942, of non-reinforced concrete pipe and has reached the end of its useful life. This material is subject to hydrogen sulfide corrosion and appears to resemble a concrete aggregate surface. This has also caused portions of the pipe to fail and expose the soil behind the pipe. This situation can result in failure of the pipe and loss of sewer service to the residents. The City is also exposed to a risk of a sanitary sewer overflow and pollution of streets and the stormwater collection system.

Conclusion

Staff recommends that the City Council adopt Resolution No. _____, to move \$220,000 from CIP 08-21 to CIP 14-21; approve the plans and specifications for the Oak Avenue Sewer Rehabilitation project, CIP 14-21, and authorize bid advertisement.

Prepared by: Mark Cocke
Senior Civil Engineer

Reviewed by: Katie Wurzel
Acting City Engineer

Ken Hiatt
Community Development Director



Paul Navazio, City Manager

Attachment: Location Map, Resolution



City of Woodland⁰¹³



Legend

- Address Points
- Parcels
- Sewer Manhole
 - No CS Permit
 - Yes CS Permit
- Cleanout Structure
 - Active
 - Proposed
- Sewer Lateral Line
 - Confirmed Lateral Location
 - Added by Nobel Systems
- Sewer Gravity Main
- Sewer Pressurized Main
- Sewer Scada Sensor
- Imagery2012
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- Heritage_Oaks_5
- Parks_Trees_5
 - 0 to 10; 11 to 20
 - 21 to 30; 31 to 40
 - 41 to 50; 51 +
- City_Boundary_5
- Railroads_5
- Roads_5
 - Freeway
 - Freeway Ramp
 - Major Street
 - Minor Street
 - Water_Course_5

1: 1,030



0.0 0 0.02 0.0 Miles

NAD_1983_StatePlane_California_II_FIPS_0402_Feet
© City of Woodland 2014

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

RESOLUTION NO. ____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE PLANS AND SPECIFICATIONS FOR THE OAK AVENUE SEWER REPLACEMENT PROJECT (CIP 04-21), AND AUTHORIZING BID ADVERTISEMENT.**

WHEREAS, the City of Woodland approved the 2013/2014 Capital Budget and included CIP 08-21 as part of the Capital Budget (the “Project”); and

WHEREAS, the City has the authority to approve projects for bid; and

WHEREAS, the City Council desires to expend the sewer enterprise funds to design and construct the Project; and

WHEREAS, the Project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is considered excluded for pipelines of less than one mile, CEQA Section 21080.21

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. The City Council hereby approves moving \$220,000 of Sewer Enterprise Funds from CIP # 08-21 Annual Sewer Repair and Replacement to the Oak Avenue Sewer Replacement Project, CIP 14-21.

Section 2. The City Council hereby approves the plans and specifications for the Oak Avenue Sewer Replacement Project, CIP 14-21, which are available on file with the City Clerk.

Section 3. The City Council authorizes City staff to advertise the Oak Avenue Sewer Replacement Project, CIP 14-21 for bids, with bid opening date anticipated to occur in May 2014.

Section 4. The City Council finds that the Project is excluded from CEQA pursuant to CEQA Section 21080.21.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin “Skip” Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Details (With Text)

File #:	14-114	Version:	1	Name:	2014 Road Maintenance Project
Type:	Consent Item(s)	Status:		Agenda Ready	
File created:	3/24/2014	In control:		City Council	
On agenda:	4/15/2014	Final action:			
Title:	SUBJECT: 2014 Road Maintenance Project, CIP 14-14; Approve Plans and Specifications, Authorize Bid Advertisement, and Authorize the City Manager to Execute the Construction Contract				
	Recommendation for Action: Staff recommends that the City Council adopt Resolution No._____, to approve the project plans and specifications for the 2014 Road Maintenance Project, CIP 14-14; authorize bid advertisement; and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Resolution - 2014 Road Maintenance Project Attachment 1 Street List				

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: 2014 Road Maintenance Project, CIP 14-14; Approve Plans and Specifications, Authorize Bid Advertisement, and Authorize the City Manager to Execute the Construction Contract

Recommendation for Action : Staff recommends that the City Council adopt Resolution No._____, to approve the project plans and specifications for the 2014 Road Maintenance Project, CIP 14-14; authorize bid advertisement; and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.

Staff ContactDiana R. Ayon, Associate Civil Engineer - (530) 661-5967, diana.ayon@cityofwoodland.org**Fiscal Impact**

The total project budget is \$1,000,000 which consists entirely of Measure E funding identified and allocated in the Capital Budget as CIP 14-14. The Engineer's estimate is \$900,000. The difference between the total project budget and the award request is the amount budgeted for design, construction management, inspection and construction contingency. To ensure the project does not exceed the approved funding, the project will be

bid with additive alternates.

There is no impact to the General Fund.

Background

In 2006, voters approved the Measure E ½ cent sales tax along with advisory measures to identify voter preferences for use of those tax proceeds. Under the advisory measures, road maintenance and repair received the second highest voter response. Accordingly, staff identified a pavement management program that included annual road maintenance projects and semi-annual road reconstruction projects for the Capital Budget.

Unfortunately, due to reduced sales tax revenues, many of the Measure E funded road maintenance projects have been deferred. Project 14-14 is only the fourth fully Measure E funded road maintenance project since the passage of Measure E.

The projects completed in 2007, 2008 and 2012 were also fully funded by Measure E. Projects completed in 2009 and 2010 were primarily funded by Proposition 1B and American Recovery and Reinvestment Act (ARRA) funding respectively. The pavement work performed in 2013 was funded by the water meter installation project as a result of damage caused by that project.

Discussion

The goal of pavement maintenance is to proactively preserve and maintain the pavement inventory rather than reactively repairing it. The current project is in conformance with the Road Report and these goals in that the work is being completed in two zones of the city to minimize public inconvenience and is preserving the condition of pavements that are still in preservation condition and have not yet deteriorated to the point of needing significant rehabilitation and repair.

The project scope are Zones 5 and 6, the area south of Gibson Road bounded by CR98 on the west, East Street on the east, and the south City limits. The work is primarily on local streets with contract additive alternates to include work on some collector roadways in both zones.

Zones 5 and 6 were chosen because this area consists primarily of pavements in fair to good condition and that are in need of surface seal work to preserve their condition and extend their useful life. Although there is significant maintenance needs throughout the city, much of the pavement in other zones has deteriorated to more expensive maintenance strategies or requires significant preparatory work before surface seals can be performed.

In 2013, in preparation for this project, O&M street crews began performing crack sealing and base repair in the entire area. This preparatory work is done in advance of surface seal projects to repair the worst areas of roadways and allow lower cost surface seals to be placed on the roads to improve and prevent further deterioration.

The project plans and specifications are available by contacting the City Clerk.

The roadway segments where work will be performed are summarized in the Project Street Listing included as Attachment No. 1 of this report.

A recent Federal Highways Administration, Department of Justice, and Department of Transportation publication requires all projects, awarded on or after July 1, 2014, that improve the roadway section to install and improve curb ramps within the project area. If this project is awarded after July 1st, this new requirement will add just over \$1 million to this project. Staff is asking for authorization for the City Manager to execute the contract rather than return to council after bid opening so that in the event of bid date postponements, the contract will still be fully executed before the July 1 deadline.

Upon Council authorization, project bids will be solicited with an anticipated projected bid opening in May. Contract execution is anticipated in June with construction scheduled to begin late June and be complete in August.

Conclusion

Staff recommends that the City Council adopt Resolution No. , to approve the project plans and specifications for the 2014 Road Maintenance Project, CIP 14-14; authorize bid advertisement; and authorize the City Manager to execute the construction contract to the lowest, responsive, responsible bidder up to \$900,000.

Prepared by: Diana R. Ayon P.E., Associate Civil Engineer

Reviewed by: Katie Wurzel P.E., T.E, Principal Civil Engineer

Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Attachments: 1. Project Street Listing
2. Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING THE PLANS AND SPECIFICATIONS FOR THE 2014 ROAD
MAINTENANCE PROJECT, AUTHORIZING BID ADVERTISEMENT, AND
AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT
FOLLOWING BID OPENING TO THE LOWEST RESPONSIVE AND RESPONSIBLE
BIDDER PROVIDED THE CONTRACT AMOUNT DOES NOT EXCEED \$900,000**

WHEREAS, the City of Woodland has \$1,000,000 in Measure E funds allocated in the Capital Budget to maintain and extend the life of Woodland's street network, referred to as the 2014 Road Maintenance Project, CIP 14-14 (the "Project"); and

WHEREAS, the Federal Highway Administration and Department of Justice recently published a directive that all surfacing projects awarded after July 1, 2014 that improve the roadway structural must improve all corner ramps within the project limits; and

WHEREAS, the impact of this requirement is an increased project cost of approximately \$1 million; and

WHEREAS, the City Council desires to expend the funds and to construct the Project; and

WHEREAS, the Project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is considered exempt under the Existing Facilities exemption, CEQA Guideline 15301(c).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby approves the plans and specifications for the 2014 Road Maintenance Project, CIP 14-14, which are available on file with the City Clerk.

Section 2. The City Council authorizes City staff to advertise the 2014 Road Maintenance Project, CIP 14-14 for bids, with bid opening date anticipated to occur in May 2014.

Section 3. The City Council further authorizes the City Manager to execute an agreement with the lowest responsible and responsive bidder following bid opening provided that the total contract amount does not exceed Nine-Hundred-Thousand Dollars (\$900,000).

Section 4. The City Council finds that the Project is exempt from CEQA pursuant to CEQA Guideline 15301(c).

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin “Skip” Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Attachment 1 Project Street List

Base Bid Work

Name	From	To
Amherst Pl	Amherst Wy	E End
Amherst Wy	El Dorado Dr	S End
Amherst Wy	El Dorado Dr	Los Robles Wy
Amherst Wy	Los Robles Wy	Gibson (W) Rd
Baylor Ct	Los Robles Wy	S End
Baylor Dr	Amherst Wy	Los Robles Wy
Baylor Pl	Baylor Dr	N End
Bella Casa Dr	Hacienda (W) Ln	S End
Borchard Ct	Ashley Av	E End
Brown Av	El Dorado (W) Dr	S End
Buena Vista Wy	Amherst Wy	El Paseo Dr
Casa Nueva St	Buena Vista Wy	S End
Clemson Ct	Lewis Av	N End
Colgate Ct	Saratoga Dr	E End
Coloma Wy	El Dorado Dr	Placer Dr
Coloma Wy	Placer Dr	Gibson Rd
Columbia Dr	Ashley Av	Gibson (W) Rd
Corkwood Pl	Gibson (W) Rd	S End
Cornell Cr	Gibson (W) Rd	S End
Cottonwood St	Woodside Dr	S End
Cottonwood St	Woodside Dr	El Dorado (W) Dr
Dartmouth Pl	Ashley Av	E End
Del Oro Pl	Brown Av	W End
Del Oro St	Brown Av	Ashley Av
Del Oro St	Ashley Av	Yale Dr
Del Oro St	Yale Dr	Cottonwood St
Del Oro St	Cottonwood St	Woodside Dr
Edwin Av	El Dorado (W) Dr	Lewis Av
El Dorado (W) Dr	County Rd 98	Brown Av
El Dorado (W) Dr	Brown Av	Ashley Av
El Dorado (W) Dr	Ashley Av	Grenoble Dr
El Dorado (W) Dr	Grenoble Dr	Inverness Dr
El Dorado (W) Dr	Inverness Dr	Grove Av
El Dorado (W) Dr	Grove Av	Edwin Av
El Dorado (W) Dr	Edwin Av	Cottonwood St
El Dorado (W) Dr	Cottonwood St	Amherst Wy
El Dorado (W) Dr	Amherst Wy	El Dorado Ct

Attachment 1 Project Street List

Name	From	To
El Dorado (W) Dr	El Dorado Ct	Midway Dr
El Dorado (W) Dr	Midway Dr	West St
El Dorado Ct	El Dorado (W) Dr	N End
El Paseo Dr	Valley Vista Wy	S End
El Paseo Dr	Valle Vista Wy	El Dorado (W) Dr
Glenwood Pl	Cottonwood St	W End
Grenoble Dr	El Dorado (W) Dr	Lewis Av
Grove Av	El Dorado (W) Dr	Lewis Av
Hacienda (W) Ln	Bella Casa Dr	West St
Hanover Ct	Lewis Av	N End
Harvard Bend	Brown Av	642' E/ Brown (N Elbow)
Harvard Bend	642' E/ Brown (N Elbow)	281' W/ Ashley (S Elbow)
Harvard Bend	281' W/ Ashley (S Elbow)	Ashley Av
Harvard Bend	Ashley Av	Yale Dr
Harvard Ct	Yale Dr	E End
Harvard Pl	Brown Av	W End
Hiatt Pl	Casa Nueva St	W End
Inverness Dr	El Dorado (W) Dr	Lewis Av
James Pl	Glenwood Pl	S End
Kent Ct	Saratoga Dr	S End
Lewis Av	Saratoga Dr	Clemson Ct
Lewis Av	Clemson Ct	Ashley Av
Lewis Av	Ashley Av	Grenobles Dr
Lewis Av	Grenobles Dr	Inverness Dr
Lewis Av	Inverness Dr	Grove Av
Lewis Av	Grove Av	Edwin Av
Lewis Av	Edwin Av	Cottonwood St
Loma Vista Pl	Monte Vista (W) Dr	N End
Los Robles Wy	Amherst Wy	Baylor Ct
Los Robles Wy	Baylor Ct	Midway Dr
Midway Cr	Midway Dr	W End
Midway Dr	Bella Casa Dr	Valle Vista Wy
Midway Dr	Valle Vista Wy	El Dorado (W) Dr
Midway Dr	El Dorado (W) Dr	Los Robles Wy
Midway Dr	Los Robles Wy	Monte Vista (W) Dr
Midway Dr	Monte Vista (W) Dr	Gibson (W) Rd
Miramonte (W) Dr	Valle Vista Wy	N End
Miramonte (W) Dr	(Elbow)	Valle Vista Wy
Miramonte (W) Dr	(Elbow)	Bella Casa Dr
Miramonte (W) Dr	Bella Casa Dr	West St

Attachment 1

Project Street List

Name	From	To
Miramonte Ct	Miramonte (W) Dr	S End
Monte Vista (W) Dr	Midway Dr	Monterey Cr
Monte Vista (W) Dr	Monterey Cr	West St
Monte Vista Cr	Midway Dr	W End
Monterey Cr	Monte Vista (W) Dr	W End
Paula Wy	Amherst Wy	El Paseo Dr
Princeton Ct	Brown Av	E End
Princeton Pl	Brown Av	W End
Rice Ct	Saratoga Dr	N End
Saratoga Dr	Gibson (W) Rd	Lewis Av
Saratoga Dr	Lewis Av	Ashley Av
Valle Vista Pl	Miramonte (W) Dr	E End
Valle Vista Wy	El Paseo Dr	Midway Dr
Valle Vista Wy	Midway Dr	Miramonte (W) Dr
Woodside Dr	Del Oro St	(Joint)
Woodside Dr	(Joint)	Cottonwood St
Yale Dr	Del Oro St	Harvard Bend
Abbey Ct	College St	E End
Abbey Pl	College St	W End
Adobe Wy	San Luis St	Hacienda Ln
Amador Wy	Donner Wy	El Dorado Dr
Archer Dr	Donner Wy	El Dorado Dr
Archer Dr	El Dorado Dr	Placer Dr
Archer Dr	Placer Dr	Sixth St
Archer Pl	Archer Dr	W End
Auburn Wy	Placer Dr	Gibson Rd
Bidwell Pl	El Dorado Dr	S End
Camino Wy	Norden Wy	Placer Dr
Camino Wy	Placer Dr	Proctor Ct
Camino Wy	Proctor Ct	Coloma Wy
Carnelian Ct	Camino Wy	N End
Carson St	Sixth St	Sherman St
Cedar Ln	Mckinley Av	Spruce Dr
Colusa Dr	College St	W End
Cypress Dr	West St	Mckinley Av
Cypress Dr	Mckinley Av	Spruce Dr
Del Mar St	West St	Del Rey St
Del Rey St	Del Mar St	Hacienda Ln
Delta Dr	El Dorado Dr	Monte Vista Dr
Dolores Dr	Tehama Dr	Quincy Dr

Attachment 1 Project Street List

Name	From	To
Dolores Dr	Quincy Dr	College St
Donner Ct	Donner Wy	S End
Donner Wy	Camino Wy	El Dorado Dr
Donner Wy	El Dorado Dr	Coloma Wy
Donner Wy	Coloma Wy	Sixth St
El Dorado Dr	West St	Mckinley Av
El Dorado Dr	Mckinley Av	Spruce Dr
El Dorado Dr	Spruce Dr	Quincy Dr
El Dorado Dr	Quincy Dr	College St
El Dorado Dr	College St	Donner Wy
El Dorado Dr	Donner Wy	Coloma Wy
El Dorado Dr	Coloma Wy	Archer Dr
El Dorado Dr	Archer Dr	Sixth St
Hacienda Ln	West St	Del Ray St
Hacienda Ln	Del Ray St	Spruce Dr
Madrone Wy	Toyon Dr	Cypress Dr
Mckinley Av	El Dorado Dr	S End
Mckinley Av	El Dorado Dr	Toyon Dr
Mckinley Av	Toyon Dr	Gibson Rd
Miramonte Dr	West St	Del Rey St
Monte Vista Dr	West St	Mckinley Av
Monte Vista Dr	Mckinley Av	Spruce Dr
Monte Vista Dr	Spruce Dr	College St
Norden Wy	Placer Dr	Gibson Rd
Placer Dr	College St	Truckee Wy
Placer Dr	Truckee Wy	Camino Wy
Placer Dr	Camino Wy	Auburn Wy
Placer Dr	Auburn Wy	Archer Dr
Placer Pl	College St	W End
Proctor Ct	Camino Wy	S End
Quincy Dr	Dolores Dr	El Dorado Dr
Redwood Dr	West St	Spruce Dr
Rubicon Pl	Donner Wy	W End
San Luis St	Mckinley Av	Spruce Dr
Sherman St	Carson St	(Elbow)
Sherman St	(Elbow)	Sixth St
Sixth St	County Rd 24A	Carson St
Sixth St	Carson St	Sherman St
Sixth St	Sherman St	Archer Dr
Sixth St	Archer Dr	Gibson Rd

Attachment 1 Project Street List

Name	From	To
Sonora Pl	Coloma Wy	E End
Spruce Dr	San Luis St	El Dorado Dr
Spruce Dr	El Dorado Dr	Toyon Dr
Spruce Dr	Toyon Dr	Gibson Rd
Tehama Dr	Dolores Dr	El Dorado Dr
Toyon Dr	West St	Spruce Dr
Truckee Pl	College St	W End
Truckee Wy	El Dorado Dr	Placer Dr
Truckee Wy	Placer Dr	College (N) St
Yuba Pl	College St	W End

Additive Alternate Work

Name	From	To
Ashley Ave	El Dorado Dr	Saratoga Dr
Ashley Ave	Saratoga Dr	Lewis Av
Ashley Ave	Lewis Av	Columbia Dr
Ashley Ave	Columbia Dr	Gibson (W) Rd
Cottonwood St	El Dorado (W) Dr	Lewis Av
Cottonwood St	Lewis Av	Glenwood Pl
Cottonwood St	Glenwood Pl	Gibson (W) Rd
College St	Yuba Pl	S End
College St	Yuba Pl	El Dorado Dr
College St	El Dorado	Monte Vista Dr
College St	Monte Vista Dr	Truckee Wy
College St	Truckee Wy	Gibson Rd
Coloma Wy	County Rd 24A	El Dorado Dr

Legislation Details (With Text)

File #: 14-111 Version: 1 Name:
Type: Consent Item(s) Status: Agenda Ready
File created: 3/21/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Final Acceptance and Notice of Completion for Clark Field Backstop Replacement Project, CIP 13-03
Recommendation for Action: Staff recommends City Council adopt Resolution No. _____ accepting the Clark Field Backstop Replacement Project, CIP 13-03 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Sponsors:

Indexes:

Code sections:

Attachments: [Resolution - Clark Field Final Acceptance](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Final Acceptance and Notice of Completion for Clark Field Backstop Replacement Project, CIP 13-03

Recommendation for Action : Staff recommends City Council adopt Resolution No. _____ accepting the Clark Field Backstop Replacement Project, CIP 13-03 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Staff Contact

Clara Olmedo, Assistant Engineer - (530) 661-5824, clara.olmedo@cityofwoodland.org

Fiscal Impact

This project was funded from Measure E for \$480,000 as authorized in the Capital Budget. The total project expenditures were approximately \$480,000. Of that total, \$366,083 was the construction contract and the remainder represents the amount expended for design, construction management and inspection. Additionally, the Clark Field User's Group annual maintenance contribution of \$15,000 was paid out of this project for FY2013 and FY2014.

Background

The contractor began construction of the Clark Field Backstop Replacement project in October 2013 and completed work in March 2014.

Three change orders were issued to the contractor in the amount of \$49,706 to account for additional work to remove the existing backstop foundations, additional sod replacement and field changes to quantities necessary during construction. The total contract value paid to the Contractor was \$366,083.

Clark Field is used year-round by several groups, including Woodland High School, Babe Ruth and the American Legion leagues. Baseball season runs annually from February to October with the off-season used for maintenance of the field.

This project replaced the aging backstop at Clark Field with a more substantial backstop built to current standards. The height and design of the previous backstop did not prevent foul balls from flying into the adjacent streets and homes. The new backstop height is 40 feet with a 7 feet hood that extends into the playing field at a 45 degree angle. The backstop and hood extends to first base and third base.

In addition to the replacement of the backstop, the project also included relocation of the speakers on the backstop, replacement of the gates and base boards and the replacement of the fences along the first and third base lines to control foul balls.

Conclusion

Staff recommends City Council adopt Resolution No. _____ accepting the Clark Field Backstop Replacement Project, CIP 13-03 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Prepared by: Clara Olmedo, Assistant Engineer

Reviewed by: Katie Wurzel, Principal Engineer

Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Attachment: Resolution

RESOLUTION NO. _____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO
ACCEPT THE CLARK FIELD BACKSTOP REPLACEMENT PROJECT AS
COMPLETE AND AUTHORIZE THE CITY CLERK TO FILE A NOTICE OF
COMPLETION**

WHEREAS, the City of Woodland has \$480,000 in Measure E funds allocated in the Capital Budget to replace the backstop, referred to as the Clark Field Backstop Replacement Project, CIP 13-03 (the “Project”); and

WHEREAS, the City Council approved plans and specifications, authorized bid advertisement and granted the City Manager authority to award and execute the construction contract up to the amount of \$390,000 on July 2, 2013; and

WHEREAS, the City Manager awarded and executed the construction contract in the amount totaling \$322,565 to Golden Bay Fence Plus Iron Works, Inc. for the Clark Field Backstop Replacement Project on September 23, 2013; and

WHEREAS, the construction of the Project began October 15, 2013 and was completed March 21, 2013; and

WHEREAS, the Project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is considered exempt under the Existing Facilities exemption, CEQA Guideline 15301(c).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby accepts Clark Field Backstop Replacement Project, CIP 13-03 as complete.

Section 2. The City Council hereby authorizes the City Clerk to file a Notice of Completion for Clark Field Backstop Replacement Project, CIP 13-03.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin “Skip” Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Details (With Text)

File #: 14-110 Version: 1 Name:

Type: Report of the City Manager Status: Agenda Ready

File created: 3/21/2014 In control: City Council

On agenda: 4/15/2014 Final action:

Title: SUBJECT: Final Acceptance and Notice of Completion for Brooks Swim Center Renovation Project, CIP 12-18

Recommendation for Action: Staff recommends City Council adopt Resolution No. _____ accepting the Brooks Swim Center Renovation Project, CIP 12-18 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Sponsors:

Indexes:

Code sections:

Attachments: [Resolution - Brooks Pool Final Acceptance](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Final Acceptance and Notice of Completion for Brooks Swim Center Renovation Project, CIP 12-18

Recommendation for Action : Staff recommends City Council adopt Resolution No. _____ accepting the Brooks Swim Center Renovation Project, CIP 12-18 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Staff Contact

Clara Olmedo, Assistant Engineer - (530) 661-5824, clara.olmedo@cityofwoodland.org

Fiscal Impact

This project was funded from Measure E for \$1,325,000 as authorized in the Capital Budget. The project was completed under budget with expenditures approximately equal to \$1,315,000. Of that total, \$1,159,670 was the construction contract and the remainder was the costs for design, construction management and inspection.

Background

The contractor began construction on the renovation of Brooks Swim Center in August 2013 and completed work in March 2014.

Three change orders were issued to the contractor in the amount of \$221,688 to account for field conditions, to

re-plaster the training pool and to replace the diving boards which were found during construction to be unsafe. The total contract value paid to the Contractor is \$1,159,670.

The Brooks Swim Center Renovation Project included repair of structural cracks, removal and replacement of plaster in both the 50M pool and the training pool. Renovations also included abandonment of the observation chamber, concrete deck replacement, replacement of electrical conduits, new starting blocks and diving boards.

The ADA parking space for the pool is in the Woodland High School parking lot. Staff worked with WJUSD staff to move the parking space to a location that is closer to the south entry gate. The cost of this work was included in the project.

Conclusion

Staff recommends City Council adopt Resolution No. _____ accepting the Brooks Swim Center Renovation Project, CIP 12-18 construction contract as complete and authorizing the City Clerk to file a Notice of Completion.

Prepared by: Clara Olmedo, Assistant Engineer

Reviewed by: Katie Wurzel, Principal Engineer
Ken Hiatt, Community Development Department



Paul Navazio, City Manager

Attached: Resolution

RESOLUTION NO. ____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ACCEPTING THE BROOKS SWIM CENTER RENOVATION PROJECT AS
COMPLETE AND AUTHORIZING THE CITY CLERK TO FILE A NOTICE OF
COMPLETION**

WHEREAS, the City of Woodland has \$1,325,000 in Measure E funds allocated in the Capital Budget to renovate the pool project, referred to as the Brooks Swim Center Renovation Project, CIP 12-18 (the "Project"); and

WHEREAS, the City Council approved plans and specifications and authorized bid advertisement on May 21, 2013; and

WHEREAS, the City Council granted the City Manager authority to award and execute the construction contract in the amount totaling \$937,982 to Condor, Inc. for the Brooks Swim Center Renovation Project on July 16, 2013; and

WHEREAS, the construction of the Project began August 13, 2013 and was completed March 24, 2013; and

WHEREAS, the Project has been reviewed in accordance with the California Environmental Quality Act (CEQA) and is considered exempt under the Existing Facilities exemption, CEQA Guideline 15301(c).

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby accepts Brooks Swim Center Renovation Project, CIP 12-18 as complete.

Section 2. The City Council hereby authorizes the City Clerk to file a Notice of Completion for Brooks Swim Center Renovation Project, CIP 12-18.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin "Skip" Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Details (With Text)

File #: 14-125 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 3/28/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Community Development Department's Quarterly Status Report
Recommendation for Action: Staff recommends that the City Council receive the Community Development Department's Quarterly Status report.

Sponsors:

Indexes:

Code sections:

Attachments: [CDD Quarterly Status Report](#)
[CDD Capital Project Status Report](#)
[Survey Results Through 03272014](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Community Development Department's Quarterly Status Report

Recommendation for Action : Staff recommends that the City Council receive the Community Development Department's Quarterly Status report.

Staff Contact

Alex Halcon, Management Analyst - 530-661-5885, Alex.Halcon@cityofwoodland.org

Fiscal Impact

This is an informational item with no fiscal impact.

Report in Brief

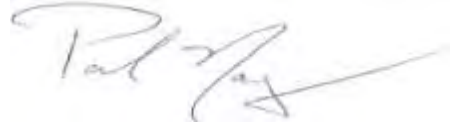
Attached is the Community Development Department's (CDD) Monthly Quarterly Report. The report highlights building activity, major development projects, capital projects, and activities of the Successor Agency/former Redevelopment Agency *from January 1, 2014 to March 31, 2014*.

Additionally, we have included the current Capital Project Status Report providing an update of the projects through March 31, 2014. The CDD “ **Tell Us How We Are Doing** ” customer satisfaction survey is also attached for your review. The survey is comprised of various questions (closed/open ended) that will assist the department in improving customer service. The attached report highlights the survey results to March 27,

2014.

Prepared by: Alex Halcon, Management Analyst

Reviewed by: Ken Hiatt, Community Development Director

A handwritten signature in dark ink, appearing to read "Paul Navazio", with a long, sweeping horizontal stroke extending to the right.

Paul Navazio, City Manager

Attached: CDD Quarterly Status Report, CIP Status Report, Customer Satisfaction Survey



PROJECT UPDATE

Activities from January 1, 2014 to March 31, 2014

PLANNING AND DEVELOPMENT APPLICATIONS

Project: Summary Project Applications from January 1, 2014 through March 31, 2014

Phase: N/A

PM: Planning Staff

Location: Citywide

Description: Planning project applications processed

- Status:**
- 1 CUP for a proposed 90-foot Cell Tower on Main Street
 - 1 CUP modification for the Fairfield Inn Hotel, Freeway Drive
 - 6 Design Review Sign Applications
 - 3 Design Reviews for New Single Family Homes in Spring Lake
 - 2 Design Reviews for Minor Industrial Improvements
 - 1 Lot Line Adjustment; 460 Harter Avenue
 - 1 Public Convenience & Necessity (PCN) for 215 California Street
 - 1 Spring Lake Specific Plan Amendment
-

Project: Woodland Commerce Center

Phase: Environmental Review for DEIR

PM: Cindy

Location: NW corner of East Main Street and CR 102

Description: Proposed annexation for 146-acre site with a GP land designation of Industrial and pre-zoned Industrial.

Status: Draft Program EIR circulated during the period of April 26 – June 10, 2013. RBF, the City's environmental consultant, and City staff have prepared responses to the comments received on the Draft EIR. City staff is preparing the Development Agreement for the project.

Project: Woodland Spring Lake Partnership

Phase: Initial Review

PM: Cindy Norris/Paul Hanson

Location: West of Harry Lorenzo, North of Heritage Parkway

Description: 105 acres of land; Proposed Tentative Map, Rezone and General Plan Amendment to replace the Spring Lake Central project previously approved in Feb 2007. The new application proposes to reconfigure the land uses within the project and subdivide the single family lots. The application proposes to remove the central commercial acreage and provide approximately 612 new units; 405 single family, 22 half-plex and 185 multi-family. One acre

Project: Woodland Spring Lake Partnership

fire station and a 4.3 acre park site.

Status: The General Plan petition was approved by Planning Commission on March 6, 2014. A planning consultant, PMC, has been hired to assist in project management.

Project: Heritage Remainder (Tentative Map #4784) General Plan Amendment and Rezone; Turn of the Century, LLC

Phase: Initial Review

PM: Cindy Norris/Erika Bumgardner

Location: Northwest corner of County Road 25A and County Road 102; extending west along County Road 25A

Description: A proposed General Plan and Spring Lake Specific Plan Amendment to rezone undeveloped portions of the Heritage Remainder Area (Vesting Map #4784). The amendment will re-zone the existing 38.3 acre R-3 and the 1.22 acre Affordable Housing designations to R-4 (4 du/acre). The proposal reconfigures the site layout, shifting the existing R-15 area immediately south of its current location and increases the acreage from 8.22 to 9.14 acres. The amendment results in 297-343 units total; an average of 5.3 du/acre.

Status: The General Plan petition was approved by Planning Commission on March 6, 2014. The project is currently under review.

Project: Cal West (Tentative Map # 4991) General Plan Amendment and Rezone; Cal West Investors, LLC

Phase: Initial Review

PM: Cindy Norris/Erika Bumgardner

Location: Northwest Corner of Harry Lorenzo Avenue and Farmers Central Rd and east of HWY 113

Description: A proposed General Plan and Spring Lake Specific Plan Amendment to re-zone the existing 5.6 acre, R-15 designation to R-8. The amendment will also re-zone the existing 2.4 acre, Neighborhood Commercial site to R-8 and reconfigure the existing Park to front solely on Farmer's Central Road. The park will be reduced in size from 10 acres to 8.3 acres. The amendment will result in 227 units or 6 du/acre.

Status: The General Plan petition was approved by Planning Commission on March 6, 2014. The project is currently under review.

Project: Calwest Final Parcel Map 5003

Phase: Final Map Review

PM: Bruce Pollard

Location: Spring Lake, West of Harry Lorenzo Drive and North of Farmers Central Road Extension

Description: Parcel Map to split up business interests.

Status: The Map has been summated for review to Yolo County.

Project: Prudler Tentative map # 4856, General Plan Amendment and Rezone (Map revision)**Phase:** Initial Review**PM:** Paul Hanson**Location:** North of Sports Park Drive, East of East Street and South of the County Fair Mall.**Description:** A proposed General Plan Amendment to amend the land use from General Commercial to Residential. Proposed rezone from C-2 to R-1 and a revised subdivision map for a total of 204 lots of which 86 units will be at an R-5 density and 118 at an R-8 density, for a total project density of 5.85 units/ac.**Status:** The project is currently under review. A planning consultant firm, Raney Planning and Management, has been hired to assist with project management.**Project: Spring Lake Specific Plan Tentative Maps****Phase:** On-going**PM:** Cindy Norris**Location:** Located generally south of Gibson Road and west of County Rd 102**Description:** The SL Specific Plan was approved for a total of 4,149 units.**Status:** Project is under review**Project: Final Map 5004, Parkview****Phase:** Construction**PM:** Bruce Pollard/Jim Heath**Location:** Spring Lake south of Jack Slaven Park**Description:** Final map with 108 SFD buildable lots**Status:** The Final Map was approved by City Council on July 20, 2013. The project is currently under construction.**Project: Final Map 5019 Heritage 4C & 7 phase 1****Phase:** Design Review**PM:** Bruce Pollard**Location:** Spring Lake south of Heritage Parkway on Mickle Avenue**Description:** Will result in 13 SFD buildable lots**Status:** The Final Map was approved by City Council on April 2, 2013. The subdivision is currently under construction.**Project: Final Map 5029 Heritage 4C & 7****Phase:** Design Review**PM:** Bruce Pollard/Jim Heath**Location:** Spring Lake south of Heritage Parkway on Mickle Avenue**Description:** Final map with 65 SFD**Status:** The project is currently under construction. The Final Map is complete.

Project: Final Map 5030 Heritage 4A**Phase:** Design Review**PM:** Bruce Pollard/Jim Heath**Location:** Spring Lake south of Heritage Parkway on Mickle Avenue**Description:** Final map with 20 SFD lots buildable lots**Status:** The project is currently under construction. The Final Map is complete..**Project: Final Map 4853 Solara Ranch****Phase:** Plan Submittal**PM:** Bruce Pollard**Location:** Spring Lake East of Beeghly Ranch (Parkland extension)**Description:** Final map with 94 lots**Status:** Civil improvement plans are complete and a map was submitted for first plan check. Completion timing will be based on the settlement of the Development Agreement (DA) amendment and Pulte legal dispute.**Project: Final Map 4986 Heidrick II and Heidrick III****Phase:** Design Review**PM:** Bruce Pollard**Location:** Spring Lake West of Pioneer Avenue and South of Farmers Central Road**Description:** Final map with 99 SFD buildable lots**Status:** **(No Change)** Civil improvement plans submitted for review for both Heidrick II and III. Developer is examining combining projects.**Project: Mutual Housing at Spring Lake (Spring Lake Housing Associates)****Phase:** Approved**PM:** Paul Hanson**Location:** Spring Lake – Pioneer Avenue, Farmers Central Road, Brubaker Street, and Armus Place.**Description:** The *Mutual Housing at Spring Lake* apartment project is a 101 unit multi-family residential project on a 5 acre parcel within the R-25 zone.**Status:** **(No Change)** Approved by Planning Commission on July 21, 2011. The project was awarded tax credits in June 2013 and construction of the first 62 units will start in Fall 2013. Building permit has been issued for 62 units and is under construction.

Project: Spare Time, Inc.**Phase:** Approved**PM:** Paul Hanson**Location:** Molly Avenue and Betty Avenue**Description:** Tentative Map Tentative Subdivision Map No. 4581 to subdivide APNs 066-122-060 totaling 5.65 acres into 34 single family lots and 4 half-plex lots.**Status:** **(No Change)** Approved by Planning Commission on November 1, 2007 and expires on November 1, 2014.**Project: Conditional Use Permit for Golden State Reclamation****Phase:** Review, contract for environmental services**PM:** Paul Hanson**Location:** 231 Hanson Way**Description:** Proposed concrete slurry processing operation with a future inert material recycling center. Project will require a Mitigated Negative Declaration.**Status:** The project went before the Planning Commission on July 18, 2013 for consideration of a Conditional Use Permit (CUP). The Planning Commission continued the item, requesting further information. The CUP was denied by the Planning Commission on September 5, 2013 and finding for denial were approved September 19, 2013. The applicant appealed the Commission's denial to the City Council. City Council deny the appeal on March 2, 2014.**Project: Velocity Island Cable Wakeboard Park****Phase:** Construction**PM:** Bruce Pollard/Jim Heath/ Paul Hanson**Location:** 755 North East Street**Description:** A proposed cable wakeboard park (a surface water sport) within the City's 15-acre Dubach Detention Basin**Status:** Approved by Planning Commission on September 20, 2012 and approved by City Council on February 5, 2013. The grading permit has been issued civil Improvement plans are under Review. Staff is working with the applicant to allow construction under preliminary civil improvement plans.**Project: New Court House****Phase:** Construction**PM:** Bruce Pollard/Jim Heath**Location:** Main Street between 5th and 6th Streets**Description:** Public Improvements related to a new Superior Court Building**Status:** The project is now under construction. Staff has reached a tentative agreement with the State on discussion of connection fees, and has invoiced the State. Payment is expected in 60 days.

Project:	Starbucks Drive-Thru at Ashley and Main in the Rite Aid Center		
Phase:	Review	PM:	Paul Hanson
Location:	271- 281 West Main Street		
Description:	Petrovich Development Co. is requesting approval of a Conditional Use Permit to allow the construction of a 1,700 sq. ft. Starbucks with Drive-Thru and a 1,000 sq. ft. spec retail space.		
Status:	(No Change) The project CUP was approved by the Planning Commission on April 18, 2013. The Project was appealed to the City Council and on June 4, 2013, the City Council denied the appeal thereby approving the project. The owner of the adjacent Burger King has filed a lawsuit against the City.		

Project:	Fairfield Inn & Suites CUP/Design Review Modification		
Phase:	Review	PM:	Erika Bumgardner
Location:	2100 Freeway Drive		
Description:	The project applicant, Bryan Bonino (Laugenour and Meikle), is requesting a modified exterior design concept for the Fairfield Inn & Suites located at 2100 Freeway Drive in the Highway Commercial Entryway Overlay Zone, from the original 2008 design approval and a reduction in the total number of bedrooms from 105 rooms (four stories) to 72 rooms (three stories). The project CUP was originally approved in 2008.		
Status:	Project was approved by the Planning Commission on April 3 rd .		

Project:	Verizon Cell Tower at Woodland Sports Park CUP and Wireless Telecommunication Facilities Ordinance Amendment		
Phase:	Scheduled for PC hearing 5/1/14	PM:	Erika Bumgardner
Location:	2001 East Street		
Description:	Request for a Conditional Use Permit to allow the construction and operation of a 90-foot tall telecommunications cellular tower and the installation of related ground equipment on an approximate 780 square foot lease area at 2001 East Street (Woodland Sports Park). The request also includes an amendment to the Zoning Ordinance to permit telecommunications antennas or towers on property that is owned, leased or otherwise controlled by the City through a Conditional Use Permit. The ordinance amendment includes updates to ensure that the City complies with recent federal requirements regarding processing co-location of multiple telecommunications equipment on a single tower.		
Status:	Project is scheduled to go before the Planning Commission and City Council in May.		

Project:	Cell Tower (Monopine) CUP at 96 West Main		
Phase:	Scheduled for PC hearing 4/17/14	PM:	Erika Bumgardner
Location:	96 West Main Street		
Description:	The applicant, AT&T Mobility, proposes to construct and operate an 95-foot tall telecommunications cellular tower in the shape of a pine tree (monopine) and to install related ground equipment within a 1,463 square foot lease area at 96 West Main Street, a .49 acre parcel with an existing 8,320 square foot commercial/office building located along the eastern half of the site.		
Status:	The project is currently under review		

Project: Woodland Christian School CUP/Design Review Modification**Phase:** Building permit plan review**PM:** Erika Bumgardner**Location:** 1787 Matmor Road

Description: Request to approve a modification to an existing Conditional Use Permit. The proposal includes Site Plan and Design Review for the relocation of the originally approved kindergarten through 5th grade elementary school from the southern to the northern half of the project site. Minor location adjustments are proposed for the previously approved preschool building and high school gymnasium. The proposal also includes a new high school science building and the elimination of the previously approved church worship center and associated buildings.

Status: The project was approved by the Planning Commission on January 16, 2014.

Project: General Plan Update**Phase:** On-going**PM:** Cindy Norris**Location:** City-wide

Description: A planned update to the City's 1996/2002 General Plan

Status: Heidi Tschudin has been hired as the General Plan Project Manager with Dyett and Bhatia hired as the General Plan Consultant. Tasks completed since January include holding steering committee interviews and initial stakeholder meetings, City Council and Planning Commission kick off meetings, hosting a Community Housing Forum, launch of the General Plan website, release of the CEQA Notice of Preparation for an EIR, and holding the required CEQA scoping meeting. Tasks completed include the launch of the General Plan Newsletter and resident survey that was mailed to every residential address in the City, hosting two Community Visioning workshops on April 11 and 13, release of key background reports including the Economic Background report, holding the second steering committee meeting on April 30th to review the draft Housing Element, release of the draft Housing Element. The consultant team is working to complete the Opportunities and Constraints report. A joint Planning Commission and City Council meeting was held on June 11, 2013. On October 15, 2013 the City Council approved the final Housing Element and directed staff to submit the final document to the State Department of Housing and Community Development.

Recent actions include:

- A City Council workshop on October 15, 2013 and a follow up meeting on November 19, 2013. Recommendations from that meeting include the following:
 1. Confirm that developing a flood solution, advancing job creation, promoting infill, and building out of the Spring Lake Specific Plan are top priorities for the General Plan update.
 2. Confirm that subsequent new growth should be prioritized in the following sequence subject to defining appropriate land use triggers for advancement of future planning and build –out of these areas: Master Plan Remainder Area, East Area, Northwest Area.
 3. Confirm that a range of growth rates (through 2035) should be analyzed: 180 dwelling units per year (0.8% annual average rate or 4,000 units over 22 years) and 400 dwelling units per year (1.7% annual average rate or 9,000 units over 22 years).
 4. Direct staff to prepare a preliminary land use map with these assumptions, seek community input including the General Plan Steering Committee and Planning Commission, and return to City Council by March 2014 with a recommended land use map and draft phasing and trigger language.
 5. Accept revised key work tasks and schedule.
 6. City Council approved a preliminary schedule and draft scope of work in with

Project: General Plan Update

actions necessary to complete the General Plan Update pursuant to the above recommendations.

7. A General Plan Steering Committee meeting held April 7, 2014 to review a draft land use map, land use descriptions, and review of preliminary trigger and phasing policies.

BUILDING ACTIVITY

Project: Huntington Square Subdivision**Phase:** Construction**PM:** Paul Siegel**Location:** Spring Lake at end of Matmor Dr.**Description:** 162 Single Family Home Development

Status: **(No Change)** 159 single family home permits have been issued. 137 homes have been finalized and 22 homes are currently under construction. There are 3 remaining lots. Sports Park Drive road construction is complete. Bike path and landscape will be completed this summer after water transmission line is installed.

Project: Produce Market**Phase:** Plan Review**PM:** Paul Siegel / Paul Hanson**Location:** 1490 E. Main St.**Description:** Produce Market on 4.47 acres: Site will be on septic tank.

Status: Project is ready to issue. Applicant has put the project on hold.

Project: Comfort Suites Hotel**Phase:** Plan Review**PM:** Paul Siegel**Location:** 2080 Freeway Drive**Description:** Construction of 41,500 sq ft Hotel with 66 Rooms

Status: The permit issued in December 2013. Construction is pending.

Project: Porter Building 2nd & 3rd Floor Electric and ADA**Phase:** Construction**PM:** Paul Siegel**Location:** 511 Main Street**Description:** Redo electrical and ADA on 2nd and 3rd floor of Porter Building

Status: The work is complete.

Project: Clark Dietrich Steel Mill Equipment Installation**Phase:** Plan Review**PM:** Paul Siegel**Location:** 1685 Tide Court**Description:** Construction of new steel coil slitting line & pit (new overhead crane to follow)**Status:** The permit is issued and under construction. All work is on the interior of the building.

Project: Gateway - Shops 5**Phase:** Permit Issued**PM:** Paul Siegel**Location:** 2051 Bronze Star Drive**Description:** 12,732-ft² retail shell building**Status:** A certificate of occupancy has been issued for the building. Tenant improvements are under permit for two of the six spaces.

Project: Crosswood Apartment**Phase:** Plan Review**PM:** Rick Essenwanger**Location:** 646 Third St**Description:** Major renovation and remodel of interior and exterior of the buildings**Status:** The project is in plan check.

Project: Starbucks**Phase:** Construction**PM:** Paul Siegel**Location:** 401 Pioneer**Description:** Reuse of former Wendy's Restaurant at Sycamore Point.**Status:** Permit finalized. Business opened.

Project: Mutual Housing at Spring Lake-New Affordable Housing Project**Phase:** Plan Review**PM:** Paul Siegel / Paul Hanson**Location:** 2170 Farmers Central Road**Description:** Construction of new apartment complex including 62 units and a community center building, and site improvements.**Status:** The permit has been issued and the project is under construction.

Project: Pacific Coast Producers Roof Replacement**Phase:** Permit Issued**PM:** Paul Siegel**Location:** 1376 Lemen Ave**Description:** Major renovation of roof : Valuation over \$1Million.

Project: Pacific Coast Producers Roof Replacement

Status: Permit has been issued and project is under construction.

Project: Lennar Homes – Springlake

Phase: Permits Issued

PM: Rick Essenwanger

Location: Spring Lake Heritage Unit 4, south of Heritage Parkway

Description: Four Master Plans for 98 single family homes in an R-4 subdivision.

Status: Project is in production phase.

Project: Taylor Morrison Homes

Phase: Construction.

PM: Rick Essenwanger

Location: Spring Lake Parkview Subdivision

Description: Six Master Plans for 108 single family homes in an R-8 zoning.

Status: Project is in master plan review.

Project: Woodland Christian School CUP/Design Review Modification

Phase: Plan Review

PM: Rick Essenwanger

Location: 1787 Matmor Road

Description: Addition of classroom and assembly building and site access.

Status: Project is in plan check.

SUCCESSOR AGENCY/FORMER REDEVELOPMENT

Project: AB1484 Low/Mod Due Diligence Fund Report Approval and Certification

Phase: Approval of Bond Expenditure
Agreement/Winding Down Agency

PM: Wendy Ross

Location: Agency wide

Description: Post-redevelopment and per AB1x 26 and subsequently AB1484, required activity to wind down Woodland Redevelopment Agency projects and allocation of funds.

Status: The CA Department of Finance Finding of Completion was issued on May 7, 2013. The Department of Finance approved the addition of the CalHFA outstanding HELP loan for the Casa Del Sol in April 2013. It was determined that the Woodland Successor Agency is authorized by DOF to enter into Bond Expenditure Agreement, whereby the balance of Agency Bond proceeds in the amount of approximately \$4.0m will be transferred to the City to be allocated to projects that qualify per the Official Statement of the Bonds, CA Redevelopment Law and the Woodland Redevelopment Plan. Staff has begun the process identify qualified priority projects. ROPS 14/15A is currently under review by the Department of Finance.

Economic Development

Project: Yolo County Broadband Strategic Plan

Phase: Underway

PM: Wendy Ross

Location: Countywide focus

Description: Countywide collaboration to do a broadband Internet planning study to determine how we can best ensure that our businesses, residences and community anchors have access to affordable, reliable broadband Internet service that will meet their long term needs.

Status: Completed second round of community stakeholder meetings with major businesses, government agencies and key stakeholders in region. Next step to assess the findings and review how each community is prepared to carry out the proposed strategy.

Project: Yolo County Recycle Market Development Zone designation

Phase: Set up underway

PM: Wendy Ross

Location: Countywide, excluding West Sacramento and Clarksburg area

Description: Countywide Loan program to encourage recycling businesses within California to site new manufacturing facilities and expand existing operations. This program provides low-interest loans for the purchase of equipment and other relevant business costs. The intent of the program is to help manufacturers increase their processing capabilities and create additional markets for recycled-content products.

Status: Recycle Market Development Zone (YoloRMDZ) was designated in fall 2013. Staff has secured URL www.YoloRMDZ.org. Working on Calrecycle website and Yolo County website. Zone is a 10 year designation.

Project: Woodlandsites.org

Phase: Underway

PM: Wendy Ross

Location: On-line

Description: Undertaking a major overhaul of existing GIS Planning interactive economic development website.

Status: Staff is working with GIS Planning/Zoom Prospector to update a “stale” website hosted for the city. Effective in March, the Woodlandsites.org is now available in a mobile smart phone format. Refreshing data pages and maps. Creating a “launch” page that interfaces between city’s new Economic Development webpage and Woodlandsites.org. Should be complete by May 2014.

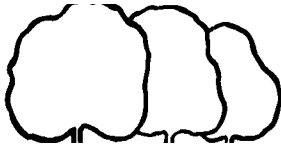
Project: Yolo County Visitors Bureau

Phase: Underway

Location: Tourism Countywide, focus on attracting visitors to our community

Description: Continuous effort to market the City of Woodland (within Yolo County) as a destination place to stay, eat and play.

Status: Early stage of 14/15 renewal of Woodland Hotel Visitor Attraction District which generates a 1% assessment for every overnight stay in Woodland, per Ordinance 1404 adopted by Woodland Hoteliers in 2004. Considering increasing assessment from 1% to 1.5% with additional assessment targeted solely to increase Woodland hotel occupancy.



DETAILED PROJECT LISTING

ROADWAY PROJECTS

Project: 97-24, Interstate 5 & County Road 102 Interchange Improvement

Phase: Completed

PM: Ayon

Description: This project consists of the construction of a southbound I-5 on-ramp, modifications to the existing on-ramps and off-ramps, widening CR 102 from two to four lanes between the NB ramp terminal and the SB ramp terminal, and widening CR 102 to six lanes from the SB ramp terminal to Maxwell Avenue.

- Status:**
- Caltrans approved Close-out forms and final invoice submitted by City. Remaining federal funds to be reprogrammed into the landscaping project (CIP 11-24).
 - Project will be removed from future reports.
-

Project: 00-06, I-5 and Highway 113 Interconnect, Phase 2

Phase: Delay

PM: Ayon

Description: This project includes the construction of the freeway to freeway connector from northbound I-5 to southbound SR 113. This project is being designed and managed by Caltrans.

- Status:**
- City is working with Caltrans to place this project on hold. The Co-op Agreement has been revised and staff is working with Caltrans and SACOG to transfer unused State funding to a future grant project on East Main Street and transfer unused Federal funding to the I-5/CR-102 Landscaping project for Construction.
 - This Co-op Agreement was approved by Council on October 1, 2013.
 - Staff is working with SACOG staff to transfer some funding from this project to the E. Main Street Improvement Project to expand the scope of the project to improve traffic handling in the corridor.
-

Project: 04-07, Kentucky Avenue Complete Street Widening and Reconstruction Project**Phase:** Design**PM:** Ayon**Description:** Project will reconstruct pavement and widen Kentucky Avenue to 4-lanes from East Street to College Street and will reconstruct pavement and make operational improvements from College Street to West Street. The project includes bicycle lanes, landscape separated sidewalks, landscaped medians, new and modified traffic signals and associated roadway utility improvements through the entire corridor from East to West streets.

- Status:**
- Design completion estimated winter 2015, currently at 35% design.
 - Construction scheduled for summer 2017
 - Staff requested, and was granted, \$11M in funding from SACOG for construction of the project.
 - Project is being designed under a contract with Psomas and design is approximately 30% complete.
-

Project: 08-58, Main Street Streetscape Enhancements (Third St to Sixth St)**Phase:** Design**PM:** Olmedo**Description:** Enhance downtown's role as the government, dining, entertainment, cultural and retail/specialty center of the community. Project limits are Main Street from East Street to Third Street. Improvements include curb bulb-outs at intersections, new curbs, gutters, sidewalks and landscaping along with other enhancements in the public right of way as appropriate or affordable. Funded by a SACOG 2010 Community Design Grant.

- Status:**
- Design contract was awarded to Laugenour and Meikle. Design is estimated to be complete spring 2013.
 - Construction is scheduled for summer 2015 to coordinate with the Courthouse construction schedule and to prevent construction damage to new improvements.
-

Project: 09-25, County Road 25A from County Road 101 to State Highway 113**Phase:** CEQA**PM:** Pollard**Description:** Pavement rehabilitation and widening of County Road 25A between Highway 113 and County Road 101. Final configuration will be a 2-lane roadway.

- Status:**
- Design funding provided by Pulte (Centex) in January 2010.
 - Design is on hold pending resolution of Pulte Development Requirements.
-

Project: 10-07, East Kentucky Rehab (East to Harter)	
Phase: Design	PM: Heath
Description:	Project will rehabilitate E. Kentucky from East Street to Harter Avenue-Paddock Court; including adding bike lanes to close the bike system gap on Kentucky. The project will reconstruct the pavement, valley gutters and curb. This project is Federal-Aid funded by SACOG in 2012. Local funds are being used for design.
Status:	• Staff will bid the project spring 2014 for summer 2014 construction. • The design is approximately 90% complete

Project: 11-24, I-5 & CR 102 Interchange Landscaping	
Phase: Design	PM: Ayon
Description:	This project is the landscaping phase of the I-5/CR-102 Interchange Improvements Project (#97-24).
Status:	• Callander Associates completed 100% PS&E and is addressing Caltrans and PG&E review comments to obtain a Caltrans Encroachment Permit. • The I-5/SR-113 (CIP 00-06) Co-op Agreement has been revised and staff has moved some federal funds to this project's construction. Staff is working with Caltrans and SACOG to move leftover federal funds from the I-5/CR-102 Interchange project (CIP 97-24) to this project. These federal funds can only be used for the I-5/CR-102 and I-5/SR-113 projects. • Construction is anticipated to begin in late summer 2014.

Project: 11-27, Main Street and Cleveland Traffic Signal Improvements	
Phase: Pre-Design	PM: Ayon
Description:	This project will upgrade the existing intersection and traffic signal equipment and will install vehicle detection on Cleveland St, new signal poles, new signal heads, pedestrian audible signals, and pedestrian signal heads. Project will also reconstruct the non-compliant ADA curb ramps at the intersection. This intersection is one of the top 10 accident locations, thus its selection for grant use.
Status:	• Design is substantially complete. Need to obtain NEPA and complete utility coordination. • Preparing specifications and estimate for bidding. • Construction anticipated summer 2015

Project:	13-05, E. Main Street Improvement Project (East Street to Pioneer Ave.)		
Phase:	Pre-Design	PM:	Ayon
Description:	Project will resurface E. Main Street between East Street and Pioneer Avenue to widen and improve bike lanes, complete sidewalks on the south side of the road. Staff is working to obtain additional funding to construct an off-street multi-use path on the north side of the roadway between Pioneer Avenue and Matmor Road		

Project:	13-05, E. Main Street Improvement Project (East Street to Pioneer Ave.)		
Status:	• Staff applied for and received \$1 million in grant funding for the construction of this project. • Staff is working with SACOG and Caltrans to transfer remaining funding from I5/SR113 to this project to allow for the inclusion of the multi-use path. • Design is anticipated to begin late fall 2015 with construction funded in summer 2018. • Staff is working with SACOG staff to advance funding for the design of this project to 2014 to allow the project to start sooner.		
Project:	13-06, Safe Routes to School Improvement Project		
Phase:	Complete	PM:	Heath
Description:	Project will construct school area improvements to increase visibility of students walking and biking to school. Project includes driver feedback signs, lighted crosswalk and signing and striping improvements.		
Status:	• The contract was awarded to Cal Electro, Inc. of Redding. • Construction started on July 25, 2013 and is anticipated to be complete by the end of January. • The issues with the power supplied by PG&E to the traffic signal at Gum and Matmor continue to be addressed.		
Project:	14-05, 2013/2014 ADA Improvements		
Phase:	Design	PM:	Fong
Description:	Project will continue the ADA Priority path along Gibson Road near the hospital and will complete ramps in various other locations on the priority route.		
Status:	• Design is anticipated to be complete March 2014 for construction summer 2014. • Council PS&E approval is scheduled for April 1.		
Project:	14-14, 2014 Pavement Maintenance Project		
Phase:	Design	PM:	Ayon
Description:	Project will perform pavement maintenance seals and roadway restriping on roads within the area bound by Gibson Avenue, CR98, East Street and the south City Limits.		
Status:	• Council PS&E Approval is scheduled for April 15th for summer 2014 construction.		

WATER INFRASTRUCTURE PROJECTS

Project: 08-07, Surface Water Project**Phase:** Design/Construction**PM:** Baxter/Busch

Description: This project includes a regional water supply project jointly funded with the City of Davis and UCD. It will provide 18 million gallons of water per day for the City of Woodland, including storage tank, storage pumping facilities and related water transmission lines to get the high quality water into the City. Some of our existing wells will be converted to Aquifer Storage and Recovery (ASR) wells, and ultimately new ASR wells will be used to supplement summer water use, peak hour and peak day water demands. These ASR wells will also help us bridge over the periods when there may be water right curtailments.

- Status:**
- The design phase of the DBO contract is well underway. The 90% Early Site Work and Mass Excavation was approved in February 2014. The SWPPP review has been completed. The 90% Early Concrete Structures design package and the 90% Process Equipment for Procurement Design package are currently under review. The traffic control plan for construction is also under review.
 - Construction will start on March 24, 2014 for site improvements and erosion control installation. Excavation work is planned to begin the week of April 1, 2014.
 - RD 2035 has received acceptable bids for the Intake structure. For the intake, Federal and State funds have been obtained for this fiscal year. Some of the State and Federal funding for the second year of construction will be allocated during that fiscal year.
 - Public involvement meetings and outreach is continuing.
 - Woodland has signed the Notice of Application Approval securing \$143M of State Safe Drinking Water SRF loan for both Woodland's portion of the Surface Water Project and local system improvements. Staff is working with CDPH to complete the documents required to complete the loan packages.
 - Staff negotiated with the DBO Contractor for the 2.0 MG of additional storage and 4,000 gpm of additional pumping capacity. Final costs were reduced from the \$3.5M cap to \$2.9M.
-

Project: 08-28, Modify Well Casings**Phase:** Design**PM:** Busch

Description: Work to include modifications to well casings to extend life expectancy and reduce the level of nitrates in the well water. Specific wells to be modified will be determined the year before work is to be done. At this time the most likely wells to be modified are Wells 10, 11, 13, 14, 17 and 21. Work will also include video inspection, cleaning, doing minor repairs to pump shaft and bearings and minor repairs to casing.

- Status:**
- Staff continues to work with Eaton and Brown & Caldwell for improvements to Wells 10 to mitigate increased nitrate levels and increase pumping efficiency.
 - Staff met with CDPH regarding permitting for the modifications to Well 11 to reduce nitrates. Staff provided a modification package for Well #11 to CDPH based on design modifications that were coordinated with CDPH.
-

Project: 08-33, 1st Ground level Storage Tank**Phase:** Construction**PM:** Houck

Description: This project includes construction of a new ground level 3-million gallon water storage tank and booster pump station with two new water main connections to the existing system. The tank and pump station are located at the west end of the holding pond at the corner of CR 98 and El Dorado Drive.

- Status:**
- The booster pump station and tank are under construction. Project completion is scheduled for summer 2014. As requested by Council, visual impacts to the surrounding neighborhood have been reduced by partially burying the tank and adding additional enhanced landscaping for screening.
 - The tank walls and roof have been poured. The contractor is working on the pre-stressing and shotcreting the tank walls with completion of construction of the tank scheduled for April 2014.
 - The underground piping is complete for the connecting transmission main and the booster pump station and the tank.
 - The booster pump station CMU walls and structural steel roof, and electrical conduits are completed.
 - The motor control center has been factory tested and delivered to the booster pump station. Factory testing of the generator is completed and the generator will be onsite in late March.
-

Project: 09-23, Water system Leak Detection and Repairs**Phase:** Design**PM:** Busch

Description: This project includes identification and prioritization of water mains throughout the City in need of repair or replacement, including elimination of undersized pipes.

- Status:**
- Mapping of high priority water main replacement locations has been completed. A prioritized list of streets for replacement in 2014 and 2015 has been completed.
 - A design firm has been selected to design the 2014 Water Main Replacement Project.
-
-

Project: 10-08, Well 28 at Freeman Park**Phase:** Construction**PM:** Heath**Description:** The project will construct new water well to replace the existing Well # 1. The new well will be constructed at Freeman Park.

- Status:**
- Work on the site was delayed due to the discovery of lead based paint on the existing buildings and changes to the building floor plan to provide additional room for the aquifer storage and recovery system. The contractor has filed a claim for these delays. Staff is in discussions with the contractor attempting to resolve the claim.
 - The well is operational and commissioning is complete.
 - Council accepted the project as complete on November 5th.
 - A settlement agreement was reached with the contractor and approved by Council on April 1.
-

Project: 11-14, Water Transmission Main (East)**Phase:** Design**PM:** Fong**Description:** Install a water transmission main (ranging from 30" to 36") instead of a 12 inch water main in the Spring Lake area to meet the needs of the surface water project.

- Status:**
- Design and preparation of contract documents underway. Final design comments are being addressed by the designer. Project is anticipated going to bid in April 2014 with construction in summer 2014, pending completion of easements.
 - Right of way and easements also underway.
 - A construction management firm has been selected.
-

Project: 12-05, Water Transmission Main (West)**Phase:** Design**PM:** Houck**Description:** This project is identified as part of the surface water project to improve water quality and offset the declining water quality from the groundwater supplies. This pipeline is a segment of the transmission line that will convey treated surface water from the new regional water treatment facility to all areas in the City. This segment of pipeline runs from East Street to Ashley Avenue.

- Status:**
- Design of the project is underway. The 50% submittal has been completed, Right-of-Way/easement acquisition underway.
 - A public outreach meeting will was held in February 2014.
 - The project is anticipated going to bid in June 2014.
-

Project: 12-09, Water Meter Phase 3**Phase:** Complete**PM:** Heath**Description:** Project will install water meters at common-ownership multi-family (MF) complexes and other commercial properties using city only funds.

- Status:**
- Council authorized re-bid after modifications had been made to plans
 - Council awarded to GM Construction & Developers on June 18th
 - Construction commenced on July 15th.
 - The work is complete.
 - Council acceptance is scheduled for February 18th.
 - Project was accepted by council and will be removed from future reports.

Project: 14-13, ASR Testing and Modeling – Surface Water Project**Phase:** Design**PM:**

Busch

Description: The project involves development of a transport model to determine the storage capacity of the aquifer, degradation of the aquifer due to aquifer storage recharge and geochemical effect of the aquifer storage recharge.

- Status:**
- Baseline water quality samples were taken at the well and monitoring wells.
 - Injection testing has been completed at Well 28. Approximately 10 million gallons of water was injected into the aquifer and then extracted.
 - Initial test results confirm that the injected water was confined to the aquifer layer as intended. It is an approximately 50 foot thick layer, approximately 400 feet below the surface.
 - Water quality testing and comparison to the baseline samples is underway.

FLOOD AND STORM DRAINAGE PROJECTS**Project: 06-12, Springlake East Regional Pond****Phase:** Construction**PM:** Cocke**Description:** This project will landscape the center island and western portions of the existing Spring Lake East Regional Pond. Native plants and grasses will be used to minimize future maintenance and create/maintain a natural habitat.

- Status:**
- The Yolo County Resource Conservation District has planted native plant material at the site. Tamarisk Trees have been removed. A drip system has been installed to establish the vegetation.
 - We are still waiting for significant rains for initial moisture before rehabilitation of paved paths. The ADA portion of the contract was delayed because the fall rains were not adequate for moisture. This will be scheduled for the spring of 2014. Weed control and vegetation monitoring continues.

Project: 09-15, Lower Cache Creek Feasibility Study**Phase:** Pre-Design**PM:** Cocke/Busch

Description: This project engages local, regional state and federal agencies in the development of comprehensive strategies to minimize the risk of flooding from Lower Cache Creek while enhancing water supply and the ecosystem in a manner that reflect community values. The FY 2011 focus areas will be on initiating studies in cooperation with the US Army Corps of Engineers, California Department of Water Resources and other regional agencies and outreach that will inform the community of the conceptual solution.

- Status:**
- Due to a lack of federal funding, the state and local agencies are developing agreements to accelerate their studies and pay for the federal sponsor to provide QA/QC of their work so that when federal funding is available the federal portions will proceed in a timely manner. In addition, during the Cap to Cap, a meeting was held with John Garamendi, the new House Representative for Woodland, and he was given information that I-5 will flood and become impassable during a 30 year event.
 - The Cost Share Agreement for advancement of funds amendment to the Cost Share Agreement was approved by the Corps. No funding has been appropriated for FY 14 for Corps work on the Feasibility Study; however, congressional assistance has resulted in \$205,000 being reallocated for the 2014 fiscal Year. The Cap to Cap has met with DC to help facilitate funding either for discretionary funding from the Corps or to insure Corps funding for the project be included in the FY 15 Budget.
 - \$800,000 is included in the President's 2015 Budget. The LCCFS budget has been modified to about \$2.9M from the original estimate of \$5.6M. The Charette has also resulted in a commitment to meet Milestone #1 by November 18, 2013. Staff is working with the Corps on LCCFS budget and schedule.
 - The Corps vertical team has delayed Milestone #1 until at least April 2014.
 - Working on Regional Solution as part of CVFPP Lower Sacramento Area.
 - Staff is working on a scope of work for a City/DWR partnership for a feasibility study that may include elements of the Regional Flood Management Plan.

Project: 09-31, Storz Pond Maintenance**Phase:** Construction**PM:** Cocke

Description: This contract with the YCRCDD will provide on-going maintenance of the pond for minimal cost. Maintains Storz Pond to meet City and area-wide drainage needs. Funding is from Storm Drain In-Lieu revenue already collected.

- Status:**
- The first spring mowing and broadleaf treatment will be done in April due to lack of early rains. Native grasses are now responding to the minimal winter rains.
 - Broadleaf weed treatment is scheduled for Mid April.

Project: 14-12, Ashley Gate Storm Structure Rehabilitation**Phase:** Construction**PM:** Fong

Description: The Southwest Tank will be located at David Douglass Park as an integral part of the Surface Water Project. The David Douglass Park is part of the storm water system and the Tank Project will result in loss of storage for storm attenuation. To mitigate for this loss of capacity, the control system for operation of the facility needs to be upgraded to increase its reliability and replace capacity through better control of the basin storage function.

Project:	14-12, Ashley Gate Storm Structure Rehabilitation
Status:	• Staff solicited bids from area contractors and coordinated design changes required by new Code standards. • Contract award to a responsive contractor approved by Council on April 1, 2014.

SEWER INFRASTRUCTURE PROJECTS

Project:	08-21, Annual Sewer Repair and Replacement		
Phase:	Design & Construction	PM:	Cocke
Description:	Repair and/or replacement of existing sewer mains and laterals based on priorities as determined during routine maintenance work and video surveys of facilities.		
Status:	• Investigation of sewer trunk mains from Beamer & CR 102 to SS lift station at E. Main Street for purposes of designing rehabilitation has been completed. The Beamer Trunk lines and Gibson Trunk lines were investigated under CIP #13-10 for the purpose of evaluating the conditions of those mains. • Manhole rehab and float bottom channelization of Manholes will be advertised in April of 2014. This Project will facilitate the weekly flushing program by focusing on sewer line that are on the weekly flushing list and interrupt the flow path from the top manhole to a junction point. • Issuing RFP to video inspection companies to provide services to investigate and report on existing 'Orangeburg' laterals for future replacement. On hold until the major trunk lines are investigated. • Designing sewer point repairs at various locations around town. • Kentucky Ave Trunk Main: Designing relining of existing 30" (35 LF) concrete pipe in addition to lining ductile iron crossings of I-5 and Kentucky Ave east of East Street. • Oak Avenue replacement is in design, Council Communication for authorization to bid scheduled for April 15.		

Project: 10-11 Treatment Plant Expansion – Biosolids**Phase:** Construction**PM:** Cocke

Description: This project consists of the disposal of biosolids that have accumulated in the storage ponds at the Water Pollution Control Facility (WPCF). To date, over twenty years of biosolids have been stored in approximately five storage ponds and the Regional Water Control Board requested that the City present a disposal plan during the application process for the waste discharge permit adopted in February 2009. The Regional Board will expect the City to begin the process for biosolids removal from the ponds in accordance with the submitted plan. The disposal plan includes removing one pond from service every third year, dry out the solids and have a disposal company contracted to remove the biosolids for either landfill disposal or farmland application. If the City does not follow through with the biosolids disposal plan by the end of the new NPDES permit cycle, which will be in 2014, then we can anticipate the Regional Board will give the City a biosolids requirement that may prove to be very costly to comply with in the next NPDES permit.

- Status:**
- Road damage from the 2012 pond cleaning in front of the UV treatment building, an operable gate and a drying pad will be constructed to facilitate management of waste contaminated soil from sewer collection operations. This pad will be located between South Ponds #1 and #12. South Pond 10 will be treated with soil cement in 2013 and South Pond 8 will be cleaned out in 2014. This allows the plant to always have a spare sludge drying facility available. There will also be some minor piping changes done to the (WAS) distribution system and “water cap” circulation system to allow South Ponds #7 through #11 to be isolated from the system. This will facilitate drying and cleaning the sludge from these ponds after the biosolids in the ponds are stabilized. This project will be advertised in early 2014 for implementation over the spring and summer of 2014. This project has been rolled into the SRF application and will begin after SRF funds are approved.
 - Approximate 200,000 tons have been moved to North Pond # 9. Yolo County and the City will be working on modification of the Biosolids rules for disposal of “Class A Exceptional Quality Pathogen tested” produced in Yolo County having a record keeping requirement for applications of 10 tons per year per acre to conform to the State rules for the same product type. This would facilitate land application for the City of Woodland.
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Project: 12-02, Oxidation Ditch Retrofit – Phase 1**Phase:** Design**PM:** Cocke

Description: During the analysis done by Carollo Engineers for the Woodland Davis Regionalization Study, it was learned that the present ditch rotor system was not performing at a level to give the Water Pollution Control Facility (WPCF) its rated capacity for solids (Biological Oxygen Demand) of 8.0 MGD. The several rotor sets are reaching the end of their useful life and are scheduled to be replaced. Instead of replacing the inadequate rotor system, it is proposed that a new solids aeration system be retrofitted into the existing ditches to raise the solids capacity to match the existing hydraulic capacity (10.4 mgd). This project will result in increasing the solids capacity of the WPCF to match the hydraulic capacity of 10.4 mgd. It will also improve "settling characteristics" in the clarifiers and provide better UV disinfection and save \$100K per year in electric costs when the WPCF is operating at capacity.

- Status:**
- The plans and specifications have been completed.
 - SRF funding is being pursued and the application has been submitted to CDPH.
 - Project is out for bid, scheduled bid opening for April 30, 2014.

Project: 13-10, Sewer Main Inspection and Assessment Project**Phase:** Complete**PM:**

Fong

Description: Cleaning and the inspection of the City's sewer system is required by the state mandated Sanitary Sewer Management Plan (SSMP). This project will clean and inspect approximately 10 miles of sewer trunk mains (specifically the Beamer Trunk and Gibson Trunk) to produce a report that the City will use to enhance the sewer collection system reliability and to prevent sewer blockages or failures.

- Status:**
- This project took funds from CIP 08-21 to set aside specifically to clean the water main trunks so a visual inspection can be performed to assess the condition of the trunk lines.
 - City issued RFP on January 29, 2013
 - RFP's opened on February 26, 2013
 - City Evaluation Team ranked the RFPs and opened the cost proposals of the top 3 ranked firms
 - On April 23, 2013, City Council approved the project and authorized City Manager to sign consultant agreement with Water Works Engineers (\$163,912).
 - Cleaning and inspection work was completed on June 19, 2013.
 - Water Works Engineers submitted a draft version of the data and report for City review of October 16, 2013 and have been authorized by the City to finalize the report.
 - Water Works Engineers issued the final report in mid-November 2013 and City accepted and closed out the project on 12/16/2013.

PARKS AND FACILITIES PROJECTS

Project: 11-15, Community Center – Sports Park Frontage Landscaping

Phase: Design

PM: Fong

Description: Fronting landscape along the south side of Sports Park Drive as well as the 10' bike path of the Community Center/Sports Park Master Plan.

- Status:**
- Project will be managed concurrently with CIP 11-14, Water Transmission Main, East.
 - Design and preparation of contract documents underway.
-

Project: 12-18, Brooks Swim Center Renovation

Phase: Complete

PM: Olmedo

Description: Project includes renovation of Brooks Swim Center pool and building, and other amenities.

- Status:**
- The first contract day was August 12. Major renovations have been completed.
 - Diving boards have been installed.
 - Final acceptance scheduled for April 15, 2014.
 - Project will be removed from future reports
-

Project: 13-03, Clark Field Renovations

Phase: Complete

PM: Olmedo

Description: Project includes the backstop replacement for Clark Field.

- Status:**
- Construction began October 15, 2013 and is complete.
 - Final acceptance scheduled for April 15, 2014.
 - Project will be removed from future reports
-

Project: 13-07, Community and Senior Center Emergency Generator

Phase: Design

PM: Olmedo

Description: Project will provide and install a new 250 kW emergency generator to power essential electrical circuits. Work includes wiring modifications in electrical room to install new automatic transfer switch. Transferred PW Operations funds into capital project.

Status: Consultant has completed plans for installation of the new generator and associated electrical modifications. Project should be ready to bid spring 2014.

ADMINISTRATION

Project: 2012 Engineering Standards

Phase: Admin

PM: Ayon

Description: Updating the Engineering Standards to stay current with regulatory requirements, meet ongoing maintenance needs and based on construction practices and experiences.

Status:

- Preparing revisions based on input from city engineering and maintenance staff.
- Ongoing

Q1 Which type of service did you receive?

Answered: 107 Skipped: 22

Survey Results Through
March 27, 2014



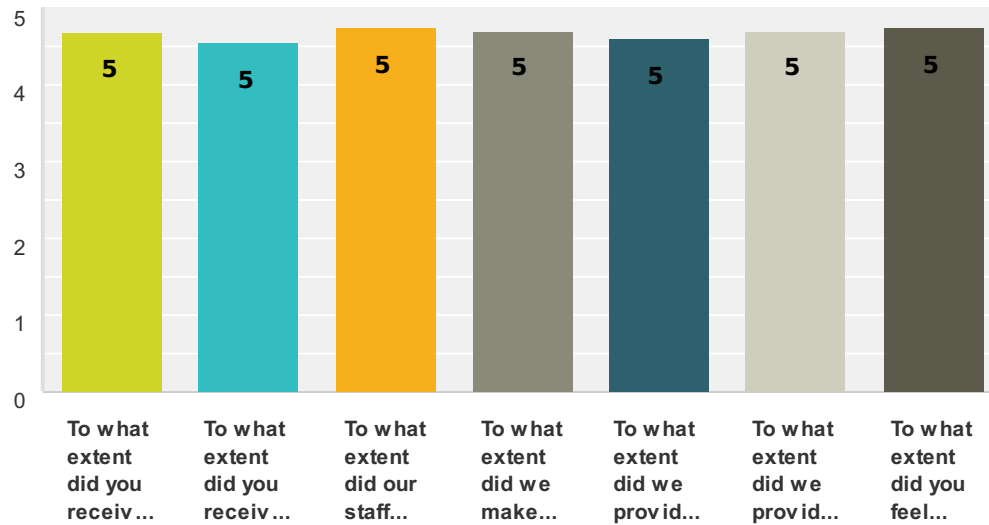
Answer Choices	Responses
Building Permit	71.03% 76
Building Plan Check	8.41% 9
Business Registration (License)	23.36% 25
Engineering Assistance	3.74% 4
Planning/Zoning Information	7.48% 8
Total Respondents: 107	

#	Responses
1	General Re: Possible purchase of home in Spring Lake
2	Sign Permit
3	Other
4	Walking Tour Books
5	safe route to schools
6	Encroachment permit and traffic control plans
7	Linda researched whether the house we're buying is on the historic register. She went out of her way to go through handwritten record.. and quickly. She's helped me before as well. Linda is an exceptional representative for the City.
8	attended planning commission meeting
9	General inquiry - simple question
10	repaved the parking lot
11	Copies of old permits
12	Copy of bldg permit/inspection
13	Customer Service
14	General inquiry regarding the permitting process for our intent to install a steel slitting line in our manufacturing plant in Woodland
15	Site Plan Review
16	Easement / Code Issues
17	Records
18	Street
19	Street
#	Responses

20	violation information	063
21	Administrative Citation Appeal	

Q2 Please rate the following aspects of our work

Answered: 127 Skipped: 2



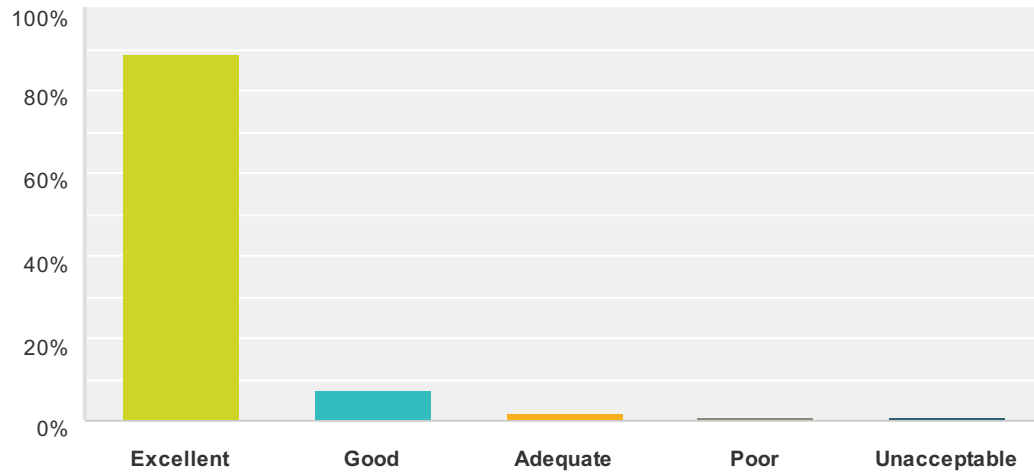
Ranked on a scale of 1 to 5 (5 being best)

	Not at all	Somewhat	OK	Very Well	To a great extent	Total	Average Rating
To what extent did you receive thorough answers from our staff?	0.79% 1	0.79% 1	3.15% 4	21.26% 27	74.02% 94	127	4.67
To what extent did you receive consistent answers to your questions from different staff members?	1.68% 2	0.84% 1	7.56% 9	21.85% 26	68.07% 81	119	4.54
To what extent did our staff respond to you in a timely manner (including emails and telephone calls)?	0.00% 0	0.00% 0	4.07% 5	17.07% 21	78.86% 97	123	4.75
To what extent did we make ourselves available to respond to questions and/or concerns you had about your project?	0.79% 1	0.00% 0	3.17% 4	19.84% 25	76.19% 96	126	4.71
To what extent did we provide alternatives or suggestions to you that were helpful in moving your project forward?	0.89% 1	0.89% 1	8.04% 9	16.96% 19	73.21% 82	112	4.61
To what extent did we provide adequate information to you on the process and timeliness applicable to your project?	0.00% 0	0.85% 1	5.08% 6	16.10% 19	77.97% 92	118	4.71
To what extent did you feel helped by our staff?	0.81% 1	1.61% 2	1.61% 2	12.90% 16	83.06% 103	124	4.76

065

Q3 Overall, how do you rate the quality of services we provide?

Answered: 118 Skipped: 11



Answer Choices	Responses	
Excellent	88.98%	105
Good	7.63%	9
Adequate	1.69%	2
Poor	0.85%	1
Unacceptable	0.85%	1
Total		118

066

Q4 Please give us general feedback about your experience in working with our department

Answered: 94 Skipped: 35

#	Responses
1	Great so far, thank you.
2	Picked up permits. Emailed Debbie prior to coming over and everything was ready to go.
3	It was a pleasure working with your staff, compared to most cities. Its awful how you're treated, they should be lucky to have a job. My hat goes off to your staff. Keep it up.
4	Great conversation while in the customer service area.
5	Love Debbie! Always a great experience!
6	Amazing
7	Thanks for your help! Great Job! Beats going to Sacramento any day.
8	Laura and Debbie were efficient and courteous in walking me through the process. Thank you.
9	Came in for a business license, the staff was very helpful and friendly.
10	Great personnel. I was assisted with good answers.
11	Easy to deal with and very knowledgeable.
12	Great job by everyone!
13	We had many issues with the client deciding what they wanted to do and the entire staff here was extremely kind, patient, and helpful in getting the issues resolved. Thanks for the help.
14	Second visit, great staff, great customer service.
15	The staff here is excellent, very helpful.
16	Wonderful Service
17	Stephanie & Debbie are awesome. Need bigger drop box.
18	I liked the ease in obtaining the information requested.
19	Thank you!
20	Your new hours are extremely helpful.
21	I spoke to Mr. Paul Siegel on the phone last week regarding our project and he arranged for my meeting today with Mr. Rick Essenwanger. Mr. Essenwanger was knowledgeable, personable, and professional. He provided the guidance I needed with regard to the policies and procedures the City requires for the type of project we are planning, and I now have a much better feel for what I need to do going forward.
22	I have worked with multiple agencies and this is the best by far. In & out in 20 minutes, permit was inexpensive compared to other agencies. I just wish I had more installs up here.
23	Great People! Professional, reasonable, polite, friendly. Wouldn't change a thing.
24	I sure felt the staff was so helpful, they all deserve another week paid vacation.
25	Quick, Pleasant
26	Friendly, happy staff, great service
27	Very Nice. Friendly
28	I appreciate your kindness and flexibility.
29	Perfect

30	I came in to apply for a business license and I greatly appreciate the staff giving ideas and answer all questions.
31	Great Staff
32	Helpful
33	I sent a question late after 5pm and Paul was able to answer right away the next morning.
34	Debbie has provided me with information on a regular and timely basis and it is appreciated.
35	The incessant emails prior to opening bordered on harassment. The experience gives the impression that Woodland does not have a friendly business environment. As a businessperson I do not need constant reminders from Woodlands clerical staff of what needs to be done, neither do I need them stalking my place of business and then making a point of doing so. The experience is very unprofessional and downright creepy!
36	I would appreciate if the staff have more knowledge of Public Records act. Knowing that what they can provide
37	I have had contact with four employees. They have all delivered exceptional assistance and always made time to do so.
38	They were helpful & courteous.
39	Debbie has helped me numerous times and has always been extremely helpful.
40	You're always wonderful people. You're very professional at the office and you are funny, too!
41	Your process was fast and easy. Thanks.
42	The first meeting was interesting and a meaningful process.
43	When I requested an inspection following the work done by the contractor, I was not told when the inspector would be coming. Unfortunately, I was not home when he came, so I had to reschedule the appointment. If I had known an approximate time for the inspection, I would have been home.
44	I simply needed to talk to someone, quick question. Voice mail does not offer any choices except by name. Phone numbers are not listed for people, only emails. Are you insulated from calls??? not customer friendly No operator in general for City??? (I even punched '0' to try to get an operator - think it was for emergency, and still did not even get an person!)
45	I think I had problems with the hours the office was open
46	Your department is very nice and helpful. One of the better building departments that we have been to, being a contractor, that is nice.
47	Thank you. You helped to make my job so much easier.
48	Very helpful & cordial.
49	Polite & very efficient.
50	Thank you so much
51	Would like to see phone call 1/2 hour before building inspection so we contractors are not waiting all day.
52	Very appreciative that staff took time to explain what they want done before first inspection.
53	Handled the transaction like professional and was more than willing to go beyond their means to help me, thanks.
54	Debbie Flemmer was excellent in answering all by questions and concerns.
55	Everyone knowledgeable and pleasant. Joel is good to work with in the field. Only complaint, start taking Visa to pay for permits & fees. No one carries that much cash or check book with them.
56	Debbie Flemmer has always been competent & courteous despite being overwhelmed with work.
57	I was provided with outstanding support & assistance, with a lot of patience added to the mix! Thank you for your help Debbie!
58	Debbie was amazing at customer service. Provided necessary information and forms in a timely manner. Definitely happy with her help.
59	Very helpful. Very courteous.
60	Friendly, easy to deal with, timely. All good.
61	Very good. Simple, Concise. Thank you!
62	Please make it possible to pay for permits with a Visa.
63	I worked over the phone with Debbie and Paul. Laura was great, friendly and took care of business.

64	Office staff is wonderful to work with and very helpful.
65	Sounds like you need more staff. Hire vs. contract might be a solution. Timeliness to all activities is important for all owners & builders.
66	Debbie at the desk was very helpful.
67	Great place to secure permits.
68	Linda was great!
69	Great people.
70	Your counter person, Debbie helped and followed up.
71	Everyone in the office is friendly and polite.
72	It was a pleasure to work with your City staff. They were extremely helpful and it was obvious that they were there to help us get through the process professionally and efficiently.
73	They are very amazing, very focused & very helpful every time I come in.
74	Admin staff is wonderful.
75	Wish all departments were this helpful.
76	As a former civil service worker myself at the landfill, I appreciate the quality of folks you have there. Very user & customer friendly.
77	Excellent staff. Very anxious to help, ready smiles.
78	She was great and so helpful.
79	Very easy & convenient, the process took a short period & easier than I expected.
80	Very nice experience.
81	Debbie Flemmer and Laura Quintana are the best.
82	It's a pleasure working with people that know what they are talking about and so happy to help.
83	Exceeded permit revisions expectations in a prompt & professional manner. To be expected by the City of Woodland Building & Planning team. Always a pleasure to do business here.
84	Laura Quintana is always helpful and pleasant. She is not paid enough, whatever it is.
85	Fast help, sweet ladies and wonderful atmosphere. I always enjoy coming by.
86	Very helpful, personal. Best building department ever!
87	Laura was very courteous and helpful throughout the permit process.
88	Always a good experience!
89	Bryan Weiser is always so helpful!
90	Good
91	Good
92	Staff was very responsive to my request for additional information.
93	Everybody was very helpful
94	Your girls are awesome

Legislation Details (With Text)

File #: 14-133 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 4/8/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Federal Legislative Priorities for the City of Woodland /
2014 SacMetro Chamber of Commerce Cap-to-Cap Trip to Washington, DC

Recommendation for Action: Staff recommends that the City Council receive an informational report on the City of Woodland's Federal Legislative priorities anticipated to be advanced as part of the upcoming SacMetro Chamber of Commerce's Cap-to-Cap trip to Washington, DC, taking place May 3-7, 2014.

Sponsors:

Indexes:

Code sections:

Attachments: [WEST-#1364357-v1-C2C 2014 Federal Auth and investment Paper](#)
[WEST-#1364358-v1-C2C 2014 WRDA Paper](#)
[WEST-#1364359-v1-C2C 2014 FEMA Paper](#)
[Transportation 01-Funding and Policy Priorities](#)
[Transportation 02 - Goods movement and Mobility](#)
[C2C 14 Policy Paper FB Draft 3 26 14.pdf](#)
[C2C 14 Policy Paper TPP](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Federal Legislative Priorities for the City of Woodland /
2014 SacMetro Chamber of Commerce Cap-to-Cap Trip to Washington, DC

Recommendation for Action : Staff recommends that the City Council receive an informational report on the City of Woodland's Federal Legislative priorities anticipated to be advanced as part of the upcoming SacMetro Chamber of Commerce's Cap-to-Cap trip to Washington, DC, taking place May 3-7, 2014.

Staff Contact

Paul Navazio, City Manager, 530-661-5800; paul.navazio@cityofwoodland.org

Council Goal

- Economic Development: Provide for a diversified economic base with a range of employment opportunities by supporting growth of existing businesses, and providing expanded opportunities for new businesses through targeted infrastructure investments and leveraging existing community and

regional assets.

- Infrastructure: Ensure that the City's physical infrastructure is planned, funded and maintained to provide for current and future community needs, in support of commercial, recreational and environmental requirements and standards, while managing the overall cost consistent with available resources.

Fiscal Impact

There is no fiscal impact as a result of receiving this information.

Background

Each year the Sacramento Metropolitan Chamber organizes a Capital-to-Cap trip to Washington, DC. In its 44th year, the Metro Chamber's Capital-to-Capital effort has grown to be the largest travel program in the chamber's history and continues to be the largest lobbying effort of its kind in the nation. Cap-to-Cap, as it's commonly known, provides a unique opportunity for business and community leaders to align around issues concerning the six-county Sacramento region and to work directly with congressional delegates to organize broad-base support for critical initiatives.

This year there the Cap-to-Cap agenda is expected to address and advance a number of critical policy and projects - not only of import to the region, but of direct importance to several City goals and priorities, specifically in the areas of Water Supply, Regional Flood Protection and Risk Management, Transportation, and Food and Agriculture.

In order to position the city to best advocate for our interests in these key areas, a delegation of four Council members will be participating in this year's Cap-To-Cap. Appointments with key administration and congressional representatives are being scheduled via Cap-to-Cap on May 3-7, with additional meetings being scheduled specific to City of Woodland interests, facilitated by The Furgeson Group, the city's federal lobbyist.

Past advocacy efforts in Washington, D.C. have been instrumental in obtaining critical federal support and funding to advance the Surface Water Project (Joint Intake Facility), and funding to support the Lower Cache Creek Feasibility Study by the Army Corps of Engineers.

Discussion

The City of Woodland primary focus areas for the 2014 Cap to Cap trip are Regional Flood Protection, Regional Water Supply and Water Quality, Transportation, Food and Agriculture. Participating councilmember have selected the specific committee assignments in order to ensure broad and scope of issues being discussed of paramount interest to Woodland.

Council member Marble will again lead the city's advocacy on issues related to Water and Flood Protection. Council member Hilliard will also be engaged in Flood-related issues, particularly with regard to our strong interest in Flood Protection, risk management and the impacts of federal flood insurance programs in our community. Council member Stallard will be again participating on the Transportation team, with a particular focus on discussions related to the Rail Realignment Project, as well as participate as a member of the Economic Development Team. Council member Denny will represent Woodland on the Food and Agriculture team as well as lend support on Transportation issues. modifications to t of Flood support

Some of the key policy priority projects being identified as part of the Cap-to-Cap effort include:

Flood Protection -

- **Federal Authorization and Investment Is Needed to Partner with State and Local Agencies and to Reduce Flood Risk for the Sacramento Region-Requested Action:** Federal authorization and investment in the Sacramento region is necessary to improve flood protection and decrease risk of catastrophic flooding. . Current funding levels for studies and projects are insufficient and would leave millions of people, thousands of acres of rich agricultural land, and critical infrastructure and businesses at risk for more than 50 years. Increased federal funding is needed to improve the flood protection system to meet current standards.
- **Central Valley Integrated Flood Management Study:** The Central Valley Integrated Flood Management Study (CVIFMS) is a multi-objective study in partnership with USACE being conducted in coordination with and complementary to the State of California's Central Valley Flood Protection Plan (CVFPP). The primary purpose of CVIFMS is to identify Federal interest in implementing flood system improvements identified in the CVFPP while leveraging tools and data that the State has already invested in. This program is intended to identify opportunities to reduce flood risk through large scale flood system improvements that provide for a more flexible and resilient system while restoring and protecting floodplain and environmental features including wetlands and other fish and wildlife habitat.
- **Lower Cache Creek Project (Woodland):** The Lower Cache Creek Project was authorized in 1993, with a reconnaissance-level investigation completed in 1994. Subsequent to the reconnaissance study, a draft feasibility study and draft EIS/EIR for a flood risk reduction project for the City of Woodland and adjacent land was discontinued in March 2003. Since the draft feasibility study was discontinued several significant changes have occurred that heighten the level of awareness of the risks associated with the project features from the standpoint of public safety and property damage. These changes relate to the hydrology of the watershed, levee de-accrediting by FEMA, revised USACE levee criteria, new geotechnical information, concern regarding control of mercury-laden sediment discharged from the Cache Creek watershed, and the fact that the operating water level in the settling basin is scheduled to be raised six feet. Because of the concern regarding the discharge of mercury into the Yolo Bypass and the Delta, the Regional Water Quality Control Board has requested that the settling basin outlet weir be raised much earlier than originally planned. From a local perspective raising of the outlet weir will not be implemented until a locally supported flood-risk reduction project for the City of Woodland and adjacent unincorporated area is implemented. Additionally, it has become apparent that floodwater from Cache Creek has no way of flowing into the Yolo Bypass thereby causing about 2 miles of Interstate 5 between the City of Woodland and the Yolo Bypass to be closed to vehicular traffic for an indefinite amount of time from even a 20-year storm event on Cache Creek.

The City of Woodland and the Central Valley Flood Protection Board, as non-federal sponsors, and the USACE, as the federal sponsor have executed a cost share agreement to continue the feasibility study that was discontinued in March 2003. The agreement was amended in April 2013 to bring the feasibility study under the provisions of the USACE's expedited and streamlined review process.

- **Federal Policies for Flood Damage Reduction Projects-Requested Action:** In order to assure necessary public safety, Congress should pass a Water Resources Develop Act (WRDA) and Congress and the Administration should consider new approaches to flood damage reductions projects, including continuing to pursue reforms already underway.

- **Continued Modernization of FEMA’s National Flood Insurance Program-Requested Action:** Continued modernization of Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program (NFIP), through statutory amendment and/or regulatory changes: (i) develop a new agricultural zone; (ii) update the criteria for FEMA’s A99 and AR Zones; and (iii) implement Section 100230 of P.L. 112-141 (the A95 Zone).

Transportation / Goods Movement

- **Federal Surface Transportation Fund and Policy Priorities-Requested Action:** The federal transportation authorization bill, MAP-21, expires in September 2014, but funding may run out sooner. The Metro Chamber is requesting three things from Congress and the Administration:
- **Support for implementation of MAP-21.** The Administration should provide regulations that maximize flexibility and encourage performance-based transportation investments.
- **Sacramento Region Goods Movement and Mobility-Requested Action:** The following actions are requested to improve mobility, reduce congestion, and encourage interstate commerce and economic development (Yolo Rail Realignment Project is an identified priority.)
- **Yolo Freight Rail Relocation- Cost Benefit Analysis request \$165,000 from the U.S. Dept of Commerce-Economic Development Administration** The Yolo Freight Rail Relocation Project includes construction of new rail enabling the relocation of short-line rail traffic in downtown Davis, Woodland and West Sacramento. Completion of the project will allow removal of 19 at-grade crossings and open nearly 100 acres of infill redevelopment property in the three cities, allow removal of the Fremont Trestle to improve the floodwater flow capacity of the Yolo Bypass and increase cargo capacity and operational efficiency at the Port of West Sacramento and within Yolo County. The proposed project’s next phase includes an economic development cost benefit analysis and alignment study establishing the specific route for the new rail. Later stages include an environmental assessment to ensure that the proposed alignment will avoid sensitive areas, complete project design and engineering, full environmental documentation and a comprehensive cost estimate. The project is currently pursuing an Economic Development Administration Grant to fund a cost-benefit analysis for the project.

Food and Agriculture

- **Farm Bill Implementation-Requested Actions:** As USDA implements the Agricultural Act of 2014 we ask you to support 1) development of actively engaged rules that reflect the realities of modern farming, 2) designation of the region as a Critical Conservation Area under the Regional Conservation Partnership Program.

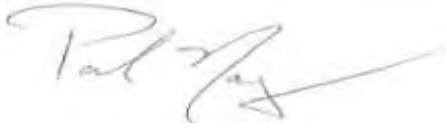
The white papers for the Economic Development and Water Resources teams are still being developed. Draft policy papers related to relevant Flood, Transportation and Food and Agriculture topics are being provided as attachments to this report.

Conclusion

Staff recommends that the City Council receive information about the 2014 Cap to Cap trip to Washington, DC

May 3-7, 2014.

Prepared by: Wendy Ross, Economic Development Manager

A handwritten signature in dark ink, appearing to read "Paul Navazio", with a long, sweeping horizontal stroke extending to the right.

Paul Navazio, City Manager

Exhibits include white papers for the various committees highlighted in this staff report.

FLOOD PROTECTION

Team Leaders: Scott Shapiro, Downey Brand LLP, 916-444-1000,
sshapiro@downeybrand.com
Ric Reinhardt, MBK Engineers, 916-456-4400,
reinhardt@mbkengineers.com
Chris Elliott, ICF International, 916-737-3000
celliott@icfi.com

Issue Contacts: As noted below for each project

Federal Authorization and Investment Is Needed to Partner with State and Local Agencies and to Reduce Flood Risk for the Sacramento Region

Requested Action:

Federal authorization and investment in the Sacramento region is necessary to improve flood protection and decrease risk of catastrophic flooding. A number of federal projects have been authorized while other projects are still being studied. Current funding levels for studies and projects are insufficient and would leave millions of people, thousands of acres of rich agricultural land, and critical infrastructure and businesses at risk for more than 50 years. Increased federal funding is needed to improve the flood protection system to meet current standards.

Background:

California's Central Valley has a long history of flooding and has relied on structural and nonstructural projects and initiatives to reduce the risk of loss of life and damage. While local farmers and communities constructed some of the Valley's earliest levees, Congressional authorization of the Sacramento River Flood Control Project and the San Joaquin River Flood Control Project resulted in the U.S. Army Corps of Engineers (USACE) strengthening and expanding that original system, saving thousands of lives and preventing billions of dollars of damage. In performing this work, USACE sought an active non-federal sponsor, and the State of California responded by authorizing the State Reclamation Board to fill that role. The Reclamation Board (now renamed as the Central Valley Flood Protection Board) in turn sought local sponsors who could maintain each component of the 1600 mile system and act as local sponsors.

This organizational structure, including Federal, State, and local roles, largely continues today,
metrochamber.org

with each having an essential role. While the original structure relied primarily upon USACE to lead the region to reduce flood risk, in recent years the State of California and local communities in the Central Valley have assumed a greater role in reducing flood risk while USACE continues its vital role of exploring and implementing structural flood risk reduction projects with a sound Federal interest. The purpose of this document is to outline State and local efforts designed to augment Federal efforts to jointly address flood risk management concerns in the Central Valley. Such efforts are integral to the ongoing comprehensive Federal/State/local partnership.

Nearly a dozen Federal studies are ongoing today in the Central Valley, representing the continued partnership between the Federal government and the State and local governments to continue to reduce the potential for flood damages. However, while these studies (and eventual potential construction projects) remain essential for our region, the State and local governments understand that Federally authorized projects alone will not provide adequate levels of flood protection given the population in the floodplain, the large inventory of damageable property and critical infrastructure, and changing technical criteria and policies regarding flood protection. For these reasons, the State and local governments have been taking a more active role in implementing projects to augment USACE's efforts to further reduce flood risk. As part of this State/local effort, regional flood management interests are working collaboratively to plan and implement solutions that consider the whole flood management system and implement solutions that comprehensively address the flood management concerns of the entire Central Valley. This paper provides background and context for these regional flood management activities, including how they interrelate to the USACE studies.

Much of the framework for the regional or watershed approach to flood management comes from passage of the Central Valley Flood Protection Act by the California Legislature in 2008. This landmark legislation obligated the State and local governments to approach flood management in a much more holistic way. Importantly, the Act required that urban communities (communities with a population with 10,000 people or communities expected to have 10,000 people within ten years) achieve a 200-year level of protection by 2016 or no new discretionary development entitlements may be granted. In the event that this performance objective cannot be achieved by 2016, the communities must certify they have made (and annually are making) adequate progress in implementation and will achieve the State's 200-year standard by 2025. The Act also required that the California Department of Water Resources (DWR) prepare maps showing areas subject to inundation in a 200-year event, and provide annual notices to all homes protected by levees to ensure homeowners understand their flood risk. Significantly, the Act also required that DWR prepare, and the Central Valley Flood Protection Board adopt, a Central Valley Flood Protection Plan by July of 2012. This plan

was to provide the framework for modification of and future investment decisions in the Central Valley's flood protection system. On June 29, 2012, the Board did adopt the Central Valley Flood Protection Plan which included a strategy for reducing the flood risk of the citizens of the Central Valley. The plan focuses on (i) urban areas obtaining at least 200-year protection through structural improvements, (ii) significant upgrades to system-wide facilities (such as bypasses) to add additional robustness and redundancies to the system, (iii) investment in small community systems (structural improvements or non-structural improvements, such as home elevation) to achieve at least 100-year protection, (iv) spot repairs and operation and maintenance improvements for the rural areas of the Valley, and (v) investment to update emergency response and recovery plans.

One outgrowth of the Central Valley Flood Protection Plan was the creation of six regional flood management planning areas in the Central Valley. The formal creation of these regions by DWR built upon existing regional collaboration and cooperation among local agencies to consider the many issues that connect the various protected basins, such as reservoir operations, bypass expansion, system modifications, habitat banks, and habitat conservation plans. The six regional planning areas (mid and upper Sacramento, lower Sacramento / Delta North, Feather River, lower San Joaquin / Delta South, mid San Joaquin, and upper San Joaquin) have received State grants in excess of eight million dollars to promote bottom-up regional flood management planning. While these plans will identify and prioritize potential structural and nonstructural improvements in the region, they also will make recommendations for operation and maintenance practices, operation and maintenance budgets, improved emergency response capabilities, and potential flood management organization consolidation to promote efficiencies. Importantly, these regional plans will reach beyond just the flood management agencies in each region, also including cities, counties, fire departments, police, environmental NGOs, and other important stakeholders. Each of these planning efforts is to be completed in 2014, and the information from these efforts is to feed into Basin-wide Feasibility Studies and the 2017 update of the Central Valley Flood Protection Plan, both of which are being prepared by DWR. It is also anticipated that these planning efforts will provide useful inputs to any ongoing USACE studies.

The Central Valley Flood Protection Plan also includes a conservation framework. This framework is intended to integrate ecosystem mitigation, restoration, and enhancement, into multi-objective projects that will be constructed as part of the Central Valley Flood Protection Plan. The strategy sets forth a series of measurable goals, and in order to help achieve those goals, DWR has begun offering grants to implement conservation projects. The first set of grants, totaling nearly \$25 million, will allow for the creation of mitigation credits to be used for future flood damage reduction projects in the Valley. DWR has announced projects to be funded by these grants and the projects are spread throughout the Valley, offering

opportunities to dovetail with existing and planned flood risk reduction projects.

Even before adoption of the Central Valley Flood Protection Plan, DWR, the Central Valley Flood Protection Board, and local agencies understood the importance of specific structural improvements to protect high risk urban areas. As a result, DWR created the Early Implementation Project (EIP) Program, a State of California grant program which, when leveraged with local dollars, will result in nearly \$1 billion worth of urban levee improvements in the Central Valley. Some of the more well-known projects under this program include the Natomas Levee Improvement Project, the West Sacramento Improvement Project, design of Sutter Butte's Feather River West Levee Project and construction of urgently needed reaches, the Three Rivers Levee Improvement Program, and the RD 2103 / City of Wheatland Bear River Levee Improvement Project. Each of these projects is intended to promote structural improvements to levees to protect existing urban areas, and most acted as advanced construction for existing urban protection studies underway by USACE. While the EIP Program has sunsetted with the adoption of the Central Valley Flood Protection Plan, DWR has recently announced the Urban Flood Risk Reduction (UFRR) Program, which is designed to continue to fund levee improvements to meet the State's 200 year requirements for urban areas. In addition, the California Legislature also enacted new laws giving the Central Valley Flood Protection Board new authorities for managing and enforcing encroachment standards on Federally-authorized levees, and is currently considering legislation that would further streamline that process.

While all of these efforts focus on the flood management community, our region has also undertaken significant efforts to affect how future growth occurs in the Sacramento Valley, mindful that structural improvements are not effective without considering the interrelationship of land use. The Sacramento Area Council of Governments (SACOG) adopted the award-winning "Blueprint" in 2004. The philosophy behind the Blueprint was that planning and design choices made by a community have many impacts on regional development patterns, modal choices, infrastructure costs, redevelopment potential, natural resources, and other aspects of livability. By being aware of the consequences of their community's development choices, residents can improve their economies, environments, and quality of life. In particular, the Blueprint laid out a growth strategy for the region strongly endorsed by the public and by local elected officials throughout the region. The Blueprint sought to promote growth adjacent to existing urban areas, avoiding leapfrog development. Since the adoption of the Blueprint, cities and counties have begun to think differently about how to grow in their own communities by adopting general plans and making land use decisions that support the Blueprint, including discouraging development of flood-vulnerable rural communities.

While the Blueprint is proving successful in promoting smart development, it was not designed

to be a tool to specifically promote the continued sustainability and viability of our rural communities. Thus, our region's leaders have started to advance the proposition that a thriving agricultural economy and strong rural communities are essential for the future livability and quality of life of our region. In addition, the flood control community recognizes that preserving rural lands in agriculture helps to minimize flood risk. As a result, SACOG has created the Rural Urban Connection Strategy (RUCS) which is designed to understand the constraints and variables that contribute to the decline of agriculture and how to improve the connection between the urban and rural areas to combat that decline. For example, one strategy is to ensure that rural agricultural areas have the necessary infrastructure to promote delivery of products to market. Another sample strategy is to promote the construction of agricultural processing facilities near farms so as to reduce truck traffic and air quality impacts associated with bringing raw commodities to urban and industrial areas. Our region has also helped to found the Agricultural Floodplain Management Alliance (AFMA), an advocacy group seeking to create agriculture-focused flexibility in FEMA's National Flood Insurance Program (NFIP) to ensure that NFIP regulatory restrictions do not have the unintended consequences of leading to the decline of the agriculture economy. From a flood management perspective, the Blueprint, RUCS, and AFMA represent our partnership with local land use agencies to manage development and protect agriculture, and as a result they represent key tools to manage flood risk through non-structural initiatives for our region.

In addition to traditional projects to reduce flood risk, our region has implemented and continues to study multi-objective projects. For example, the Bear and Feather River setback levees have restored natural floodplain functions to approximately 2200 acres. The West Sacramento Area Flood Control Agency is designing an urban protection project that is proposing to include more than four miles of setback levee in an urban environment, thereby restoring floodplain function. Significantly, this setback would encroach upon lands already approved for development – demonstrating West Sacramento's commitment to making politically hard, but appropriate decisions. Finally, the San Joaquin Area Flood Control Agency and other local partners are pursuing a project to enlarge the existing Paradise Cut Bypass, which would remove a bottleneck in the system, create an opportunity to restore the ecosystem in a heavily impacted reach of the San Joaquin River, and divert flood flows around the urban communities of Lathrop and Stockton. Significant funding for these various projects has been made possible by grants from DWR.

Ongoing Federal Projects and Studies:

To keep pace with the progress of the State's investment in the Central Valley Flood Protection Plan, and the substantial efforts of the other noted California agencies, additional federal authorization and investment is needed for the USACE studies listed below, beginning with a system-wide effort and followed by other regional projects (the following list is presented



alphabetically).

Central Valley Integrated Flood Management Study:

Non-Federal Sponsor: Department of Water Resources and Central Valley Flood Protection Board

Contact: email to CVFMP@water.ca.gov

The Central Valley Integrated Flood Management Study (CVIFMS) is a multi-objective study in partnership with USACE being conducted in coordination with and complementary to the State of California's Central Valley Flood Protection Plan (CVFPP). The primary purpose of CVIFMS is to identify Federal interest in implementing flood system improvements identified in the CVFPP while leveraging tools and data that the State has already invested in. This program is intended to identify opportunities to reduce flood risk through large scale flood system improvements that provide for a more flexible and resilient system while restoring and protecting floodplain and environmental features including wetlands and other fish and wildlife habitat.

American River Common Features General Re-Evaluation Report (GRR) and Natomas Post Authorization Change (PAC) Report:

Non-Federal Sponsor: Sacramento Area Flood Control Agency and Central Valley Flood Protection Board

Contact: Pete Ghelfi, 916-874-7606, ghelfip@saccounty.net

Under the Common Features authorization, USACE has initiated a GRR to include reconnaissance planning for measures which may be needed to provide 200-year flood protection for Natomas, the Sacramento River east levee south of the American River, the north area streams, and to evaluate erosion on the American River. This comprehensive GRR under the American River Common Features Authority will address all elements needed to improve the area's levees to provide a 200-year level of protection. The report is expected to be included in a future Water Resources Development Act (WRDA) authorization. USACE produced a signed Chief's Report for the Natomas PAC in December of 2010 which has been subsequently transmitted to Congress. The USACE is also expected to produce a chief's report for the American River Common Features General Re-evaluation Report by the end of 2014 or early 2015.

American River Levees:

Non-Federal Sponsor: Sacramento Area Flood Control Agency

Contact: Pete Ghelfi, 916-874-7606, ghelfip@saccounty.net

Levee improvements continue to address gaps in the slurry walls along the American River levees on both sides of the river and to provide levee height parity. This work, once complete, will meet the goal of safely conveying 160,000 cubic feet per second down the American River



and, when combined with the authorized improvements at Folsom Dam, will provide Sacramento with greater than 200-year flood protection on the American River.

Folsom Dam Modifications: Joint Federal Project (JFP):

Non-Federal Sponsor: Sacramento Area Flood Control Agency and Central Valley Flood Protection Board

Contact: Pete Ghelfi, 916-874-7606, ghelfip@saccounty.net

This project includes construction of a new auxiliary spillway on the east abutment to Folsom Dam. This new spillway will both provide sufficient release capacity to allow Folsom Dam to control the 200-year flood, as well as to safely pass a “probable maximum flood” without overtopping the dam. Since June 2005, USACE, U.S. Bureau of Reclamation (Reclamation), the State of California, and SAFCA have rapidly advanced planning for this project, including a joint EIR/EIS, a Post Authorization Change (PAC) Report by USACE, and a Reclamation Dam Safety Modifications Report. All these reports are completed and work on the project has begun through the Bureau of Reclamation’s Dam Safety program. The project will be jointly constructed by USACE and Reclamation, with the state and SAFCA serving as non-federal cost-sharing partners. USACE awarded a major construction contract for the control structure in September 2010 and a second major contract to be awarded in spring of 2013 with work continuing until late 2017. This project has been classified as a “Mega-project” by the USACE. Additional funds will be applied to advancing construction on this important flood control project.

Folsom Dam Raise Project:

Non-Federal Sponsor: Sacramento Area Flood Control Agency

Contact: Pete Ghelfi, 916-874-7606, ghelfip@saccounty.net

Based on current USACE design studies, a raise of up to 3.5 feet of the dikes and wingdams around Folsom Lake may be constructed under this project authority in conjunction with the Folsom Dam Modifications project. The Folsom Dam Bridge, an authorized part of this project, has recently been completed by USACE. Ecosystem restoration is also an authorized component of this project, focusing on improving salmon habitat in the Lower American River through improved temperature control for Folsom Dam releases. As the Folsom Dam Joint Federal Project (JFP) advances, design efforts are increasing to allow this project to be implemented as soon as the JFP is complete.

Lower Cache Creek Project:

Non-Federal Sponsor: Central Valley Flood Protection Board and City of Woodland

Contact: Ric Reinhardt 916-456-4400, reinhardt@mbkengineers.com

The Lower Cache Creek Project was authorized in 1993, with a reconnaissance-level investigation completed in 1994. Subsequent to the reconnaissance study, a draft feasibility

study and draft EIS/EIR for a flood risk reduction project for the City of Woodland and adjacent land was discontinued in March 2003. Since the draft feasibility study was discontinued several significant changes have occurred that heighten the level of awareness of the risks associated with the project features from the standpoint of public safety and property damage. These changes relate to the hydrology of the watershed, levee de-accrediting by FEMA, revised USACE levee criteria, new geotechnical information, concern regarding control of mercury-laden sediment discharged from the Cache Creek watershed, and the fact that the operating water level in the settling basin is scheduled to be raised six feet. Because of the concern regarding the discharge of mercury into the Yolo Bypass and the Delta, the Regional Water Quality Control Board has requested that the settling basin outlet weir be raised much earlier than originally planned. From a local perspective raising of the outlet weir will not be implemented until a locally supported flood-risk reduction project for the City of Woodland and adjacent unincorporated area is implemented. Additionally, it has become apparent that floodwater from Cache Creek has no way of flowing into the Yolo Bypass thereby causing about 2 miles of Interstate 5 between the City of Woodland and the Yolo Bypass to be closed to vehicular traffic for an indefinite amount of time from even a 20-year storm event on Cache Creek.

The City of Woodland and the Central Valley Flood Protection Board, as non-federal sponsors, and the USACE, as the federal sponsor have executed a cost share agreement to continue the feasibility study that was discontinued in March 2003. The agreement was amended in April 2013 to bring the feasibility study under the provisions of the USACE's expedited and streamlined review process.

Mid-Valley Area Levee Reconstruction Project:

Non-Federal Sponsor: Central Valley Flood Protection Board

Contact: Lewis Bair, 530-437-2221, lbair@rd108.org

The Mid-Valley Project provides direct flood protection to the towns of Knights Landing, Verona, and Nicolas as well as indirect flood protection to the cities of Sacramento and West Sacramento. These levees also protect 93,000 acres of high-value farmland within the Sacramento Valley. Six local government agencies participate as cost-sharing sponsors.

USACE initiated a system-wide evaluation of levees comprising the Sacramento River Flood Control Project which experienced seepage and boils or required flood fighting during the 1986 flood. In the Mid-Valley portion of the project, USACE identified 30 deficient sites grouped into four areas with a total required repair length of approximately 20 miles. The 17 sites located within Area 1 were repaired in 1998. The remaining 13 sites in three areas across

Yolo and Sutter counties remain in need of repair, despite the subsequent poor performance of these levees in the 1995 and 1997 flood events. Three of the six sites in the basin protecting the town of Knights Landing have been approved for State funding and are proceeding to construction in the late Spring of 2014. USACE is working on updating the Project economics (which are anticipated to increase the current B/C ratio of 1.7) necessary to permit the PCA amendment to execute allowing construction with non-federal funding. The USACE is scheduled to finalize the EA/IS on April 18, 2013 and the local agency is proceeding with LERDS and obtaining the necessary permits. The other three sites that protect the Knights Landing Basin are seeking construction through continuation of the federal process and hope to start construction in 2015.

West Sacramento Project:

Non-Federal Sponsors: West Sacramento Area Flood Control Agency, Central Valley Flood Protection Board, and Department of Water Resources

Contact: Greg Fabun, 916-617-4855, gregf@cityofwestsacramento.org

USACE performed extensive work in the late 1990s and early 2000s to improve flood protection to West Sacramento (as authorized as the Sacramento Metro Area Project), but due to changing design standards, the project is no longer adequate. Locally funded investigations of the levee system document that the risk of catastrophic flooding is much higher than previously anticipated, even after completion of the Sacramento Metro Area Project. To restore adequate flood protection to West Sacramento, WSAFCA has been working to promptly repair the most at-risk sections of the existing federal levee system and to work with USACE to prepare a GRR to facilitate a local/state/federal partnership to correct the remainder of the levee system. The GRR will quantify deficiencies, propose cost-effective solutions, and analyze environmental impacts and economic benefits of proposed improvements, laying the groundwork for design. The proposed project will:

- Reduce the risk of a Katrina-like disaster to West Sacramento's 47,000 residents;
- Protect the previous \$32 million investment in the West Sacramento flood protection system;
- Reduce potential liability associated with navigation levee for which USACE is responsible; and
- Protect key infrastructure and regional facilities, including Interstate 80, U.S. Highway 50, the Union Pacific Railroad main line, the Port of West Sacramento, the U.S. Postal Service Regional Distribution Center, and key emergency response facilities such as the Department of Water Resources and USACE maintenance yards.

South Sacramento County Streams Group Project:



Non-Federal Sponsor: Sacramento Area Flood Control Agency and Central Valley Flood Protection Board

Contact: Pete Ghelfi, 916-874-7606, ghelfip@saccounty.net

This project will provide a minimum of 100-year flood protection from the Morrison Stream Group, including Morrison Creek, Florin Creek, Elder Creek, and Unionhouse Creek. This project protects the existing community, as well as helps facilitate the city's economic development goals for the South Sacramento region. SAFCA, the State, and USACE are working together to advance construction of this project.

Sutter Basin Feasibility Study:

Non-Federal Sponsor: Sutter Butte Flood Control Agency, Central Valley Flood Protection Board, and Department of Water Resources

Contact: Mike Inamine, 530-740-2448, m.inamine@sutterbutteflood.org

In many areas of Sutter and Butte counties, the levees do not meet current design criteria and are subject to failure. Flooding would reach depths up to 20 feet in some locations and cause substantial damage to many residential and commercial-industrial structures, with more than 65,000 people and over \$4.6 billion in property at risk, in addition to rich agricultural commodities like rice and orchard crops. In light of the continued threat of flooding that exists, Sutter County and the State of California requested that USACE assist to investigate alternatives to reduce future flood damage in the basin. USACE completed the reconnaissance study in July 1999 and recommended that the study move to the feasibility phase. Despite more than 10 years of effort, the study did not make significant progress. In 2011, the project was selected as one of two pilot projects in the nation for expedited and streamlined review. The study is now a signed Chief's Report being reviewed for transmittal to Congress.

Yuba River Basin Flood Damage Reduction Project:

Non-Federal Sponsors: Yuba County Water Agency, Marysville Levee Commission, Central Valley Flood Protection Board, and Department of Water Resources

Contact: Curt Aikens, 530-741-6278 or Ric Reinhardt, 916-456-4400, reinhardt@mbkengineers.com

The Yuba River Basin flood damage reduction project is an unprecedented initiative to provide a 200-year level of protection for communities in Yuba County. To accelerate this federally authorized project, the state and local interests (Yuba County, Yuba County Water Agency, and the Three Rivers Levee Improvement Authority), began an advanced construction program in the southern portion of the county. Work is now complete on 29 miles of levees (at an estimated cost of \$400 million), including construction of two new setback levees: the 2-mile long Bear River setback and 6-mile long Feather River setback. These setbacks, besides

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providing greater regional flood protection, resulted in the creation of nearly 2,000 acres of wildlife habitat.

The scheduled repairs by the USACE on the 7.5-mile long Marysville Ring Levee, which surrounds and protects the historic City of Maryville, is the final construction element of the entire project. Construction is now complete on the first of four project phases (Phase 1). With additional federal funding, the USACE will be able to continue with construction.

FLOOD PROTECTION

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Federal Policies for Flood Damage Reduction Projects

Requested Action:

In order to assure necessary public safety, Congress should pass a Water Resources Development Act (WRDA) and Congress and the Administration should consider new approaches to flood damage reductions projects, including continuing to pursue reforms already underway.

Background:

Under the traditional model for flood damage reduction projects, the U.S. Army Corps of Engineers (Corps) investigates, designs, and constructs projects. Pursuant to federal law, the non-federal sponsor is required to cost share in these projects by funding a portion of the study and project. However, in the last several decades the Corps feasibility study process has become more complex and laborious and as a result Congress has significantly decreased funding for projects in the last decade. Consequently, states and locals are taking a more active role in the development and implementation of projects in order to bring urgently needed flood protection to their communities, with a goal of Congress later authorizing the Corps to finish the projects. It is therefore essential that Congress authorize those studies that demonstrate a Federal interest in local flood damage reduction.

Project Authorization

Two studies have been completed by the Corps in the Sacramento region: the Natomas Basin Feasibility Study and the Sutter Basin Pilot Feasibility Study. The Natomas Basin Feasibility Study demonstrated a strong Federal interest in flood damage reduction for the Natomas basin, Sacramento's northern neighborhoods. The State of California and the Sacramento Area Flood Control Agency (as the non-Federal sponsors) have invested nearly \$400 million in

advance construction in support of this study. Once it was completed and approved by the Chief of the Corps, the study was reviewed by the Assistant Secretary of the Army and the Office of Management and Budget, and then was transmitted to Congress as a Chief's Report. Under the formulation contained in either S. 601 or H.R. 3080, this Study is ready for authorization.

The Sutter Basin Pilot Feasibility Study is the first flood damage reduction study undertaken by the Corps under the new Planning Modernization effort, also known as 3X3X3, to become a Chief's Report. Using this new approach to Corps studies, the Corps and non-Federal sponsors (the State of California and the Sutter Butte Flood Control Agency) advanced this study in record time demonstrating a strong local commitment to the Study. At the same time the Sutter Butte Flood Control Agency has begun to advance construction to reduce the highest risks to the community. The Chief's Report is currently under consideration by the Assistant Secretary of the Army and by the Office of Management and Budget and is appropriate for authorization in WRDA this year. Indeed, authorization of this study will validate the Corps' new approach to studies.

Crediting Reform

In the last forty years, Congress has repeatedly recognized the need to improve public safety as quickly as possible by creating pathways for state and local governments to build portions of Federal flood damage reduction projects in advance of what the Federal government is able to do so. Two examples are Section 104 of the Water Resources Development Act (WRDA) of 1986 and Section 221 of WRDA 1970 (as amended by Section 2003 of WRDA 2007). Both sections illustrate Congressional intent that there are times, as part of the Corps' civil works program, where state and local governments need to quickly finance and construct portions of flood damage reduction projects with those expended costs then treated as contributions towards the Federal project. This ability to quickly construct portions of projects is vital to many states' and locals' strategy for reducing the risk to lives and property associated with floods.

On May 5, 2011, the Assistant Secretary of the Army (ASA) denied Section 104 credit for a project and declared an intent to no longer use Section 104 as a crediting vehicle, preferring instead Section 221. This decision has significantly disrupted the plans of local agencies around the Country. Of particular difficulty has been the requirement in Corps guidance for Section 221 that the Corps must have a completed draft feasibility report.

In a March 20, 2012 letter to the Chair and Ranking Member of the House Appropriations Subcommittee on Energy and Water Development, Members of the House of Representatives requested that the House include language in the House appropriations bill which moves the

milestone for crediting further back to the alternative formulation briefing (AFB) to allow local projects to obtain authorization for credit earlier. The letter also requested language which would make clear that credit could be granted in other circumstances as well, as follows:

The Committee therefore directs the Assistant Secretary to award credit under Section 221 of the Flood Control Act of 1970, even where an associated Federal study has not yet reached the milestone required under ER 1165-2-208, if a preponderance of the following factors would support the issuance of credit: (1) The proposed construction is an improvement or modification to an existing Federally authorized levee system; (2) The proposed construction will significantly follow an existing levee alignment, especially in reaches where the existing levee alignment protects existing infrastructure; (3) The proposed construction will provide increased flood protection at least 36 months sooner than a future Federally constructed project is likely to be able to; (4) The proposed construction addresses areas with a high degree of flood damage risk or have previously been flooded; and (5) The reach where the proposed construction would be performed is included within an existing condition report prepared by the U.S. Corps of Engineers for an ongoing feasibility study or general reevaluation report.

In response to this language and as a result of a meeting between the ASA, Senator Feinstein, and Senator Boxer's staff on March 26, 2012, the ASA sent a letter to the California Senators agreeing that exceptions can be made where a "compelling need can be demonstrated." However, it would be extremely helpful for predictability purposes for the ASA to adopt a series of criteria which would be considered. Without such criteria, local communities may not invest the early funds necessary to develop the compelling case required by the ASA.

In addition, the Senate Committee on Environment and Public Works, chaired by Senator Boxer, released a discussion draft of a Water Resources Development Act in the fall of 2012. This discussion draft included Section 2010, a provision which would constructively address the crediting issue. This language was updated in Section 2012 of S.601 released in March of 2013. A similar provision but less supportive provision has been included in H.R. 3080 (Section 112). The Chamber strongly supports the language in S. 601 to provide additional certainty on the opportunities for credit, which will promote early flood risk reduction project construction.

Reform of Federal Approval Process for Locally-Initiated Projects

Federal law provides that the Corps must approve any modification to a Federally-authorized levee (see section 33 U.S.C. 408). This approval requirement is logical in assuring that modifications will allow the system to function as (or better than) intended and that it will not have negative impacts on others. Unfortunately, the approval process has become extensive

and lengthy, often leaving communities with an unacceptably high risk of flooding, and loss of life, by delaying flood damage reduction projects for many years. While early guidance suggested that this process could be accomplished in 18 months, approvals are now taking as much as three years.

For this reason, the Corps must reform its approval process. Several elements could help advance timely construction of these projects while still assuring the necessary role of the Corps:

- Delegate authority for project review to the relevant Corps District or Division. This step alone could remove nearly six months from a typical review process. Even if the entire decision cannot be delegated, perhaps some can, and the Corps can use vertical integration to consider the approval.
- Allow concurrent review of documents by different levels of the Corps.
- Consider combining and consolidating Division and HQ review times to one week conducted as a charrette, similar to what the Corps has implemented for the 3X3X3 feasibility study process.

The Chamber suggests that the Corps reconstitute the 408 Task force created in 2007 and jointly develop guidance to assure needed protections while accelerating the review process to no more than 18 months. The Chamber also supports Section 107 of H.R. 3080 that provides statutory reform of this very laborious process.

Levee Vegetation

The Corps implementation of National levee vegetation policy presents a myriad of problems in California's Central Valley. First, due to the placement of levees by the Corps immediately adjacent to the river, levee embankments are often the only location for vegetation necessary for the survival of threatened and endangered species. Second, projects implemented by the Corps over the past 30 years have often included the planting of vegetation which is now inconsistent with Corps policy. Third, significant vegetation existed on the levees when they were turned over to local maintaining agencies by the Corps. Fourth, until the past several years, Corps inspections have not identified problems with vegetation, resulting in local maintaining agencies leaving the vegetation to grow. Finally, forced removal of the vegetation at one time would be extremely costly, would likely violate the Endangered Species Act, and would not be the a cost-effective way to reduce risk to our communities.

As a result, the Chamber strongly supports efforts of our Congressional delegation, local maintaining agencies, and the California Department of Water Resources to promote a more comprehensive vegetation management strategy which prioritizes modifications to our levees



to achieve significant risk reduction (a “worst first” approach) and which encourages the Corps to continue to evaluate the efficacy of its policies and the use of regional vegetation variances. In particular, we support the approach contained in S.601 and H.R. 3080..

FLOOD PROTECTION

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Continued Modernization of FEMA's National Flood Insurance Program

Requested Action:

Continued modernization of Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP), through statutory amendment and/or regulatory changes: (i) develop a new agricultural zone; (ii) update the criteria for FEMA's A99 and AR Zones; and (iii) implement Section 100230 of P.L. 112-141 (the A95 Zone).

Background:

FEMA's NFIP has served the country well by requiring the implementation of good floodplain management practices in exchange for federally-subsidized flood insurance. However, since the creation of the program, there have been significant changes in the way flood protection systems are constructed and financed. The passage of time has resulted in changed conditions and federal agencies have developed new, stricter standards for flood protection. These changes, coupled with MapMod and RiskMAP, have resulted in FEMA reclassifying urban and non-urban areas, formerly with at least 100-year flood protection, to now having less than 100-year flood protection. Congress amended and reauthorized the NFIP on July 6, 2012, with the passage of Division F, Title II of P.L. 112-141 (the Biggert-Waters Act) and further amended the NFIP through the passage of H.R. 3370 in March of 2014.

The Need for a New Agricultural Zone

A significant portion of agricultural lands in California's Central Valley are not protected by levees constructed to modern standards. In order for states like California to continue to sustain a robust agricultural economy and discourage urbanization of these rural areas,

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changes are needed to the NFIP that will promote the sustainability of agriculture in the floodplain. MapMod and RiskMAP have or will map most of the agricultural areas in the Central Valley into a special flood hazard area (SFHA). The rural communities that occupy these floodplains lack the financial ability to cost-effectively improve their levee systems to meet FEMA's 100-year certification criteria. The restrictions on development in an SFHA, while effectively curbing residential development in the floodplain, do not provide the flexibility needed to sustain agriculture. These strict regulations have rendered financially infeasible and/or unattainable the reinvestment in agricultural operation facilities, commercial facilities in support of agriculture, equipment repair facilities, livestock and crop processing facilities, housing for agricultural operators or temporary farm worker housing. These regulations could also affect the ability of agricultural operations to rely on collateralizing (with the Commodity Credit Corporation) grain stored in the floodplain.

Agriculture represents a necessary and vital component of our nation's economy:

- California is the No. 1 state in cash farm receipts, with its \$34.8 billion in revenue representing 12.3 percent of the U.S. total, including more than 400 commodities from 25.4 million acres devoted to agriculture (2009 values).
- The state produces nearly half of U.S.-grown fruits, nuts and vegetables, many of which are solely grown in California.
- Nine of the nation's top 10 producing counties are in California, and seven of those nine are in California's Central Valley. The sales from these nine counties accounted for 6.6 percent of the nation's total sales value.

Much of this agricultural richness owes to fertile floodplains. It is important that the NFIP not have the side effect of injuring the agricultural economy. However, as currently implemented, the result of NFIP policies will be to displace vibrant agricultural communities with rural "ghost towns" and inhibit a competitive agricultural industry, which will have long-term implications to the decline of agriculture in the floodplain. Development of an agricultural zone is necessary to promote prudent floodplain management principles and minimize the risk of increased urbanization of the floodplain.

A coalition called the Agricultural Floodplain Management Alliance (AFMA) is advocating for statutory and/or regulatory changes consistent with the following principles:

- Support and protect the economic viability and vitality of agriculture industries and dependent small communities.
- Recognize the benefits locally and nationally of the agricultural uses of the floodplain as a practical means to limit long-term flood risk while supporting a critical element of our economy and the security of our food supply.

- Include provisions for agricultural and small dependent communities that allow for practical and feasible replacement of and reinvestment in industrial and commercial structures, to ensure long term socio-economic sustainability.
- Establish flood insurance rates for agricultural and small dependent communities that are economically manageable by property owners while contributing to the overall fiscal viability of the NFIP.
- Provide a role for representatives of the agricultural and small dependent communities to participate in the process of developing recommended modifications to the NFIP that are specific to address these and related issues.

On December 5, 2012, Congressman Garamendi and Senator Feinstein wrote to the Government Accountability Office requesting assistance in assessing the impact of Federal floodplain regulations and insurance mandates on agricultural areas and the rural communities that have historically supported the agricultural industry. GOA recently started this essential study. We support the development of this study to better understand the impacts of the NFIP on rural communities and to allow the development of statutory or regulatory changes to address those impacts.

In addition, FEMA's current approach of setting rates as though our leveed basins are not protected by levees at all does not work for California's Central Valley and other similarly-situated parts of the country. Most of these basins have varying levels of protection below 100-year. But although the levees cannot be accredited, most provide significant levels of protection, often resulting in 50 or more years between failures. Unfortunately, FEMA's actuarial rates treat these communities exactly the same as a community living next to a river with no levees that floods every five years. This is like creating a single actuarial pool for life insurance that includes a 20-year old athlete and an 80-year old smoker.

This situation is similar to FEMA's recent decision to reconsider its "without levee" mapping approach. FEMA used to create its maps assuming that if a levee was not accredited, it does not exist. Based on criticism from Congress, FEMA is changing this protocol using the LAMP (Levee Analysis Mapping Procedure). The LAMP will recognize, for purposes of mapping, that we do not live in a black and white world where only accredited levees provide any protection, and where protection is only measured as below 100-year or above 100-year. Just as FEMA has recognized shades of grey in developing the maps under LAMP, it too should recognize those shades of grey in setting rates. FEMA should create actuarial pools that group similarly situated properties together. In the Central Valley we have significant data on levels of protection as a result of hundreds of millions of dollars of geotechnical investigation. In addition, we have decades of performance data that could help in creating relevant risk pools. These changes would help to preserve agriculture in the floodplain.

Finally, we note that the existing Zone D, which is applied to areas with an indeterminate risk, might be properly applied to agricultural zones with high levels of protection, even if the areas cannot be certified as out of the 100-year flood plain. The Zone D designation allow for new structures to be constructed. However, additional investigation of how rates would be calculated would be required.

Updated AR/A99 Zones

An X Zone is applied to lands that have at least 100-year flood protection (protection from the “base flood”). When lands do not have that protection, those lands are typically placed into an AE Zone. The AE Zone limits the ability of local communities to place new structures in the floodplain, but also precludes them from collecting development fees on new structures, thus eliminating a key funding stream for flood protection improvements. The A99 and AR Zones allow limited building coupled with good floodplain management practices. However, the criteria to meet eligibility for these zones have been narrowly interpreted, thus limiting their application.

The AR Zone is typically applied where lands were formerly designated Zone X, but now have inadequate flood protection, and efforts are underway to restore the level of flood protection. In these cases, FEMA allows modest additional construction under significant restrictions. The current requirements to obtain an AR designation are unfairly restrictive in a number of ways. For example, the AR regulations require certification of a minimum level of flood protection (33-year) by a federal agency, even though certification of protection from the base flood (100-year) may be done by a registered professional engineer. These and other limitations have resulted in an underutilization of the AR Zone designation.

FEMA is authorized to provide the A99 Zone for levee improvement projects that meet certain criteria demonstrating “adequate progress” toward 100-year flood protection. In 33 U.S.C. section 4014(e), it is provided in relevant part that “the director shall find that adequate progress on the construction of a flood control system as required herein has been only if: 1) 100 percent of the project cost has been authorized; 2) at least 60 percent of the project cost of the system has been appropriated; 3) at least 50 percent of the project cost of the system has been expended; and 4) the system is at least 50 percent completed.”

But the current regulations are vague on how to measure the cost of the completed system, which has caused concern and confusion among local communities—for example, what existing elements are included and how do you calculate those costs? In addition, although it does not make sense in the current environment, FEMA appears to believe that only communities with federally funded levee improvements, not state or locally funded

improvements, are eligible for the A99 designations, and FEMA's regulations provide that federally funded levee improvements are eligible for longer periods of the AR designation than non-federally funded improvements.

Implementation of Section 100230 of P.L. 112-141

The recent NFIP reauthorization included Section 100230, a section which would affect the insurance rates to be applied to communities which are reconstructing flood protection systems that have been deemed inadequate to meet NFIP 100-year flood protection standards. The language would allow such communities to seek a reduction in their insurance rates if they can demonstrate that they are making adequate progress in the reconstruction effort (i.e. they meet the benchmarks associated with FEMA's A-99 zone designation) and they have a plan to complete the reconstruction process in five years. The amount of the reduction in insurance rates is unclear. The language states the qualifying communities shall be eligible for NFIP flood insurance coverage "at a risk premium rate that does not exceed the risk premium rate that would be chargeable if the flood protection system had been completed." It will be up to FEMA to determine what this rate will be.

In any event, it is clear that Section 100230 is aimed at stimulating non-federal initiative in flood system reconstruction projects by providing insurance premium relief in exchange for accelerating the reconstruction process. This makes a lot of sense from a flood risk management perspective particularly in an era of constrained federal spending. We request that FEMA implement Section 1000230, also referred to as the A95 zone, and include the adoption of post-reconstruction premium rates such as those associated with FEMA's Preferred Risk Policies which would provide the greatest reward for non-federal initiative.

Needed Action:

Legislation and/or revised regulations can successfully address the remaining weaknesses in the NFIP and assist the needs of the Sacramento region. Whether through legislation or regulatory amendment, we recommend that the following principles be employed:

For Agricultural Zones:

- Include provisions for agricultural and small dependent communities that allow for practical and feasible replacement of and reinvestment in industrial and commercial structures, to ensure long term socio-economic sustainability.
- Establish flood insurance rates for agricultural and small dependent communities that are economically manageable by property owners while contributing to the overall fiscal viability of the NFIP.



- Provide a role for representatives of the agricultural and small dependent communities to participate in the process of developing recommended modifications to the NFIP that are specific to address these and related issues.
- Consider the application of Zone D to these highly protected agricultural areas.

For A99 Zones:

- Clarify the methodology for meeting the 50-percent completion requirement and 50-percent expenditure requirement by recognizing the value that the existing levees contribute toward the cost of achieving base flood protection.
- Remove the current limitation that only federal levee systems qualify and allow local, state and federally authorized levee systems to qualify for A99.
- Permit funding of the repairs needed to restore base flood protection to be from any combination of local, state and federal funds.
- Establish specific requirements for a qualified project to restore base flood protection and a reasonable time limitation for completing the improvements.

For AR Zones:

- Create alternative methodologies, such as certification by a professional engineer with peer review, for demonstrating the minimum qualification criteria of at least 33-year protection.
- Establish equitable timeframes for completing levee restoration for an AR Zone so that local communities have the same 10 years offered for projects constructed by the U.S. Army Corps of Engineers.
- Establish the AR Zone insurance rate in law, set at the X Zone rate as is done for A99 Zones.

For Section 100230 of P.L. 112-141 (A95 Zone)

- FEMA implement Section 100230 and include the adoption of post-reconstruction premium rates such as those associated with FEMA's Preferred Risk Policies which would provide the greatest reward for non-federal initiative.



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TRANSPORTATION

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FEDERAL SURFACE TRANSPORTATION FUNDING AND POLICY PRIORITIES

Requested Action:

The federal transportation authorization bill, MAP-21, expires in September 2014, but funding may run out sooner. The Metro Chamber is requesting three things from Congress and the Administration:

- 1. Invest in America's transportation infrastructure.** There may not be sufficient revenue from the Highway Trust Fund to pay bills starting in August. Congress should immediately develop a short-term solution, and start working towards stabilizing transportation infrastructure funding.
- 2. Support for implementation of MAP-21.** The Administration should provide regulations that maximize flexibility and encourage performance-based transportation investments.
- 3. Setting a long-term vision.** Congress should move forward with a long-term vision in 2014 to build, operate and maintain infrastructure — creating jobs, and keeping people and goods moving.

Background:



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1. Invest in America's transportation infrastructure.

Federal funding continues to fall short of meeting the need to bring our nation's transportation system into the next century. Failure to address the severe funding issue within the next reauthorization will negatively impact the condition of our system, our economy, our environment and the overall quality of life for our citizens. Congress should immediately develop a short-term solution, and start working towards stabilizing transportation infrastructure funding. The next authorization will need to stabilize the existing revenue system and transition to new methods of funding the nation's transportation infrastructure.

We request that Congress:

- Maintain the basic principle of a user-based, pay-as-you-go system.
- Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
- Assure a federal funding commitment that supports a program size based on an objective analysis of national needs, which will likely require additional revenue.
- Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms fully dedicated to transportation.

2. Support for implementation of MAP-21.

The Administration should provide regulations that maximize flexibility and encourage performance-based transportation investments.

We request that the Administration:

- Fully implement all of the rulemaking provided in MAP-21.
- Encourage coordination among federal agencies.
- Allow local flexibility and decision-making authority to implement MAP-21.
- Implement the Transit-Oriented Development Pilot Planning Grant Program.



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3. Setting a long-term vision.

Congress should move forward with a long-term vision in 2014 to build and maintain infrastructure — creating jobs, and keeping people and goods moving.

We request that Congress:

Create an integrated system for all users, from interstate trips to the last mile. Additionally, it should include a federal vision and funding for the following priorities:

1. *Fix-It-First*
2. *Freight*
3. *Safety*
4. *Simplicity*
5. *Energy Security and Environmental Protection*
6. *Advance Performance-Based Funding*

Fix-It-First

Optimize the operation and maintenance of existing transportation systems. Reinvesting in the system now prevents much higher costs later.

- Provide increased funding for maintenance and preservation of the existing system.
- Increase federal investment in on-and off-system bridges, and restore the Highway Bridge Program as a core program.
- Provide a stable and flexible funding source for local governments who use a performance-based “fix-it-first” approach to road maintenance and rehabilitation to address deteriorating infrastructure.
- Fund projects that emphasize lower-cost operational improvements.
- Fund transit vehicle maintenance and replacement.
- Invest in technology to maximize system operations.



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Freight

Recognizing the importance of efficient and reliable freight networks to support trade and economic growth, California is helping to implement the National Freight Plan by developing its own State Freight Plan. The Federal Government should expedite and improve the delivery of federal projects to accelerate the creation of jobs, and produce maximum economic growth per dollar invested.

- Maintain freight movement as a top priority.
- Fund local food access and national food security, especially to assist with promoting a connection between rural and urban areas of a region, and also to help producers get their products to local, national, and global markets.
- Include adequate funding to mitigate the environmental and community impacts associated with freight movement.
- Facilitate the use of public-private partnerships as a new source of funding for infrastructure projects.
- Create a national infrastructure bank to facilitate transportation investment.

Safety

Support programs that target the greatest improvements in safety and security for all transportation system users, regardless of the owners of the system.

- Increase funding for safety projects that are aimed at reducing fatalities, especially on the secondary highway system and in rural areas, where fatality rates are the highest.
- Fund safer and more accessible public transit vehicles and facilities for seniors and people with disabilities.
- Expand funding for driver safety programs and projects.
- Promote and increase funding for bicycle and pedestrian safety projects and programs.
- Fund complete streets in rural and urban communities designed to accommodate cars, transit, bicyclists, and pedestrians to create resilient communities.

Simplicity



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Continue the consolidation federal programs and funding flexibility established in MAP-21. As infrastructure deteriorates and access and mobility suffer, local governments need stable and flexible funding sources to keep the system functioning.

We recommend that Congress:

- Retain the flexibility to use transit funds for both operations and capital.
- Increase local flexibility to incentivize projects aligned with supportive land uses and aimed at reducing congestion and promoting mobility and accessibility.
- Continue to consolidate programs, and developing a performance matrix for project funding that considers system condition, mobility, accessibility, safety, air quality, greenhouse gas emissions, and land uses.
- Continue to streamline the federal project administrative process, by accelerating federal review and eliminating duplicative steps in project development. Ensure federal oversight is commensurate to the amount of federal funding.
- Approve a state-federal environmental review reciprocity pilot program.

Energy Security and Environmental Protection

Prioritize funding for projects that meet federal goals of congestion reduction, air quality, livability, and reduced dependence on foreign oil.

- Continue funding that helps reduce air quality emissions.
- Provide incentives to states that adopt and set greenhouse gas emissions reductions targets and programs to accomplish those targets.
- Provide funding for retrofitting equipment and infrastructure for alternative fuel.
- Provide incentives in current programs and/or provide new funding sources for climate change neutral or friendly transportation projects and programs.

Advance Performance-Based Funding

National performance measures improve accountability and assist in the prioritization of transportation investments. MAP-21 added performance goals that are a good start at setting federal



policy. Going forward, performance should be tied to funding that delivers outcomes rather than directing funds to programs.

- Create competitive funding programs to encourage integrated land use and transportation planning with a performance orientation for infrastructure investments.
- Continue to devolve priority setting to the local level, in collaboration with MPOs and state DOTs. Increase performance-based funding with incentives for high-performing projects resulting from integrated planning.
- Provide funding, training, tools, and uniform standards for the collection of roadway and traffic data specifically for local and rural roadways.
- Provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change in long-range transportation plans.



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SACRAMENTO REGION GOODS MOVEMENT AND MOBILITY

Requested Action:

The following actions are requested to improve mobility, reduce congestion, and encourage interstate commerce and economic development:

- Support policies to ensure regional mobility and investment in goods movement infrastructure through transportation budgeting and planning processes.
- Maintain a minimum state of good repair (SGR) for the region's buses, rail transit system, and roads.
- Provide funding for projects that provide efficient movement of goods throughout the Sacramento region, create a more integrated and efficient multi-mode system, and accelerate economic development and job creation.
- Support efforts to improve Surface Transportation Assistance Act (STAA) vehicle access on and off of the national network to allow safe, efficient, and cost effective mobility and movement of goods.



- Support 2014 Water Resources Recovery Development Act (WRRDA) to redirect Harbor Maintenance Tax dollars to their original intended purpose of funding the maintenance dredging of the nation's Ports.

Background: The Sacramento region's transportation system depends heavily on major interstate, highway, rail and regional transportation corridors to keep people and goods moving and support a growing economy. The priority projects in these corridors have multi-jurisdictional support and provide regional congestion relief, goods movement and economic development benefits. All of the projects are high priorities with short-term delivery schedules and support a balanced transportation system that integrates land use with market trends and an overall framework that provides connections between jurisdictions, maintains safety, and ensures a more efficient delivery of goods and services.

Goods Movement

Major goods-movement facilities in the region include the rail system, I-80 and I-5, Port of West Sacramento and the deep-water ship channel, and the Sacramento International Airport, Mather Air Field, and McClellan Air Park. These existing facilities ensure that the region will play an increasingly significant role in state and national goods-movement. The following projects further the region's coordinated effort to effectively plan goods movement throughout the region consistent with goods movement study conducted by the Sacramento Area Council of Governments (SACOG).

- **Port of West Sacramento – Operations & Maintenance for Dredging the Port – Maintain current FY13 funding levels and request \$10 million for FY14 from US Army Corps Budget.** Movement of goods in and out of the Sacramento Region via the Sacramento Deep Water Ship Channel requires maintaining a minimum channel depth of 30 feet to move deep-draft handmax vessels. Maintenance of the channel depth benefits the new marine highway and provides an eco-friendly waterborne container shipping route between the Ports of West Sacramento, Oakland and Stockton, creating a new transportation alternative to conventional freight and cargo movement in Northern California. Adequate channel depth is necessary for an economically viable port and provides several direct economic and environmental benefits to the Sacramento region:
 - Increased ship capacities allow result in reduced emissions during channel transit.
 - Production of millions of cubic yards of material for use on Delta levees. Re-use of dredge material helps protect adjacent lands from catastrophic floods, and prevents sediment and man-made materials from entering the sensitive Delta ecosystem.
 - Off-setting 57,320 trucks from I-80, resulting in 2.2 million less vehicle miles traveled.



- **Yolo Freight Rail Relocation- Cost Benefit Analysis request \$165,000 from the U.S. Dept of Commerce-Economic Development Administration** The Yolo Freight Rail Relocation Project includes construction of new rail enabling the relocation of short-line rail traffic in downtown Davis, Woodland and West Sacramento. Completion of the project will allow removal of 19 at-grade crossings and open nearly 100 acres of infill redevelopment property in the three cities, allow removal of the Fremont Trestle to improve the floodwater flow capacity of the Yolo Bypass and increase cargo capacity and operational efficiency at the Port of West Sacramento and within Yolo County. The proposed project's next phase includes an economic development cost benefit analysis and alignment study establishing the specific route for the new rail. Later stages include an environmental assessment to ensure that the proposed alignment will avoid sensitive areas, complete project design and engineering, full environmental documentation and a comprehensive cost estimate. The project is currently pursuing an Economic Development Administration Grant to fund a cost-benefit analysis for the project.
- **Capital SouthEast Connector-** The Capital SouthEast Connector is a proposed 34-mile roadway that will link communities in El Dorado County and Sacramento County, and the cities of Folsom, Rancho Cordova and Elk Grove. It spans from Interstate 5 in Elk Grove, to US 50 in El Dorado County just east of El Dorado Hills and will be implemented by the Capital SouthEast Connector JPA. Reduced congestion and travel delays will save the region an estimated \$11.7 million annually by 2045. Segments of the Connector project have independent utility and some are moving forward into the design, right-of-way, and construction phases. Local projects setting the stage for implementation of the overall Connector include:
 - **Kammerer Road Extension and Widening - from SR 99 to I-5, City of Elk Grove - \$37.6 million-** This project involves widening Kammerer Road from 2 to 4 lanes from State Route (SR) 99 to Bruceville Road (2.4 miles) and construction of a new four-lane extension of Kammerer Road from Bruceville Road to the Hood-Franklin interchange on I-5 (4.7 miles), including a railroad grade overcrossing at the Southern Pacific Railroad tracks. The City has sufficient funds and is working on the environmental phase, but there are insufficient funds for complete design.
- **I-80/SR 65 Interchange Improvements Phase 1, \$30 million, Placer County Transportation Planning Agency –** The SR 65 corridor is the primary connection between burgeoning manufacturing and commercial job centers of South Placer while I-80 is a pivotal link in the national and interregional truck travel. The capacity constraints



of the I-80/SR 65 Interchange impedes the flow of goods on both facilities. First phase improvements would widen the viaduct section to eliminate mainline backups on I-80.

Metropolitan Mobility

The following roadway, bridge, and alternative mode projects are included in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP) for 2035 and can be under construction in the next 5 years.

Roadway and Bridge

- Placer Parkway, Phase 1, \$45 million, Placer County Transportation Planning Agency -**
 The Placer Parkway is an approximate 15-mile-long, high-speed transportation facility that will connect SR 65 in western Placer County to SR 70/99 in south Sutter County. It will link existing and planned development including job centers and two new university sites while improving access to the I-5 corridor, downtown Sacramento, and the Sacramento International Airport. Phase 1 of this project extends west to Foothills Blvd and includes an interchange at SR 65 and grade separation structure over the Union Pacific Railroad.
- Broadway Bridge Sacramento River Crossing, \$150 million, City of West Sacramento/City of Sacramento-** This would be a new district serving bridge crossing over the Sacramento River south of US 50 that would link both cities, generally from 15th Street in West Sacramento to Broadway in Sacramento, relieving congestion on Interstate 5 between both cities.
- Walerga Road/Dry Creek Bridge Replacement, \$22.9 million, Placer County-** This project would replace the structurally deficient existing 2-lane Walerga Road bridge over Dry Creek with a new 2-lane bridge, at approximately 1.1 mile south of Base Line Road.
- Green Valley Road/Weber Creek Bridge Replacement, Green Valley Rd, \$10.1 million, El Dorado County-** This project would replace the existing structurally deficient 2-lane bridge over Weber Creek with a new 2-lane bridge, approximately 0.7 mile west of Placerville Drive and also widen and realign Green Valley Rd at the bridge approaches and provide drainage improvements.
- Twin Cities Rd Bridge Replacement, \$17 million, Sacramento County-** The project involves replacing the existing 2-lane structurally deficient bridge with a new 2-lane structure Twin Cities Road over Snodgrass Slough.



- **SR 70 Simmerly Slough Bridge Replacement, \$24 million, Yuba County-** The project would replace the Simmerly Slough Bridge on an approximate 0.9 mile-long segment of SR 70 near Marysville.
- **Kentucky Avenue Widening/Complete Streets, \$14.5 million, City of Woodland-** The project would widen Kentucky Avenue from 2 to 4 lanes from East Street to College Street and from East Street to West Street in the City of Woodland. The segment would also be reconstructed as a complete street which includes a major redesign of the street with new bicycle lanes, new landscape-separated sidewalks, drainage improvements, a landscaped median, a new traffic signal at College Street, and modifications to signals at West Street and at East Street
- **SR 16 Safety Improvements, \$44.3 million, Yolo County-** The project involves shoulder widening, curve correction, left-turn channelization and two-way left-turn lanes on an approximately 11.1 mile-long segment of SR 16 at various locations, from 0.3 mile west of County Road 79 to County Road 90.
- **SR 20 Smartsville Safety Enhancements, \$23.9 million, Yuba County-** The project would involve approximately 1.5 miles of shoulder widening and curve improvements near Lakewood on SR 20, from 0.4 mile east of McGanney Lane to the Yuba/Nevada County line and Nevada County from Yuba/Nevada County line to Mooney Flat Road.
- **Bridge Rehabilitation**
 - **Alpine Meadows Road Bridge Rehabilitation, \$11.5 million, Placer County-** This project would rehabilitate the Alpine Meadows Road Bridge over the Truckee River, approximately 0.1 mile west of SR 89 in Placer County, including structural rehabilitation and shoulder widening of existing structurally deficient 2-lane bridge.
 - **Seismic Retrofit on 4 Bridges, \$10.4 million, City of Sacramento-** The City would seismically retrofit a group of bridges including the SR 160 bridge crossing over the Sacramento River Bridge, the North Sacramento Undercrossing, and the Mokelumne River Bridge
 - **SR 99 Seismic Retrofit and Bridge Rail Upgrade, \$19.3 million, Sacramento County** – The project would involve seismically retrofitting the Dillard Road Overcrossing Bridge, Cosumnes River Overflow Bridge, and Cosumnes River Overflow



Bridge, and replacing non-standard bridge railing on SR 99 in Sacramento County Near Elk Grove.

Alternative Transportation Modes

- Downtown/Riverfront Streetcar, \$75 Million, City of Sacramento/City of West Sacramento/Yolo County Transportation District/Sacramento Regional Transit.** – The proposed 3.3-mile streetcar alignment would extend from the West Sacramento Civic Center to the Midtown entertainment and retail district in the City of Sacramento. Mixed-use neighborhoods in the Washington Neighborhood, the Bridge District, and the Railyards Specific Plan Area have been planned around a future high-quality transit system intended to serve these new and emerging employment and residential districts. Several key destinations within these neighborhoods would be connected by the project including: Raley Field, home of the Sacramento Rivercats AAA baseball team; the SITF in the Railyards (the largest urban infill project in the country and the planned terminus of the California High-Speed Rail system); Downtown Plaza Mall (future home of the Entertainment and Sports Center); the historic Memorial Auditorium; the Sacramento Community Center Theater; the California State Capitol building; and the Sacramento Convention Center. The alignment would follow portions of West Capitol Avenue and Tower Bridge Gateway in West Sacramento before crossing Tower Bridge and following portions of Capitol Mall, 3rd, 7th, 8th, 12th, 19th, H, J, K, and L streets in Sacramento. Streetcar stations would be spaced every few blocks along the alignment. The project would include options for two maintenance facility sites: one in West Sacramento, in the vicinity of Riverfront Street beneath the US 50/Business I-80 freeway, and one in Sacramento, in the vicinity of 19th Street beneath the US 50/Business I-80 freeway. The streetcars would operate in mixed-flow traffic without any physical lane separation. The total project cost is \$150 million. The project has requested entry into “project development” phase with FTA in March 2014. A full funding agreement in the amount of \$75 million will be requested from the Federal Transit Administration in 2015 and construction is forecast for 2016-2017.
- Sacramento Intermodal Transportation Facility (SITF) Master Plan, Phase 3, \$0.5 million, City of Sacramento-** The City of Sacramento intends to prepare a master plan for the future phases of the SITF, the region’s transportation hub located in downtown Sacramento that will house facilities for the California high speed train, the Downtown Riverfront Streetcar system and light rail extensions, and the Capital Corridor. The City of Sacramento, in partnership with the Sacramento Kings, will soon begin construction of a new entertainment and sports complex (ESC), which is expected to energize downtown



development within a block of the SITF. New transportation facilities are integrated with planned services and new development, to guide short- and long-term growth and to create a regional transportation center and destination.

- Capitol Corridor Third Track and Station Relocation, \$250 million, Capitol Corridor Joint Powers Agency.** The Capitol Corridor provides intercity passenger train service as a convenient alternative to traveling along the congested freeways by operating fast, reliable and affordable intercity rail service throughout Northern California. The Capitol Corridor is a 170-mile rail corridor that serves 8 counties - Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara. Not only is it the fastest growing intercity corridor in America, it is also the 3rd busiest Amtrak route in the nation, while consistently the #1 in the nation in Amtrak customer satisfaction. This project will improve rail safety and speed from Elvas Tower in Sacramento County to Roseville Station in Placer County. The project would involve constructing a third track and signal improvements; satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. The project improvements will permit service capacity increases for Capitol Corridor in Placer County from one to ten round trips per day to Roseville.
- Northeast Corridor Enhancements, \$40 million, Sacramento Regional Transit District-** This project would involve double-tracking the existing single track sections and improve alignment of the Northeast Corridor LRT, upgrading the traction power system and signaling to provide limited-stop service, making enhancements to the yard track and maintenance facility, and installing communications infrastructure.
- I-5 High Occupancy Vehicle (HOV)/Bus Lanes, Phase 1, \$125 million, Sacramento County** – This project will add HOV lanes (i.e., bus/carpool lanes) and soundwalls from US 50 to Morrison Creek for approximately 9.5 miles.



Food & Agriculture DRAFT 3-26-14

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FARM BILL IMPLEMENTATION

Requested Actions:

As USDA implements the Agricultural Act of 2014 we ask you to support 1) development of actively engaged rules that reflect the realities of modern farming, 2) designation of the region as a Critical Conservation Area under the Regional Conservation Partnership Program

Background:

The Farm Bill is very positive for our region. Major reform was made to the commodity title while developing a safety net for rice, corn, cotton and wheat farmers that will trigger only when prices drop below the cost of production. The conservation title provides for regional conservation programs under the Regional Conservation Partnership Program. There are higher authorization levels for many agricultural research programs and new programs that would benefit the region.

As the Agricultural Act of 2014 is implemented, it is essential that the realities of modern farming be recognized. We encourage the USDA to fully allow for the contribution of multiple managers to a farming operation. Agricultural operations are complex and regulatory requirements significant. Gone are the days of one farmer and one farm manager. Current rules for management contributions are strict and offer strong protections. Any further requirements should reflect the need for broad expertise and significant management inputs into modern agricultural production.

In addition, we encourage the NRCS to strongly consider the region as it designates critical conservation areas under the Regional Conservation Partnership Program. The region's wetlands and ricelands are unique in their ability to provide critical habitat for the Pacific Flyway. This is especially critical in a state where over 95 percent of the historic wetlands have been lost to human development. Without our public and private wetlands and 550,000 acres of rice, the flyway would collapse.

Following is a summary of key research funding and it link to UC Davis:

metrochamber.org



National Animal Health Lab Network – The Farm Bill authorized \$15 million. This program addresses funding gaps in animal disease surveillance and response activities, which reduce the vulnerability of the U.S. food and agricultural system to accidental or intentional introduction of chemical or biological agents.

UC Davis runs the [California Animal Health and Food Safety Laboratory System](#) (CAHFS) and is often the first to detect a potentially devastating animal disease, such as Foot and Mouth Disease or bird flu, allowing swift action to be taken to contain and eradicate the disease.

Veterinary Services Grant Program – UC Davis supports a funding level of \$10 million for the newly authorized Veterinary Services Grant program, which address the need for large animal veterinarians in underserved areas. This competitive research, extension and grant program could be used for a number of activities, including launching mobile portable clinics and televet services and establishing education programs.

Specialty Crops – \$80 m/year in mandatory funds for a total of \$400m over the 5 years of the Farm bill reauthorization.

Organics research/extension – \$20m/year in mandatory funds for a total of \$100m over the 5 years of the Farm bill reauthorization.

Beginning Farmers/Ranchers – \$20 m/year in mandatory funds for a total of \$100m over the 5 years of the Farm bill reauthorization.

Food Animal Residue Avoidance Database – reauthorized through fiscal year 18.

SNAP Education – reauthorized funding through fiscal year 2018. SNAP-Ed, the nutrition education component of SNAP, improves the likelihood that low-income families and youth will make healthy food choices and choose active lifestyles. California's program is administered by UC Davis and delivered through 31 University of California Cooperative Extension county programs. UC serves about 150,000 of California's low-income population.

Key Facts:

- Rice fields have been documented to provide nearly 60 percent of the food needs for the millions of wintering waterfowl that annually migrate along the Pacific Flyway.
- The Central Valley holds 20 percent of the continental population of winter waterfowl and 60 percent of the entire Pacific Flyway population in the winter season.
- California rice fields have been designated as shorebird habitat of international significance
- Combined with private and public wetlands, these 620,000 acres of habitat is the second largest designation in North America.



Food & Agriculture

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TRANS PACIFIC PARTNERSHIP

Requested Actions:

Support the Trans Pacific Partnership (TPP), with the inclusion of all agricultural products, as a critical driver for the region's economy.

Background:

The TPP is the future of trading in the Pacific Rim and critical to the region's economy. An ambitious undertaking started nine years ago by Pacific Rim countries committed to the elimination of trade barriers across all products in the region, twelve countries including the United States and Japan support the TPP. The TPP is the best opportunity for California to increase exports in several decades and will establish trade agreements for the next generation of farmers, processors and shipping businesses in the region.

Agriculture is a foundation of the region's economy and exports bring significant revenue into the Sacramento Valley. Rice, walnuts, almonds and tomatoes are key crops grown in the region, which not only provide tens of thousands of jobs but also bring critical export dollars into the region. For example, 50 percent of the state's annual rice crop, 60 percent of the almond crop, and 25 percent of the tomato crop are grown, processed and exported. In the Sacramento Region this translates to XX (SACOG here) acres of production. These crops are then processed locally throughout the Sacramento Valley and then shipped through the Port of West Sacramento and Oakland adding tens of thousands of jobs and billions of dollars in revenue.

Unfortunately some commodities are being proposed as off-limits in the TPP, severely limiting the benefits of the agreement. Rice, beef, wheat and dairy products are all considered by Japan to be sensitive and they are asking that export expansions be limited under the TPP. The region strongly



supports the inclusion of all agricultural crops on the TPP with meaningful export and market expansions.

Key Facts:

Rice provides more than \$5 billion in economic activity to the region and 25,000 jobs

Legislation Details (With Text)

File #: 14-128 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 4/1/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Adopt Ordinance Governing False Fire Alarms

Recommendation for Action: Staff recommends that the City Council adopt Ordinance No. _____ to establish standards and controls 1) to reduce the incidents of false fire alarm calls responded to by the Fire Department; 2) define what constitutes a nuisance alarm; and 3) establish the appropriate fee structure to offset the cost of false fire alarm response.

Sponsors:

Indexes:

Code sections:

Attachments: [ORDINANCE - Fire False Alarm](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Adopt Ordinance Governing False Fire Alarms

Recommendation for Action : Staff recommends that the City Council adopt Ordinance No. _____ to establish standards and controls 1) to reduce the incidents of false fire alarm calls responded to by the Fire Department; 2) define what constitutes a nuisance alarm; and 3) establish the appropriate fee structure to offset the cost of false fire alarm response.

Staff Contact

Dan Bellini, Public Safety Chief, dan.bellini@cityofwoodland.org

Council Goal

This recommendation is consistent with the City's goal of 1) maintaining Woodland's quality of life by ensuring the highest level of public safety through the proper use of staff resources and allocation of fire safety response to genuine emergencies; and 2) fiscal responsibility by adopting the appropriate fee structure to offset the cost of Fire response to false alarms.

Fiscal Impact

Adoption of the ordinance will enable Fire staff to optimize service response to genuine emergencies and streamline the billing process, allowing for more effective and efficient overall operation. The most effective alarm management is through user and alarm industry accountability, resulting in cost savings realized from

improved utilization of staff resources.

Background

Fire alarms are one of many types of calls for service that the Fire Department handles regularly. False fire alarms do not occur frequently but do occur regularly enough that the Department, in order to recoup the cost of responding to these false alarms, has charged fees over the years. In the course of reviewing the fee structure, it was determined that the process needs further definition, specifically the basis for the fee structure and how false alarms are determined. Currently, the fee structure is included in the fee schedule with minimal explanation.

Discussion

Upon the advice of the City Attorney, the Department has developed the attached ordinance which serves to formalize the false fire alarm process by providing the needed definition and clarification in order to carry out this process prudently. The ordinance clearly spells out the responsibilities and expectations of the alarm business, fire alarm agent, and fire alarm monitoring company. The calculation of fees will be presented as part of the adoption of the City's fee schedule at a future Council meeting.

Conclusion

Staff recommends that the City Council adopt Ordinance No. _____ to establish standards and controls 1) to reduce the incidents of false fire alarm calls responded to by the Fire Department; 2) define what constitutes a nuisance alarm; and 3) establish the appropriate fee structure to offset the cost of false fire alarm response.

Prepared by: Elle Murphy, Senior Management Analyst

Reviewed by: Dan Bellini, Public Safety Chief



Paul Navazio, City Manager

Attachment: Ordinance Including Exhibit A - Chapter 9A Fire Alarm Systems

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA ADDING CHAPTER 9A TO THE WOODLAND MUNICIPAL CODE RELATED TO FALSE FIRE ALARMS

WHEREAS, California Business and Professions Code section 7592.8 authorizes the City of Woodland (“City”) to enact ordinances governing false alarm activations and responses; and

WHEREAS, the City would like to reduce the number of false fire alarms to conserve resources and ensure that fire safety services are available in cases of genuine emergencies; and

WHEREAS, the City seeks to deter those who operate residential and business fire alarms from activities that set off those alarms in non-emergency situations; and

WHEREAS, updates to the Woodland Municipal Code are needed to address false fire alarms; and

WHEREAS, the City Council wishes to amend the Woodland Municipal Code to include necessary provisions regarding false fire alarms as set forth below.

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

Section 1. Recitals. The recitals set forth above are true and correct and are incorporated as though fully set forth herein.

Section 2. Amendment to the Woodland Municipal Code. Chapter 9A of the Woodland Municipal Code is hereby added to read as shown in Exhibit “A,” attached hereto and incorporated herein by reference.

Section 3. Severability. If any provision of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof and intends that the invalid portions should be severed and the balance of the Ordinance be enforced.

Section 4. Effective Date and Publication. The City Clerk shall certify to the adoption of this Ordinance and shall cause a summary thereof to be published in the Daily Democrat, a newspaper of general circulation, printed and published in the city of Woodland and county of Yolo, at least five (5) days prior to the meeting at which the proposed ordinance is to be adopted and shall post a certified copy of the proposed ordinance in the office of the City Clerk, and within fifteen (15) days of its adoption, shall cause a summary of it to be published, including the vote for and against the same, and shall post a certified copy of the adopted ordinance in the office of the City Clerk, in accordance with California Government Code section 36933. This

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

PASSED AND ADOPTED this _____ day of _____, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin H. "Skip" Davies
Mayor

ATTEST:

Ana Gonzalez
City Clerk

APPROVED AS TO FORM:

Kara K. Ueda
City Attorney

Exhibit “A”**CHAPTER 9A
FIRE ALARM SYSTEMS****Sections:**

- 9A-1 Purpose.**
- 9A-2 Definitions.**
- 9A-3 Government Immunity.**
- 9A-4 Duties of Fire Alarm Business, Fire Alarm Agent, and Fire Alarm Monitoring Company.**
- 9A-5 Contesting False Fire Alarm Response Reports.**
- 9A-6 Nuisance Alarms.**
- 9A-7 False Fire Alarm Response Fees.**
- 9A-8 Appeals.**

Section 9A-1. Purpose.

The purpose of this chapter is to establish standards and controls to reduce the incidents of false fire alarm calls responded to by the Fire Department. The most effective alarm management is through user and alarm industry accountability.

Section 9A-2. Definitions.

For the purpose of this chapter, the following definitions shall apply:

“City” means the City of Woodland.

“False Fire Alarm” means the activation of a Fire Alarm System resulting in a response by the Fire Department and which is caused by the negligence or intentional misuse of the Fire Alarm System by owner, its employees, agents or any other activation of a Fire Alarm System not caused by heat, smoke or fire.

“Fire Alarm Agent” means any person who is self-employed or employed either directly or indirectly by a Fire Alarm Business whose duties include any of the following: selling, maintaining, leasing, servicing, repairing, altering, replacing, moving or installing a Fire Alarm System in or on any building, place or premises.

“Fire Alarm Business” means any person conducting or engaged in the business of selling, leasing, maintaining, servicing, repairing, altering, replacing, moving, installing, or monitoring a Fire Alarm System in or on any building, place or premises.

“Fire Alarm Device” means a device or alarm that is designed to respond either manually or automatically to smoke, fire, or activation of a fire suppression system.

“Fire Alarm Monitoring Company” means a person in the business of providing monitoring services.

“Fire Alarm System” means a combination of approved compatible devices with the necessary electrical interconnection and energy to produce an alarm signal in the event of a fire or

emergency medical situation or both, and when activated, emits a sound or transmits a signal to indicate that an emergency situation exists.

“Fire Alarm User” means any person responsible for operating a Fire Alarm System at any premises in the city.

“Fire Department” means any employee of the Woodland Fire Department.

“Person” means any individual, partnership, corporation or other business entity.

Section 9A-3. Government Immunity.

Any alarm liability and consequential damage resulting from the failure to respond to an alarm is hereby disclaimed and governmental immunity as provided by law is retained. By installing a Fire Alarm System, the Fire Alarm User acknowledges that a response may be influenced by factors such as: availability of fire units, priority of calls, weather conditions, traffic conditions, emergency conditions, staffing levels and prior response history.

Section 9A-4. Duties of Fire Alarm Business, Fire Alarm Agent, and Fire Alarm Monitoring Company.

A fire alarm business, fire alarm agent, and fire alarm monitoring company shall have the following duties:

A. To install a Fire Alarm or Fire Alarm System in accordance with nationally recognized standards within the perimeters of the alarm activating devices and be available to maintain the Fire Alarm System in good working order, and to take reasonable measures to prevent the occurrence of False Fire Alarms.

B. To provide each purchaser and Fire Alarm User with a copy of the provisions of this Chapter relating to Fire Alarm User duties, False Fire Alarm assessments, and appeal procedures within sixty (60) calendar days of the adoption of this Ordinance.

C. To provide accurate and complete instructions to the Fire Alarm User in the proper use and operation of said Fire Alarm System. Specific emphasis shall be placed on the avoidance of False Fire Alarms. All businesses that sell Fire Alarm Systems, but which are not a Fire Alarm Business as defined in this Chapter, are similarly responsible for instructing the buyer of the Fire Alarm System in the proper use of said system.

D. To maintain records of the location of these Fire Alarm Systems, devices, or services and the name and telephone number of the person and two alternates to be notified whenever an alarm is activated, and to readily report such information to the Fire Department upon request.

Section 9A-5. Contesting False Fire Alarm Response Reports.

Following fire response to the activation of an alarm, which investigation by the Fire Department determines to be false and upon notification of said fact by the Fire Department, the Fire Alarm User shall notify the Fire Department and file a report with the Fire Department within seventy-two (72) hours if the Fire Alarm User has reason to believe the False Alarm Response Report

was issued in error. Such report shall contain all information pertaining to the false alarm that occurred. If an alarm did not occur, the Fire Alarm User may submit a written letter providing the details to the Fire Department.

Section 9A-6. Nuisance Alarms.

The City Council hereby finds and determines that three (3) or more False Fire Alarms within a calendar year period are excessive and thereby constitute a public nuisance. The Fire Department may not consider any False Fire Alarm in this computation of nuisance alarms if such was generated by earthquakes, high intensity winds, or unusual acts of nature. Nuisance alarms shall be considered that are the result of the negligence of the Fire Alarm User, the agents or employees of the Fire Alarm User, or a defect in the Fire Alarm System.

Section 9A-7. False Fire Alarm Response Fees.

A. The Fire Alarm User shall pay a False Fire Alarm response fee to the City's Finance Division upon the occurrence of three (3) or more False Fire Alarms received from any one source or from any one Fire Alarm System within a calendar year. The Fire Alarm User shall also pay a False Fire Alarm response fee for the first and all subsequent False Fire Alarms or Trouble Alarms due to "Failure to Notify" when working on or testing the Fire Alarm System. The False Fire Alarm response fee shall be in such an amount as established by resolution of the City Council.

B. The Fire Alarm Business or the Fire Alarm Agent will be subject to the False Fire Alarm response fee as established by resolution of the City Council if the firefighter responding to the False Fire Alarm determines that the Fire Alarm Business or Fire Alarm Agent directly caused the False Fire Alarm. In this situation, the False Fire Alarm will not be counted against the Fire Alarm User.

C. Fees established and/or levied by this section shall be paid to the City's Finance Division within thirty (30) calendar days from the date of when the invoice was rendered.

Section 9A-8. Appeals.

If the Fire Department assesses a fee, the Fire Department shall send written notice of the action and a statement of the right to an appeal to the affected Person or Fire Alarm User. Appeals shall be heard by the City Manager or his or her designee. The decision of the City Manager or designee shall be final.

Legislation Details (With Text)

File #: 14-141 Version: 1 Name:

Type: Report of the City Manager Status: Agenda Ready

File created: 4/11/2014 In control: City Council

On agenda: 4/15/2014 Final action:

Title: SUBJECT: Update on California Voting Rights Act (CVRA) and Timeline for Submitting November 2014 Ballot Measure to Transition to Council-District Elections

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive an informational update on developments related to the California Voting Rights Act, and
- 2) Consider timeline for Council actions needed to place the proposed measure to transition to Council-district elections on the November 2014 ballot.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Update on California Voting Rights Act (CVRA) and Timeline for Submitting November 2014 Ballot Measure to Transition to Council-District Elections

Recommendation for Action: Staff recommends that the City Council:

- 1) Receive an informational update on developments related to the California Voting Rights Act, and
- 2) Consider timeline for Council actions needed to place the proposed measure to transition to Council-district elections on the November 2014 ballot.

Staff Contact

Paul Navazio, City Manager, (530) 661-5802, paul.navazio@cityofwoodland.org

Council Goal

Governance/Organizational Effectiveness - Promote local government and city organization committed to meeting the needs of the community, encourages collaboration, civic participation, and promotes accountability and transparency in the effective delivery of services.

Fiscal Impact

As an informational item, there is no direct fiscal impact associated with the recommendations contained in this staff report. Based on prior Council direction, staff is already providing for costs associated with the planned

November 2014 election in its development of the FY2014/15 budget. The cost of conducting this election is estimated to be approximately \$35,000.

Background

On November 19, 2013, the City Council approved placing on the June 2014 ballot a question asking the voters to change from the current at large election system to a “by district” form of election. The City Council also selected its preferred map, one of the two that was developed by the Citizens Advisory Committee on City Council District Boundaries.

At its meeting of December 17, 2013, the City Council voted to postpone the ballot measure to transition to “by district” elections to the November 2014 ballot. This decision was informed, in part, by the Council’s desire to conduct the at-large Council election in June of 2014 - and thereby allow for a ballot measure seeking renewal of the City’s expiring quarter-cent sales tax to appear on the same June ballot - as well as a sentiment that the Council-District ballot measure could benefit from the higher voter-turnout typically associated with the November general election.

This staff report is intended to provide the City Council with an informational update on recent activity related to communities seeking to comply with the provisions of the California Voting Rights Act, includes a summary of pending bills in the State Legislature related to this topic, and concludes with a timeline for Council action(s) needed to place the Council-District ballot measure before the voters at the November 2014 general election.

Discussion

California Voting Rights Act-Based Litigation -

The Council has previously received information related to past litigation based on CVRA challenges. The following summarizes more recent developments as the courts continue to impose remedies following successful CVRA lawsuits:

City of Palmdale - The City of Palmdale was the first city to have its election system changed in a manner that removed council members who were duly elected by the voters. In 2013, a Los Angeles Superior Court judge ruled that the city’s “at-large” elections violated the rights of minority voters. In December, the court further ruled that the City of Palmdale must:

- Convert its four at-large Council seats to a district-based election (with the mayor continuing to be elected at-large); and
- Hold a special election to elect four new Council members on June 3, 2014; and
- Move future Council elections to November, with the city retaining the ability to adopt procedures to stagger the elections.

City of Anaheim - In January of 2014, the City of Anaheim announced a settlement in a voting-rights lawsuit challenging its at-large elections. The Council agreed to call for a November ballot measure allowing voters to decide whether to establish council districts, along with a second ballot measure to increase the number of Council members from four to six. If approved in November, the measures will take effect for the 2016 elections.

City of Santa Clarita - The City of Santa Clarita recently settled a CVRA lawsuit challenging its at-large election system by agreeing to two specific changes:

- Move the timing of the Council elections to November of even-numbered years, and

- Retain the at-large system, but employ “cumulative voting” that allows a voter to either cast multiple votes for the same candidate or distribute votes among candidates. Each voter can cast as many votes as there are seats contested at the election.

Current Legislation Related to CVRA -

AB 2715 (Hernandez) - would amend the CVRA to “impose” district-based elections on all general law cities with populations over 100,000, effective July 1, 2015. In addition, the bill would authorize an affected city to petition the courts for an order permitting the city to enact an at-large election for members of its governing body; a court would be authorized to grant such an order if it determines that imposing an at-large election would not violate the CVRA. However, the bill provides that even if a court grants an order permitting at-large elections, a voter may still file suit against the alleging that the city is in violation of the CVRA.

AB 1440 (Campos) - would amend the CVRA to require a “political subdivision” to hold at least one public hearing on a proposal to change from at-large to district elections prior to the public hearing where a vote is to be taken on the adoption of district maps. AB1440’s stated intent is to ensure public confidence that the process will be open, fair and include sufficient public input.

SB 2365 (Padilla) - Existing law prohibits the use of an “at-large” election if it impairs the ability of a protected class to elect candidates of its choice or otherwise influence the outcome of an election. This bill would extend the same prohibition to a district-based elections.

Timeline for Council Action(s) Remaining to Place Council-District Measure on the November 2014 ballot:

At its meeting of December 17, 2013, the City Council voted to postpone the ballot measure to transition to “by district” elections to the November 2014 ballot. As such, according to the timeline required to submit to the County all required documents, the City Council would need to take action no later than its meeting of July 15, 2014 on the proposed “by-district” election ordinance (including district maps) as well as the resolution calling the election.

However, in order for the current City Council to take final action on placing the district election measure on the November ballot, the second reading of the required ordinance would need to occur prior to the end of June. In order to meet this timeframe, staff intends to return to council with all necessary Council actions no later than the first meeting in June.

Additional Considerations

As discussed in prior staff reports, there are a number of additional considerations related to implementation of district elections that would need to be considered by the Council, but are not required to be included in the ballot measure. These include, once again:

- The sequence (order) of which districts are to be contested in 2016 versus 2018;
- The method for selecting the Mayor and Vice Mayor;

Council Stipend

An additional consideration that has been raised is increasing the stipend presently provided to members of the City Council as a means of encouraging more individuals to seek election to the City Council. As stated in previous staff reports, the current stipend of \$250 per month was established by a voter initiative in 1986, and

thus requires a vote of the electorate to be changed. The City Attorney has also advised that a ballot measure addressing Council compensation would require a separate ballot measure from the district ballot measure, but could run concurrently (i.e. on the same ballot).

Conclusion

Staff recommends that the City Council receive the informational report on activities related to the CVRA and direct staff to return to Council no later than the first meeting in June with required Council actions (first reading of ordinance) needed to place the Council districts ballot measure on the November 2014 ballot.

Prepared by: Paul Navazio, City Manager

A handwritten signature in dark ink, appearing to read "Paul Navazio", with a long horizontal flourish extending to the right.

Paul Navazio, City Manager

Legislation Details (With Text)

File #: 14-126 Version: 1 Name: Westside Sacramento Integrated Regional Water Management Plan Adoption
Type: Report of the City Manager Status: Agenda Ready
File created: 3/28/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Adopt the Westside Sacramento Integrated Regional Water Management Plan

Recommendation for Action: Staff recommends that City Council adopt Resolution No. adopting the Westside Integrated Regional Water Management Plan (IRWMP)

Sponsors:

Indexes:

Code sections:

Attachments: [Resolution - Westside IRWMP](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Adopt the Westside Sacramento Integrated Regional Water Management Plan

Recommendation for Action : Staff recommends that City Council adopt Resolution No. adopting the Westside Integrated Regional Water Management Plan (IRWMP)

Staff Contact

Tim Busch, Principal Utilities Civil Engineer, 530-661-5963, tim.busch@cityofwoodland.org

Fiscal Impact

Adoption of the IRWMP allows the City to pursue grant funding that is currently available for recycled water and groundwater recharge projects as funded through the IRWMP. There is no impact to the General Fund.

Background

The IRWMP is a planning tool that provides a vision for the management of water resources in the Westside Sacramento Region and highlights important actions to help accomplish that vision through the year 2035. The IRWMP complies with the Department of Water Resources (DWR) guidelines under Proposition 84 and 1E. The IRWMP encompasses a wide range of water resources concerns including: water supply, flood management, and habitat improvements.

The State of California recently passed a drought relief bill, SB 103/AB 79, which includes funding for projects including recycled water and groundwater recharge. Below is an excerpt from the legislative announcement:

“Several of the proposals included in this package were proposed in the Governor’s January budget, but will now be expedited. Highlights of the legislation include:

Enhancing Water Conservation and Improving Water Supplies

- \$549 million from the accelerated expenditure of voter-approved bonds, Proposition 84 and Proposition 1E, in the form of infrastructure grants for local and regional projects that are already planned or partially completed to increase local reliability, including recapturing of storm water, expand the use and distribution of recycled water, enhance the management and recharging of groundwater storage and strengthen water conservation.”

The projects are funded through the DWR and the IRWMP as part of the Round 3 Implementation Grant program. In order to be eligible for funding the City has to adopt the IRWMP and the submitted projects need to be included in the IRWMP. The City is evaluating applying for grant funds for the construction of a new (Aquifer Storage & Recovery) ASR well, retrofit of wells to be ASR capable, and recycled water. ASR wells are included in the IRWMP as part of the surface water project. The Water Resources Association has adopted the IRWMP, of which the City is a member agency.

Discussion

Adoption of the IRWMP is a step in the process of preparing a grant application package under the Proposition 84 Round 3 Implementation Grant funding program through the DWR and include projects that are proposed to be incorporated into the Westside IRWMP. The Westside IRWMP is available online at <http://www.westsideirwm.com> and is incorporated herein by reference.

Conclusion

Staff recommends that City Council adopt Resolution No. _____ adopting the Westside Integrated Regional Water Management Plan (IRWMP).

Prepared by: Tim Busch, Principal Utilities Civil Engineer

Reviewed by: Brent Meyer, City Engineer

Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Attachment: Resolution

RESOLUTION NO. ____**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND FOR
ADOPTION OF THE WESTSIDE INTEGRATED WATER MANAGEMENT PLAN
DATED JUNE 2013**

WHEREAS, the City of Woodland wishes to adopt the Westside Integrated Regional Water Management Plan (IRWMP); and

WHEREAS, the City needs to adopt the Westside IRWMP in order to be eligible for grant and low interest loan funding; and enable the City to submit a Proposition 84 Round 3 Implementation Grant funding application to DWR by the submission deadline; and

WHEREAS, the City intends to submit Proposition 84 Round 3 Implementation Grant funding applications to DWR by the submission deadline including projects that are proposed to be incorporated into the Westside IRWMP; and

WHEREAS, as a member of the WRA, the City participated in WRA's adoption of the Westside IRWMP; and

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby adopts the Westside IRWMP dated June 2013 incorporated herein by reference.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin "Skip" Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Legislation Details (With Text)

File #:	14-058	Version:	1	Name:	
Type:	Report of the City Manager	Status:		Agenda Ready	
File created:	2/11/2014	In control:		City Council	
On agenda:	4/15/2014	Final action:			
Title:	SUBJECT: Approve Plans & Specifications, and Authorize Bid Advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15)				
	Recommendation for Action: Staff recommends that the City Council (1) approve the plans and specifications; and (2) authorize bid advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Illustration of Project				

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Approve Plans & Specifications, and Authorize Bid Advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15)

Recommendation for Action : Staff recommends that the City Council (1) approve the plans and specifications; and (2) authorize bid advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15).

Staff Contact

Chris Fong, Associate Civil Engineer - (530) 661-5972, chris.fong@cityofwoodland.org

Fiscal Impact

The engineer's estimate of construction costs is \$4,500,000. The total project budget as authorized in the Capital Budget is \$8,792,927 for the Water Transmission Main East (CIP 11-14) and \$261,444 for the Community Center/Sports Park Frontage (CIP 11-15). The difference between the total project budget and the engineer's estimate represents the amount allocated for design, land acquisition, construction contingency, and construction management/inspection. If the project bids come in near the engineer's estimate, staff is anticipating some amount of project savings that will be available.

The Water Transmission Main East Project (CIP 11-14) is funded as part of the financing plan for the local facilities component of the Surface Water Project, funded through State Revolving Funds. The underlying fund source for this project is Water Enterprise funding. The Community Center/Sports Park Frontage (CIP 11-15)

has funding consisting of \$20,000 of SLIF Parks funding, \$210,444 in Quimby funding, and \$31,000 in Parks development funding.

There is no impact to the General Fund.

Background

The City is constructing a local water transmission pipeline to convey future surface water from the Woodland Davis Clean Water Agency tie in at the east side of CR 102 at Farmers Central Road to the City's First Ground Level Tank located at David Douglass Park. The local transmission pipeline project consists of two segments, the East Transmission Main (the subject of this council communication) and the West Transmission Main. The East Transmission Main extends from the east side of CR 102/Farmers Central Road intersection to the Sixth Street/CR 24A intersection. The West Transmission Main goes from the Sixth Street/CR 24A intersection to Ashley Avenue and then north along Ashley Avenue to the First Ground Level Tank. See the attached map for the general layout of the east portion of the local transmission pipeline.

The East Project's plans and specifications were prepared by Cunningham Engineering with City staff oversight and are ready for Council approval. The plans and specifications for the West Project is still being finalized by Brown & Caldwell and staff expects to bring the West Project to Council for bid authorization in May 2014.

The City has noticed property owners/residents within a 300 radius of the future water line and held a community meeting on February 13, 2014 to inform/discuss the upcoming construction of the local transmission pipeline.

Discussion

Both sections of the Water Transmission Main are going into construction in 2014 and are planned for completion in the Spring of 2015. Due the nature of the design and layout of the water transmission main, the City had two design teams working on the water transmission main and each can be completed independent of the other. The City Council approved a contract with Psomas Engineering on January 7, 2014 to oversee the construction of the local transmission pipeline projects.

The Community Center/Sports Park Frontage project consists of landscaping and a 10 foot wide multiuse concrete path along the southern edge of Sports Park Drive. The landscape and pathway was scheduled to be constructed in 2011 but a decision was made to delay the project when the water transmission main was identified to go under the frontage landscaping. The Community Center/Sports Park frontage has been added to the scope of the construction work to be completed with the Water Transmission Main East Project.

Upon Council authorization, the project will be advertised in mid March with an bid opening in April. Staff anticipates a bid award date in late April/early May with construction beginning around June 2014.

The project will necessitate the acquisition of easements from several property owners including Woodland Community College, Woodland Joint Unified School District, and Woodland Christian School. Appraisals have been completed and draft easement acquisition documents presented to property owners. Staff anticipates bringing final documents to Council for final execution in April.

Conclusion

Staff recommends that the City Council (1) approve the plans and specifications; and (2) authorize bid advertisement for Water Transmission Main East (CIP 11-14) and the Community Center/Sports Park Frontage (CIP 11-15).

Prepared by: Chris Fong, Associate Civil Engineer

Reviewed by: Tim Busch, Principal Utilities Civil Engineer

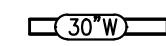
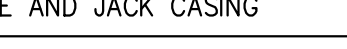
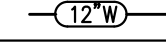
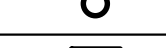
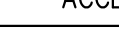
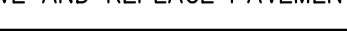
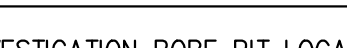
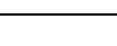
Reviewed by: Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Enclosed: Water Transmission Main Map

LEGEND

PROPOSED	EXISTING
	TRANSMISSION WATER PIPE
	TRANSMISSION WATER TEE
	TRANSMISSION WATER VALVE
	TRANSMISSION WATER HORIZONTAL BEND
	TRANSMISSION WATER VERTICAL BEND
	BORE AND JACK CASING
	PRECAST CONCRETE VAULT
	DISTRIBUTION WATER PIPE
	DISTRIBUTION WATER VALVE
	AIR RELEASE AND VACUUM VALVE
	TRANSMISSION WATER BLOW OFF VALVE
	DISTRIBUTION WATER BLOW OFF VALVE
	SANITARY SEWER PIPE
	SANITARY SEWER MANHOLE
	STORM DRAIN PIPE
	STORM DRAIN MANHOLE
	STORM DRAIN HEADWALL WITH ENERGY DISSIPATER
	ACCESS/MAINTENANCE ROAD
	SAWCUT, REMOVE AND REPLACE PAVEMENT
	JACKING/RECEIVING PIT
	GEOTECHNICAL INVESTIGATION BORE PIT LOCATION

BENCH MARK:

SEE CONTROL SHEET T-04 FOR ADDITIONAL CONTROL INFORMATION.
SURVEY BASED ON CITY OF WOODLAND GEODETIC CONTROL SURVEY – 2002.

NO.	ELEV.	DESCRIPTION:
P-24	49.09	3/4" IRON BAR MONUMENT ON CENTERLINE OF HARRY LORENZO AVENUE ON EAST PROJECTION OF FENCE 0.5 MILE SOUTH OF GIBSON ROAD (SEE SHEET T-04 FOR LOCATION).

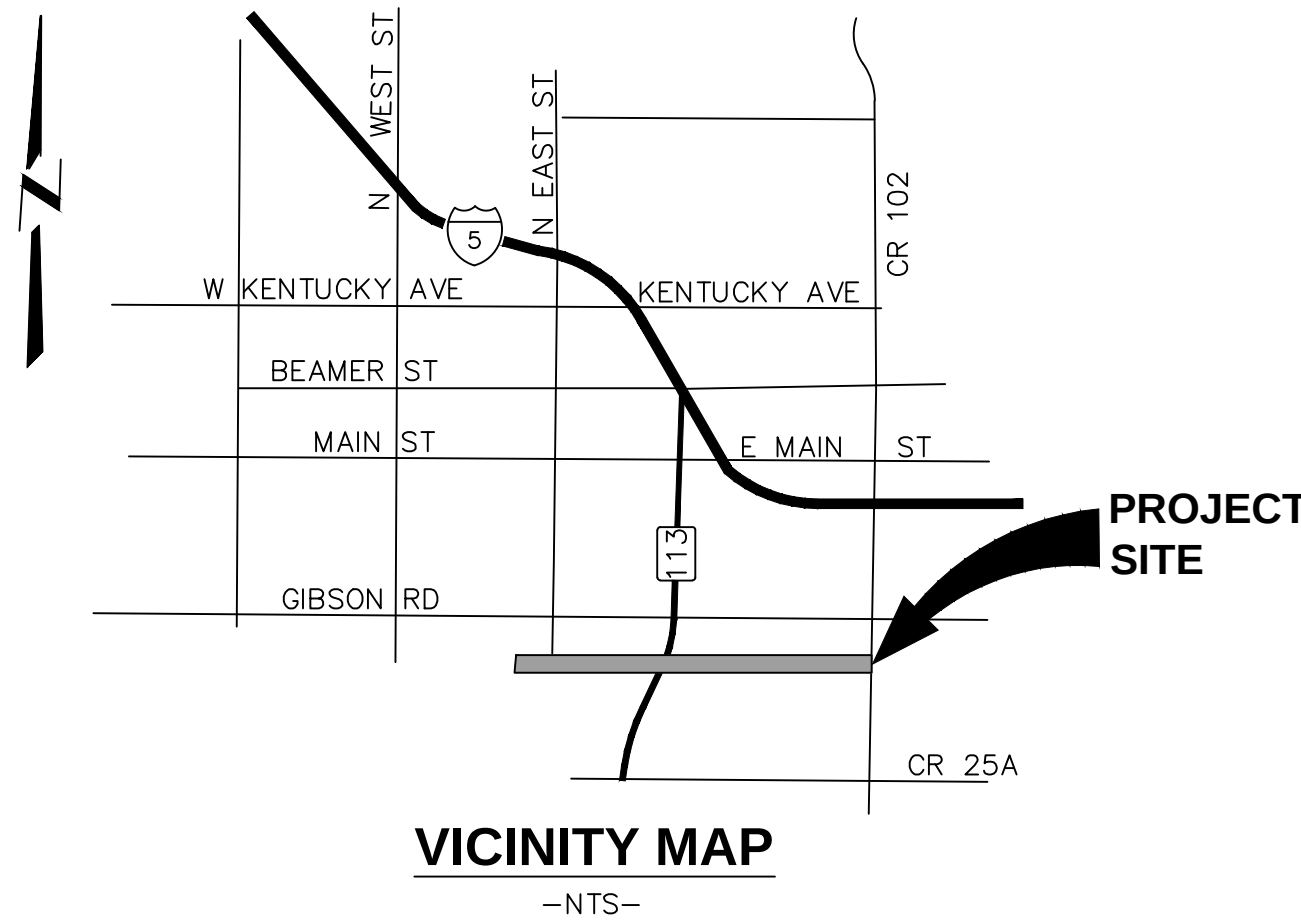
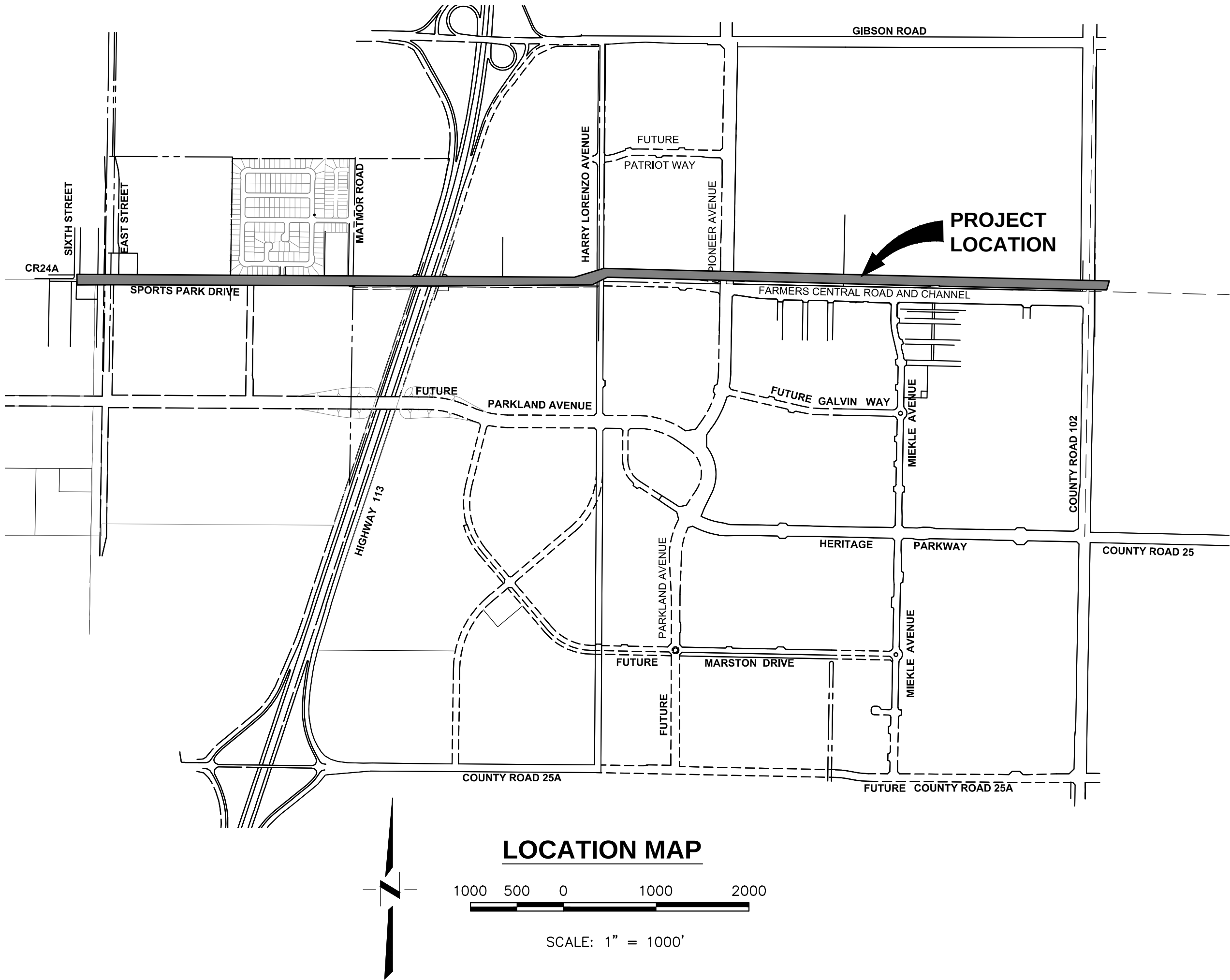
ABBREVIATIONS

AB	AGGREGATE BASE	E	EAST, ELECTRIC	LT	LEFT	R	RADIUS
ACP	ASBESTOS CEMENT PIPE	EA	EACH	MAX	MAXIMUM	RP	RADIUS POINT
AC	ASPHALT CONCRETE	EC	END OF CURVE	RCP	REINFORCED CONCRETE PIPE	RSP	REINFORCED STANDARD PLAN
AD	AREA DRAIN	ELEV. EL	ELEVATION	WH(D)	WATER HOLE	RT	RIGHT
AP	ANGLE POINT	E.P.	EDGE OF PAVEMENT	MH(S)	MANHOLE	R/W	RIGHT OF WAY
ARV	AIR RELIEF VALVE	ESMT.	EASEMENT	MIN	MINIMUM	S	SLOPE, SEWER, SOUTH
ASTM	AMERICAN SOCIETY OF TESTING AND MATERIALS	EVA	EMERGENCY VEHICLE ACCESS	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES	SB	SIGNAL PULL BOX
AWWA	AMERICAN WATER WORKS ASSOCIATION	EXIST. EX.	EXISTING	N	NORTH	SHT	SHEET
BC	BEGIN CURVE	FB	FLUSHER BRANCH	NO	NUMBER	SD	STORM DRAIN
BL	BICYCLE LANE	FG	FINISH GRADE	NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	SF	SQUARE FEET
BOV	BLOW OFF VALVE	FN	FINISH	NTS	NOT TO SCALE	S.D.E.	STORM DRAIN EASEMENT
BW	BACK OF WALK	FL	FLOW LINE	OH	OVERHEAD	SS	SANITARY SEWER
CA	CALIFORNIA	FM	FACE OF MAIN	O.C.	ON CENTER	ST	STREET
CB	CATCH BASIN	FOC	FACE OF CURB	O.D.	OUTSIDE DIAMETER	STA	STATION
CL	CURB FACE	GB	GRADE BREAK	P&P	PLAN AND PROFILE	S1'/STD5	STANDARD
CF	CENTERLINE; CLASS	GV	GATE VALVE	PB	PUBLIC	S/W, SW	SIDEWALK
CONC	CONCRETE	HC	HANDICAP	PL	ELECTRIC PULL BOX	SWPPP	STORM WATER POLLUTION PREVENTION PLAN
CMC	CEMENT MORTAR COATING	HP	HIGH POINT	PCC	PORTLAND CEMENT CONCRETE	TI	TRAFFIC INDEX
CML	CEMENT MORTAR LINING	ID	IDENTIFICATION	PG&E	POINT OF COMPOUND CURVE	TW	TOP OF WALL
CMU	CONCRETE MASONRY UNITS	IE	INVERT ELEVATION	PI	PACIFIC GAS & ELECTRIC	TYP	TYPICAL
CP	CONCRETE PIPE	INTX	INTERSECTION	PL	POINT OF INTERSECTION	VC	VERTICAL CURVE
C & G	CURB AND GUTTER	INV	INVERT ELEVATION	PRV	PROPERTY LINE, PLACE	W	WALLACE, KUHL & ASSOCIATES
CR	CURB RETURN	L	LENGTH	PUE	PRESSURE REDUCING VALVE	W/M	WATER MAIN
D	DRAIN LINE	LF	LINEAR FEET	PVC	PUBLIC UTILITY EASEMENT	W/	WATER MAIN
DI	DROP INLET/ DRAIN INLET	LP	LOW POINT	PVMT	POLY VINYL CHLORIDE PAVEMENT	WITH	WITH
DI	DUCTILE IRON PIPE	LS	LANDSCAPE				
D/W	DRIVEWAY ENTRANCE						

CIVIL IMPROVEMENT PLANS
WOODLAND TRANSMISSION MAIN - EAST
CIP No. 11-14

(SIXTH STREET TO COUNTY ROAD 102)

CITY OF WOODLAND, YOLO COUNTY
CALIFORNIA
JANUARY 29, 2014



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DETAILS	D-02
DETAILS	D-03
DETAILS	D-04
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PLAN & PROFILE – STA 108+50 to 116+50	C-02
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DETAILS 5	CP-6
DETAILS 6	CP-7

OWNER:
CITY OF WOODLAND
300 FIRST STREET
WOODLAND, CA 95695
(530) 661-5961

CIVIL ENGINEER:
CUNNINGHAM ENGINEERING
2940 SPAFFORD STREET, SUITE 200
DAVIS, CALIFORNIA 95618
(530) 758-2026

LANDSCAPE ARCHITECT
SHANNON & WILSON, INC.
2940 SPAFFORD STREET, SUITE 200
DAVIS, CALIFORNIA 95618
(530) 758-2026

SURVEYOR:
MORROW SURVEYING
1255 STARBOARD DRIVE
WEST SACRAMENTO, CALIFORNIA 95691
(916) 372-8124

SOILS ENGINEER:
CUNNINGHAM ENGINEERING
1722 3RD STREET, SUITE 100
SACRAMENTO, CALIFORNIA 95811
(916) 438-2300

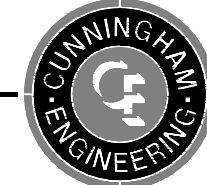
UTILITY REPRESENTATIVES		
UTILITY	REPRESENTATIVES	PHONE
U.S.A.		1-800-227-2600
GAS	P.G.&E.	STEVE ANNUZZI 916-386-5013
ELECTRICITY	P.G.&E.	STEVE ANNUZZI 916-386-5013
TELEPHONE	AT&T	MARTHA RAMOZ-HERNANDEZ 707-258-3779
WATER	CITY	PUBLIC WORKS DEPARTMENT 530-661-5960
SEWER	CITY	PUBLIC WORKS DEPARTMENT 530-661-5960
DRAINAGE	CITY	PUBLIC WORKS DEPARTMENT 530-661-5960
T.V. CABLE	WAVE	KIRK ELLINGSON 916-315-3203

DRAWING STATUS:

- PLAN REVIEW SET – 100% CDS
- BID SET

DATE SIGNED: _____
THESE DRAWINGS ARE NOT CONSIDERED
FINAL UNTIL THE ENGINEER'S SEAL BELOW
HAS BEEN SIGNED AND DATED.





Project Planning • Civil Engineering • Landscape Architecture

Sacramento Office • 2120 20th Street, Suite Three Sacramento, CA 95818 (916) 455-0025

Davis Office • 2940 Spafford Street, Suite 200 Davis, CA 95618 (530) 758-2026

CITY OF WOODLAND

WOODLAND TRANSMISSION MAIN - EAST

CIVIL IMPROVEMENT PLANS

TITLE

BENCH MARK: CALIFORNIA NAD83 STATE PLANE COORDINATES, ZONE 2, ESTABLISHED FROM NGS MONUMENTS HPGN D CA#3 DG AND FERRY, EPOCH DATE 1991.35
ELEVATION: 49.09
HORIZONTAL DATUM: NGS MONUMENTS HPGN D CA AND FERRY, EPOCH DATE 1991.35
DESCRIPTION: BASED ON YOLO COUNTY GPS SUBSIDENCE SURVEY.

CITY OF WOODLAND

APPROVED BY: _____

DATE: _____

PROJECT ENGINEER'S SIGNATURE

BY: _____

STEVEN J. GREENFIELD

DATE: _____ P.E. C50880

REGISTRATION EXP.: 9/30/15

SCALE: AS NOTED HORIZ. AS NOTED VERT.

DATE: JANUARY 29, 2014

DESIGNED BY BF

DRAWN BY LE

REVIEWED BY SG

FILE: 1204.02

REVISIONS

NO.	DESCRIPTION	BY	DATE
		APPR.	DATE

SHEET NUMBER

T-01 OF 44

Legislation Details (With Text)

File #:	14-127	Version:	1	Name:	Pipeline Crossing Agreement w/Union Pacific RR
Type:	Report of the City Manager	Status:		Agenda Ready	
File created:	3/31/2014	In control:		City Council	
On agenda:	4/15/2014	Final action:			

Title: SUBJECT: Authorize City Manager to execute the Pipeline Crossing Agreement with Union Pacific Railroad

Recommendation for Action: Staff recommends that City Council adopt Resolution No. _____ authorizing the City Manager to execute the Pipeline Crossing Agreement (Agreement) with Union Pacific Railroad (UPRR) for the east transmission main crossing of the UPRR and the Right of Entry permit with Genesee & Wyoming Railroad Services, Inc.

Sponsors:

Indexes:

Code sections:

Attachments: [Resolution - Union Pacific Rail Permit](#)
[RR Draft Agreement](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Authorize City Manager to execute the Pipeline Crossing Agreement with Union Pacific Railroad

Recommendation for Action : Staff recommends that City Council adopt Resolution No. _____ authorizing the City Manager to execute the Pipeline Crossing Agreement (Agreement) with Union Pacific Railroad (UPRR) for the east transmission main crossing of the UPRR and the Right of Entry permit with Genesee & Wyoming Railroad Services, Inc.

Staff Contact

Tim Busch, Principal Utilities Civil Engineer, 530-661-5963, tim.busch@cityofwoodland.org

Fiscal Impact

The UPRR pipeline crossing is included in the East Transmission Main Project and is funded in the Capital Budget, CIP# 11-14 in the amount of \$8,782,927. The UPRR Pipeline Crossing Agreement fees are \$2,000.00. Subsequently, a Right-of Entry permit is required from Genesee & Wyoming Railroad Services, Inc. with a permit fee of \$1,500.00.

Background

The East Transmission Main is part of the surface water project and conveys water from the connection point at

County Road 102 to the 3.0 million gallon tank on El Dorado Drive. The transmission main crosses the UPRR tracks west of East Street along County Road 24A. The transmission main will be constructed within a bored casing pipe approximately 15 feet below the tracks. The railroads require agreements and permits for pipelines that cross the tracks. The City has several existing permits for water main, sanitary sewer, and storm drainage pipelines that cross the railroad tracks throughout the City.

Discussion

The Agreement has several conditions, typical for pipelines that cross railroad tracks. One of the conditions states that “this Agreement may be terminated by written notice given by either party hereto to the other on any date in such notice stated, not less, however, than thirty (30) days subsequent to the date upon which such notice shall be given.” Another condition was also related to removal of the pipe as directed by UPRR. Staff submitted requested changes to these two conditions in November 2013 and the changes have not been approved by UPRR. Staff recommends approval of the Agreement without the requested changes given that since the transmission main will be constructed within a casing pipe and is 15 feet below the tracks, there is a very low probability that the UPRR would require removal of the transmission main. The City has the same conditions at the other pipeline crossings of the UPRR tracks. The City could continue to attempt to remove the language from the Agreement, however, that would likely delay the project by a year and would have a limited probability of success.

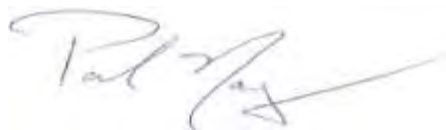
Conclusion

Staff recommends that City Council adopt Resolution No. _____ authorizing the City Manager to execute the Pipeline Crossing Agreement (Agreement) with Union Pacific Railroad (UPRR) for the east transmission main crossing of the UPRR and the Right of Entry permit with Genesee & Wyoming Railroad Services, Inc.

Prepared by: Tim Busch, Principal Utilities Civil Engineer

Reviewed by: Brent Meyer, City Engineer

Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Attachments: Resolution
Agreement

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
 APPROVING A PIPELINE CROSSING AGREEMENT WITH UNION PACIFIC
RAILROAD FOR INSTALLATION OF THE TRANSMISSION MAIN ACROSS THE
 RAILROAD.**

WHEREAS, the City of Woodland wishes to enter into a Pipeline Crossing Agreement with Union Pacific Railroad for the East Transmission Main Project, CIP #11-14 (“Agreement”); and

WHEREAS, the City Council wishes to approve the Agreement and authorize its execution through the adoption of this Resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
 CITY OF WOODLAND AS FOLLOWS:**

Section 1. The City Council hereby approves the Agreement. The City Manager is hereby authorized and directed to execute the Agreement, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes.

Section 2. A copy of the Agreement is available and on file in the City Clerk’s office, and is incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

 Marlin “Skip” Davies, Mayor

ATTEST:

 Ana B. Gonzalez, City Clerk

Pipeline Crossing 080808
Last Modified: 03/29/10
Form Approved, AVP-Law

Folder No. 2788-87

PIPELINE CROSSING AGREEMENT

Mile Post: 83.53, California North (CFNR) Subdivision
Location: Woodland, Yolo County, California

THIS AGREEMENT ("Agreement") is made and entered into as of March 05, 2013, ("Effective Date") by and between **UNION PACIFIC RAILROAD COMPANY**, a Delaware corporation, ("Licensor") and **WOODLAND, CITY OF**, a California municipal corporation to be addressed at 300 First Street, Woodland, California 95695 ("Licensee").

IT IS MUTUALLY AGREED BY AND BETWEEN THE PARTIES HERETO AS FOLLOWS:

Article 1. LICENSOR GRANTS RIGHT.

In consideration of the license fee to be paid by the Licensee and in further consideration of the covenants and agreements herein contained to be by the Licensee kept, observed and performed, the Licensor hereby grants to the Licensee the right to construct and thereafter, during the term hereof, to maintain and operate

one 38.3 inch encased pipeline for transporting and conveying water only

across Licensor's track(s) and property (the "Pipeline") in the location shown and in conformity with the dimensions and specifications indicated on the print dated March 05, 2013 and marked **Exhibit A**, attached hereto and hereby made a part hereof. Under no circumstances shall Licensee modify the use of the Pipeline for a purpose other than transporting and conveying water, and the Pipeline shall not be used to convey any other substance, any fiber optic cable, or for any other use, whether such use is currently technologically possible, or whether such use may come into existence during the life of this Agreement.

For the purposes of Exhibit A, Licensee acknowledges that if it or its contractor provides to Railroad digital imagery depicting the Pipeline crossing, Licensee authorizes Railroad to use the Digital Imagery in preparing the print attached as an exhibit hereto. Licensee represents and warrants that through a license or otherwise, it has the right to use the Digital Imagery and to permit Railroad to use the Digital Imagery in said manner.

Article 2. LICENSE FEE.

Upon execution of this Agreement, the Licensee shall pay to the Licensor a one-time License Fee of **Two Thousand Dollars (\$2,000.00)**.

Article 3. CONSTRUCTION, MAINTENANCE AND OPERATION.

The grant of right herein made to the Licensee is subject to each and all of the terms, provisions, conditions, limitations and covenants set forth herein and in **Exhibit B**, attached hereto and hereby made a part hereof.

Article 4. DEFINITION OF LICENSEE.

For purposes of this Agreement, all references in this Agreement to the Licensee shall include the Licensee's contractors, subcontractors, officers, agents and employees, and others acting under its or their authority. If a contractor is hired by the Licensee for any work performed on the Pipeline (including initial construction and subsequent relocation or maintenance and repair work), then the Licensee shall provide a copy of this Agreement to its contractor and require its contractor to comply with all the terms and provisions hereof relating to the work to be performed. Any contractor or subcontractor shall be deemed an agent of Licensee for the purpose of this Agreement, and Licensee shall require such contractor or subcontractor to release, defend and indemnify Licensor to the same extent and under the same terms and conditions as Licensee is required to release, defend and indemnify Licensor herein.

Article 5. INSURANCE.

A. During the life of the Lease, Licensee shall fully comply with the insurance requirements described in **Exhibit C**.

B. Failure to maintain insurance as required shall entitle, but not require, Licensor to terminate this License immediately.

C. If the Licensee is subject to statute(s) limiting its insurance liability and/or limiting its ability to obtain insurance in compliance with **Exhibit C** of this license, those statutes shall apply.

D. Licensee hereby acknowledges that it has reviewed the requirements of **Exhibit C**, including without limitation the requirement for Railroad Protective Liability Insurance during construction, maintenance, installation, repair or removal of the pipeline which is the subject of this Agreement.

Article 6. TERM.

This Agreement shall take effect as of the Effective Date first herein written and shall continue in full force and effect until terminated as herein provided.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date first herein written.

UNION PACIFIC RAILROAD COMPANY

WOODLAND, CITY OF

By: _____
Senior Manager - Contracts

By: _____

Name Printed: _____

Title: _____

2-21-13

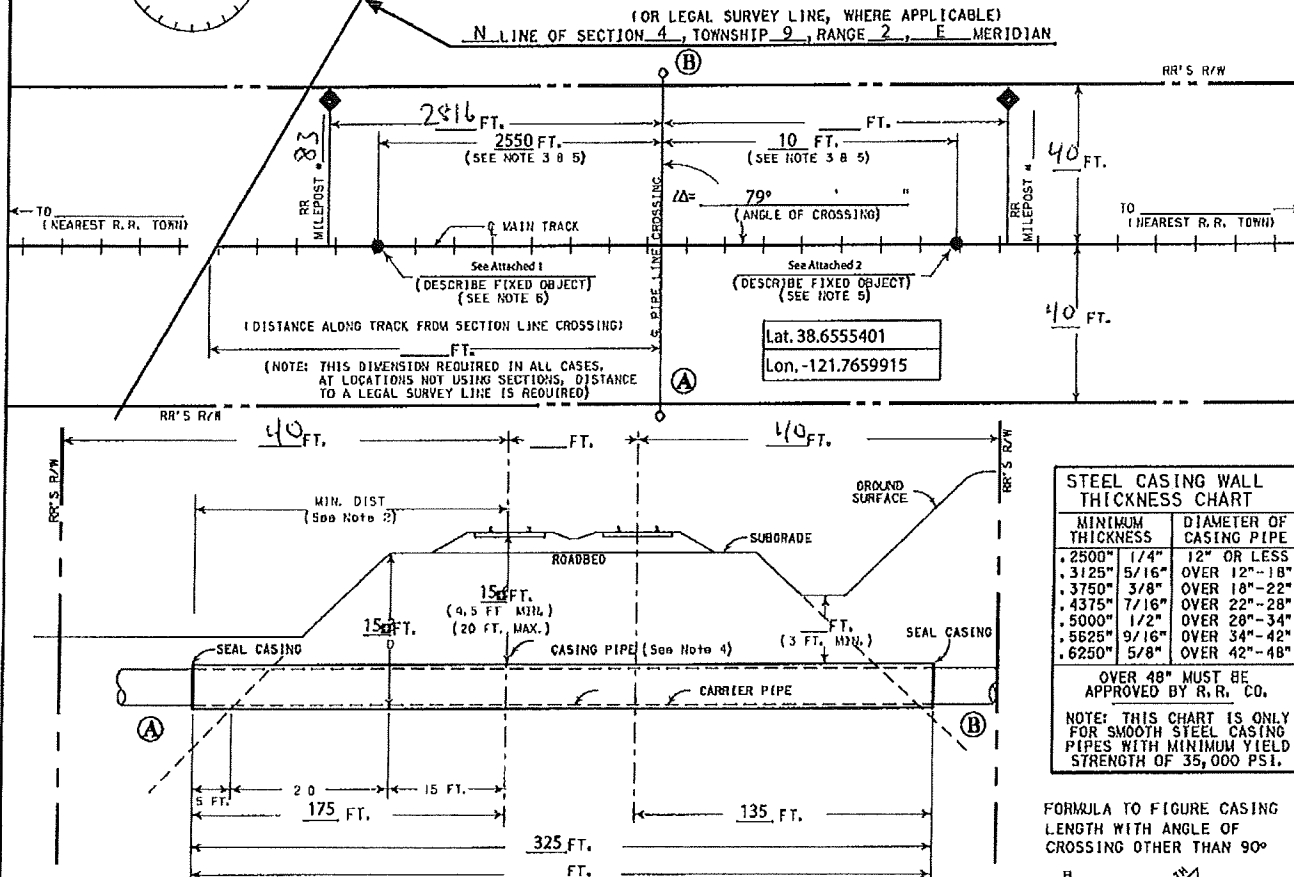
FACE ARROW INDICATING NORTH
DIRECTION RELATIVE TO CROSSING



ENCASED NON-FLAMMABLE PIPELINE CROSSING

NOTE: ALL AVAILABLE DIMENSIONS MUST BE
FILLED IN TO PROCESS THIS APPLICATION.

FORM DR-0404-B
REV 10-22-2007
www.uprr.com
NO SCALE



NOTES:

- 1) ALL HORIZONTAL DISTANCES TO BE MEASURED AT RIGHT ANGLES FROM $\frac{1}{2}$ OF TRACK.
- 2) CASING TO EXTEND BEYOND THE $\frac{1}{2}$ OF TRACK AT RIGHT ANGLES THE GREATER OF 20' + 20 FT., OR 30 FT., AND BEYOND LIMIT OF RAILROAD RIGHT-OF-WAY IF NECESSARY TO PROVIDE PROPER LENGTH OUTSIDE OF TRACK.
- 3) MINIMUM OF 50' FROM THE END OF ANY RAILROAD BRIDGE, $\frac{1}{2}$ OF ANY CULVERT, OR FROM ANY SWITCHING AREA.
- 4) SIGNAL REPRESENTATIVE MUST BE PRESENT DURING INSTALLATION IF RAILROAD SIGNALS ARE IN THE VICINITY OF CROSSING.
- 5) ALLOWABLE FIXED OBJECTS INCLUDE: BACKWALLS OF BRIDGES; $\frac{1}{2}$ OF ROAD CROSSINGS & OVERHEAD VIADUCTS (GIVE ROAD NAME), OR CULVERTS.
- 6) CASING AND CARRIER PIPE MUST BE PLACED A MINIMUM OF 2 FEET BELOW THE EXISTING FIBER OPTIC CABLE. ANY EXCAVATION REQUIRED WITHIN 5 FEET OF THE EXISTING FIBER OPTIC CABLE MUST BE HAND DUG.

(CASING LENGTH WHEN MEASURED ALONG PIPELINE.)

- A) IS PIPELINE CROSSING WITHIN DEDICATED STREET? ☒ YES; ☐ NO;
- B) IF YES, NAME OF STREET COUNTY ROAD 24A
- D) DISTRIBUTION LINE ☐ OR TRANSMISSION LINE ☒
- C) CARRIER PIPE:
COMMODITY TO BE CONVEYED WATER
OPERATING PRESSURE 200 PSI
WALL THICKNESS 1.18; DIAMETER 38.3; MATERIAL PVC;
- E) CASING PIPE:
WALL THICKNESS 0.625; DIAMETER 48; MATERIAL STEEL;
NOTE: CASING MUST HAVE 2" CLEARANCE BETWEEN GREATEST OUTSIDE DIAMETER OF CARRIER PIPE AND INTERIOR DIAMETER OF CASING PIPE. WHEN FURNISHING DIMENSIONS, GIVE OUTSIDE OF CARRIER PIPE AND INSIDE OF CASING PIPE.
- F) METHOD OF INSTALLING CASING PIPE UNDER TRACK(S):
☒ DRY BORE AND JACK (WET BORE NOT PERMITTED);
☐ TUNNEL; OTHER _____
- G) WILL CONSTRUCTION BE BY AN OUTSIDE CONTRACTOR? ☐ YES; ☒ NO;
- H) DISTANCE FROM CENTER LINE OF TRACK TO NEAR FACE OF BORING AND JACKING PITS WHEN MEASURED AT RIGHT ANGLES TO TRACK 135 (30' MIN.)
- I) APPLICANT HAS CONTACTED 1-800-336-9193, U. P. COMMUNICATION DEPARTMENT, AND HAS DETERMINED FIBER OPTIC CABLE ☐ DOES; ☒ DOES NOT; EXIST IN VICINITY OF WORK TO BE PERFORMED. TICKET NO. 2013-0219-035

EXHIBIT "A"

(FOR RAILROAD USE ONLY)

UNION PACIFIC RAILROAD CO.

California No. (Leased to CNR)

(SUBDIVISION)

M. P. 83.53 E. S. 424+00+

ENCASED WATER CROSSING AT

WOODLAND Yolo CA

(NEAREST CITY)

(COUNTY)

(STATE)

CITY OF WOODLAND

(APPLICANT)

RR FILE NO. 0278887 DATE 3-5-13

WARNING

IN ALL OCCASIONS, U. P. COMMUNICATIONS DEPARTMENT MUST BE CONTACTED IN ADVANCE OF ANY WORK TO DETERMINE EXISTENCE AND LOCATION OF FIBER OPTIC CABLE.
PHONE 1-800-336-9193

Pipeline Crossing 07/20/08

Form Approved, AVP Law

EXHIBIT B

Section 1. LIMITATION AND SUBORDINATION OF RIGHTS GRANTED.

- A. The foregoing grant of right is subject and subordinate to the prior and continuing right and obligation of the Licensor to use and maintain its entire property including the right and power of the Licensor to construct, maintain, repair, renew, use, operate, change, modify or relocate railroad tracks, signal, communication, fiber optics, or other wirelines, pipelines and other facilities upon, along or across any or all parts of its property, all or any of which may be freely done at any time or times by the Licensor without liability to the Licensee or to any other party for compensation or damages.
- B. The foregoing grant is also subject to all outstanding superior rights (including those in favor of licensees and lessees of the Licensor's property, and others) and the right of the Licensor to renew and extend the same, and is made without covenant of title or for quiet enjoyment.

Section 2. CONSTRUCTION, MAINTENANCE AND OPERATION.

- A. The Pipeline shall be designed, constructed, operated, maintained, repaired, renewed, modified and/or reconstructed by the Licensee in strict conformity with (i) Licensor's current standards and specifications ("UP Specifications"), except for variances approved in advance in writing by the Licensor's Assistant Vice President Engineering – Design, or his authorized representative; (ii) such other additional safety standards as the Licensor, in its sole discretion, elects to require, including, without limitation, American Railway Engineering and Maintenance-of-Way Association ("AREMA") standards and guidelines (collectively, "UP Additional Requirements"), and (iii) all applicable laws, rules and regulations ("Laws"). If there is any conflict between the requirements of any Law and the UP Specifications or the UP Additional Requirements, the most restrictive will apply.
- B. All work performed on property of the Licensor in connection with the design, construction, maintenance, repair, renewal, modification or reconstruction of the Pipeline shall be done to the satisfaction of the Licensor.
- C. Prior to the commencement of any work in connection with the design, construction, maintenance, repair, renewal, modification, relocation, reconstruction or removal of the Pipeline from Licensor's property, the Licensee shall submit to the Licensor plans setting out the method and manner of handling the work, including the shoring and cribbing, if any, required to protect the Licensor's operations, and shall not proceed with the work until such plans have been approved by the Licensor's Assistant Vice President Engineering Design, or his authorized representative, and then the work shall be done to the satisfaction of the Licensor's Assistant Vice President Engineering Design or his authorized representative. The Licensor shall have the right, if it so elects, to provide such support as it may deem necessary for the safety of its track or tracks during the time of construction, maintenance, repair, renewal, modification, relocation, reconstruction or removal of the Pipeline, and, in the event the Licensor provides such support,

the Licensee shall pay to the Licensor, within fifteen (15) days after bills shall have been rendered therefore, all expenses incurred by the Licensor in connection therewith, which expenses shall include all assignable costs.

- D. The Licensee shall keep and maintain the soil over the Pipeline thoroughly compacted and the grade even with the adjacent surface of the ground.
- E. In the prosecution of any work covered by this Agreement, Licensee shall secure any and all necessary permits and shall comply with all applicable federal, state and local laws, regulations and enactments affecting the work including, without limitation, all applicable Federal Railroad Administration regulations.

Section 3. NOTICE OF COMMENCEMENT OF WORK / LICENSOR REPRESENTATIVE / SUPERVISION / FLAGGING / SAFETY.

- A. If an emergency should arise requiring immediate attention, the Licensee shall provide as much notice as practicable to Licensor before commencing any work. In all other situations, the Licensee shall notify the Licensor at least ten (10) days (or such other time as the Licensor may allow) in advance of the commencement of any work upon property of the Licensor in connection with the construction, maintenance, repair, renewal, modification, reconstruction, relocation or removal of the Pipeline. All such work shall be prosecuted diligently to completion. The Licensee will coordinate its initial, and any subsequent work with the following employee of Licensor or his or her duly authorized representative (hereinafter "Licensor Representative" or "Railroad Representative"):

California Northern Railroad Company
Larry Gomez
129 Klamath Ct
American Canyon CA 94503
707 577-2897
Cell 916 717-0110

- B. Licensee, at its own expense, shall adequately police and supervise all work to be performed. The responsibility of Licensee for safe conduct and adequate policing and supervision of work shall not be lessened or otherwise affected by Licensor's approval of plans and specifications involving the work, or by Licensor's collaboration in performance of any work, or by the presence at the work site of a Licensor Representative, or by compliance by Licensee with any requests or recommendations made by the Licensor Representative.
- C. At the request of Licensor, Licensee shall remove from Licensor's property any employee who fails to conform to the instructions of the Licensor Representative in connection with the work on Licensor's property. Licensee shall indemnify Licensor against any claims arising from the removal of any such employee from Licensor's property.
- D. Licensee shall notify the Licensor Representative at least ten (10) working days in advance of proposed performance of any work in which any person or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach to within twenty-five (25) feet of any track. No work of any kind shall be performed, and no person, equipment, machinery, tool(s), material(s), vehicle(s), or thing(s) shall be located, operated, placed, or stored within twenty-five (25) feet of any of Licensor's track(s) at any time, for any reason, unless and until a railroad flagman is

provided to watch for trains. Upon receipt of such ten (10) day notice, the Licensor Representative will determine and inform Licensee whether a flagman need be present and whether any special protective or safety measures need to be implemented. If flagging or other special protective or safety measures are performed by Licensor, Licensor will bill Licensee for such expenses incurred by Licensor, unless Licensor and a federal, state or local governmental entity have agreed that Licensor is to bill such expenses to the federal, state or local governmental entity. If Licensor will be sending the bills to Licensee, Licensee shall pay such bills within thirty (30) days of receipt of billing. If Licensor performs any flagging, or other special protective or safety measures are performed by Licensor, Licensee agrees that Licensee is not relieved of any of responsibilities or liabilities set forth in this Agreement.

- E. The rate of pay per hour for each flagman will be the prevailing hourly rate in effect for an eight-hour day for the class of flagmen used during regularly assigned hours and overtime in accordance with Labor Agreements and Schedules in effect at the time the work is performed. In addition to the cost of such labor, a composite charge for vacation, holiday, health and welfare, supplemental sickness, Railroad Retirement and unemployment compensation, supplemental pension, Employees Liability and Property Damage and Administration will be included, computed on actual payroll. The composite charge will be the prevailing composite charge in effect at the time the work is performed. One and one-half times the current hourly rate is paid for overtime, Saturdays and Sundays, and two and one-half times current hourly rate for holidays. Wage rates are subject to change, at any time, by law or by agreement between Licensor and its employees, and may be retroactive as a result of negotiations or a ruling of an authorized governmental agency. Additional charges on labor are also subject to change. If the wage rate or additional charges are changed, Licensee (or the governmental entity, as applicable) shall pay on the basis of the new rates and charges.
- F. Reimbursement to Licensor will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Licensor is required to pay the flagman and which could not reasonably be avoided by Licensor by assignment of such flagman to other work, even though Licensee may not be working during such time. When it becomes necessary for Licensor to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Licensee must provide Licensor a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Licensee will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional ten (10) days notice must then be given to Licensor if flagging services are needed again after such five day cessation notice has been given to Licensor.
- G. Safety of personnel, property, rail operations and the public is of paramount importance in the prosecution of the work performed by Licensee or its contractor. Licensee shall be responsible for initiating, maintaining and supervising all safety, operations and programs in connection with the work. Licensee and its contractor shall at a minimum comply with Licensor's safety standards listed in **Exhibit D**, hereto attached, to ensure uniformity with the safety standards followed by Licensor's own forces. As a part of Licensee's safety responsibilities, Licensee shall notify Licensor if it determines that any of Licensor's safety standards are contrary to good safety practices. Licensee and its contractor shall furnish copies of **Exhibit D** to each of its employees before they enter the job site.

- H. Without limitation of the provisions of paragraph G above, Licensee shall keep the job site free from safety and health hazards and ensure that their employees are competent and adequately trained in all safety and health aspects of the job.
- I. Licensee shall have proper first aid supplies available on the job site so that prompt first aid services may be provided to any person injured on the job site. Prompt notification shall be given to Licensor of any U.S. Occupational Safety and Health Administration reportable injuries. Licensee shall have a non-delegable duty to control its employees while they are on the job site or any other property of Licensor, and to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug or other substance that may inhibit the safe performance of any work.
- J. If and when requested by Licensor, Licensee shall deliver to Licensor a copy of its safety plan for conducting the work (the "Safety Plan"). Licensor shall have the right, but not the obligation, to require Licensee to correct any deficiencies in the Safety Plan. The terms of this Agreement shall control if there are any inconsistencies between this Agreement and the Safety Plan.

Section 4. LICENSEE TO BEAR ENTIRE EXPENSE.

The Licensee shall bear the entire cost and expense incurred in connection with the design, construction, maintenance, repair and renewal and any and all modification, revision, relocation, removal or reconstruction of the Pipeline, including any and all expense which may be incurred by the Licensor in connection therewith for supervision, inspection, flagging, or otherwise.

Section 5. REINFORCEMENT, RELOCATION OR REMOVAL OF PIPELINE.

- A. The license herein granted is subject to the needs and requirements of the Licensor in the safe and efficient operation of its railroad and in the improvement and use of its property. The Licensee shall, at the sole expense of the Licensee, reinforce or otherwise modify the Pipeline, or move all or any portion of the Pipeline to such new location, or remove the Pipeline from the Licensor's property, as the Licensor may designate, whenever, in the furtherance of its needs and requirements, the Licensor, at its sole election, finds such action necessary or desirable.
- B. All the terms, conditions and stipulations herein expressed with reference to the Pipeline on property of the Licensor in the location hereinbefore described shall, so far as the Pipeline remains on the property, apply to the Pipeline as modified, changed or relocated within the contemplation of this section.

Section 6. NO INTERFERENCE WITH LICENSOR'S OPERATION.

- A. The Pipeline and all parts thereof within and outside of the limits of the property of the Licensor shall be designed, constructed and, at all times, maintained, repaired, renewed and operated in such manner as to cause no interference whatsoever with the constant, continuous and uninterrupted use of the tracks, property and facilities of the Licensor and nothing shall be done or suffered to be done by the Licensee at any time that would in any manner impair the safety thereof.
- B. Explosives or other highly flammable substances shall not be stored on Licensor's property without the prior written approval of Licensor.

- C. No additional vehicular crossings (including temporary haul roads) or pedestrian crossings over Licensor's trackage shall be installed or used by Licensor or its contractors without the prior written permission of Licensor.
- D. When not in use, any machinery and materials of Licensee or its contractors shall be kept at least fifty (50) feet from the centerline of Licensor's nearest track.
- E. Operations of Licensor and work performed by Licensor's personnel may cause delays in the work to be performed by Licensee. Licensee accepts this risk and agrees that Licensor shall have no liability to Licensee or any other person or entity for any such delays. Licensee shall coordinate its activities with those of Licensor and third parties so as to avoid interference with railroad operations. The safe operation of Licensor's train movements and other activities by Licensor take precedence over any work to be performed by Licensee.

Section 7. PROTECTION OF FIBER OPTIC CABLE SYSTEMS.

- A. Fiber optic cable systems may be buried on the Licensor's property. Protection of the fiber optic cable systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. Licensee shall telephone the Licensor during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except for holidays) at 1-800-336-9193 (also a 24-hour, 7-day number for emergency calls) to determine if fiber optic cable is buried anywhere on the Licensor's premises to be used by the Licensee. If it is, Licensee will telephone the telecommunications company(ies) involved, arrange for a cable locator, make arrangements for relocation or other protection of the fiber optic cable, all at Licensee's expense, and will commence no work on the Licensor's property until all such protection or relocation has been accomplished. Licensee shall indemnify and hold the Licensor harmless from and against all costs, liability and expense whatsoever (including, without limitation, attorneys' fees, court costs and expenses) arising out of or caused in any way by Licensee's failure to comply with the provisions of this paragraph.
- B. **IN ADDITION TO OTHER INDEMNITY PROVISIONS IN THIS AGREEMENT, THE LICENSEE SHALL, AND SHALL CAUSE ITS CONTRACTOR TO, RELEASE, INDEMNIFY, DEFEND AND HOLD THE LICENSOR HARMLESS FROM AND AGAINST ALL COSTS, LIABILITY AND EXPENSE WHATSOEVER (INCLUDING, WITHOUT LIMITATION, ATTORNEYS' FEES, COURT COSTS AND EXPENSES) CAUSED BY THE NEGLIGENCE OF THE LICENSEE, ITS CONTRACTORS, AGENTS AND/OR EMPLOYEES, RESULTING IN (1) ANY DAMAGE TO OR DESTRUCTION OF ANY TELECOMMUNICATIONS SYSTEM ON LICENSOR'S PROPERTY, AND/OR (2) ANY INJURY TO OR DEATH OF ANY PERSON EMPLOYED BY OR ON BEHALF OF ANY TELECOMMUNICATIONS COMPANY, AND/OR ITS CONTRACTOR, AGENTS AND/OR EMPLOYEES, ON LICENSOR'S PROPERTY, EXCEPT IF SUCH COSTS, LIABILITY OR EXPENSES ARE CAUSED SOLELY BY THE DIRECT ACTIVE NEGLIGENCE OF THE LICENSOR. LICENSEE FURTHER AGREES THAT IT SHALL NOT HAVE OR SEEK RECOURSE AGAINST LICENSOR FOR ANY CLAIM OR CAUSE OF ACTION FOR ALLEGED LOSS OF PROFITS OR REVENUE OR LOSS OF SERVICE OR OTHER CONSEQUENTIAL DAMAGE TO A TELECOMMUNICATION COMPANY USING LICENSOR'S PROPERTY OR A CUSTOMER OR USER OF SERVICES OF THE FIBER OPTIC CABLE ON LICENSOR'S PROPERTY.**

Section 8. CLAIMS AND LIENS FOR LABOR AND MATERIAL; TAXES.

- A. The Licensee shall fully pay for all materials joined or affixed to and labor performed upon property of the Licensor in connection with the construction, maintenance, repair, renewal, modification or reconstruction of the Pipeline, and shall not permit or suffer any mechanic's or materialman's lien of any kind or nature to be enforced against the property for any work done or materials furnished thereon at the instance or request or on behalf of the Licensee. The Licensee shall indemnify and hold harmless the Licensor against and from any and all liens, claims, demands, costs and expenses of whatsoever nature in any way connected with or growing out of such work done, labor performed, or materials furnished.
- B. The Licensee shall promptly pay or discharge all taxes, charges and assessments levied upon, in respect to, or on account of the Pipeline, to prevent the same from becoming a charge or lien upon property of the Licensor, and so that the taxes, charges and assessments levied upon or in respect to such property shall not be increased because of the location, construction or maintenance of the Pipeline or any improvement, appliance or fixture connected therewith placed upon such property, or on account of the Licensee's interest therein. Where such tax, charge or assessment may not be separately made or assessed to the Licensee but shall be included in the assessment of the property of the Licensor, then the Licensee shall pay to the Licensor an equitable proportion of such taxes determined by the value of the Licensee's property upon property of the Licensor as compared with the entire value of such property.

Section 9. RESTORATION OF LICENSOR'S PROPERTY.

In the event the Licensee in any manner moves or disturbs any of the property of the Licensor in connection with the construction, maintenance, repair, renewal, modification, reconstruction, relocation or removal of the Pipeline, then in that event the Licensee shall, as soon as possible and at Licensee's sole expense, restore such property to the same condition as the same were before such property was moved or disturbed, and the Licensee shall indemnify and hold harmless the Licensor, its officers, agents and employees, against and from any and all liability, loss, damages, claims, demands, costs and expenses of whatsoever nature, including court costs and attorneys' fees, which may result from injury to or death of persons whomsoever, or damage to or loss or destruction of property whatsoever, when such injury, death, damage, loss or destruction grows out of or arises from the moving or disturbance of any other property of the Licensor.

Section 10. INDEMNITY.

- A. As used in this Section, "Licensor" includes other railroad companies using the Licensor's property at or near the location of the Licensee's installation and their officers, agents, and employees; "Loss" includes loss, damage, claims, demands, actions, causes of action, penalties, costs, and expenses of whatsoever nature, including court costs and attorneys' fees, which may result from: (a) injury to or death of persons whomsoever (including the Licensor's officers, agents, and employees, the Licensee's officers, agents, and employees, as well as any other person); and/or (b) damage to or loss or destruction of property whatsoever (including Licensee's property, damage to the roadbed, tracks, equipment, or other property of the Licensor, or property in its care or custody).
- B. **AS A MAJOR INDUCEMENT AND IN CONSIDERATION OF THE LICENSE AND PERMISSION HEREIN GRANTED, TO THE FULLEST EXTENT PERMITTED BY LAW, THE LICENSEE SHALL, AND SHALL CAUSE ITS CONTRACTOR TO, RELEASE, INDEMNIFY, DEFEND AND HOLD HARMLESS THE LICENSOR FROM**

ANY LOSS OF ANY KIND, NATURE OR DESCRIPTION ARISING OUT OF, RESULTING FROM OR RELATED TO (IN WHOLE OR IN PART):

1. THE PROSECUTION OF ANY WORK CONTEMPLATED BY THIS AGREEMENT INCLUDING THE INSTALLATION, CONSTRUCTION, MAINTENANCE, REPAIR, RENEWAL, MODIFICATION, RECONSTRUCTION, RELOCATION, OR REMOVAL OF THE PIPELINE OR ANY PART THEREOF;

2. ANY RIGHTS OR INTERESTS GRANTED PURSUANT TO THIS LICENSE;

3. THE PRESENCE, OPERATION, OR USE OF THE PIPELINE OR CONTENTS ESCAPING THEREFROM;

4. THE ENVIRONMENTAL STATUS OF THE PROPERTY CAUSED BY OR CONTRIBUTED TO BY LICENSEE;

5. ANY ACT OR OMISSION OF LICENSEE OR LICENSEE'S OFFICERS, AGENTS, INVITEES, EMPLOYEES, OR CONTRACTORS OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM, OR ANYONE THEY CONTROL OR EXERCISE CONTROL OVER; OR

6. LICENSEE'S BREACH OF THIS AGREEMENT,

EXCEPT WHERE THE LOSS IS CAUSED BY THE SOLE DIRECT AND ACTIVE NEGLIGENCE OF THE LICENSOR, AS DETERMINED IN A FINAL JUDGMENT BY A COURT OF COMPETENT JURISDICTION, IT BEING THE INTENTION OF THE PARTIES THAT THE ABOVE INDEMNITY WILL OTHERWISE APPLY TO LOSSES CAUSED BY OR ARISING FROM, IN WHOLE OR IN PART, LICENSOR'S NEGLIGENCE.

C. Upon written notice from Licensor, Licensee agrees to assume the defense of any lawsuit of proceeding brought against any indemnitee by any entity, relating to any matter covered by this License for which Licensee has an obligation to assume liability for and/or save and hold harmless any indemnitee. Licensee shall pay all costs incident to such defense, including, but not limited to, reasonable attorney's fees, investigators' fees, litigation and appeal expenses, settlement payments and amounts paid in satisfaction of judgments.

Section 11. REMOVAL OF PIPELINE UPON TERMINATION OF AGREEMENT.

Prior to the termination of this Agreement howsoever, the Licensee shall, at Licensee's sole expense, remove the Pipeline from those portions of the property not occupied by the roadbed and track or tracks of the Licensor and shall restore, to the satisfaction of the Licensor, such portions of such property to as good a condition as they were in at the time of the construction of the Pipeline. If the Licensee fails to do the foregoing, the Licensor may, but is not obligated, to perform such work of removal and restoration at the cost and expense of the Licensee. In the event of the removal by the Licensor of the property of the Licensee and of the restoration of the roadbed and property as herein provided, the Licensor shall in no manner be liable to the Licensee for any damage sustained by the Licensee for or on account thereof, and such removal and restoration shall in no manner prejudice or impair any right of action for damages, or otherwise, that the Licensor may have against the Licensee.

Section 12. WAIVER OF BREACH.

The waiver by the Licensor of the breach of any condition, covenant or agreement herein contained to be kept, observed and performed by the Licensee shall in no way impair the right of the Licensor to avail itself of any remedy for any subsequent breach thereof.

Section 13. TERMINATION.

- A. If the Licensee does not use the right herein granted or the Pipeline for one (1) year, or if the Licensee continues in default in the performance of any covenant or agreement herein contained for a period of thirty (30) days after written notice from the Licensor to the Licensee specifying such default, the Licensor may, at its option, forthwith immediately terminate this Agreement by written notice.
- B. In addition to the provisions of subparagraph (a) above, this Agreement may be terminated by written notice given by either party hereto to the other on any date in such notice stated, not less, however, than thirty (30) days subsequent to the date upon which such notice shall be given.
- C. Notice of default and notice of termination may be served personally upon the Licensee or by mailing to the last known address of the Licensee. Termination of this Agreement for any reason shall not affect any of the rights or obligations of the parties hereto which may have accrued, or liabilities, accrued or otherwise, which may have arisen prior thereto.

Section 14. AGREEMENT NOT TO BE ASSIGNED.

The Licensee shall not assign this Agreement, in whole or in part, or any rights herein granted, without the written consent of the Licensor, and it is agreed that any transfer or assignment or attempted transfer or assignment of this Agreement or any of the rights herein granted, whether voluntary, by operation of law, or otherwise, without such consent in writing, shall be absolutely void and, at the option of the Licensor, shall terminate this Agreement.

Section 15. SUCCESSORS AND ASSIGNS.

Subject to the provisions of Section 14 hereof, this Agreement shall be binding upon and inure to the benefit of the parties hereto, their heirs, executors, administrators, successors and assigns.

Section 16. SEVERABILITY.

Any provision of this Agreement which is determined by a court of competent jurisdiction to be invalid or unenforceable shall be invalid or unenforceable only to the extent of such determination, which shall not invalidate or otherwise render ineffective any other provision of this Agreement.

Approved: Insurance Group
 Created: 9/23/05
 Last Modified: 03/29/10
 Form Approved, AVP-Law

EXHIBIT C
Union Pacific Railroad Company
Contract Insurance Requirements

Licensee shall, at its sole cost and expense, procure and maintain during the life of this Agreement (except as otherwise provided in this Agreement) the following insurance coverage:

A. Commercial General Liability insurance. Commercial general liability (CGL) with a limit of not less than \$2,000,000 each occurrence and an aggregate limit of not less than \$4,000,000. CGL insurance must be written on ISO occurrence form CG 00 01 12 04 (or a substitute form providing equivalent coverage).

The policy must also contain the following endorsement, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Contractual Liability Railroads" ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site.

B. Business Automobile Coverage insurance. Business auto coverage written on ISO form CA 00 01 10 01 (or a substitute form providing equivalent liability coverage) with a limit of not less \$2,000,000 for each accident, and coverage must include liability arising out of any auto (including owned, hired, and non-owned autos).

The policy must contain the following endorsements, WHICH MUST BE STATED ON THE CERTIFICATE OF INSURANCE: "Coverage For Certain Operations In Connection With Railroads" ISO form CA 20 70 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Property" as the Designated Job Site.

C. Workers Compensation and Employers Liability insurance. Coverage must include but not be limited to:

Licensee's statutory liability under the workers' compensation laws of the state(s) affected by this Agreement.

Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 disease policy limit \$500,000 each employee.

If Licensee is self-insured, evidence of state approval and excess workers compensation coverage must be provided. Coverage must include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

D. Railroad Protective Liability insurance. Licensee must maintain "Railroad Protective Liability" insurance written on ISO occurrence form CG 00 35 12 04 (or a substitute form providing equivalent coverage) on behalf of Railroad only as named insured, with a limit of not less than \$2,000,000 per occurrence and an aggregate of \$6,000,000.

The definition of "JOB LOCATION" and "WORK" on the declaration page of the policy shall refer to this Agreement and shall describe all WORK or OPERATIONS performed under this agreement

E. Umbrella or Excess insurance. If Licensee utilizes umbrella or excess policies, and these policies must "follow form" and afford no less coverage than the primary policy.

Other Requirements

F. All policy(ies) required above (except worker's compensation and employers liability) must include Railroad as "Additional Insured" using ISO Additional Insured Endorsements CG 20 26, and CA 20 48 (or substitute forms providing equivalent coverage). The coverage provided to Railroad as additional insured shall, to the extent provided under ISO Additional Insured Endorsement CG 20 26, and CA 20 48 provide coverage for Railroad's negligence whether sole or partial, active or passive, and shall not be limited by Licensee's liability under the indemnity provisions of this Agreement.

G. Punitive damages exclusion, if any, must be deleted (and the deletion indicated on the certificate of insurance), unless (a) insurance coverage may not lawfully be obtained for any punitive damages that may arise under this agreement, or (b) all punitive damages are prohibited by all states in which this agreement will be performed.

H. Licensee waives all rights of recovery, and its insurers also waive all rights of subrogation of damages against Railroad and its agents, officers, directors and employees for damages covered by the workers compensation and employers liability or commercial umbrella or excess liability obtained by Licensee required in this agreement, where permitted by law This waiver must be stated on the certificate of insurance.

I. All insurance policies must be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the work is to be performed.

J. The fact that insurance is obtained by Licensee or by Railroad on behalf of Licensee will not be deemed to release or diminish the liability of Licensee, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railroad from Licensee or any third party will not be limited by the amount of the required insurance coverage.

EXHIBIT D
SAFETY STANDARDS

MINIMUM SAFETY REQUIREMENTS

The term "employees" as used herein refer to all employees of Licensee or its contractors, subcontractors, or agents, as well as any subcontractor or agent of any Licensee.

I. Clothing

- A. All employees of Licensee will be suitably dressed to perform their duties safely and in a manner that will not interfere with their vision, hearing, or free use of their hands or feet.

Specifically, Licensee's employees must wear:

- (i) Waist-length shirts with sleeves.
- (ii) Trousers that cover the entire leg. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching.
- (iii) Footwear that covers their ankles and has a defined heel. Employees working on bridges are required to wear safety-toed footwear that conforms to the American National Standards Institute (ANSI) and FRA footwear requirements.

- B. Employees shall not wear boots (other than work boots), sandals, canvas-type shoes, or other shoes that have thin soles or heels that are higher than normal.

- C. Employees must not wear loose or ragged clothing, neckties, finger rings, or other loose jewelry while operating or working on machinery.

II. Personal Protective Equipment

Licensee shall require its employee to wear personal protective equipment as specified by Railroad rules, regulations, or recommended or requested by the Railroad Representative.

- (i) Hard hat that meets the American National Standard (ANSI) Z89.1 – latest revision. Hard hats should be affixed with Licensee's company logo or name.
- (ii) Eye protection that meets American National Standard (ANSI) for occupational and educational eye and face protection, Z87.1 – latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, etc.
- (iii) Hearing protection, which affords enough attenuation to give protection from noise levels that will be occurring on the job site. Hearing protection, in the form of plugs or muffs, must be worn when employees are within:
 - 100 feet of a locomotive or roadway/work equipment
 - 15 feet of power operated tools
 - 150 feet of jet blowers or pile drivers

- 150 feet of retarders in use (when within 10 feet, employees must wear dual ear protection – plugs and muffs)
- (iv) Other types of personal protective equipment, such as respirators, fall protection equipment, and face shields, must be worn as recommended or requested by the Railroad Representative.

III. On Track Safety

Licensee and its contractor are responsible for compliance with the Federal Railroad Administration's Roadway Worker Protection regulations – 49CFR214, Subpart C and Railroad's On-Track Safety rules. Under 49CFR214, Subpart C, railroad contractors are responsible for the training of their employees on such regulations. In addition to the instructions contained in Roadway Worker Protection regulations, all employees must:

- (i) Maintain a minimum distance of at least twenty-five (25) feet to any track unless the Railroad Representative is present to authorize movements.
- (ii) Wear an orange, reflectorized work wear approved by the Railroad Representative.
- (iii) Participate in a job briefing that will specify the type of On-Track Safety for the type of work being performed. Licensee must take special note of limits of track authority, which tracks may or may not be fouled, and clearing the track. Licensee will also receive special instructions relating to the work zone around machines and minimum distances between machines while working or traveling.

IV. Equipment

- A. It is the responsibility of Licensee to ensure that all equipment is in a safe condition to operate. If, in the opinion of the Railroad Representative, any of Licensee's equipment is unsafe for use, Licensee shall remove such equipment from Railroad's property. In addition, Licensee must ensure that the operators of all equipment are properly trained and competent in the safe operation of the equipment. In addition, operators must be:
 - Familiar and comply with Railroad's rules on lockout/tagout of equipment.
 - Trained in and comply with the applicable operating rules if operating any hy-rail equipment on-track.
 - Trained in and comply with the applicable air brake rules if operating any equipment that moves rail cars or any other rail bound equipment.
- B. All self-propelled equipment must be equipped with a first-aid kit, fire extinguisher, and audible back-up warning device.
- C. Unless otherwise authorized by the Railroad Representative, all equipment must be parked a minimum of twenty-five (25) feet from any track. Before leaving any equipment unattended, the operator must stop the engine and properly secure the equipment against movement.
- D. Cranes must be equipped with three orange cones that will be used to mark the working area of the crane and the minimum clearances to overhead powerlines.

V. General Safety Requirements

- A. Licensee shall ensure that all waste is properly disposed of in accordance with applicable federal and state regulations.
- B. Licensee shall ensure that all employees participate in and comply with a job briefing conducted by the Railroad Representative, if applicable. During this briefing, the Railroad Representative will specify safe work procedures, (including On-Track Safety) and the potential hazards of the job. If any employee has any questions or concerns about the work, the employee must voice them during the job briefing. Additional job briefings will be conducted during the work as conditions, work procedures, or personnel change.
- C. All track work performed by Licensee meets the minimum safety requirements established by the Federal Railroad Administration's Track Safety Standards 49CFR213.
- D. All employees comply with the following safety procedures when working around any railroad track:
 - (i) Always be on the alert for moving equipment. Employees must always expect movement on any track, at any time, in either direction.
 - (ii) Do not step or walk on the top of the rail, frog, switches, guard rails, or other track components.
 - (iii) In passing around the ends of standing cars, engines, roadway machines or work equipment, leave at least 20 feet between yourself and the end of the equipment. Do not go between pieces of equipment if the opening is less than one car length (50 feet).
 - (iv) Avoid walking or standing on a track unless so authorized by the employee in charge.
 - (v) Before stepping over or crossing tracks, look in both directions first.
 - (vi) Do not sit on, lie under, or cross between cars except as required in the performance of your duties and only when track and equipment have been protected against movement.
- E. All employees must comply with all federal and state regulations concerning workplace safety.

**SUBMITTING REQUESTS FOR
RAILROAD PROTECTIVE LIABILITY INSURANCE**
((\$2,000,000 per occurrence/\$6,000,000 aggregate)

Application forms for inclusion in Union Pacific Railroad's Blanket Railroad Protective Liability Insurance Policy may be obtained by accessing the following website (includes premiums as well):

www.uprr.com/reus/rinsure/index.shtml

If you have questions regarding railroad protective liability insurance (i.e. premium quotes, application) please contact the Marsh USA Service Team, Bill Smith or Cindy Long at:

Phone: (800) 729-7001

Fax: (816) 556-4362

Email: william.j.smith@marsh.com

Email: cindy.long@marsh.com

*PLEASE NOTE - The RPLI application and premium check should be sent directly to Marsh, USA at the address shown below - do NOT send your check and application via overnight air, as the P.O. Box will NOT accept overnight deliveries.

If you are in a situation where you require a RUSH, please contact Bill Smith or Cindy Long and they will do their best to accommodate your needs. All checks written to Marsh, USA should reference Union Pacific Railroad in the "Memo" section of the check.

Send Checks and Applications to the following "NEW" address:

Marsh USA
NW 8622
PO Box 1450
Minneapolis, MN 55485-8622

Legislation Details (With Text)

File #: 14-130 Version: 1 Name:
Type: Report of the City Manager Status: Agenda Ready
File created: 4/1/2014 In control: City Council
On agenda: 4/15/2014 Final action:
Title: SUBJECT: Approve the Updated Measure E Spending Plan

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ approving the updated Measure E (MSE) Spending Plan which alters the allocation of these resources among the various projects as described.

Sponsors:

Indexes:

Code sections:

Attachments: [MSE Spending Plan](#)
[MSE Spending Plan for 2014](#)

Date	Ver.	Action By	Action	Result
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TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Approve the Updated Measure E Spending Plan

Recommendation for Action : Staff recommends that the City Council adopt Resolution No. _____ approving the updated Measure E (MSE) Spending Plan which alters the allocation of these resources among the various projects as described.

Staff Contact

Lynn Johnson, Senior Management Analyst, (530) 661-5979, lynn.johnson@cityofwoodland.org

Council Goal

This recommendation is consistent with the City's goal for Fiscal Responsibility by ensuring that ongoing expenditures are supported by ongoing revenue.

Fiscal Impact

Total MSE revenues are estimated to be close to \$51 million, the same projection as 2013. The proposed spending plan continues to utilize a portion of the MSE revenue to pay on-going annual debt service on the Community & Senior Center/Sports Park bonds through the life of MSE as approved by Council on July 3, 2012 and we have maintained the \$2 million reserve target as requested by Council in 2010. The spending plan remains balanced between annual revenue and annual expenditures to ensure that there is no inter-fund borrowing required for project execution. Although the current plan shows a favorable balance of revenue to expenditures over the remaining life of MSE, we are not recommending programming the projected excess

revenue until closer to the sales tax expiration. This will allow us to manage any fluctuations in annual revenue as well as any unforeseen expenses in the currently programmed projects. It is our hope to be able to dedicate the majority of any un-programmed MSE revenue to road maintenance and/or reconstruction.

Background

On June 6, 2006 the Woodland voters approved MSE, which extended the ½ cent supplemental sales tax collected within the boundaries of and for the benefit of the City of Woodland. Additionally, the voters approved three advisory measures outlining the types of projects for which proceeds from MSE would be spent.

- Measure B allocated a minimum of \$30.2 million or 45% of MSE for road rehabilitation;
- Measure C approved funding for Community and Senior Center Phase II, Sports Park and renovation and improvements of parks, recreation facilities and pools;
- Measure D approved funding for expansion of the Library, City Hall and the Opera House.

The purpose of the MSE Spending Plan is to allocate the anticipated revenue between the various categories based on the advisory measures and overall community need. An update to the MSE Spending Plan is required based on voter desire to receive an update bi-annually and Council's request to update the MSE Spending annually. The last MSE Spending Plan was approved by Council on April 23, 2013. We have brought the updated spending plan to Council now so that the MSE Spending Plan projects can be included in the FY 2015 Capital Improvement Program that will be presented for adoption in June with the City's Preliminary Budget. Changes to the MSE Spending Plan require a 4/5 approval from the City Council.

Discussion

Several large MSE projects have been completed this year including the final phase of the park irrigation improvement project at Freeman Park, the rehabilitation of the Brooks Swim Center, and significant improvements to Clark Field. Additionally, the 2014 Road Maintenance Project will be constructed this summer which will focus on Zones 5 & 6 in the City. Zone 5 is the area bounded by CR98, Gibson Road, West Street, and the south City limits. Zone 6 is the area bounded by West Street, East Street, Gibson Road, and the south City limits. Also slated for construction this summer is the E. Kentucky Avenue Reconstruction Project. All of these projects have been made possible because of our MSE ½ cent supplemental sales tax.

The 2014 MSE Spending Plan includes everything that was programmed in the 2013 MSE Spending Plan as well as two additional projects for 2014 and two changes to existing projects.

The Kentucky Avenue Reconstruction project will require the purchase of right-of-way (ROW) in advance of construction. Although the construction will be financed through grant funds, the ROW will be acquired with MSE funding. Funding previously programmed in FY2016 and FY2017 has been advanced to FY2015 to allow for ROW negotiation. No additional funding has been added to the project.

Last year the Library facility improvement project (\$600,000) was programmed for FY2017. We are now recommending that \$50,000 be advanced into FY2015 to allow for adequate advanced project scoping and preliminary design, with the design and construction to be programmed over FY2016 (\$300,000) and FY2017 (\$250,000).

Two new projects have been added to the MSE Spending Plan for FY2015. The first is funding for improvements at Crawford Park including a new play structure and an electrical panel. The total project is \$143,000. The second project provides funding for a potential partnership with Yocha Dehe and Woodland Little League to provide facility improvements at Camarena Field. There is \$25,000 allocated for this project.

The \$2,000,000 reserve has been maintained through the plan. This reserve helps the City short term MSE cash flow on an annual basis, but based on the current assumptions, will be available for allocation in FY2019. As the sunset of the ½ cent tax gets closer, Council can begin discussion of how best to use the reserve funds. The repayment of the loan of MSE to the Park Development Fund to pay for debt service related to the Community & Senior Center/Sports Park will be available in the future to program toward other projects that fall within the advisory measures. The timing of this loan repayment is contingent on the receipt of Park Development fees sufficient to cover annual debt service.

The current total MSE revenue estimate is approximately \$50.8 million. This is consistent with the out year sales tax forecasts contained in the FY2015 Operations & Maintenance budget.

MSE Spending Plan Summary by Category

Roads	\$16,068,693
Opera House	\$ 856,576
Community Senior Center/Sports Park	\$ 7,255,099
Parks/Pool Rehab/Rec Facilities	\$ 4,522,473
Library Improvements	\$ 873,688
Civic Center Expansion/Facilities	\$ 329,455
Overhead Allocation	\$ 909,825
Internal Loan for Debt Service	<u>\$15,938,584</u>
Project Subtotal	\$46,754,393
Reserve	<u>\$ 2,000,000</u>
	\$48,754,393

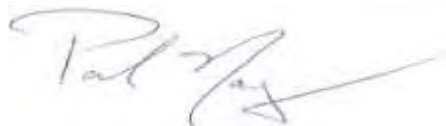
Commission/Committee Recommendation

The Draft MSE Spending Plan was reviewed by the Infrastructure Sub-Committee members, Mayor Davies and Vice-Mayor Stallard, as part of a regularly scheduled meeting with the City Manager. They are recommending Council approval of the MSE Spending Plan. The MSE Spending Plan will be updated for Council review and approval annually.

Conclusion

Staff recommends that the City Council adopt Resolution No. _____ approving the updated Measure E (MSE) Spending Plan which alters the allocation of these resources among the various projects as described.

Prepared by: Lynn Johnson, Senior Management Analyst



Paul Navazio, City Manager

Attachments: MSE Spending Plan
Resolution

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE
UPDATED MEASURE E SPENDING PLAN

WHEREAS, on June 6, 2006 the Woodland voters approved Measure E (MSE) which extended the ½ cent supplemental sales tax collected within the boundaries of and for the benefit of the City of Woodland; and;

WHEREAS, on February 6, 2007 the City Council adopted Resolution 4804 that approved a MSE Spending Plan and defined a strategy for financing and execution of projects as defined in the advisory ballot measures; and

WHEREAS, the MSE Spending Plan is updated at least bi-annually; and

WHEREAS, a revised MSE Spending Plan was approved by Council on May 13, 2008 and September 21, 2010; and

WHEREAS, as part of the September 21, 2010 Council action, the City Council requested that the Spending Plan be updated annually and that \$2 million of MSE revenue be set aside from project allocation as a reserve target to be programmed at the conclusion of the 12-year tax measure; and

WHEREAS, on March 20, 2012 Council authorized the use of MSE revenue as a loan to the Park Development Fund for the payment of debt service related to the Community Center and Sports Park facilities for FY2012 and directed staff to update project cost estimates and review the draft MSE Spending Plan with the Infrastructure Subcommittee prior to approving the Spending Plan; and

WHEREAS, on July 3, 2012 Council adopted Resolution No. 6085 authorizing the use of MSE revenue to cover on-going debt service requirements related to the Community and Senior Center and Sports Park up to \$2 million per year and directed that a loan be established from MSE to the necessary development fee fund to be repaid to MSE as revenue becomes available, and approved the updated MSE Spending Plan; and

WHEREAS, on April 23, 2013 Council adopted Resolution No. 6125 approving the updated MSE Spending Plan.

NOW, THEREFORE, BE IT RESOLVED, that a change in the use of funds as recommended by the three advisory measures adopted on June 6, 2006 requires a vote of four members of the City Council during a regular meeting following a public hearing.

BE IT FURTHER RESOLVED, that the attached MSE Spending Plan is hereby approved.

PASSED AND ADOPTED by the City Council of the City of Woodland this 15th day of April 2014, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin “Skip” Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

										Totals
MSE Annual Revenue (projections based on Q3-2013 Muni Report)										\$ 50,786,108.00
(revenue thru fy13 include interest)										
Previous										
Expenditures	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	Totals		% of Total	
Roads	\$ 6,466,017	\$ -	\$ -	\$ -	\$ -	\$ -				
<i>Kentucky Avenue Widening & Recon Grant Match</i>	\$ 576	\$ 249,589	\$ 1,500,000	\$ -	\$ -	\$ -				
<i>E. Main St</i>	\$ -	\$ -	\$ -	\$ 550,000	\$ -	\$ -				
<i>E. Kentucky Avenue Reconstruction</i>	\$ 81,168	\$ 471,343	\$ -	\$ -	\$ -	\$ -				
<i>Grant Match</i>	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000				
<i>O&M Road Maintenance - In House</i>	\$ -	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000				
<i>Road Program Management</i>	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000				
<i>Contract Pavement Maintenance/Rehabilitation</i>	\$ -	\$ 350,000	\$ 1,200,000	\$ 1,150,000	\$ 400,000	\$ 1,000,000				
Subtotal for Roads	\$ 6,547,761	\$ 1,520,932	\$ 3,250,000	\$ 2,250,000	\$ 950,000	\$ 1,550,000	\$ 16,068,693		34%	
Opera House	\$ 856,576	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 856,576		2%	
Library	\$ 273,688	\$ -	\$ -	\$ -	\$ -	\$ -				
<i>Library Facility Improvements</i>	\$ -	\$ -	\$ 50,000	\$ 250,000	\$ 300,000	\$ -				
Subtotal for Library							\$ 873,688		2%	
Facilities/City Hall/ADA Facilities	\$ 329,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 329,455		1%	
Community Senior Center/Sports Park Debt Service	\$ 5,712,392	\$ 359,149	\$ 358,821	\$ 359,707	\$ 359,623	\$ 105,407				
Misc. Park Improvements	\$ 233,905	\$ -	\$ -	\$ -	\$ -	\$ -				
<i>Park Irrigation Phase Ph 1-4</i>	\$ 1,861,894	\$ 393,674	\$ -	\$ -	\$ -	\$ -				
<i>Rehabilitation of Brooks Swim Center</i>	\$ 95,809	\$ 1,229,191	\$ -	\$ -	\$ -	\$ -				
<i>Clark Field Improvements</i>	\$ 48,335	\$ 431,665	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000				
<i>Play Equipment & Electrical Panel - Crawford Park</i>			\$ 143,000							
<i>Grant Match - Camarena Field</i>			\$ 25,000							
Subtotal for Community Center/Sports Park/Park Maint.							\$ 9,771,534		21%	
Overhead Allocation	\$ 524,825	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 35,000	\$ 909,825		2%	
Long Term Loan for Debt Service on the CCS/Sports Park*	\$ 6,292,521	\$ 1,646,063	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ -	\$ 15,938,584		34%	
Total Expenditures	\$ 22,777,161	\$ 5,650,674	\$ 5,911,821	\$ 4,944,707	\$ 3,694,623	\$ 3,740,407	\$ 46,754,393			
MSE Fund Balance	\$ 3,713,833	\$ 2,284,353	\$ 785,842	\$ 444,522	\$ 1,550,517	\$ 2,815,394	\$ 4,031,715			
MSE Reserve Target	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000				
Variance	\$ 1,713,833	\$ 284,353	\$ (1,214,158)	\$ (1,555,478)	\$ (449,483)	\$ 815,394	\$ 2,031,715			

* The repayment of the loan of MSE to the Park Development Fund to pay for debt service related to the Community & Senior Center/Sports Park will be available in the future to program towards other projects that fall within the advisory measures.

Change in Debt Service on 2007 refinance

Fund	% of Debt Service	<u>fy13</u>	<u>fy14</u>	<u>fy15</u>	<u>fy16</u>	<u>fy17</u>	<u>fy18</u>	<u>fy19</u>		
		\$ 1,140,885	\$ 1,141,875	\$ 1,140,837	\$ 1,143,444	\$ 1,143,244	\$ 1,141,444	\$ 286,688		
		\$ 1,055,588	\$ 1,056,512	\$ 1,055,545	\$ 1,058,152	\$ 1,057,906	\$ 310,211			
		\$ 85,297	\$ 85,363	\$ 85,292	\$ 85,292	\$ 85,338	\$ 831,233	\$ 286,688	\$ 1,544,503	Total Savings
506	0.34	\$ 29,001	\$ 29,023	\$ 28,999	\$ 28,999	\$ 29,015	\$ 282,619	\$ 97,474	\$ 525,131	Savings by Fund
540	0.38	\$ 32,413	\$ 32,438	\$ 32,411	\$ 32,411	\$ 32,428	\$ 315,869	\$ 108,941	\$ 586,911	
640	0.28	\$ 23,883	\$ 23,902	\$ 23,882	\$ 23,882	\$ 23,895	\$ 232,745	\$ 80,273	\$ 432,461	

Legislation Details (With Text)

File #:	14-132	Version:	1	Name:	
Type:	Report of the City Manager	Status:		Agenda Ready	
File created:	4/2/2014	In control:		City Council	
On agenda:	4/15/2014	Final action:			
Title:	SUBJECT: Authorize the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07				
	Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____ authorizing the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Final Resolution WOODLAND KENTUCKY WIDENING Reso for Early Acquisition 04-15-14				
Date	Ver.	Action By	Action		Result

TO: THE HONORABLE MAYOR AND CITY COUNCIL

DATE: April 15, 2014

SUBJECT: Authorize the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07

Recommendation for Action : Staff recommends that the City Council adopt Resolution No. _____ authorizing the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07.

Staff ContactKatie Wurzel, Principal Civil Engineer, 530-661-5954, katie.wurzel@cityofwoodland.org**Fiscal Impact**

The recommended action will have no direct fiscal impact.

The approved Capital Budget includes in funding for the Kentucky Avenue project - \$13M Grant funding, \$1.7 Measure E, \$300k Water Enterprise and \$330k Sewer Enterprise. Of this funding, it is anticipated that the Measure E funding will be used entirely for right-of-way purposes.

Background

The Kentucky Avenue project will reconstruct the pavement and widen Kentucky Avenue to 4-lanes from East to College streets. The project will also reconstruct the roadway and make operational improvements from College to West streets. The project will transform this section of Kentucky Avenue into a complete street providing access to all modes of travel.

The design contract was authorized by the City Council on February 5, 2013 to Psomas including, among other tasks, obtaining right of way appraisals for all affected properties and negotiating with property owners. The project will impact right of way for some parcels on Kentucky Avenue regardless of any potential design alternatives that may be chosen.

As a grant funded project, the project is required to follow all Caltrans rules, requirements and processes. One such defined process is the early acquisition process prescribed in the Caltrans Right of Way Manual for obtaining land before the environmental document is approved under very specific and regulated circumstances.

Discussion

Staff has evaluated the project limits and feels there is significant benefit to acquiring authorization from Caltrans to proceed with advanced right of way acquisition and proceeding with the process as prescribed by Caltrans for the significantly affected parcels.

Conclusion

Staff recommends that the City Council adopt Resolution No. _____ authorizing the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project CIP #04-07.

Prepared by: Katie Wurzel, Principal Civil Engineer

Reviewed by: Brent Meyer, City Engineer
Ken Hiatt, Community Development Director



Paul Navazio, City Manager

Attachment: Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
DIRECTING THE CITY MANAGER TO REQUEST AUTHORIZATION FROM
CALTRANS TO PROCEED WITH RIGHT OF WAY ACQUISITION, IN ADVANCE OF
ENVIRONMENTAL APPROVAL, AS REQUIRED FOR THE KENTUCKY AVENUE
WIDENING AND COMPLETE STREETS IMPROVEMENT PROJECT, CIP #04-07**

WHEREAS, the City of Woodland has funding in the Capital Budget to improve the Kentucky Avenue corridor between East and West streets, referred to as the Kentucky Avenue Widening and Complete Streets Improvement Project, CIP 04-07 (the "Project"); and

WHEREAS, the Project includes widening the roadway between College and East streets; and

WHEREAS, the City Council authorized the City Manager on February 5, 2013 to execute a Consultant Agreement with PSOMAS that includes, among other tasks, obtaining right-of-way appraisals for all affected properties and negotiations with property owners; and

WHEREAS, the Project will impact right-of-way for some parcels on Kentucky Avenue regardless of potential design alternatives; and

WHEREAS, the City of Woodland plans to obtain environmental approval by late summer 2014; and

WHEREAS, the State of California, Department of Transportation (Caltrans) has approved guidelines for local agencies to complete early acquisition prior to environmental approval in the Caltrans Right-of-Way Manual, Exhibit 17-EX-20; and

WHEREAS, the Project will follow all laws, regulations, policies and procedures, including the Uniform Act throughout the appraisal and acquisition process; and

WHEREAS, the Project is not substantially controversial; and

WHEREAS, any early acquisition will not limit the choice of alternatives or mitigation measures; and

WHEREAS, early acquisition will only be for properties that have significant impacts to right of way and/or structures and that meet the Caltrans requirements for the process.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
CITY OF WOODLAND THAT**

The City Council hereby authorizes the City Manager to request authorization from Caltrans to proceed with right of way acquisition, in advance of environmental approval, as required for the Kentucky Avenue Widening and Complete Streets Improvement Project, CIP

#04-07, and authorizes the City Manager to proceed with early acquisition to the extent that it meets Caltrans' requirements.

PASSED AND ADOPTED this _____ day of _____ 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Marlin "Skip" Davies, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk