

**CORCORAN CITY COUNCIL,
JOINT POWERS FINANCE AUTHORITY,
& HOUSING AUTHORITY
AGENDA**

**City Council Chambers
1015 Chittenden Avenue
Corcoran, CA 93212**

**Monday, March 5, 2012
6:00 P.M.**

Public Inspection: A detailed City Council packet is available for review at the City Clerk's Office, located at Corcoran City Hall, 832 Whitley Avenue.

Notice of ADA Compliance: In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerks Office at (559) 992-2151 ext. 235.

Public Comment: Members of the audience may address the Council on non-agenda items; However, in accordance with government code section 54954.2, the Council may not (except in very specific instances) take action on an item not appearing on the posted agenda.

This is the time for members of the public to comment on any matter within the jurisdiction of the Corcoran City Council. This is also the public's opportunity to request that a Consent Calendar item be removed from that section and made a regular agenda item. The councilmembers ask that you keep your comments brief and positive. Creative criticism, presented with appropriate courtesy, is welcome.

After receiving recognition from the chair, speakers shall walk to the rostrum, state their name and address and proceed with comments. Each speaker will be limited to five (5) minutes.

Consent Calendar: All items listed under the consent calendar are considered to be routine and will be enacted by one motion. If anyone desires discussion of any item on the consent calendar, the item can be removed at the request of any member of the City Council and made a part of the regular agenda.

ROLL CALL

Mayor:	Antonia "Toni" Baltierra
Vice Mayor:	Raymond Lerma
Council Member:	Jason Mustain
Council Member:	Jerry Robertson
Council Member:	Jim Wadsworth

INVOCATION

FLAG SALUTE

1. PUBLIC DISCUSSION

2. **CONSENT CALENDAR (VV)**
 - 2-A. Approval of Minutes of the regular meeting on February 21, 2012, and regular meeting of January 18, 2012.
 - 2-B. Authorization to read ordinances and resolutions by title only.
3. **APPROPRIATIONS (VV)**

Approval of Warrant Register dated March 5, 2012. (Venegas)
4. **PRESENTATIONS**
 - 4-A. Police Department Annual Report. (Shortnacy)
 - 4-B. Presentation by Health Educator Carmen Gutierrez regarding Department of Health Services Tobacco Program. (Kroeker)
5. **PUBLIC HEARINGS** – None
6. **WRITTEN COMMUNICATIONS**
 - 6-A. Consider request made by New Life Tabernacle regarding Fireworks Stands. (Lopez) (VV)
7. **STAFF REPORTS**
 - 7-A. Ratification of approval to solicit bids for Wells 8 and 9 replacement. (Kroeker) (VV)
 - 7-B. Consider approval of Resolution No. 2619 supporting 2012 Water Bond Vote. (Meik) (VV)
 - 7-C. Consider approval of FY 2011/12 Budget amendment regarding City Pool Heater Repair or Replacement. (Kroeker) (VV)
 - 7-D. Consider approval of Resolution No. 2615 supporting SB 250. (Meik) (VV)
 - 7-E. Discussion regarding Golf Carts. (Farley) (VV)
 - 7-F. Discussion regarding Special Events. (Lopez/Venegas) (VV)
 - 7-G. Budget Review and Budget discussion. (Meik/Venegas)
8. **MATTERS FOR MAYOR AND COUNCIL**
 - 8-A. Information Items
 - 8-B. Staff Referral Items - *Items of Interest (Non-action items the Council may wish to discuss)*
 - 8-C. Committee Reports
9. **CLOSED SESSION**

Council will recess to closed session pursuant to:

 - 9-A. CONFERENCE WITH LABOR NEGOTIATOR(S) (Government Code § 54957.6). It is the intention of this governing body to meet in closed-session to review its position and to instruct is designated representatives:
 - Designated representatives: Kindon Meik, and Negotiating Team
Name of employee organization: CPOA, CLOCEA, Local 39 and Management
 - 9-B. PENDING LITIGATION (Government Code § 54956.9). It is the intention of this governing body to meet in closed-session concerning:

- Conference with legal counsel – ANTICIPATED LITIGATION (Government Code § 54956.9(b)(1) or (c)).
- Significant exposure to litigation (Government Code § 54956.9(b)).
Number of potential cases is: 1.
Facts and circumstances clearly known to potential plaintiff (if any) that might result in litigation (Government Code § 54956.9(b)(3)(B)) :

9-C: PERSONNEL (Government Code § 54957). It is the intention of this governing body to meet in closed-session to:

- Consider public employee performance evaluation for the position of:
City Manager

10. ADJOURNMENT:

I certify that I caused this Agenda of the Corcoran City Council meeting to be posted at the City Council Chambers, 1015 Chittenden Avenue on March 1, 2012.



Lorraine P. Lopez, City Clerk

Accounts Payable Voucher Approval List



User: bjh
Printed: 02/29/2012-12:45

Vouch No	Wrnt Date	Vendor	Description	Account Number	Amount
050394	02/29/2012	3T Equipment Company Inc	Muli Plug W/Seal Ribs	121-439-300-140	353.93
050394	02/29/2012	3T Equipment Company Inc	Muli Plug W/Seal Ribs	121-439-300-140	456.89
Warrant Total:					810.82
050395	02/29/2012	99 Pipe Line	Remove & Replace Sewer Main	120-435-300-200	9,000.00
050395	02/29/2012	99 Pipe Line	Cut & Pump 24' Main/Install Cap	105-437-300-200	9,876.00
Warrant Total:					18,876.00
050397	02/29/2012	ASI Administrative Solutions,	COBRA Administration	104-402-300-200	70.40
Warrant Total:					70.40
050396	02/29/2012	Amtrak	Tickets/100 Corcoran to Hanford	140-410-300-292	650.00
050396	02/29/2012	Amtrak	Tickets/100 Hanford to Corcoran	140-410-300-292	650.00
050396	02/29/2012	Amtrak	Tickets/ 10 Ten Ride Passes	140-410-300-292	590.00
Warrant Total:					1,890.00
050398	02/29/2012	Big Ass Fans	Installation Services	104-432-500-540	1,650.00
Warrant Total:					1,650.00
050399	02/29/2012	Jason Blankenship	Training Per Diem	104-421-300-270	24.00
050399	02/29/2012	Jason Blankenship	Mileage Reimbursement	104-421-300-270	232.56
Warrant Total:					256.56
050400	02/29/2012	Blue Shield of California	Medical Insurance	104-000-202-011	41,058.74
050400	02/29/2012	Blue Shield of California	Medical Insurance	105-000-202-011	5,024.92
050400	02/29/2012	Blue Shield of California	Medical Insurance	109-000-202-011	4,288.74
050400	02/29/2012	Blue Shield of California	Medical Insurance	112-000-202-011	1,463.32
050400	02/29/2012	Blue Shield of California	Medical Insurance	120-000-202-011	4,095.36
050400	02/29/2012	Blue Shield of California	Medical Insurance	121-000-202-011	455.04
050400	02/29/2012	Blue Shield of California	Medical Insurance	140-000-202-011	2,738.96
Warrant Total:					59,125.08
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	57.00
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	120.00
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	15.00

Vouch No	Wrnt Date	Vendor	Description	Account Number	Amount
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	15.00
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	120.00
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	57.00
050401	02/29/2012	BSK Associates	Lab Analysis	105-437-300-200	42.00
050401	02/29/2012	BSK Associates	Plymouth & 5th Project	120-435-300-200	2,135.75
Warrant Total:					2,561.75
050402	02/29/2012	C. A. Reding Company, Inc	Copier Mntce/Overage	109-434-300-140	20.90
Warrant Total:					20.90
050403	02/29/2012	Calarco, Inc.	Roundup Powermax	120-435-300-210	696.11
050403	02/29/2012	Calarco, Inc.	Roundup Powermax	120-435-300-210	166.24
Warrant Total:					862.35
050404	02/29/2012	CalPERS	Balance due per PERS reconciliation	104-405-300-300	3.26
Warrant Total:					3.26
050405	02/29/2012	Central Boiler & Industrial Sv	Boiler Service/Combustion Analyzer	120-435-300-140	411.00
Warrant Total:					411.00
050406	02/29/2012	Chemical Waste Management Inc	Filter Press Sludge/Bin Rental	105-437-300-193	2,457.40
Warrant Total:					2,457.40
050408	02/29/2012	Corcoran City Petty Cash	Reimbursements	104-405-300-150	5.50
050408	02/29/2012	Corcoran City Petty Cash	Reimbursements	104-432-300-210	10.26
050408	02/29/2012	Corcoran City Petty Cash	Reimbursements	104-432-300-250	15.00
050408	02/29/2012	Corcoran City Petty Cash	Reimbursements	109-434-300-160	39.00
050408	02/29/2012	Corcoran City Petty Cash	Reimbursements	104-421-300-270	96.00
Warrant Total:					165.76
050407	02/29/2012	Comcast	Telephone Access for Mntce	104-432-300-220	72.81
Warrant Total:					72.81
050409	02/29/2012	Corcoran Publishing Company	Employment Ad/Clerk Dispatcher	104-421-300-156	50.75
050409	02/29/2012	Corcoran Publishing Company	Employment Ad/Reserve Police Officer	104-421-300-156	77.00
050409	02/29/2012	Corcoran Publishing Company	Public Notice-Unscheduled Vacancy	104-401-300-156	168.00
050409	02/29/2012	Corcoran Publishing Company	Public Hearing-Unmet Transit Needs	140-410-300-156	252.00
Warrant Total:					547.75
050410	02/29/2012	Data Ticket Inc	Online Access to Ticket Wizard	104-407-300-200	222.00
Warrant Total:					222.00
050411	02/29/2012	De Lage Landen	Copier Lease/City Hall	104-432-300-180	460.10
Warrant Total:					460.10
050412	02/29/2012	Economy Smog	Smog Inspections	120-435-300-260	49.75
050412	02/29/2012	Economy Smog	Smog Inspections	104-412-300-260	49.75

Vouch No	Wrnt Date	Vendor	Description	Account Number	Amount
050412	02/29/2012	Economy Smog	Smog Inspections	105-437-300-260	49.75
050412	02/29/2012	Economy Smog	Franchise Tax Board	105-437-300-260	-12.45
050412	02/29/2012	Economy Smog	Franchise Tax Board	120-435-300-260	-12.43
050412	02/29/2012	Economy Smog	Franchise Tax Board	104-412-300-260	-12.43
Warrant Total:					111.94
050413	02/29/2012	Franchise Tax Board	Taxes/Economy Smog	120-435-300-260	12.43
050413	02/29/2012	Franchise Tax Board	Taxes/Economy Smog	105-437-300-260	12.43
050413	02/29/2012	Franchise Tax Board	Taxes/Economy Smog	104-412-300-260	12.45
Warrant Total:					37.31
050414	02/29/2012	Groeniger & Company	Supplies	105-437-300-210	391.99
Warrant Total:					391.99
050415	02/29/2012	Guardian Insurance	Dental & Vision	104-000-202-011	4,740.43
050415	02/29/2012	Guardian Insurance	Dental & Vision	105-000-202-011	563.95
050415	02/29/2012	Guardian Insurance	Dental & Vision	109-000-202-011	409.68
050415	02/29/2012	Guardian Insurance	Dental & Vision	112-000-202-011	156.68
050415	02/29/2012	Guardian Insurance	Dental & Vision	120-000-202-011	487.91
050415	02/29/2012	Guardian Insurance	Dental & Vision	121-000-202-011	54.21
050415	02/29/2012	Guardian Insurance	Dental & Vision	140-000-202-011	512.77
Warrant Total:					6,925.63
050416	02/29/2012	Hanford Sentinel, Inc	Employment Ad/Clerk Dispatcher	104-421-300-156	160.42
050416	02/29/2012	Hanford Sentinel, Inc	Employment Ad/Reserve Police Officer	104-421-300-156	149.60
Warrant Total:					310.02
050417	02/29/2012	Inter'l Council Shopping Cntrs	Membership Dues/K.Meik	104-406-300-170	100.00
Warrant Total:					100.00
050418	02/29/2012	Jorgensen & Company	Annual Fire Extinguisher Svc	140-410-300-140	40.00
050418	02/29/2012	Jorgensen & Company	Annual Fire Extinguisher Svc	136-415-300-140	48.00
050418	02/29/2012	Jorgensen & Company	Gas Alert Quattro 4 Gas Alkline/Pump	120-435-300-140	775.11
Warrant Total:					863.11
050419	02/29/2012	Kenneth D. Schmidt & Assoc	Professional Services	105-437-300-200	972.15
Warrant Total:					972.15
050420	02/29/2012	Kings County Tax Collector	Supplemental Loan/Property Taxes	179-442-300-290	8,398.85
Warrant Total:					8,398.85
050421	02/29/2012	Kings County Treasurer	Bond Charges	120-435-340-343	1,881.97
Warrant Total:					1,881.97
050422	02/29/2012	League Of California Cities	2012 Division Membership Dues	104-401-300-170	79.40
Warrant Total:					79.40

Vouch No	Wrnt Date	Vendor	Description	Account Number	Amount
050423	02/29/2012	Leon Environmental Svcs	Asbestos Survey/BDTH Program/Orange Ave	104-407-300-197	2,000.00
050423	02/29/2012	Leon Environmental Svcs	Asbestos Survey/BDTH Program/Orange Ave	104-407-300-198	2,000.00
Warrant Total:					4,000.00
050424	02/29/2012	Noe Martinez	Lawn Mntce/2410 Bell	301-430-300-316	120.00
Warrant Total:					120.00
050425	02/29/2012	Martinez Upholstery	Repairs	104-412-300-140	180.00
Warrant Total:					180.00
050426	02/29/2012	Mid Cal Electric Company Inc	Fan & Lighiting Installation/Dog Kennel	116-421-500-530	3,850.00
Warrant Total:					3,850.00
050427	02/29/2012	Mutual of Omaha	Life Insurance	104-000-202-011	1,451.97
050427	02/29/2012	Mutual of Omaha	Life Insurance	105-000-202-011	75.42
050427	02/29/2012	Mutual of Omaha	Life Insurance	109-000-202-011	168.75
050427	02/29/2012	Mutual of Omaha	Life Insurance	112-000-202-011	69.25
050427	02/29/2012	Mutual of Omaha	Life Insurance	120-000-202-011	85.82
050427	02/29/2012	Mutual of Omaha	Life Insurance	121-000-202-011	9.54
050427	02/29/2012	Mutual of Omaha	Life Insurance	140-000-202-011	202.39
050427	02/29/2012	Mutual of Omaha	Life Insurance	272-000-202-011	36.52
Warrant Total:					2,099.66
050428	02/29/2012	Nova Storm Systems	Business Network Access Service	105-437-300-200	85.00
Warrant Total:					85.00
050429	02/29/2012	PG&E	Utilities	104-412-300-240	4,823.87
050429	02/29/2012	PG&E	Engineering/1031 Chittenden	118-418-500-520	7,500.00
050429	02/29/2012	PG&E	Utilities	105-437-300-240	694.16
050429	02/29/2012	PG&E	Engineering/1031 Chittenden	118-418-500-520	1,500.00
050429	02/29/2012	PG&E	Utilities	111-601-300-240	75.16
050429	02/29/2012	PG&E	Utilities	111-603-300-240	15.61
050429	02/29/2012	PG&E	Utilities	111-604-300-240	83.69
050429	02/29/2012	PG&E	Utilities	104-412-300-240	14.96
050429	02/29/2012	PG&E	Utilities	109-434-300-240	4,859.64
050429	02/29/2012	PG&E	Utilities	104-000-120-022	572.80
Warrant Total:					20,139.89
050430	02/29/2012	Proclean Supply	Janitorial Supplies	104-432-300-210	584.18
050430	02/29/2012	Proclean Supply	Janitorial Supplies	104-432-300-210	65.49
Warrant Total:					649.67
050431	02/29/2012	Quad Knopf, Inc.	Water Plan Upgrade	107-437-500-551	2,511.68
050431	02/29/2012	Quad Knopf, Inc.	Dairy Ave Sidewalk Project	109-434-500-530	1,057.89
050431	02/29/2012	Quad Knopf, Inc.	Curb, Gutter, Overlay Project	141-434-500-531	3,949.47
050431	02/29/2012	Quad Knopf, Inc.	WWTP Pond Expansion	123-435-500-531	22,539.34
050431	02/29/2012	Quad Knopf, Inc.	Well 8A & Well 9A	105-437-300-200	1,214.55
050431	02/29/2012	Quad Knopf, Inc.	Family Dollar Store	104-000-220-019	268.65

Vouch No	Wrnt Date	Vendor	Description	Account Number	Amount
050431	02/29/2012	Quad Knopf, Inc.	Sewage Spill/Overview	120-435-300-200	53.73
050431	02/29/2012	Quad Knopf, Inc.	Water Plant Plan of Operations	105-437-300-200	125.37
050431	02/29/2012	Quad Knopf, Inc.	2010 Urban Water Mngmnt Plan Update	105-437-300-200	2,976.64
Warrant Total:					34,697.32
050432	02/29/2012	Safety Depot	Safety Vests	104-412-300-210	39.10
050432	02/29/2012	Safety Depot	Safety Vests	109-434-300-210	65.16
050432	02/29/2012	Safety Depot	Safety Vests	120-435-300-210	78.18
050432	02/29/2012	Safety Depot	Safety Vests	105-437-300-210	65.15
050432	02/29/2012	Safety Depot	Safety Vests	112-438-200-125	13.04
Warrant Total:					260.63
050433	02/29/2012	The Gas Company	Utilities	104-411-300-242	3,114.28
050433	02/29/2012	The Gas Company	Utilities	104-432-300-242	443.22
050433	02/29/2012	The Gas Company	Utilities	104-432-300-242	102.38
050433	02/29/2012	The Gas Company	Utilities	104-432-320-242	43.68
050433	02/29/2012	The Gas Company	Utilities/2410 Bell	301-430-300-316	43.21
Warrant Total:					3,746.77
050434	02/29/2012	Toshiba Financial Services	Corrected Invoice/Meter Correction	104-421-300-180	10.39
Warrant Total:					10.39
050435	02/29/2012	Tulare-Kings Veterinary ER Svc	Emergency After Hours Fee/Euthanasia	104-421-300-203	153.00
Warrant Total:					153.00
050436	02/29/2012	Univar USA Inc	Ferric Chloride	105-437-300-219	16,278.39
050436	02/29/2012	Univar USA Inc	Credit Memo/Ferric Chloride	105-437-300-219	-9,128.37
Warrant Total:					7,150.02
050437	02/29/2012	Verizon California	Telephone Service	104-432-300-220	265.00
050437	02/29/2012	Verizon California	Telephone Service	120-435-300-220	163.51
Warrant Total:					428.51
050438	02/29/2012	Verizon Wireless	Cell Phone Service	104-407-300-220	34.12
050438	02/29/2012	Verizon Wireless	Cell Phone Service	140-410-300-220	138.47
050438	02/29/2012	Verizon Wireless	Cell Phone Service	105-437-300-220	143.89
Warrant Total:					316.48
050439	02/29/2012	Vulcan Materials Company	Concrete	109-434-300-210	771.14
Warrant Total:					771.14
050440	02/29/2012	Water Environment Federation	Membership Fee	120-435-300-170	179.00
Warrant Total:					179.00
050441	02/29/2012	Wright's Electric	Electric Repairs	136-415-300-140	86.17
050441	02/29/2012	Wright's Electric	911 System Wiring	116-421-500-530	331.30

<u>Vouch No</u>	<u>Wrnt Date</u>	<u>Vendor</u>	<u>Description</u>	<u>Account Number</u>	<u>Amount</u>
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				Warrant Total:	417.47
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..... Joyce A. Venegas, Deputy City Mgr/Finance Director

<u>Fund</u>	<u>Description</u>	<u>Amount</u>
104	General	65,663.09
105	Water Fund	32,292.34
107	Water Impact Fees	2,511.68
109	Gas Taxes	11,680.90
111	Assessments	174.46
112	Refuse Fund	1,702.29
116	Law Enforcement Development Fe	4,181.30
118	General Impact Fees	9,000.00
120	Wastewater/Sanitary Sewer	20,259.44
121	Wastewater/Storm Drain	1,329.61
123	WW Treatment Impact Fees	22,539.34
136	RAO Operations	134.17
140	Local Transportation Funds	5,774.59
141	STP Exchange	3,949.47
179	Federal Program Income	8,398.85
272	09-STBG-6408	36.52
301	Housing Authority	163.21

	Report Total:	189,791.26

City of

CORCORAN

Police Department

FOUNDED 1914

February 29, 2012

**PRESENTATION
ITEM #: 4A**

To: Corcoran City Council
From: Reuben P. Shortnacy, Chief of Police
Subject: 2011 Annual Report

It is my pleasure to present to you the Corcoran Police Department Annual Report for 2011. This report covers the calendar year of 2011 and contains statistical information from previous years for review and comparison. I hope you find the report informative and I invite any comments and/or questions.

PERSONNEL/STAFFING

As of this report we are recruiting for two Clerk/Dispatcher positions. Three Police Officer positions will remain vacant.

Investigations Unit:

Our Narcotics Task Force (NTF) representative continues to work diligently on long term drug related investigations. We currently do not have an investigator in the Gang Task Force due to staffing levels. In 2011 however, GTF investigators completed a total of 34 Gang Enhancements for Corcoran.

The majority of the cases NTF has worked in and around Corcoran have been meth related although, we continue to see abuse of a variety drugs throughout the valley.

Our local investigations unit continues to be extremely busy. Both Investigators maintain a significant caseload. They have authored several search warrants during this year and cleared a number of cases. Some of the cases they have worked include identity theft, burglary, drug sales, attempted homicide, possession of stolen property and homicide.

Reuben Shortnacy, Chief of Police

K-9 unit:

Our K-9, "Ollie" is off to a good start. You will recall that he replaced "Simba" after we retired Simba for health reasons. Ollie hasn't been in service long enough to accumulate any significant stats however, his drive is good and he has been utilized many times during his short time with us. In fact Ollie and his Handler Corporal Duran recently competed in K-9 Trials and placed 3rd in vehicle searches and 3rd in building searches. That is a very encouraging for a newly deployed K-9.

Animal Control:

As you are aware, we took over Animal Control Field Services in May of 2009. Our Animal Control Officer continues to be very busy. The statistical information is reflected in the chart on page 7. We will try to introduce more animal care education to the community in the coming year as well as host clinics for "chipping" etc. The number of animals we impound is significant. However, I believe as we continue to address problems we will see the numbers go down. Our contract that we recently entered into with the City of Avenal for shelter services is going well and I anticipate that will continue.

Training:

It is important for us to maintain our skill level and expertise in a variety of areas so that we are prepared to respond to and address any incident that may develop. During 2011 department personnel completed over 2,600 hours of training in various topics. Some of the training topics include: Tactical Command, Gang, Wire Tap, Search Warrant Preparation, Evidence, Police Liability, Child Endangerment, Collision Investigation, Radar Operations, Crime Scene Investigations and Perishable Skills.

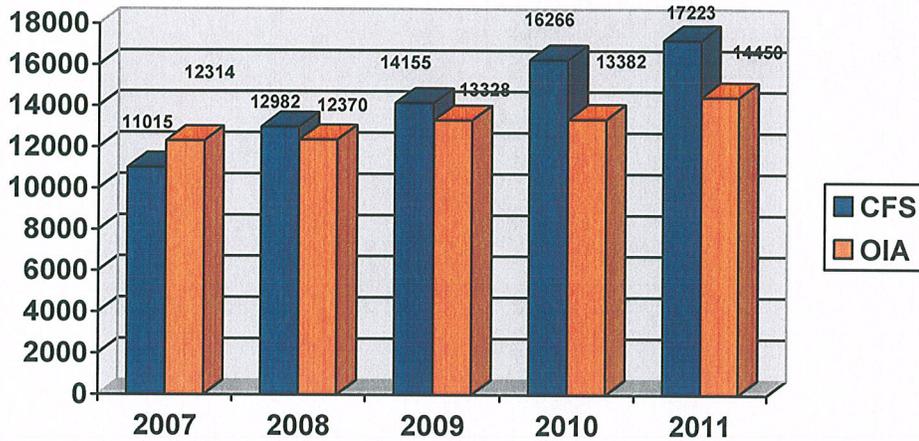
PERFORMANCE APPRAISALS

All performance appraisals are current through the reporting period.

CRIME STATS

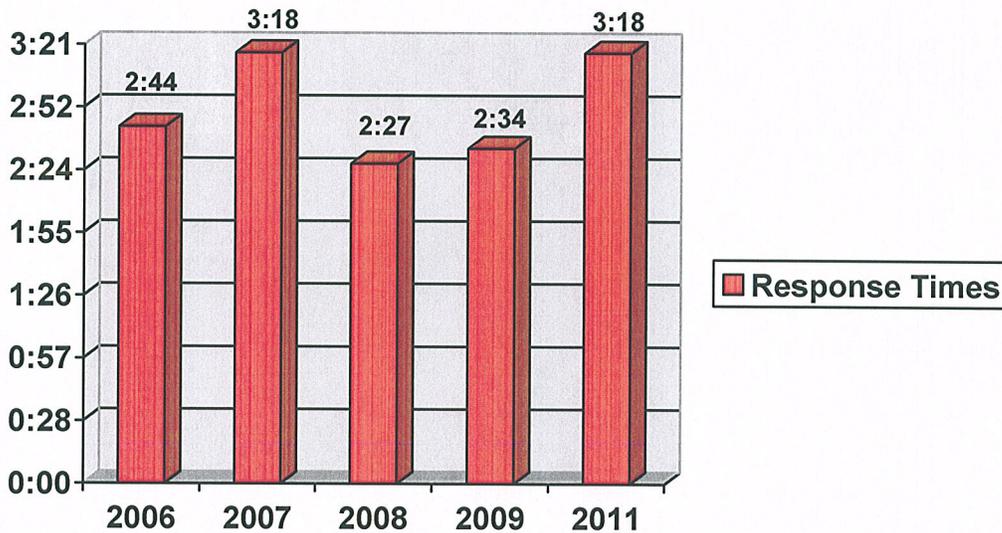
Our focus continues to be on Part I crimes. These are the more serious crimes and are represented in the following categories: homicide, rape, robbery, vehicle theft, burglary, assault, larceny and arson. You can see in the illustration on page 4 that our Part I crimes have increased. These numbers will fluctuate from time to time for a variety of reasons. However, the source of the increase is attributed to the increase in thefts and assaults. There are many variables that affect this number to include staffing levels, trends etc. Although we have had much success in keeping Part I crime down I expect our Part I crimes and Part II crimes to continue to increase. This is a direct impact of the economy and AB 109. Part I crimes will continue to be our priority as these are the crimes that directly impact quality of life.

Calls for Service / Officer Initiated Activity:



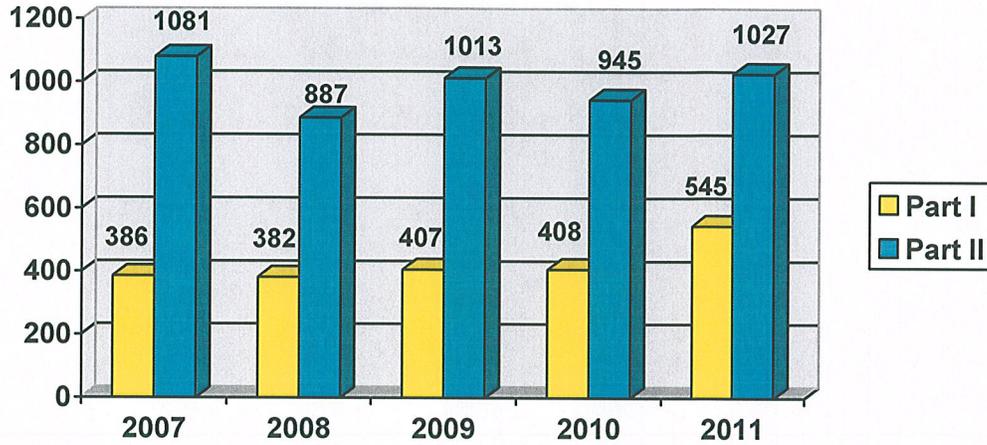
Calls for Service (CFS) over the past several years have increased steadily. These numbers will continue to increase with growth and with the impact of AB 109. The addition of our Animal Control Service has also impacted these numbers.

Response Times:



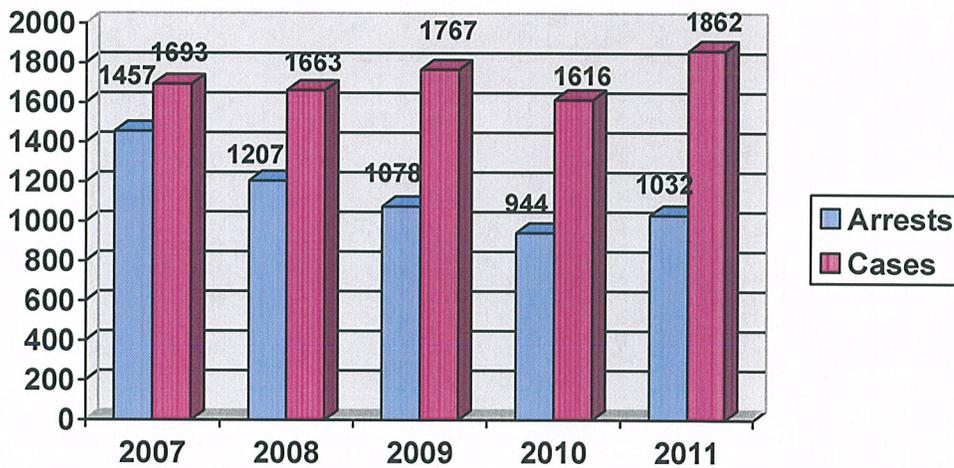
These numbers represent an average response time for all calls. There are a lot of variables such as staffing, call volume, types of call, etc. However, we maintain a good average response time. Because of problems with our CAD /RMS software we were not able to collect this data for 2010.

Part I / Part II Crimes:



Part I crimes are the more serious crimes. These include homicide, rape, robbery, vehicle theft, burglary, serious assault, larceny and arson. Part II crimes are crimes such as embezzlement, vandalism etc. We have been successful keeping serious crime down. However, we are beginning to experience an increase in crime. This is directly related to AB 109 and the economy.

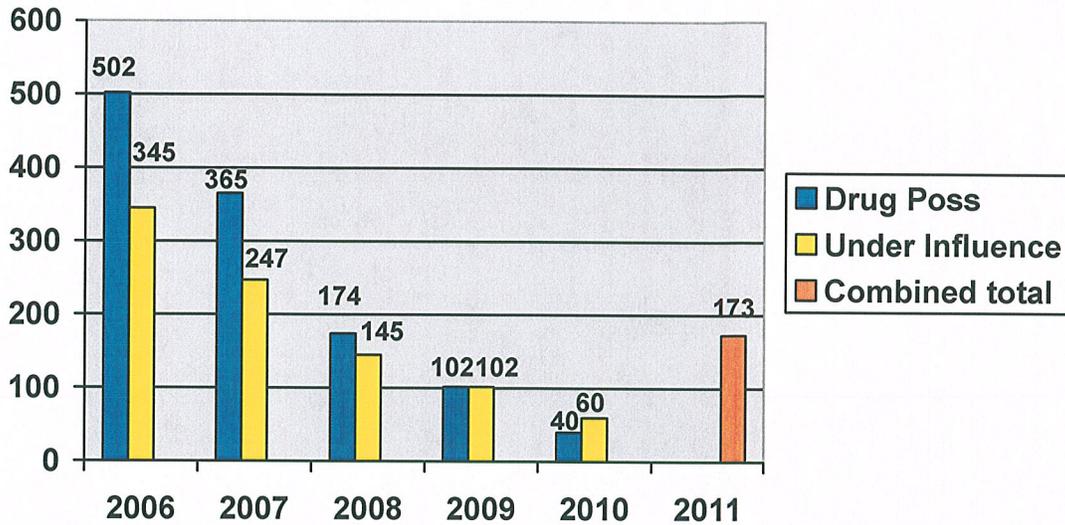
Arrests / Cases:



Arrests and cases are up. Again, we attribute this to AB 109 and the economy. A significant portion of our increase is due to a spike in thefts and assaults.

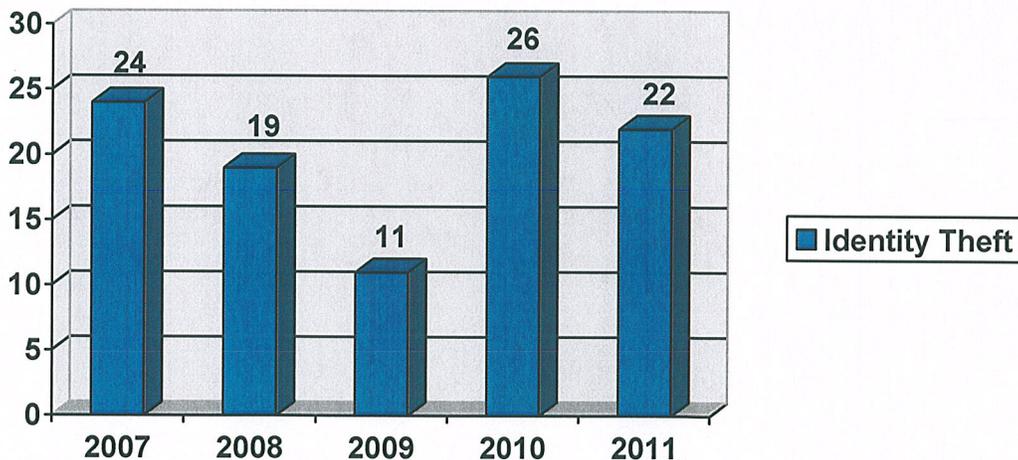
DRUG ENFORCEMENT

Drug possession / under the influence of drug arrests:



As you are aware drug interdiction has been a council and police priority. We have seen a decline in drug arrests over the past 10 years however, these cases will likely increase over the next few years. This year we combined the drug related cases. The 173 value represents possession and under the influence arrests. Methamphetamine continues to be a significant problem for law enforcement.

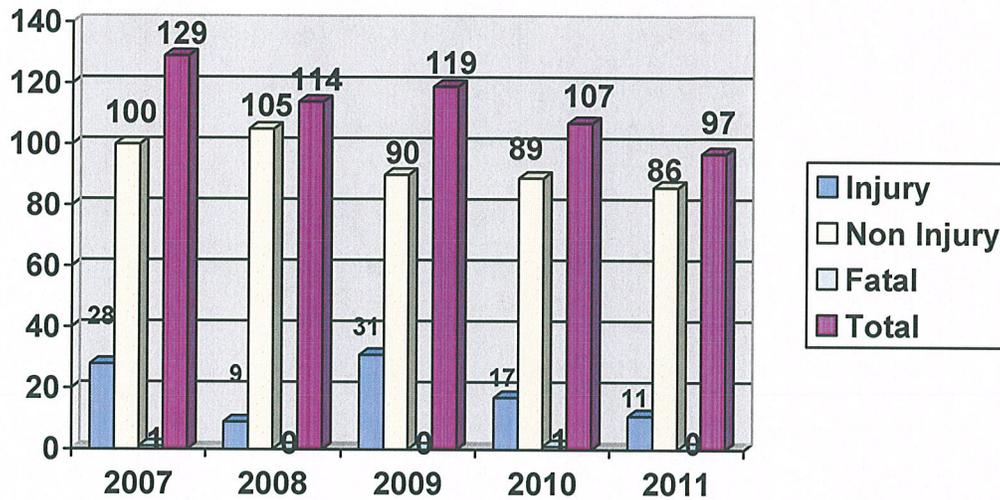
Identity Theft



We have tracked these cases separately because the resources that are required to investigate these crimes are significant.

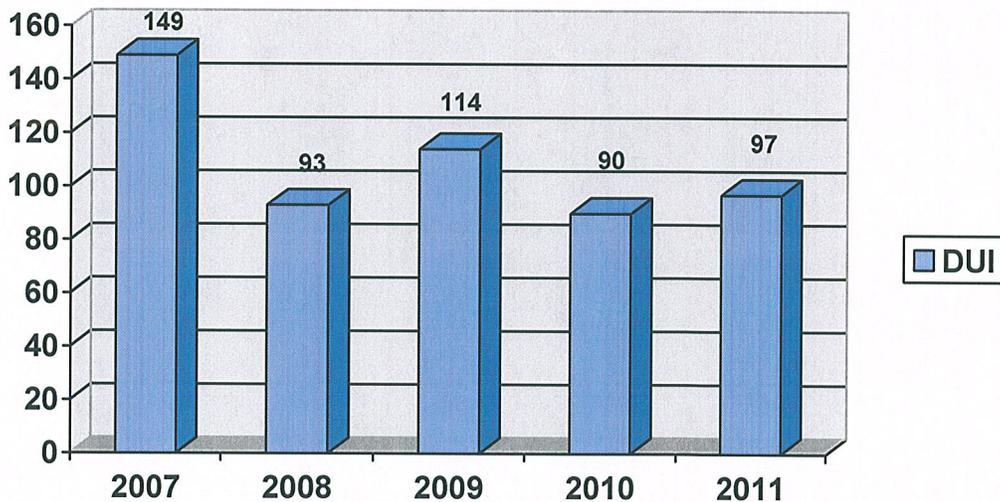
TRAFFIC

Traffic Accidents:



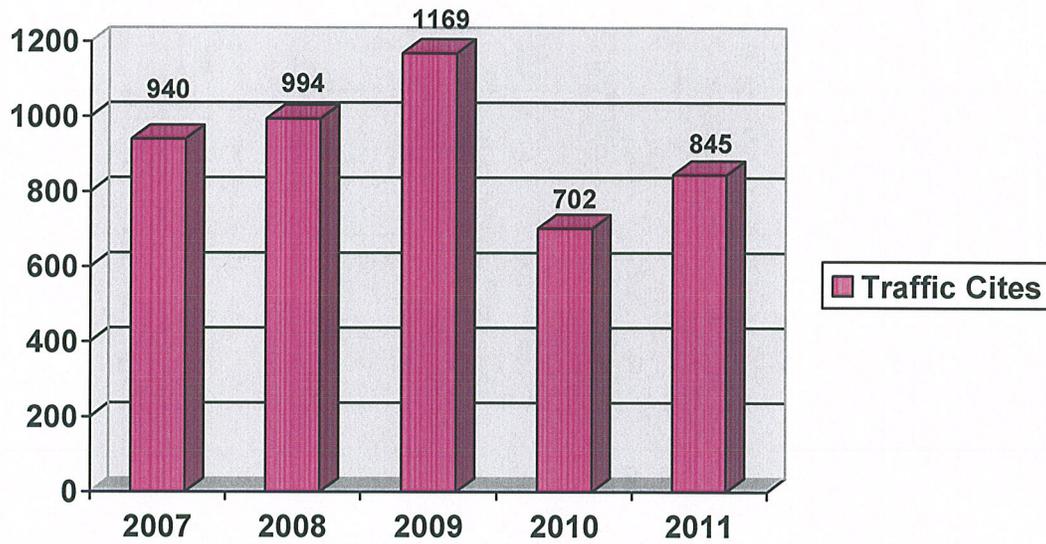
Traffic safety is consistently an area of public concern. We are sensitive to this, especially as it relates to our schools and business district and set it as a high priority.

Driving Under the Influence:



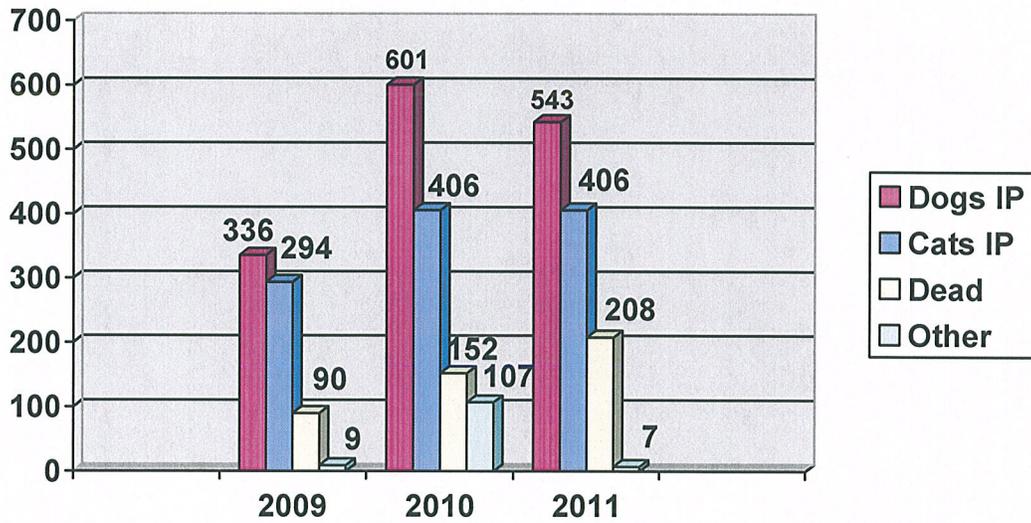
Our DUI arrests are fairly consistent with the most significant spike in 2007. We continue to conduct targeted enforcement.

Traffic Citations:



We continue to address traffic issues and concerns. We are sensitive to complaints such as u-turns, speeding, loud music and right of way violations. Our goal is to keep our pedestrians and motorists safe and be responsive to traffic related complaints.

Animal Control



There were a total of 729 animals recovered. The “other” category represents animals such as coyotes, rabbits, snakes etc.

FINAL COMMENTS

Our dominant philosophy continues to be that of Community Oriented Policing (C.O.P). Our primary goal and commitment is to find long-term solutions to problems in our community.

During this reporting period we went “live” with Sun Ridge, our RMS and CAD software. It is proving to be a very reliable system. There is a component to this software that allows citizens to sign up to receive crime data and crime mapping etc. We will present this to council in the near future.

We recently learned that we will receive approximately \$21,000 in Homeland security money. We intend to put it towards more in-car video. However, we will bring this item to council for discussion.

**WRITTEN COMMUNICATION
ITEM #: 6-A**

MEMO

TO: Corcoran City Council
FROM: Lorraine Lopez, Assistant to the City Manager/City Clerk
DATE: February 29, 2012 **MEETING DATE:** March 5, 2012
SUBJECT: Consider request made by New Life Tabernacle regarding Fireworks Stands

Recommendation:

Council direction

Discussion:

Staff received a request from New Life Tabernacle regarding setting up a second Fireworks Stand. Currently there are six organizations that set up in the City of Corcoran. The City has allotted seven stands to be set up.

Over the last several years Council has adopted regulations that direct staff and Kings County Fire Department to follow.

An ordinance (Ordinance No. 597) was adopted in 2007. In 2007 Council adopted Resolution No. 2327 establishing the number of stands per applicant (one stand per non-profit). In 2011 Council adopted Resolution No. 2538 establishing the number of stands in the city based on population.

Also attached is additional information regarding the non-profits usage of stands in Corcoran over the last few years since these regulations were implemented.

Budget Impact:

None

Fire Works Booths

Organization	Address, 2009	Address, 2010	Address, 2011
4-Him Youth Group	1500 Whitley	1500 Whitley	1500 Whitley
New Life Tabernacle	2000 Sherman	2000 Sherman	2000 Sherman
Corcoran Kiwanis	636 Dairy	636 Dairy	636 Dairy
Corcoran PAL	1099 Otis	1099 Otis	1099 Otis
CHS Boosters	1101 Dairy	1101 Dairy	1101 Dairy
PCOG/Fountain of Life	405 Dairy	405 Dairy	no booth
Freewill Baptist	? 2000 block of Dairy	no booth	no booth
Church of the Nazarene			1110 Dairy

**STAFF REPORT
ITEM #: 7 - A**

MEMORANDUM

TO: City Council

FROM: Steve Kroeker, City of Corcoran Public Works:

DATE: March 1, 2012

MEETING DATE: March 5, 2012

SUBJECT: Discussion concerning Wells 8 & 9, ratification of staff's decision to direct the City Engineer to develop plans, specifications and a bid package for the replacement of Wells 8 & 9 and proceed to go out for bids on the replacement of these two wells

Recommendation:

That the Council ratifies the decision of the staff to direct the City Engineer to develop plans, specifications and a bid package for the replacement of Wells 8 & 9 and to proceed to go out for bids on the replacement of these two wells.

Discussion:

Based on reviews made by Bill Kemble, Ken Schmidt and others both well 8 & 9 have failed and need to be replaced. We have tried to fix both of these wells to no avail. We have been working with the RMA to see if the repair and replacement of these two wells would be covered under our current policy, at this time they seem to have all of the information they need but they have yet to come back to us with a finding.

I had hoped that we would have more information from the RMA before I proceeded any further but when I let them know that we needed to have these wells online before the start of the summer season they suggested that we proceed with putting things together and go out for bids etc.

The estimates for replacing the two wells ranges from \$330,000 to 640,000 per well. The engineering, construction management, contracts and inspections will cost approximately \$91,000.00. So even though we're going to be salvaging as much of the existing equipment as we can and we're proposing to install a simpler deep well we're still facing a total cost ranging from \$751,000.00 to \$1,371,000.00. We have money in the water fund to pay for this work but I am still holding out hope that the RMA can either pay or at least help cover the costs of replacing these two wells.

Once the bids have been received we will then come back to the Council for authorization to award a contract based on the bids received. Hopefully at that time we will have a finding from the RMA concerning their involvement in paying for the work to be done.

Budget Impact:

Unknown at this time.

**STAFF REPORT
ITEM #: 7-B**

MEMO

TO: Corcoran City Council

FROM: Kindon Meik, City Manager

DATE: February 29, 2012 **MEETING DATE:** March 5, 2012

SUBJECT: Approval of Resolution No. 2619 Supporting 2012 Water Bond Vote

Recommendation: (Consensus)

Motion to consider Resolution No. 2619 supporting 2012 Water Bond Vote.

Discussion:

Staff received a request from Council Member Lerma, at the request of Supervisor Richard Valle for support of 2012 Water Bond Vote. The resolution is attached for council review.

Also attached is a handout with additional information.

Budget Impact:

None

RESOLUTION NO. 2619

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORCORAN IN SUPPORT OF THE WATER BOND VOTE TO MOVE FORWARD IN 2012 BALLOT

WHEREAS, California's water system have not kept pace with a growing population and changing needs; and

WHEREAS, the lack of water for our agricultural industry have resulted in record unemployment and bankruptcies far in excess of the state and national levels; and

WHEREAS, the economic decline of the Central Valley has already impacted the local economies, agriculture exports, and the state's fiscal situation, and people locally and statewide whose livelihood depends on a vibrant agricultural industry have seen their jobs disappear and their small businesses stretched to the limit and beyond; and

WHEREAS, the statewide water system is in need of a major upgrade, large-scale investments are needed in everything from water storage capacity to water recycling facilities to levees; and

WHEREAS, as part of the [comprehensive water package](#) enacted in 2009, the Legislature approved a water bond now slated for the November 2012 ballot to provide a public cost share for elements of the package that benefit the public; and

WHEREAS, approval of this ballot initiative would provide \$11.14 billion in general obligation bond funds for California's aging water infrastructure as well as projects and programs to improve water supply reliability and ecosystem health in the Delta.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Corcoran is in support for the water bond to move forward in 2012, strongly urging the State Legislature and Governor not to delay the water bond an additional two (2) years; and

BE IT FURTHER RESOLVED, that the City Clerk shall send copies of this Resolution to the Governor, State Senator, and our State Assembly Member.

PASSED AND ADOPTED by the City Council of the City of Corcoran at a meeting held this **5th** day of **March 2012** by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED: _____
Antonia "Toni" Baltierra, MAYOR

ATTEST: _____
Lorraine P. Lopez, CITY CLERK

**STAFF REPORT
ITEM #: 7-C****MEMORANDUM****TO:** City Council**FROM:** Steve Kroeker, City of Corcoran Public Works:**DATE:** March 1, 2012 **MEETING DATE:** March 5, 2012**SUBJECT:** Budget Amendment for the repair or replacement of the heater for the Community Pool**Recommendation:**

That the Council amends the current 2011-12 City Recreational Budget line item 104-411-300-140 from 2,000.00 to 22,815.00.

Discussion:

This is the line item included in the Recreation Budget for Equipment Maintenance and Repairs. This past year due to regulations associated with the slide from the State of California we had to do extensive work and modifications to the slide at the Community Pool in order to resolve a Notice of Violation on this piece of equipment, these expenses over extended this budget by \$3,815.06. Normally this would not be a problem and I would not have had to bring an action such as this to the Council but now we have an issue related to the pool heater which is out of service.

The pool heater is out of service and as of Thursday March 1 we have the following three options concerning getting it fixed / replaced and getting the pool back on line.

1. Replace the heater, the cost for a new heater is estimated to be around \$11,000.00 plus tax and instillation. This would put the pool warm and operational in 3-4 weeks.
2. Replace the fire box in the existing heater, the cost we have been given is \$8,000.00 plus instillation. The time frame for this is from one to two weeks.
3. Remove the damaged fire box and have it repaired / patched. We are removing it and will be taking it over to see if it can be repaired. I should be able to report to the Council at the meeting on Monday night if this has worked or not.

The pool is used during this time of year by the Corcoran High School Swim Team; they hold practice sessions in the pool and they schedule time trials using the pool. The Corcoran Unified

Schools pays the City for the gas used to heat the pool. In addition to this the Corcoran Blue Dolphins will be using the pool later on in the season for their programs; they have in years past contributed funds to the Corcoran Unified Schools to help offset the cost to the school for heating the pool. The YMCA does open the pool for lap swimmers when the pool is heated otherwise as far as I know they do not use the pool during this time of year.

As I mentioned previously we are currently pulling the existing fire box and hopefully we will be able to have it repaired enough to last through this season. If not then we would have to proceed with either the firebox replacement option or replacing the heater completely in order to get heat back into the pool.

As I am sure you must be aware of by now, both the High School and the Blue Dolphin Programs are very concerned about the status of this project and wither or not we can get it done and how fast we can get it done. We did not include a project such as this in our budget; the funding for this project would come out of the general fund although we will explore other options including submitting a claim to the RMA. The Blue Dolphin Program has made an offer to help offset some of these costs, but no dollar amounts have been discussed.

In addition to these issues with the slide and pool heater we were forwarded the following information from the YMCA concerning ADA compliance at the Community Pool which they manage and operate for us under contract. I have discussed this issue with Kings County Health who is the primary regulator agency overseeing our pool. They have advised me of the fact that this is a Federal Regulation that as of now has not been adopted by the State and because of that they will not be enforcing it. But they did say that in their opinion if someone should come along aware of the Federal Regulations that we could be defending ourselves in Federal Court which is what it is (sounds a lot like the approach the State is taking in respect to arsenic in the drinking water).

On September 15, 2010, the U.S. Attorney General signed legislation revising the ADA regulations for commercial pool accessibility. By March 15, 2012, every commercial swimming pool and spa is required to provide an approved means of entry/exit for disabled patrons. All YMCAs must meet compliance under Title III (Place of Recreation), Section 242.2 (Swimming Pools). The Americans with Disabilities Act (ADA) was passed in the late 1990's, and the requirements set forth in that legislation are known as ADA 1991 Standards ("91 Standards"). According to 91 Standards, all "public and recreational settings" must provide adequate access for the disabled. The term, "recreational settings," however, was never specifically defined; therefore, compliance requirements for swimming pool entry and exit for disabled patrons remained vague until the regulations were revised in 2010. The newly revised regulations now require that each

public or commercial swimming pool or spa has an approved means of entry and exit for disabled patrons.

What Does This New Law Require?

The revised regulations now require every swimming pool or spa to have (at minimum) one primary approved form of entry or exit. Primary forms of entry or exit are defined as a Pool Lift or a Sloped Entry (ramp). The revised regulations require compliance for each body of water at a facility. For example, if your facility contains a lap pool, a leisure pool, and a spa, you will need a pool lift or ramp for each. Further, if any single body of water exceeds 300 linear feet (length x width x 2), two primary forms of entry or exit are required. ADA suggests that pools requiring two primary devices use a pool lift and a pool ramp. However, this is a suggestion, not a requirement. If two of the same primary devices are used, it is required that the devices are in separate locations.

We do have one Portable Mechanical Pool Lift at the pool. Electrical Pool lifts are from \$6-10,000.00 and a ramp would cost roughly the same amount. I don't know if we would need a separate lift / ramp at the kid's pool I would hope not.

We do not know when or even if this will be an issue to the City, I do know the YMCA is taking it very seriously in their planning and operations since it not only applies to the pool but also to their spas. Since we already have a lift I would think that the best way to address this issue would be in our upcoming budget for 2012-13.

Budget Impact:

The worst case scenario for the pool would involve the full replacement of the pool heater at a cost of approximately \$19,000.00 and a requirement to install a pool lift and ramp all impacting the budget by an additional \$39,000.00.

I don't see a requirement yet to install the pool lift or the ramp, so for this year at least I don't anticipate that hit to this budget.

Concerning the pool heater I'm really hoping that I can report to the Council at your meeting that we were able to repair the heater and all is well with a minimal impact on this budget. If we cannot repair the firebox and have to replace it or replace the entire heater then the budget impacts will be tough and we will need this budget adjustment, unless we either get help or we are reimbursed on our claim.

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**STAFF REPORT
ITEM #: 7-D**

MEMO

TO: Corcoran City Council

FROM: Kindon Meik, City Manager

DATE: February 26, 2012 **MEETING DATE:** March 5, 2012

SUBJECT: Approval of Resolution No. 2615 Supporting AB 250.

Recommendation: (Consensus)

Motion to consider Resolution No. 2615 supporting AB 250.

Discussion:

At the last meeting on February 21, 2012, council tabled the item requesting additional information before making a decision. Attached is a handout with the additional information.

Previously staff received a request from the office of Senator Michael Rubio asking for support of Assembly Bill 250, The California Reliable Water Supply Act. The resolution is attached for council review.

Budget Impact:

None

RESOLUTION NO. 2615

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORCORAN SUPPORTING SENATE BILL 250 THE CALIFORNIA RELIABLE WATER SUPPLY ACT

WHEREAS, the Sacramento-San Joaquin Bay Delta is the hub of California's water system, which supplies water to twenty-five million Californians and 750,000 acres of highly productive farmland.

WHEREAS, water in the Delta is exported from antiquated and unreliable infrastructure facilities in the south Delta.

WHEREAS, studies show that seismic activity could potentially devastate California's Bay Delta region and jeopardize the water supply, which would devastate our economy and hurt all businesses in farms and cities alike.

WHEREAS, in 2009, the state enacted a comprehensive legislative package that set co-equal goals of restoring the Delta's ecosystem and creating a reliable water supply for California. Work is also ongoing to complete the Bay Delta Conservation Plan (BDCP).

WHEREAS, the BDCP is a voluntary process initiated by state and federal regulatory agencies to develop a habitat conservation plan that identifies the necessary ecosystem and water system improvements for the Delta estuary which meet the protections required under federal and state environmental laws.

WHEREAS, SB 250 would help ensure that California achieves the co-equal goals of water supply reliability for the state and ecosystem restoration in the Sacramento-San Joaquin Delta by setting achievable deadlines for completing the planning process by February 15, 2013, and construction of Delta conveyance improvements by December 31, 2025.

WHEREAS, building and improving our Delta conveyance system will create jobs and give a boost to California's economic recovery. With the state's unemployment rate at 11.1%, this major infrastructure investment will help put Central Valley residents and Californians back to work and protect the greater economy that relies on reliable water supplies from the Delta.

WHEREAS, with these risks and opportunities in mind, SB 250 will ensure that this important process remains on schedule.

BE IT RESOLVED the City of Corcoran strongly supports SB 250, the California Reliable Water Supply Act.

BE IT RESOLVED the City of Corcoran urges the California State Legislature to pass and the Governor to sign SB 250.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Corcoran duly called and held on the 5th day of March 2012, by the following vote of the members thereof:

AYES:

NOES:

ABSENT:

APPROVED: _____
Antonia “Toni” Baltierra, Mayor

ATTEST: _____
Lorraine P. Lopez, City Clerk

SENATE
CALIFORNIA LEGISLATURE



STATE CAPITOL
ROOM 2066
Sacramento, CA 95814
(916) 651-4016

DISTRICT OFFICES

2550 Mariposa Mall, Ste. 2016
Fresno, CA 93721
(559) 264-3070

1122 Truxtun Ave. Suite 100
Bakersfield, CA 93301
(661) 395-2620

MICHAEL J. RUBIO
SENATOR, SIXTEENTH DISTRICT

SB 250 – Fact Sheet
California Reliable Water Supply Act

What does SB 250 do?

SB 250 would help ensure that California achieves the co-equal goals of water supply reliability for the state and ecosystem restoration in the Sacramento-San Joaquin Delta by setting achievable deadlines for completing the planning process by February 15, 2013, and construction of Delta conveyance improvements by December 31, 2025.

Background

The Sacramento-San Joaquin Bay Delta is the hub of California's water system. Twenty-five million Californians rely on water supply that is exported from antiquated and unreliable infrastructure facilities in the south Delta. Modernizing the infrastructure to meet California's growing needs for fresh, healthy water supplies is only part of the story. The potential catastrophic impacts from earthquakes, flooding, climate change and declining water quality demand immediate action by the state and federal governments.

In 2009, the state enacted a comprehensive legislative package that set co-equal goals of restoring the Delta's ecosystem and creating a reliable water supply for California. The legislative package created the Delta Stewardship Council, which is developing a Delta Plan to help guide local, state and federal actions in the estuary. Work is also ongoing to complete the Bay Delta Conservation Plan (BDCP). The BDCP is a voluntary process initiated by state and federal regulatory agencies to develop a habitat conservation plan that identifies the necessary ecosystem and water system improvements for the Delta estuary which meet the protections required under federal and state environmental laws.

California's public water agencies, through their ratepayers, have paid to date over \$153 million for the BDCP planning effort, and more work is necessary to complete the job. While this planning effort continues, the risks associated with earthquakes, climate change, population increase and system failure continue and require immediate action to protect the Delta habitat and improve water supply reliability.

Why is SB 250 needed?

Studies show that seismic activity could potentially devastate California's Bay Delta region and jeopardize the water supply for 25 million people in Southern California and hundreds of thousands of acres of highly productive farmland. Moreover, changes in weather patterns will continue to create impediments for capturing and moving water in California to adapt to shifting seasons and runoff. The impacts on our economy, for all businesses large and small, in farms and cities alike, could be devastating.

Building and improving our Delta conveyance system will create jobs and give a boost to California's economic recovery. With the state's unemployment rate at 11.1%, this major infrastructure investment will help put Central Valley residents and Californians back to work and protect the greater economy that relies on reliable water supplies from the Delta. With these risks and opportunities in mind, SB 250 will ensure that this important process remains on schedule.

SB 250 Support

Bell Gardens Chamber of Commerce
Burbank Chamber of Commerce
Burbank Water and Power
Cerritos Regional Chamber of Commerce
City of Arvin
City of Avenal
City of Burbank
City of Coalinga
City of Delano
City of Dinuba
City of Downey
City of Fowler
City of Huron
City of Lemoore
City of Mendota
City of Orange Cove
City of Parlier
City of San Joaquin
City of Selma
City of Wasco
County of Tulare
Calleguas Municipal Water District
Construction Industry Coalition on Water Quality
Cucamonga Valley Water District
Downey Chamber of Commerce
Eastern Municipal Water District
El Monte/South El Monte Chamber of Commerce
Gateway Chambers Alliance
Irwindale Chamber of Commerce
La Verne Chamber of Commerce
Long Beach Area Chamber of Commerce
Manhattan Beach Chamber of Commerce
Metropolitan Water District of Southern California
Mojave Water District
Palos Verdes Peninsula Chamber of Commerce & Visitors' Center
Redondo Beach Chamber of Commerce and Visitors Bureau
Regional Chamber of Commerce – San Gabriel Valley
San Gabriel Valley Economic Partnership
San Gabriel Valley Legislative Coalition of Chambers
Simi Valley Chamber of Commerce
South Bay Association of Chambers of Commerce
South Gate Chamber of Commerce
State Building and Construction Trades Council of California
Three Valleys Municipal Water District
Torrance Area Chamber of Commerce
United Chambers of Commerce San Fernando Valley and Region
Westlands Water District

**STAFF REPORT
ITEM #: 7-E**

MEMO

TO: Corcoran City Council

FROM: Kindon Meik, City Manager

DATE: February 26, 2012 **MEETING DATE:** March 5, 2012

SUBJECT: Discussion regarding Golf Carts

Recommendation:

Council Direction regarding continuance of research of item or optional tabling of item until further funds are allocated and staff is directed by majority vote of council to proceed.

Discussion:

On December 19, 2011, Councilmember Robertson requested information regarding staff look into an ordinance regarding exemption for operation of golf carts on public streets.

On February 6, 2012, Deputy Chief Gary Cramer provided information and subsequently City Attorney Farley was asked to look further into this item. His response is attached.

Budget Impact:

To date, staff has expended six hours towards research and attorneys fees for research are approximately \$875.

MEMORANDUM

TO: CITY COUNCIL, CITY OF CORCORAN
FROM: MICHAEL L. FARLEY
SUBJECT: CORCORAN: GOLF CART ORDINANCE
DATE: FEBRUARY 23, 2012

GOLF CARTS

The City of Corcoran is interested in allowing golf carts on public streets. The council has asked us to look into what can be done, if anything, regarding golf carts and their ability to move about town.

At the outset, there are two different types of vehicles that may be considered golf carts by the casual observer. The first is a traditional "golf cart" and the second is a "Neighborhood Electric Vehicle" (NEV).

A. GOLF CART

The California Vehicle Code defines golf cart:

A "golf cart" is a motor vehicle having not less than three wheels in contact with the ground, having an unladen weight less than 1,300 pounds, which is designed to be and is operated at not more than 15 miles per hour and designed to carry golf equipment and not more than two persons, including the driver.

CVC § 345.

Registration is not required to operate a golf cart on a highway designated for such use by ordinance or resolution or within one mile of a golf course. Vehicle Code section 21115 allows a city or local authority by ordinance or resolution to allow golf carts to be driven on streets adjacent to, or providing access to, a golf course provided the roadway is within one mile of a golf course or within a development offering golf facilities. Vehicle Code section 21114.5 allows a city or local authority to adopt an ordinance allowing certain individuals, namely the physically disabled, those 50 years and older, and certain government workers, to operate golf carts on sidewalks. Other than the above exceptions, golf carts may not be operated on roads with speed limits above 25 mph.

B. NEIGHBORHOOD ELECTRIC VEHICLE

The Vehicle Code defines a NEV as:

[A] motor vehicle that meets all of the following requirements:

- (1) Has four wheels.
- (2) Can attain a speed, in one mile, of more than 20 miles per hour and not more than 25 miles per hour, on a paved level surface.
- (3) Has a gross vehicle weight rating of less than 3,000 pounds.

CVC § 385.5. Only NEVs certified to meet Federal Motor Vehicle Safety Standards can be considered for registration. (See 49 CFR 571.500). While NEVs may look like golf carts to the casual observer, they are actually a motor vehicle requiring a valid California driver license, registration, and insurance.

NEVs may not be operated on any roadway with a speed limit above 35 mph. In addition, local authorities, by ordinance or resolution, may restrict or prohibit the use of NEVs. NEVs may cross state highways only at controlled intersections. Crossing at uncontrolled intersections is permitted with approval of the agency responsible for that intersection. NEVs may also cross at intersections that have a higher speed limit of 35mph, if the crossing begins and ends on a road of 35 mph or less. NEVs can also be operated as a golf cart when operated within a distance one mile or less from a golf course or on roads designated for such operation by ordinance or resolution. CVC §§ 21266; 21260; 21115(b).

Some municipalities have embraced NEVs as a method of alleviating traffic congestion and pollution. The town of Lincoln, California is one example. Lincoln, located in a suburban area north of Sacramento, is the fastest growing city in America, with a growth rate of 282.1 percent between the 2000 and 2010 census. Lincoln's progressive attitude towards electric vehicles has made it a model for the nation. A brochure produced by the City of Lincoln notes the following facts about NEV use:

- Have been safely used in California since 1991 with no fatalities
- Ideal for drivers of all ages, from teens to parents to active seniors
- Improves public safety and reduces auto fatalities because of lower speeds
- Provides a cohesive community since travel range is limited
- Encourages local shopping and local business
- Consume 1/5 the energy of an automobile
- Powered by renewable, natural resources
- Reduces dependence on petroleum by using electricity (equivalent to 150 miles per gallon of gasoline)

- Costs of an average of \$.025 per mile of energy.

With all of the above reasons in mind, combined with the opportunity to create infrastructure in their rapidly growing city, the City of Lincoln took action to promote the usage of NEVs. However, they were constrained by existing state law that, as noted above, limits NEV usage to streets with posted speed limits of 35 mph or less. To overcome that limitation, the City Council drafted legislation (AB 2353) that provided the city flexibility in planning for NEV use within the city limits. That legislation was approved by the state legislature in 2004. (Str. & H.Code § 1963). The City of Lincoln then drafted and approved their NEV Transportation Plan on August 8, 2006. Additionally, Lincoln collaborated with Caltrans to reduce the speed of a 400-foot stretch of Highway 193 within the city limits from 55 to 35 mph to accommodate NEVs. Further support from Caltrans included the design of experimental signage, stripping, and pavement marking standards. In July 2005, the experimental designs were approved for use within the city. Finally, in response to the plan drafted by the city, land developers and businesses within the city began to accommodate NEVs as well, by providing special parking and charging stations in commercial centers. In addition, the NEV Transportation Plan makes it possible for existing communities within the city to retrofit existing routes with signage and striping.

By all accounts, the City of Lincoln's progressive approach to NEVs has been a great success. One portion of the Lincoln bill provided for the City to report back to the legislature with a recommendation whether the NEV transportation provisions should be terminated, continued, or expanded statewide. The City's report recommended statewide implementation, so it is possible the legislature will allow for communities throughout the state to embrace NEVs without the need for passage of legislation each time. In the meantime, Riverside County is the most recent jurisdiction in California to pass legislation allowing for the implementation of a NEV Transportation Plan. (AB 61; Str. & H.Code § 1962).

If the City of Corcoran is interested in following suit, at this point they must also pass a bill similar to Lincoln and Riverside County. After passage of the bill, the city must create a NEV Transportation Plan. The Plan must then be approved by Caltrans, and then implemented. While it seems like a lot of work, it may well be worthwhile. As one sponsor of the Riverside legislation noted, "[I]t's basically signage and road striping. That's a minimal capital expenditure" for potentially great benefits, as noted above. (Jim Miller and Dug Begley, *Legislature: Bill gives Riverside County the OK for electric vehicles*, THE PRESS-ENTERPRISE, Aug. 4, 2011, available at <http://www.pe.com/local-news/local-news-headlines/20110805-legislature-bill-gives-riverside-county-the-ok-for-electric-vehicles.ece>).

In sum, golf carts are not allowed on roadways with only a few narrow exceptions. NEVs have greater possibilities, however, and the City of Corcoran may join the burgeoning movement towards embracing the possibilities of NEV transportation by passing legislation at the state level like that passed by Lincoln and Riverside County, drafting a NEV Transportation Plan, getting that plan approved by Caltrans, and then implementing it.

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STAFF REPORT

ITEM #: 7-F

MEMO

TO: Corcoran City Council

**FROM: Lorraine Lopez, Assistant to the City Manager/City Clerk
Joyce Venegas, Deputy City Manager/Finance Director**

DATE: February 26, 2012 MEETING DATE: March 5, 2012

SUBJECT: Discussion regarding Special Events insurance

Recommendation:

Discussion:

On February 6, 2012 Councilmember Robertson requested information regarding co-sponsorship of special events and waiving of liability insurance.

The City of Corcoran is a member of CSJVRMA "RMA" (Central San Joaquin Valley Risk Management Association). As a member city of the RMA, there is a "transfer of risk" policy that requires members to transfer risk and it requires suppliers, contractors, tenants, and contract service providers to protect themselves and the member city against claims or judgments arising from their work, activities, or products through the purchase of commercial insurance. If a member fails to transfer risk that results in a claim, the member's retained limit is doubled. There have been claims against the CSJVRMA that were properly transferred and resulted in substantial savings to the CSJVRMA as well as to the member.¹ Therefore, Members are encouraged to transfer risk where possible.

Regarding the co-sponsorship of events. Attached is the most recent resolution of the RMA regarding this topic. In particular § 3 and 4 state "the event must be directly sponsored by the city and take place in or at a facility owned or under the control of the city" and "a city must provide administrative or supervisory participation with persons conducting the event or in the event itself".

Also for your review, staff has attached a sampling of events that have met this use.

Budget Impacts:

None.

¹ RMA Strategic Safety and Risk Control Plan

2011			
Date	Location	Group	Event Type
04/09/11	Veterans Memorial Building	Corcoran Museum Committee	Tea Party Fundraiser
06/17/11	Veterans Memorial Building	Corcoran Museum Committee	Salad Luncheon Fundraiser
11/04/11	Veterans Memorial Building	Corcoran Museum Committee	Sandwich Luncheon Fundraiser
Nov. 2011 Dec. 2011 Jan. 2012	Downtown Whitley	Christmas Tree Committee	activity including harvest of tree; installation, decoration, and removal of tree; and two events held in Christmas Tree Park
2010			
06/11/2010	Veterans Memorial Building	Corcoran Museum Committee	Salad Luncheon Fundraiser
10/02/2010	Veterans Memorial Building	Corcoran Rotary / Chamber of Commerce	Pancake Breakfast / Cotton Festival
11/10/2010	Veterans Memorial Building	Corcoran Museum Committee	Sandwich Luncheon Fundraiser
Nov. 2010 Dec. 2010 Jan. 2011	Downtown Whitley	Christmas Tree Committee	activity including harvest of tree; installation, decoration, and removal of tree; and two events held in Christmas Tree Park
2009			
06/05/2009	Veterans Memorial Building	Sober Grad Committee	Breakfast
09/26/2009	Veterans Memorial Building	Corcoran Rotary / Chamber of Commerce	Pancake Breakfast / Cotton Festival
Nov. 2009 Dec. 2009 Jan. 2010	Downtown Whitley	Christmas Tree Committee	activity including harvest of tree; installation, decoration, and removal of tree; and two events held in Christmas Tree Park

RESOLUTION NO. 1-09
RESOLUTION OF THE BOARD OF DIRECTORS
OF THE CENTRAL SAN JOAQUIN VALLEY RISK MANAGEMENT AUTHORITY
ESTABLISHING A TRANSFER OF RISK POLICY FOR ORGANIZED SPECIAL EVENTS

WHEREAS, the Board of Directors of the Central San Joaquin Valley Risk Management Authority (Authority) have determined that potential serious risks may be incurred when third parties utilize member city's facilities, or conduct organized "Special Events" which involve city premises or services; and

WHEREAS, it is in the best interests of all member cities for these risks to be transferred to the parties which cause the risk; and

NOW, THEREFORE, BE IT RESOLVED that Resolution No. 9-86 is hereby cancelled and replaced by the following:

1. Member cities shall transfer the risk for all organized "Special Events" which do not meet the criteria established in Sections 3 and 4 herein.
2. For a claim against the city or the authority where as a result of the city's failure to carry out the provisions of this policy and the risk has not been transferred for that claim, the city's self-insured retention (SIR) may be tripled for that claim, up to a maximum of \$50,000 above that retention. Upon written demand of the city, the Executive Committee shall afford the city an opportunity to be heard on the issue of such failure. Thereafter, the decision of the Executive Committee shall be final.
- * 3. In order for an event to be a "City Sponsored Event", it must be directly sponsored by the city and take place in or at a facility owned or under the control of the city.
- * 4. In order for an event to be a "City Co-Sponsored Event" a city must provide administrative or supervisory participation with persons conducting the event or in the event itself.
5. All sponsored or co-sponsored Class III Events involving a subcontractor must transfer the risk.
6. The minimum "Transfer of Risk" requirement for all organized Special Events which do not meet the criteria as a City Sponsored or Co-Sponsored Event are as follows:

CLASS I (Low Hazard)

- A. City request to be named as additional insured on the sponsor's insurance policy whenever appropriate.
- B. The sponsor of the event be required to sign an acceptable "hold harmless" agreement.
- C. City request \$500,000 coverage per occurrence, but accept no less than \$300,000 coverage.

- D. City request the sponsor's insurance company to provide an appropriate certificate naming the city as an additional insured, but minimum requirement will be Certificate of Insurance showing that the sponsor and the event are covered for at least the minimum amount required.

CLASS I EVENTS

Aerobic Classes
Antique Shows
Art Festivals
Art Shows
Auctions
Auto Shows (No Automobile Coverage)
Award Presentations
Ballets
Banquets
Bazaars
Beauty Pageants
Bingo Games
Boat Shows
Business Meetings
Business Shows
Charity Benefits, Auctions, & Sales
Cinemas
Civic Clubs & Group Meetings
Consumer Shows
Conventions (In Buildings)
Craft Shows
Debutante Balls
Drill Team Exhibitions
Educational Exhibitions
Electronics Conventions
Exhibitions (In Buildings)
Expositions (In Buildings)
Fashion Shows
Flower Shows
Garden Shows
Graduations
Instructional Classes (Non-Mechanical)
Lectures
Luncheons
Meetings (Indoor) (Union Meetings are Class III)
Mobile Home Shows
Motion Picture Shows

Organized Sight-Seeing Tours (No Automobile Coverage)
Pageants
Parties (See Class II and III also)
Proms
Reunions
Quinceanera
Recreation Vehicle (RV) Shows
Seminars
Social Gatherings (Indoor)
Social Receptions
Speaking Engagements
Teleconferences
Telethons
Trade Shows (In Buildings)
Vacation Shows
Walk-A-Thons
Weddings & Receptions

CLASS II (Moderate Hazard)

- A. City requires being named as additional insured on the sponsor's insurance policy including the appropriate certificate.
- B. City requires that the sponsor in the event sign an appropriate agreement "holding harmless" the city, its officers, employees, and volunteers.
- C. City request \$1,000,000 per occurrence coverage, but accept no less than \$500,000 coverage.

CLASS II EVENTS

Animal Training (On Leash)
Block Parties/Street Closures (Excluding Beaches)
Classical Music Concerts
Concerts (Not Rock, Rap, or Heavy Metal or Mosh Pits)
Dances & Parties (No Rap or Heavy Metal)
Dance Shows
Debuts
Dinner Theaters
Dog Shows
Exhibitions (Outdoor)
Farmers Markets
Hotel Shows
Ice Skating Shows (Non Professional)

Jam & Jazz Sessions (Not Rock)
Job Fairs
Meetings (Outdoor)
Musicals
Night Club Shows
Old Timers Events
Opera/Operetta
Parades (Under 500 Spectators)
Parties (See Class I and III also)
Picnics (If Pools or Lakes, with Lifeguards)
Plays
Political Rallies
Religious Assemblies
Rummage Sales
School Bands
Seances
Sidewalk Sales
Social Gatherings (Outdoor)
Swap Meets
Theatrical Road Shows
Theatrical Stage Performances
Trade Shows (outdoor)
Voter Registration

CLASS III (High Hazard)

- A. City requires being named as additional insured on the sponsor's insurance policy including the appropriate certificate.
- B. City requires that the sponsor in the event sign an appropriate agreement "holding harmless" the city, its officers, employees, and volunteers.
- C. City requires at least \$1,000,000 per occurrence coverage.

CLASS III EVENTS

Animal Acts/Shows
Arcades
Carnivals (No Rides)
Casino & Lounge Shows
Concerts*
Community Fairs
Ethnic Celebrations

Film Productions (Non-Action)
Flea Markets
Heads of State Events
Horse Shows
Live Entertainment Promoters
Livestock Shows
Meetings (Outdoors)
Parties (See Class I & II also)
Picnics (If Pools or Lakes without Lifeguards)
Scouting Jamborees
State and Country Fairs (No Rides)
Street Fairs
Kiddielands (No Rides)
Union Meetings
Zoos

CLASS IV (Moderate-High Hazard)

- A. City requires being named as additional insured on the sponsor's insurance policy including the appropriate certificate.
- B. City requires that the sponsor in the event sign an appropriate agreement "holding harmless" the city, its officers, employees, and volunteers.
- C. City requires at least \$1,000,000 per occurrence coverage.

CLASS IV EVENTS

Baseball
Basketball
Bicycle Races
Bicycle Rallies
Equestrian Events
Gymnastics
Junior Athletic Games
Marathons (Walking, Running, etc.)
Roller Skate/Roller Blade
Roller Hockey League (Youth Only)
Running Race
Ski Events
Soap Box Derby
Softball
Sports Camps (Non-Contact Sports Only)
Sporting Events in Buildings (Non-Professional) (Non-Contact Sports Only)

Tennis, Handball, & Racquetball
Volleyball

CLASS V (Moderate-High Hazard/Increased Exposure Risks)

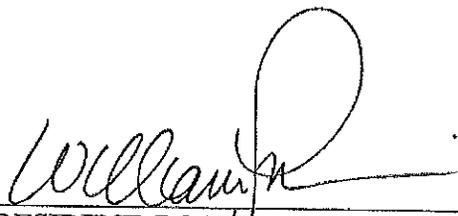
- A. City requires being named as additional insured on the sponsor's insurance policy including the appropriate certificate.
- B. City requires that the sponsor in the event sign an appropriate agreement "holding harmless" the city, its officers, employees, and volunteers.
- C. City requires at least \$1,000,000 per occurrence coverage.

CLASS V EVENTS

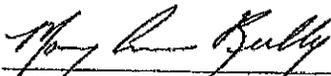
Overnight Camps/Groups at Colleges or Universities
Overnight Camping
Overnight Events

This Resolution is moved, seconded, and adopted by the Board of Directors at a regular meeting of the Board held on October 23, 2009, in the City of Fresno, County of Fresno, by the following vote:

AYES	<u>12</u>
NOES	<u>0</u>
ABSTAIN	<u>0</u>
ABSENT	<u>1</u>



PRESIDENT, BOARD OF DIRECTORS



BOARD SECRETARY

City of

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STAFF REPORTS

ITEM NO: 7G

TO: Corcoran City Council

FROM: Kindon Meik, City Manager/Community Development Director
Joyce A. Venegas, Deputy City Manager/Finance Director

DATE: March 1, 2012 **MEETING DATE:** March 5, 2012

SUBJECT: Budget Review & Discussion

A schedule summarizing staffing costs by bargaining group is attached. An update on expenditures through February 29th will be provided Monday night.

CITY OFFICES:

City of Corcoran
 Salary & Benefits by Bargaining Unit
 Based on 2011-12 Budget

	<u>Total</u>	<u>Management</u>	<u>CPOA</u>	<u>Local 39</u>	<u>CLOCEA</u>
Salary	3,605,878	988,088	1,339,242	1,012,860	265,688
Leave Sell Back	71,559	30,283	31,336	9,088	852
In Lieu	56,948		56,948		
Standby	23,400		7,800	15,600	
Deferred Comp Match	19,762	19,762			
Uniform	32,472	2,900	17,600	11,672	300
PERS	853,939	197,923	463,037	153,096	39,883
Health Ins	639,751	91,593	236,258	265,540	46,360
Medicare	50,038	12,639	19,419	14,131	3,849
	<u>5,353,747</u>	<u>1,343,188</u>	<u>2,171,640</u>	<u>1,481,987</u>	<u>356,932</u>

Management category includes unexpended City Manager salary & benefits

CPOA includes 3 positions left vacant

Leave sell back is based on all employees selling max possible

Deferred Comp Match is based on employee contributing amount necessary to receive match of 2% of pay

Health Insurance costs do not reflect savings from employees opting out of coverage

PERS reflects the employee pick up of 2% of the employee cost

**MATTERS FOR MAYOR AND COUNCIL
ITEM #: 8**

MEMORANDUM

MEETING DATE: March 5, 2012

TO: Corcoran City Council

FROM: Lorraine Lopez, Assistant to the City Manager/City Clerk

SUBJECT: Matters for Mayor & Council

UPCOMING EVENTS / MEETINGS

- March 5, 2012 (Monday) City Council Meeting – 6:00 PM, Council Chambers
- March 7, 2012 (Wednesday) City/County Coordinating Meeting in Lemoore
- March 19, 2012 (Monday) City Council Meeting – 6:00 PM, Council Chambers
- April 12, 2012 (Thursday) League of California Cities, South San Joaquin Valley Division Legislative Reception and General Membership Meeting in Fowler – SAVE THE DATE. Please RSVP to staff.

A. Information Items

1. Discussion regarding request from the community for development of a Dog Park (Kroeker)
2. Regional Governance Initiative for San Joaquin Intercity Rail Service. (Kroeker)

B. Council Comments

This is the time for council members to comment on matters of interest.

1. Staff Referral Items

C. Committee Reports



**COUNCIL REQUESTS OR REFERRAL ITEMS
PENDING FURTHER ACTION or RESOLUTION BY STAFF**

DATE Sent to Council/ Request made	REQUEST	STATUS	DEPARTMENT RESPONSIBLE Dept/Division
12/19/11	Council requested staff look into bid process for the following services being provided to the city: fueling for city vehicles, pool maintenance supplies, pest control, and building maintenance supplies.	In progress	Finance / Public Works
02/06/12	Council directed City Attorney to provide additional information on golf cart operation on public streets / bike lanes.	In progress	City Attorney
02/06/12	Council directed staff look at co-sponsorships in relation to city/special events insurance.	In progress	City Clerk/ Finance

City of

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STAFF REPORT

ITEM #: 8-A1

MEMORANDUM

TO: City Council

FROM: Steve Kroeker, City of Corcoran Public Works:

DATE: March 1, 2012

MEETING DATE: March 5, 2012

SUBJECT: Direction to staff concerning the development of a Dog Park

Recommendation:

N/A

Discussion:

Clairan Davenport has been in discussions with the staff concerning the development of a dog park here in the City of Corcoran. I am including some of the material she has provided to staff in regards to this request.

Ms. Davenport has also circulated a petition a copy of which she has provide to staff concerning her request for a dog park; if I counted correctly there are 243 signatures on this petition. At this time the petition has not been certified but it does appear to be folks living here in town and folks who could use a dog park.

Staff is asking for direction concerning the development of a dog park in the City of Corcoran. If the Council would like we can bring back a proposal for a site, listing the options, potential costs and some of the issues related to the development of a project of this type.

If the Council should direct staff to develop a project for a dog park any comments, concerns or directions concerning this project that the Council could offer would help.

Budget Impact:

Unknown at this time.

407 Halsey
Corcoran, CA 93212

February 22, 2012

TO THE CITY OF CORCORAN:

I have previously been in casual conversation with City officials regarding the possibility of developing a dog park for the dogs and citizens of Corcoran. The conversation has even gone so far as suggesting a possible site for such a development.

From my own experience of walking my dog around town, I have run into numerous obstacles which I perceived could threaten our safety, some of which included dogs on a leash, off a leash, and in an inadequately fenced yard.

I have been asked to present a petition of signatures of interested parties who would possibly use and support a dog park. Enclosed is that petition. Also enclosed is a sheet outlining what I could determine would be a starting point for organizing a dog park for Corcoran. Also enclosed is a copy of our email about the possibility of a dog park.

Additionally enclosed is an article from the Hanford Sentinel from last fall indicating that citizens and officials of Hanford are now suggesting second & third dog parks for their community. The Hanford dog park efforts present a nearby example for dog park construction.

Please advise what more information you might require and when or if this issue may come before the City Council for consideration.



Clairen Davenport
Dog Owner

Dog Park Development

Probably the biggest hurdle will be finding a suitable location. The land must be large enough to accommodate all the dogs and their owners. It should be at least one acre or more, depending on which should be surrounded by a 4'-6' fence. The property should also include shaded areas, with a suitable water source.

Also, there should be sufficient parking space available near the dog park. In order to ensure the safety of everyone, it is recommended that a double-gated entry be installed. For the enjoyment and comfort of all the park's guests; benches and waste receptacles, along with plastic pick-up bags must be available.

Signs which clearly display the rules and requirements for using the dog park should be placed prominently throughout the park. In addition, the concern over legal liability can best be handled by requiring dog owners to "indemnify and hold harmless the sponsoring agency." A statement to that effect could be incorporated in the rules and requirements signage.

Finally, following up with advertisement and promotion of the new dog park's many benefits is essential in order to gain the maximum benefit for the citizens of Corcoran:

- Dog parks encourage responsible pet ownership along with the enforcement of dog-control laws
- Dog parks give dogs a safe place to exercise and play
- It customarily reduces barking and other problem behaviors
- Dog parks provide senior and the disabled community members with an accessible place to exercise their pets
- Dog parks foster community up building through socializing

It is acknowledged that dog parks require an on-going commitment from everyone. There will be routine clean-up and maintenance, along with making sure everyone follows the rules. These obligations can be attended to through regular "work parties." Perhaps the animal control position within the City of Corcoran could assist in running the park and organizing needed maintenance.

Going to the dogs

Canine playgrounds nose into capital improvement plans for Centennial, Hidden Valley parks

By Eiji Yamashita
eyamashita@HanfordSentinel.com

Hanford dog owners who have been pushing for more dog parks will get exactly that next year, according to the latest city capital improvement plans.

After receiving the blessing of the City Council this week, officials are moving forward with the idea of building two more canine playgrounds in town.

One will be built at Hidden Valley Park and another at Centennial Park, according to plans presented to the council on Tuesday.

City Parks Superintendent J. Dean Johns said the staff has been developing the concept for these projects over the past year after hearing repeated requests from the community.

Currently, the dog park at Freedom Park in east Hanford is the only one in town. Some residents say as much as they appreciate the existing facility, they don't want to drive so far across town with their pooches to get there.

"The public has been really receptive to the dog park at Freedom Park," Johns said. "One of the most frequent



Sentinel file photo.

Above: Dogs and their owners enjoy a "Bark for Life" event at Freedom Park in 2010.

comments we get has been that they have to drive across town, so our thought was, let's go ahead and build dog parks in Hidden Valley and Centennial — our main community parks that serve a large number of people."

With the help of engineers, Johns said he initially came up



Gate installed by the Sentinel.

Dog parks like the one showed at right at Freedom Park in north Hanford are planned for Hidden Valley Park and Centennial parks.

See Dogs, Back Page

Dogs

Continued from page A1

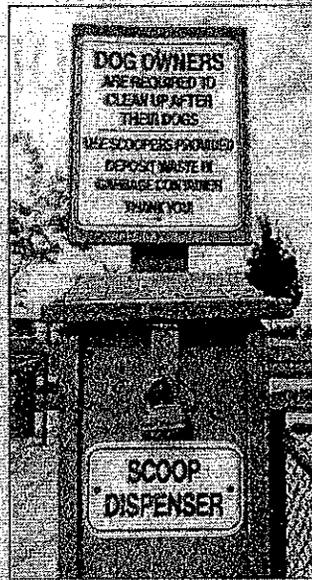
with a concept for the facilities at the two parks comparable to one at Freedom Park, with each consisting of a smaller 3,000-square-foot dog park and a larger 15,000-square-foot section.

And here's something local dog lovers may like to hear: the Parks and Recreation Commission wants to increase the size of those proposed dog parks by 5,000 square feet each.

And the City Council has no problem with that idea, as long as the projects end up within budget.

"We're excited about it," Johns said. "I think the community will really appreciate it."

Construction costs for the two dog parks could run around \$98,000, which will be funded through the city's parks impact fee revenues. The city charges developers a fee to support



Gary Feinstadt/The Sentinel
Dog owners are encouraged to pick up after their pets at the dog park at Freedom Park.

street, park and recreation as well as water and sewer needs. The fees are a way for Hanford to offset the cost of infrastructure expansion resulting from these developments.

Along with the dog parks, the city is also planning to build an arbor structure at Hidden Valley Park. The construction for the arbor is budgeted at \$100,000 through the park's impact fees.

"We're excited that we're building another arbor at Hidden Valley, because it only has two, while Freedom has three and Centennial has four," Johns said. "But Hidden Valley is one of the highest-used parks, especially now with the addition of a new splash pad. It should provide another large area for families to congregated and have a good time."

Johns said officials will finalize the plans for all these projects in a few months and come back to the City Council for a formal approval to go out for bids. If everything goes well, construction could start sometime during the first quarter of next year, he said.

The reporter can be reached at 583-2429. To comment on this story, go to www.HanfordSentinel.com.

"The public has been really receptive to the dog park at Freedom Park. One of the most frequent comments we get has been that they have to drive across town, so our thought was, let's go ahead and build dog parks in Hidden Valley and Centennial — our main community parks that serve a large number of people.

— City Parks Superintendent J. Dean Johns



CAN YOU RISK IT? DOG PARKS

Real questions from real members

We're considering adding a dog park in our City. What do we need to know?

We have considered dog parks from a risk management perspective and have outlined some general thoughts and options for consideration below. Some of the aspects of a dog park include risk management considerations and/or rules covering safety, noise, sanitation, location, maintenance, surfacing, and dog park clubs. Rules and signs must be clear, unambiguous, and posted in highly visible and conspicuous locations such as the dog park entrance.

The basic components of a dog park include: six-foot fencing, double-gated latched entry, and signs displaying the rules.

Some examples of dog park rules and risk management considerations that can reduce the risk of injury, noise complaints, and sanitation problems include:

Safety

The safety of humans and other dogs is a primary concern. There should be a separate partitioned area for small, timid, and elderly dogs. A potable water source will need to be provided at the park.

Sample safety rules

- Dogs must wear a collar with identification and current dog license and rabies tags.
- Dogs must be legally licensed and vaccinated against distemper, rabies, and parvovirus and regularly examined for parasites and treated as necessary.
- Aggressive dogs are not allowed at any time. An aggressive dog is defined as a dog posing a threat to humans or other dogs.
- All dogs must be under the owner's/handler's control.
- All dog owners/handlers must have a leash in hand at all times.
- Dogs must be on a leash when entering and exiting the dog park.
- Dog owners/handlers must keep their dogs in their view at all times.
- Dogs shall not be left unattended.
- Only dogs four months and older are allowed.
- No female dogs in heat are allowed.
- Owners/handlers may only bring the number of dogs into the dog park that they can adequately control without endangering other dog park users; up to a maximum of two dogs per owner/handler are allowed per visit.
- Children under the age of 16 must be accompanied by an adult when inside the dog park.



CAN YOU RISK IT? DOG PARKS

Real questions from real members

- No toddlers, small children, or children under the age of 12 are allowed in the dog park.
- No dog food or food meant for human consumption is allowed in the dog park.
- No dog toys or rawhide are allowed in the dog park.
- Smoking is not allowed in the dog park.
- Dog owners/handlers must immediately fill in any holes their dogs dig.
- Chasing or running with the dogs is not allowed.
- Petting other people's dogs without the owner's permission is not allowed.
- Users are legally responsible for their dogs and any injuries and/or damages caused by their dogs.
- Users are responsible for the health of their dogs and keeping their dogs properly hydrated.
- If dog park users do not abide by these rules, please contact local animal control at (INSERT PHONE NUMBER).
- Violation of the City Code results in fines and no further use of the dog park.
- Any bite of a person or other dog must be immediately reported to local animal control, and the parties involved must wait for an animal control officer to respond except in the case where immediate medical care is necessary.

Noise

Sample noise rules

- The hours of operation of the dog park are from 9:00 a.m. until 8:00 p.m.
- Dogs must not be allowed to bark excessively or to the annoyance of the neighborhood.
- No excessive shouting by owners/handlers.

Sanitation

Provide adequate disposal bags and refuse cans.

Sample sanitation rules

- Owners/handlers must have visible pet waste disposal materials at all times.
- Owners/handlers must pick up their dog's waste and properly dispose of it in one of the provided trash receptacles.



CAN YOU RISK IT? DOG PARKS

Real questions from real members

Location

Do not establish a dog park immediately adjacent to residential property lines. There should be a minimum distance of 200 feet between a dog park and any businesses or residences and a minimum distance of 100 feet to any bodies of water. Keep the area of heaviest use away from residential property lines. Locate the off-leash area close to the parking lot to discourage owners/handlers from letting their dogs off the leash between the dog park and the parking lot. Americans with Disabilities Act (ADA) requirements must be taken into consideration.

Maintenance

There should be a budget for maintenance of the dog park, such as the frequency of the collection and removal of debris, restocking plastic waste disposal bags, repairing signs, filling holes, repairing fences, irrigation, and maintenance of the surfacing.

Surfacing

Some of the dog park surfaces to consider include turf, bark or wood chips, decomposed granite, sand, heavily compacted base rock, and combinations of the above. Americans with Disabilities Act (ADA) requirements must be taken into consideration.

Dog Park Clubs

An active dog park club is important to the success of a dog park. The organization can help educate users and provide self-policing and peer pressure.

City of

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STAFF REPORT

ITEM #: 8-A2

MEMORANDUM

TO: City Council

FROM: Steve Kroeker, City of Corcoran Public Works:

DATE: March 1, 2012

MEETING DATE: March 5, 2012

SUBJECT: Regional Governance Initiative for San Joaquin Intercity Rail Service

Recommendation:

N/A

Discussion:

On March 9th, 2012 there will be a meeting at the Merced Civic Center, Sam Pipes Room on the Regional Governance Initiative for San Joaquin Intercity Rail Service.

I am including a preliminary White Paper covering the reasons, goals and various elements of this process.

In this white paper some of the potential goals for this endeavor are listed as following;

1. The ability to have a stronger local/regional voice in Sacramento and Washington D.C. to promote service improvements and expansions.
2. To provide local decision-making that is more responsive and adaptive to passenger issues.
3. Joint marketing and partnerships with Local Member Agencies and taking advantage of local relationships with chamber of commerce, media outlets, etc.
4. More engagement by local communities to support the service
5. Service increases will result in more jobs, improve air quality, and will help promote sustainable development.

Anyone is invited to attend this meeting, someone from staff will be in attendance and if anyone else is interested in attending please let us know so we can make arrangements for you.

March 9th 2012

Regional Governance Initiative for San Joaquin Intercity Rail Service

Merced Civic Center, Sam Pipes Room
678 W 18th St, Merced, CA
10:00 am – 12:00 pm

AGENDA

	<u>Approx. Time</u>
1. Welcome and Introductions	10:00 – 10:20
2. Regional Governance for San Joaquin Service	10:20 – 10:45
3. Joint Powers Authority for San Joaquin Service	10:45 – 11:10
4. Draft Language for Legislation	11:10 – 11:35
5. Moving Forward/Next Steps	11:35 – 11:50
6. Other Items/Next Meeting	11:50 – 12:00

Regional Governance Initiative for the San Joaquin Intercity Rail Service

REVISED PRELIMINARY WHITE PAPER

SUMMARY

In 1996, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service under the provisions of Senate Bill 457 (SB 457). SB 457 authorized the State to enter into interagency transfer agreements with specified joint exercise of powers entities to assume responsibility for intercity passenger rail services and be allocated funds for that purpose. The local/regional agencies along the Pacific Surfliner and San Joaquin corridors chose not to take advantage of SB 457, and therefore the administrative responsibility for the San Joaquin and Pacific Surfliner services has remained with Caltrans Division of Rail. The deadline for forming a new joint powers authority (JPA) under SB 457 was the end of 1996.

Over the last 15 years, without direct financial contribution by member agencies, the CCJPA has successfully managed the Capitol Corridor. Capital investments, cooperation with Union Pacific (UP), and state support have allowed for dramatic increases in the frequency of service (increases of 400 percent), and they have the best on-time performance in the nation for intercity service. As a result the Capitol Corridor service has enjoyed substantial increases in ridership and revenue and is now the third most used intercity service in the nation.

This fall, acknowledging the success of the CCJPA, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Joint Powers Board (LOSSAN Board) approved in concept a framework for a potential local authority to manage the "Pacific Surfliner" state-supported intercity passenger rail service and is in the process of drafting legislation using SB 457 as a model.

At the November 2011 meeting of the Central Valley Rail Working Group (CVRWG), staff discussed the LOSSAN Board's efforts towards regional governance of the Pacific Surfliner, and asked the CVRWG if there might be similar interest in the Central Valley for regional governance of the San Joaquin service. The CVRWG directed staff to move forward and set up a Subcommittee to work with other agencies to explore the concept of setting up a regional JPA and supporting legislation that would enable regional governance of the San Joaquin service.

The overall goal of a regional JPA would be to transform the existing San Joaquin intercity rail service from a State/Amtrak managed service to a service under local/regional authority that could be more responsive to local/regional needs, issues, and wishes of the riders of the service. In addition to more cost-effective operations, there are several other potential benefits to local authority management, including:

- Ability to have a stronger local/regional voice in Sacramento and Washington D.C. to promote service improvements and expansions
- Local decision-making that is more responsive and adaptive to passenger issues

- Joint marketing and partnerships with Local Member Agencies and taking advantage of local relationships with chamber of commerce, media outlets, etc.
- More engagement by local communities to support the service
- Service increases will result in more jobs, improve air quality, and will help promote sustainable development

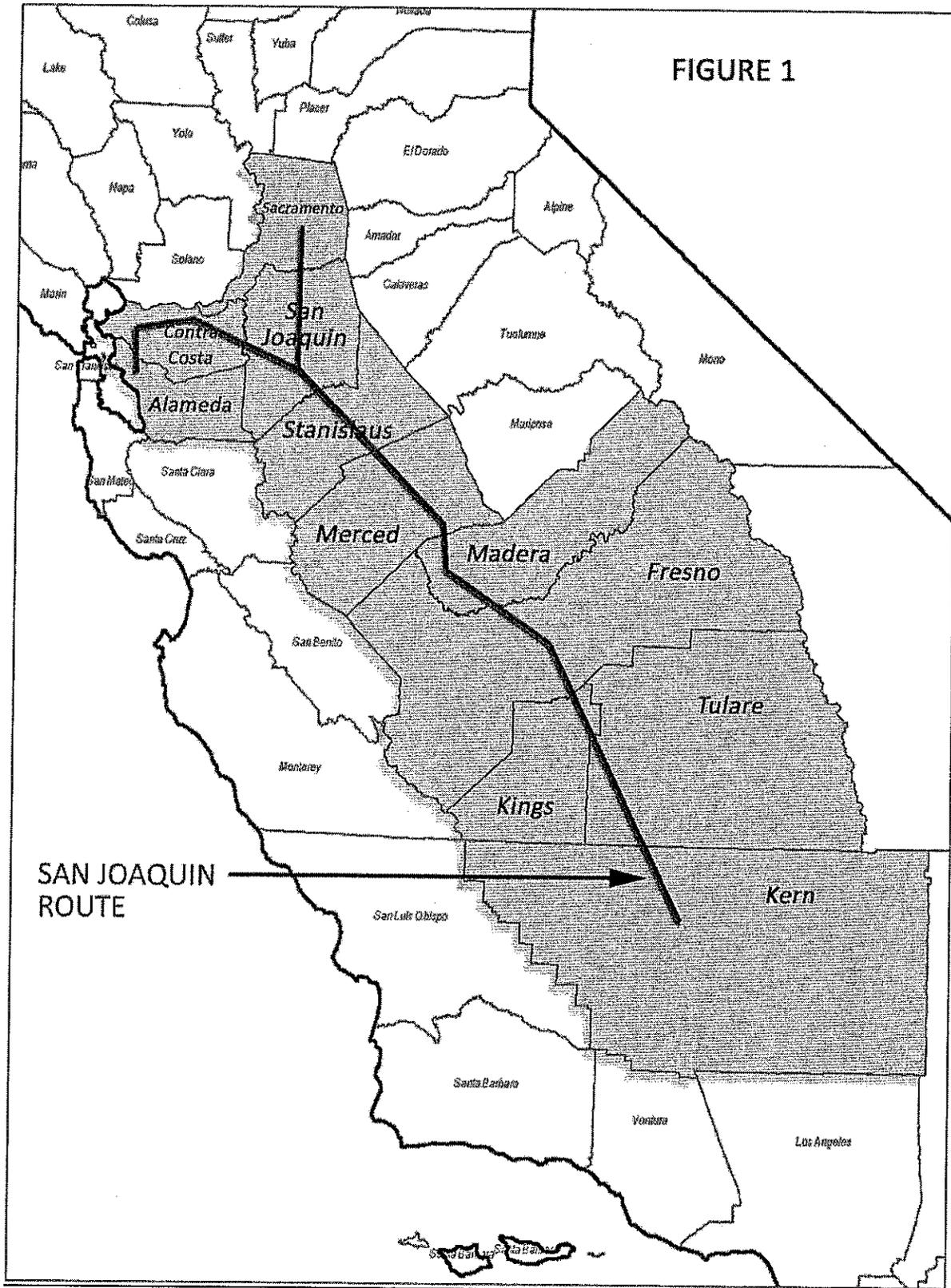
Some of the key issues that need to be addressed before moving forward with a Regional Governance Initiative (Initiative) for the San Joaquin intercity rail service are:

- **Consensus for Regional Governance:** Can the majority of the jurisdictions served by the San Joaquin rail service reach consensus on forming a new JPA? See Figure 1, which shows the San Joaquin intercity rail service and the affected counties.
- **Making the Business Case for Cost Effectiveness:** A detailed Business Case must demonstrate that the Initiative results in lower costs than the current Caltrans oversight. The costs are currently being compiled, but an initial review indicates it is more cost effective if the Managing Agency role is assumed by one of the existing Member Agencies currently managing rail services.
- **JPA Member Agencies and Designation of a Managing Agency:** Identify Member Agencies and select the Managing Agency.
- **San Joaquin Valley Rail Committee (Committee):** An Initiative would not require any change to the Committee. The Managing Agency could take over the role of providing staff support for Committee meetings and the Committee could provide input to the San Joaquin JPA.
- **Enabling Legislation:** New legislation is needed to enable regional governance of the San Joaquin intercity rail service.

The CVRWG Subcommittee has made some very preliminary recommendations to facilitate further discussion about the initiative. Based on an initial meeting, the Subcommittee recommends that Member Agencies for the Initiative could include Sacramento RT, BART, San Joaquin Regional Rail Commission, and the entity serving as the regional transportation planning agency (RTPA) for the other Member Agency counties. They also recommend that Sacramento RT, and San Joaquin Regional Rail Commission could be considered as Managing Agency alternatives along with a new staffing agency alternative. The Subcommittee believes that the JPA Governing Board should include one elected official from each of the Member Agencies, and that the Committee would remain as it is and provide input to the San Joaquin JPA.

Next Steps Recommended by the CVRWG Subcommittee:

1. Develop a White Paper to Describe the Purpose of the Regional Governance Initiative
2. Present the White Paper and Solicit Feedback with the Valley RTPA Director's Committee
3. Present the White Paper and Solicit Feedback with the Central Valley Policy Council
4. Based Upon Valley Consensus, Present the White Paper and Solicit Feedback from BART and Others in Alameda and Contra Costa Counties



1. Introduction

In 1996, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service under the provisions of Senate Bill 457 (SB 457). The local/regional agencies along the Pacific Surfliner and San Joaquin corridors chose not to take advantage of SB 457, and therefore the administrative responsibility for the San Joaquin and Pacific Surfliner services has remained with Caltrans Division of Rail.

This fall, acknowledging the success of the CCJPA, the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Joint Powers Board (LOSSAN Board) approved in concept a framework for a potential local authority to manage the "Pacific Surfliner" state-supported intercity passenger rail service and is in the process of drafting legislation using SB 457 as a model.

At the November 2011 meeting of the Central Valley Rail Working Group (CVRWG), staff discussed the LOSSAN Board's efforts towards regional governance of the Pacific Surfliners, and asked the CVRWG if there might be similar interest in the Central Valley for regional governance of the San Joaquin service. The CVRWG directed staff to move forward and set up a Subcommittee to work with other agencies to explore the concept of setting up a local joint powers authority (JPA) and supporting legislation that would enable regional governance of the San Joaquin service.

The overall goal of a local joint powers authority (JPA) would be to transform the existing San Joaquin intercity rail service from a State/Amtrak managed service to a service under local/regional authority that could be more responsive to local needs, issues, and wishes of the riders of the service.

This draft "white paper" includes a brief description of the existing state-supported intercity rail services, summarizes the provisions of SB 457, describes the CCJPA and compares the system growth and ridership of the Capitol Corridor in comparison with the San Joaquin and Pacific Surfliner services. The status and progress of the LOSSAN Board's Regional Governance Initiative is summarized and the implications of regional governance for the San Joaquin service is discussed. This paper concludes with discussion of key issues for a Central Valley Regional Governance Initiative for the San Joaquin service, the status the current discussions for this potential initiative, and the next steps necessary to move this concept forward.

2. California's State-Supported Intercity Rail Services

California has three state-supported intercity passenger rail routes: the Pacific Surfliner, Capitol Corridor, and the San Joaquin. Each of these intercity services were initiated and/or expanded largely as a result of the voter-approved bond measures passed in 1990. As a result, this financial support helped transform these services into some of the most successful intercity passenger rail services in the nation. With over 5.45 million annual passengers for fiscal year 2010/11, California has more than 20 percent of

all the nation's intercity riders. Since 1990, the state has invested more than \$1.3 billion in infrastructure and equipment for intercity passenger rail and about \$1 billion in operating support.¹

The San Joaquin rail service extends 365 miles and provides direct rail service to 10 counties (see Figure 2). Between Oakland and Bakersfield the San Joaquin route is 316 miles long and has 13 intermediate stops. The San Joaquin route is 49 miles between Sacramento and Stockton with one additional intermediate stop. The service utilizes freight tracks/right-of-way owned by BNSF and UP. UP owns the 49 miles of track used by the San Joaquin service between Stockton and Sacramento, and 39 miles between Oakland and Port Chicago, whereas the remaining 277 miles (between Port Chicago and Bakersfield) are owned by BNSF. The current minimum scheduled San Joaquin running time between Oakland and Bakersfield is 6 hour 6 minutes, averaging 52 mph. Between Sacramento and Bakersfield, the San Joaquin service has a minimum 5 hour 12 minute running time, and an average speed of nearly 55 mph.

The Pacific Surfliner (see Figure 2) extends 350 miles between San Luis Obispo and San Diego (128 miles between Los Angeles and San Diego). This service has 27 intermediate stations and directly serves 6 counties. The Pacific Surfliner shares track with two commuter rail services. Since 1993, Metrolink has operated commuter rail service from Los Angeles to Oceanside and from Los Angeles to East Ventura using the same tracks as the Pacific Surfliner. The Coaster commuter rail service has also shared tracks with the Pacific Surfliner from Oceanside to San Diego since 1995. To facilitate these commuter services, regional and local agencies in Ventura, Los Angeles, Orange and San Diego counties purchased most of the rail line between Moorpark (Ventura County) and San Diego. The UP continues to own 175 miles of the route between San Luis Obispo and Moorpark, while the BNSF owns 22 miles between Redondo Junction in Los Angeles and Fullerton. The current Pacific Surfliner running time between Los Angeles and San Diego is 2 hour 45 minutes, averaging 46.5 mph. Between Santa Barbara and Los Angeles the Pacific Surfliner takes a minimum of 2 hour 40 minutes, averaging 39 mph.

The 170-mile Capitol Corridor service operates between Roseville and San Jose directly serving seven counties along the I-80 Corridor (see Figure 2). There are 14 intermediate stops along the Capitol Corridor. The Capitol Corridor tracks and right-of-way are owned by UP except for three miles between Santa Clara and San Jose (which are owned by the Peninsula Corridor Joint Powers Board and are used by the Caltrain commuter rail service). The current minimum scheduled Capitol Corridor running time between Sacramento and San Jose is 3 hour 5 minutes, averaging 43 mph. Between Sacramento and Oakland the Capitol Corridor takes 1 hour 58 minutes averaging 46 mph.

The annual state budget includes a line item for the operating costs of the three state-supported intercity rail services. For each service, the state budget provides funding for intercity train operations, a marketing budget, certain capitalized maintenance projects/equipment overhauls, and the administrative staff budgets. State transportation funds have provided the full annual operating

¹ Amtrak California (<http://amtrakcalifornia.com/index.cfm/news/press-releases/record-ridership-for-californias-san-joaquinc2ae-trains/> & <http://amtrakcalifornia.com/index.cfm/news/press-releases/amtrak-californias-san-joaquin-corridor-reaches-more-than-a-million-riders/>)

financial support for the San Joaquin and Capital Corridor. Both the Capitol Corridor and San Joaquin services use state-owned rolling stock. All three state-supported intercity services have extensive connecting bus services which greatly extend the populations served by each intercity rail service, and all three services are operated by Amtrak.

3. Senate Bill 457, the CCJPA, and Comparison of State Support Intercity Service Growth

Senate Bill 457 of 1996 (SB 457)

Chapter 263, Statutes of 1996 (SB 457 – Kelly) was approved by the Governor Wilson in July 1996. SB 457 authorized Caltrans, upon approval of the Secretary of Business, Transportation and Housing Agency, to enter into interagency transfer agreements with specified joint exercise of powers entities to assume responsibility for intercity passenger rail services and be allocated funds for that purpose. The bill specified various terms to be included in the agreement and required that a business plan be prepared by the JPA pursuant to the adoption of an Interagency Transfer Agreement (ITA). The bill allowed for regional management of each of the three existing state supported services (Pacific Surfliner, San Joaquin, and Capitol Corridor). In 1996, taking advantage of the provisions of SB 457, the Capitol Corridor Joint Powers Authority (CCJPA) was created to oversee the administration of the Capitol Corridor service. Since 1998, the CCJPA has been administratively managed by the CCJPA.

A key provision of SB 457 is that it was permissive legislation, not mandatory. SB 457 did not require local authorities be created to take over management of the state-supported intercity rail services. SB 457 permitted local authorities to be formed to do so. The local/regional agencies along the Pacific Surfliner and San Joaquin corridors chose not to take advantage of the provisions in SB 457, and therefore the administrative responsibility for the San Joaquin and Pacific Surfliner services has remained with Caltrans Division of Rail for these services.

There are several other key provisions of SB 457. SB 457 deleted provisions in state law that required intercity rail service to maintain a ratio of fare revenues to avoidable costs of at least 55% in order to receive state funding. SB 457 included a deadline for interagency transfer agreements, mandating that the ITAs must be executed by December 31, 1996. SB 457 also required the JPA to report fiscal results and permits the JPA to use any cost savings or farebox revenues to provide service improvements related to intercity service. The bill also guaranteed that the level of service funded by the state shall be no less than was currently provided, that state funding would include funds for the feeder bus services, and did not preclude expansion of state-supported intercity rail service.

Capitol Corridor Joint Powers Authority

Under the provisions of SB 457, the Capitol Corridor Joint Powers Authority (CCJPA) was established in 1996. The CCJPA is comprised of a 16 member board with 2 members from eight counties (Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara). Each member has one vote. There are six Member Transit Agencies (Placer County Transportation Agency, Sacramento Regional Transit District, San Francisco Bay Area Rapid Transit District, Santa Clara Valley Transportation Authority, Solano Transportation Authority, and Yolo County Transportation District) within the CCJPA.

Each CCJPA board member is an appointee of one of the Member Transit Agencies. Members of the CCJPA Board must be a sitting member of the Board of their appointing Member Transit Agency and reside in the county that they represent.

There are no employees of the CCJPA. The CCJPA contracts with BART (the "Managing Agency") to provide a dedicated, railroad management team which functions as the CCJPA staff. BART provides office spaces and administrative support. The BART employees who serve as CCJPA have technical expertise in management and administration, transportation/operations, rolling stock, engineering (railroad construction, track, signals, structures, etc.), finance, and marketing. They negotiate and administer contracts for operations, maintenance, and capital projects. They also prepare the CCJPA Annual Business Plan Update. This annual report is used by Caltrans and Business Transportation and Housing Agency to establish the annual state funding allocation to the CCJPA for the Capitol Corridor service. As the Managing Agency, BART utilizes support staff from their larger organization for functions such as accounting/payroll, legal, human resources, procurement, and finance.

The initial InterAgency Transfer Agreement (ITA) negotiated to transfer the management to the CCJPA initially provided for the equivalent of 6 full-time positions. Today, the BART staff managing the CCJPA has increased to 16.5 dedicated positions (including four mechanical positions based within the Amtrak Oakland shop). An additional 7 positions were created within BART for Capitol Corridor telephone information services. The funds to support this service were reduced from the Amtrak operating budget. The CCJPA determined that it could deliver this customer service more cost-effectively while better serving the needs of the corridor (using customer service with knowledge of local transportation conditions).

SB 457 initially designated BART as the Managing Agency for the Capitol Corridor for the first three years (1996-1999). In subsequent years, the decision of the selection of the Managing Agency has been determined by consensus of the CCJPA Board. BART has been retained since the inception of the CCJPA and is currently serving a 5-year term (2010-9015) agreement with the CCJPA Board. In the 15 year existence of the CCJPA, there has never a local assessment or direct contribution by member agencies to support the operations of the Capitol Corridor. BART estimates that the up-front costs that they incurred for negotiating with the state and setting up the new CCJPA were about \$700,000.²

Comparison of System Growth and Ridership by Corridor: Capitol Corridor, Pacific Surfliner, and San Joaquin

In 1997/98, before the CCJPA took over responsibility for the service, the Capitol Corridor train service consisted of 4 daily round-trips (or 8 daily trains). Today, the Capitol Corridor service consists of 16 daily round trips (32 weekday daily trains). This represents a 400% increase in service since management was transferred to the CCJPA. The Capitol Corridor is now the second most frequent intercity passenger rail service in the nation (after the Northeast Corridor serving Boston-New York-Washington D.C.) and has the third highest ridership. In 1997/98, ridership for the Capitol Corridor was nearly 462,500 with about

² LOSSAN Agency, Agenda Item 7B Nov. 16, 2011

\$6.2 million in passenger revenue.³ By 2010/2011 Capitol Corridor ridership had increased by about 270% to 1.7 million with \$27.2 million in passenger revenues.⁴ Currently the Capitol Corridor is operating at 95% on-time service and has led the nation in the Amtrak system for the past two years in on-time performance.

In 1997/98, the San Joaquin service had 4 daily round trips (8 daily trains) with a ridership of just over 702,000 and passenger revenues of \$15.23 million. By 2010/11, the San Joaquin service had been increased by 50% to 6 daily round trips (12 daily trains)⁵ with ridership increasing by about 42% to just over 1 million passengers, and revenue increasing to \$36.5⁶. The San Joaquin service is currently the fifth most used intercity service within the Amtrak system.

The Pacific Surfliner had 10 daily round trips (20 daily trips) in 1997/98 between Los Angeles and San Diego (with 4 of these daily round trips extending to Santa Barbara and one all the way to San Luis Obispo). By 2010/2011, between Los Angeles and San Diego, one additional daily round trip had been added between Los Angeles and San Diego (11 daily round trips) for the weekdays, and two additional round trips for Fridays and weekend service (12 daily round trips). Currently five of the round trips extend to Santa Barbara (with two of these round trips extending to San Luis Obispo). Ridership for the Pacific Surfliner in 1997/98 was over 1.62 million passengers with revenue at \$15.2 million. By 2010/11, ridership on the Pacific Surfliner had increased 70% to 2.75 million with revenues at \$55.3 million. The Pacific Surfliner is the second most used intercity service in the Amtrak system.

The 2010/11 state costs for state-supported intercity rail services was just over \$90 million (\$27.5 million for Pacific Surfliner, \$33.6 million for San Joaquin, and \$29.2 million for Capitol Corridor).⁷ However, Amtrak pays 30% of the Pacific Surfliner total service cost as part of Amtrak's basic system.⁸ By comparison, in 1997/98, the total state costs for the state supported intercity rail services was \$48.4 million (\$20.4 million for the Pacific Surfliner, \$17.2 million for the San Joaquin, and \$10.8 million for the Capitol Corridor).⁹

4. Current LOSSAN Regional Governance Efforts

On August 24, 2011 the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Joint Powers Board (LOSSAN Board) approved in concept a framework for a potential local authority to manage the "Pacific Surfliner" state-supported intercity passenger rail service. At subsequent board meetings in September, October, November, and December, the LOSSAN Board reviewed possible governance frameworks, the

³ Business Plan Update FY 2009-10 – 2010-11, Appendix A

⁴ Capitol Corridor News (<http://www.capitolcorridor.org/news/press/capitol-corridor-popularity-shatters-ridership-records/>)

⁵ The fifth (added 1988/89) and sixth (added 2001/02) daily round-trip trains added between Sacramento and Bakersfield (Caltrans State Rail Plan, 2007-8 to 2017-18, page 119)

⁶ Caltrans, Sept 2011; Memo from William Bronte to CTC (FY 2010 Fourth Quarter Intercity Rail Operations Report)

⁷ Caltrans, Oct 2011; Memo from William Bronte to CTC (Financial Allocation for FY 2011-12)

⁸ Note: Under Section 209 of PRIIA, state will be required to pay 100 percent by 2013/14. The LOSSAN Agency estimates that this will cost the state an additional \$25 million annually for the Pacific Surfliner service annually by 2013/14.

⁹ Caltrans, California State Rail Plan 2007-08 to 2017-18

current applicability of the major provisions of SB 457, new draft legislation, and the business financial case for regional governance of the Pacific Surfliner service. Staff and the Chief Executive Officers (CEOs) of the member agencies of the LOSSAN Board recommended that the Board pursue legislation for regional governance.

The LOSSAN Board approved moving forward with legislation meeting at their January 25, 2012 board meeting. The Board directed staff to provide a draft version of the bill to the Legislative Counsel for review on or before their deadline of January 27, 2012. They have also retained the option to introduce a spot bill (by February 25) in which details could be provided at a later date. A key provision of their potential draft legislation is that it is to be permissive and not mandatory (like SB 457). The bill would not require a local authority but would permit one to be formed. The draft legislation would use much of the language and provisions of SB 457. However, while SB 457 authorized local agencies the opportunity to assume responsibility for each of the existing state-supported intercity services (Capitol Corridor, Pacific Surfliner, and San Joaquin), the LOSSAN Board's current draft legislation only addresses local governance of the Pacific Surfliner service.

Cost-effectiveness will be essential to the LOSSAN Board's decision to pursue draft legislation. Their analysis concludes that it is more cost-effective for a member agency of the LOSSAN Board to manage the Pacific Surfliner service than the current management by Caltrans Division of Rail. They estimate that nearly \$640,000 could be saved annually from the over \$4.5 million estimated for current management of the Pacific Surfliners by Caltrans Division of Rail.¹⁰ The Board did analyze an alternative governance option where a new independent agency would manage the Pacific Surfliner service. However they will most likely reject this alternative since they concluded it would cost over \$700,000 more annually than the current management by Caltrans Division of Rail because this alternative lacks the economies of scale associated with sharing positions under the member agency alternative.

The LOSSAN Board anticipates that once the legislation is passed and signed, the effective date will be January 1, 2013. Once the legislation becomes law, the Managing Agency and Caltrans will begin formal work on the ITA. The ITA would need to be negotiated with the State of California to transfer responsibility for the administrative management. The ITA would also transfer the funding for operations and equivalent staff positions. The LOSSAN Board estimates that the transfer of responsibilities and funding would be likely take up to a year to complete.¹¹

5. Implications for the San Joaquin Intercity Rail Service

The overall goal of a local joint powers authority (JPA) would be to transform the existing San Joaquin intercity rail service from a State/Amtrak managed service to a service under local/regional authority that could be more responsive to local needs, issues, and wishes of the riders of the service. In addition to more cost-effective operations, there are several other potential benefits to local authority management, including:

¹⁰ December 14, 2011, LOSSAN Board Agenda Item No. 7 page 3

¹¹ LOSSAN Agency, Agenda Item 10 Sept. 28, 2011

- Ability to have a stronger local/regional voice in Sacramento and Washington D.C. to promote service improvements
- Local decision-making that is more responsive and adaptive to passenger issues
- Improved coordination/collaboration on service changes and ability for public to comment on service changes
- Joint marketing and partnerships with Local Member Agencies and taking advantage of local relationships with chamber of commerce, media outlets, etc.
- More engagement by local communities to support the service

Information from the CA State Rail Plan indicates very modest growth of the San Joaquins to include three additional trains through 2032. As CCJPA and LOSSAN advocate strongly for scarce funding to expand and improve those services, the San Joaquins are likely to fall further and further behind without strong local and regional leadership and advocacy. In contrast, with more efficient administration and stronger local/regional support, a regionally managed San Joaquin rail service can result in much higher frequencies of service (like experienced by the Capitol Corridor) resulting in more jobs, improved air quality and would help promote more sustainable development – particularly in the Central Valley.

6. Key Issues for a Central Valley Regional Governance Initiative for the San Joaquin Service

Some of the key issues that need to be addressed before moving forward with a Central Valley Regional Governance Initiative (Initiative) are: consensus for regional governance, cost-effectiveness of regional governance, selecting Member Agencies and representation of the JPA, designating a Managing Agency, the role of the San Joaquin Valley Rail Committee, and how to move forward with necessary legislation. These issues are briefly discussed below.

a.) Consensus for Regional Governance

The first issue for a potential Central Valley Regional Governance Initiative (Initiative) is whether the majority of the jurisdictions served by the San Joaquins rail service can reach consensus on forming a new JPA. Based upon the CCJPA model, the Initiative would assume governance of the rail service, and the connecting bus service network. This consensus must be developed through outreach to, and feedback from, the 11 affected counties along the service corridor. See Figure 1, which shows the San Joaquin rail service and the affected counties.

b.) Making the Business Case for Cost Effectiveness

Similar to the analysis of the LOSSAN effort, a detailed Business Case must demonstrate that the Initiative results in lower costs than the current Caltrans oversight. The costs are currently being compiled, but an initial review indicates a more cost effective option if the Managing Agency role is assumed by one of the existing member agencies currently managing rail services. This allows for an assignment of incremental costs to the Initiative, rather than the full costs of a dedicated agency.

c.) Options for the JPA Member Agencies and Designation of a Managing Agency

Upon consensus for pursuing the Initiative, the Member Agencies to the JPA will need to be defined. For the CCJPA model, transit agencies are the Member Agencies. For the Initiative, rail transit agencies and regional transportation planning agencies (RTPAs) from counties along the service corridor could be considered as potential Member Agencies.

A Managing Agency would need to be designated to serve at the policy direction of the JPA. As indicated above, the designation of one of the Member Agencies to be the Managing Agency would be the most cost-effective alternative because it would result in incremental costs rather than the full cost of a new dedicated agency.

d.) San Joaquin Valley Rail Committee

The San Joaquin Valley Rail Committee (Committee) consists of representatives from each county served by the San Joaquin trains and key counties served by feeder buses. Agency associate members of the committee represent Caltrans, Amtrak, CPUC, UP, BNSF, Metropolitan Transportation Commission, and the Southern California Association of Governments. Section 14074.8 of the Government Code provides that the Committee "may confer with the Secretary of the Business, Transportation and Housing Agency (BTH) to coordinate intercity passenger rail service for the San Joaquin Corridor."¹² The Committee meets regularly, receives staff support from Caltrans Division of Rail, and provides input to Caltrans Division of Rail on all significant matters related to the San Joaquin service.

An Initiative would not require any change to the San Joaquin Valley Rail Committee. The Managing Agency could take over the role of providing staff support for Committee meetings and the Committee could provide input to the San Joaquin JPA.

e.) Enabling Legislation

Since SB 457 included a deadline for interagency transfer agreements, mandating that the ITAs must be executed by December 31, 1996, new legislation will be required in order to enable regional governance of the San Joaquin intercity rail service. A spot bill would need to be introduced by February 25th in order to preserve the opportunity to pass legislation for the Initiative this year. If the LOSSAN Board introduces a bill or a spot bill, then another alternative would be to work in partnership to amend their legislation to include the San Joaquin service and support that legislation.

7. Status of Central Valley Regional Governance Initiative Discussions

At the November 2011 meeting of the Central Valley Rail Working Group (CVRWG), staff discussed the LOSSAN Board's efforts towards regional governance of the Pacific Surfliners, and asked the CVRWG if there might be similar interest in the Central Valley for regional governance of the San Joaquin service.

¹² Caltrans, California State Rail Plan 2007-08 -- 2017-18

The CVRWG directed staff to move forward and set up a Subcommittee to work with other agencies to explore the concept of setting up a regional JPA and supporting legislation that would enable regional governance of the San Joaquin service. The Subcommittee consists of: Andrew Chesley (Executive Director, SJCCOG), Jesse Brown (Executive Director, Merced COG), Vince Harris (Executive Director, StanCOG), Mike Wiley (Director, Sacramento RT), and Stacey Mortensen (Executive Director, SJRRC).

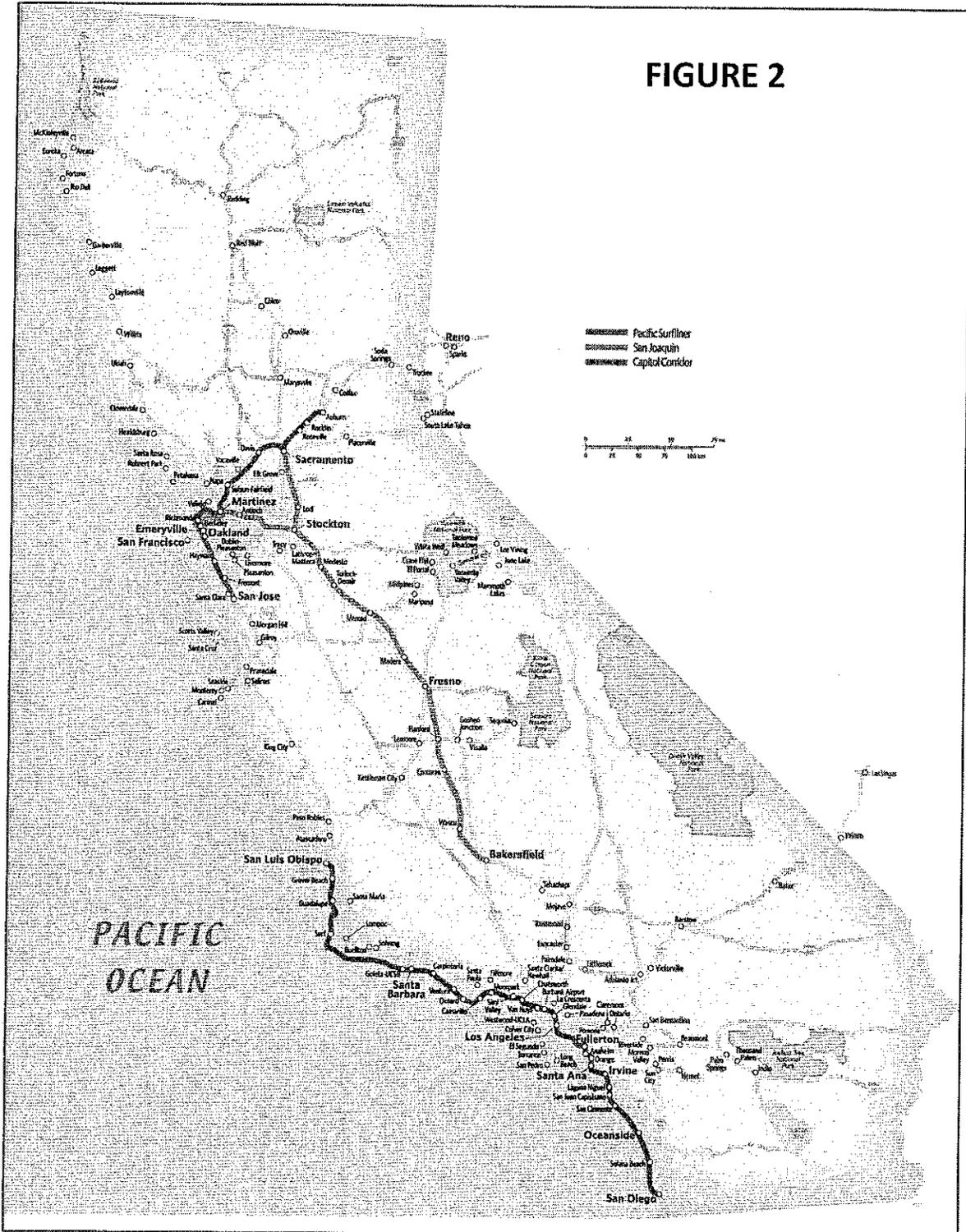
On December 16, 2001 the CVRWG Subcommittee met and discussed potential structures and processes for the potential Initiative and JPA. The Subcommittee outlined the following very conceptual Structure for the Regional Governance Initiative to facilitate further discussion:

- Member Agencies to potentially include; Sacramento RT, San Joaquin Regional Rail Commission, BART (representing Alameda and Contra Costa Counties), StanCOG, Merced County Association of Governments, Madera Transportation Commission, and the appropriate RTPAs from the other counties
- Governing Board to include one elected official from each of the 11 agencies
- Managing Agency Options include; Sacramento RT, San Joaquin Regional Rail Commission, or a new agency staffing for the JPA

The next steps recommended by the CVRWG Subcommittee are:

1. Develop a White Paper to Describe the Purpose of the Regional Governance Initiative
2. Present the White Paper and Solicit Feedback with the Valley RTPA Director's Committee
3. Present the White Paper and Solicit Feedback with the Central Valley Policy Council
4. Based Upon Valley Consensus, Present the White Paper and Solicit Feedback from BART and Others in Alameda and Contra Costa Counties

FIGURE 2



Source: Amtrak California