Council Meeting	April 20, 2015			Date	4/1/2015	
VOIDED CHECKS	From	Thru	Check No	Thru		
	5/29/2014	5/29/2014	129465	129465		
INVOICES	From	Thru	Check No	Thru		
	5/28/2014	5/28/2014	128979	128979		
	5/29/2014	5/29/2014	129390	129471		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	5/28/2014	5/28/2014	990302	990303		
	5/27/2014	5/27/2014	990304	990304		
	5/29/2014	5/29/2014	990309	990309		
	5/27/2014	5/27/2014	990306	990306		
					Sub-total	$840,192.31
VOIDED CHECKS	From	Thru	Check No	Thru		
	6/6/2014	6/6/2014	128947	128947		
INVOICES	From	Thru	Check No	Thru		
	6/3/2014	6/3/2014	128926	128927		
	6/6/2014	6/6/2014	128944	128950		
	6/5/2014	6/5/2014	128928	128943		
	6/6/2014	6/6/2014	128951	128951		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	6/4/2014	6/4/2014	990305	990305		
	6/5/2014	6/5/2014	990310	990310		
					Sub-total	$57,137.96
VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	6/9/2014	6/9/2014	128952	128957		
	6/11/2014	6/11/2014	129472	129603		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	6/11/2014	6/11/2014	990307	990307		
	6/10/2014	6/10/2014	990308	990308		
	6/11/2014	6/11/2014	990311	990313		
					Sub-total	$348,957.31
VOIDED CHECKS	From	Thru	Check No	Thru		
	6/20/2014	6/20/2014	30001	30001		
INVOICES	From	Thru	Check No	Thru		
	6/20/2014	6/20/2014	129604	129619		
	6/19/2014	6/19/2014	129620	129620		
	6/20/2014	6/20/2014	300001	300001		

WIRE TRANSFERS	From	Thru	Check No	Thru		
	6/20/2014	6/20/2014	990315	990315		
	6/19/2014	6/19/2014	990317	990317		
					Sub-total	**$147,860.57**
VOIDED CHECKS	From	Thru	Check No	Thru		
	6/20/2014	6/20/2014	30001	30001		
INVOICES	From	Thru	Check No	Thru		
	6/26/2014	6/26/2014	300002	300165		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	6/25/2014	6/25/2014	990314	990314		
	6/23/2014	6/23/2014	990316	990316		
	6/25/2014	6/25/2014	990318	990318		
					Sub-total	**$1,019,975.74**
VOIDED CHECKS	From	Thru	Check No	Thru		
	6/30/2014	6/30/2014	128947	128947		
	6/30/2014	6/30/2014	129465	129465		
	6/30/2014	6/30/2014	129546	129546		
INVOICES	From	Thru	Check No	Thru		
	7/2/2014	7/2/2014	300166	300166		
	7/2/2014	7/2/2014	300170	300186		
	7/3/2014	7/3/2014	300187	300187		
	6/30/2014	6/30/2014	300883	300890		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	7/2/2014	7/2/2014	990322	990322		
	6/30/2014	6/30/2014	990323	990324		
					Sub-total	**$60,038.20**
VOIDED CHECKS	From	Thru	Check No	Thru		
	7/10/2014	7/10/2014	300218	300218		
	7/10/2014	7/10/2014	300234	300234		
	7/10/2014	7/10/2014	300253	300253		
	7/10/2014	7/10/2014	300271	300271		
	7/10/2014	7/10/2014	300291	300291		
INVOICES	From	Thru	Check No	Thru		
	7/10/2014	7/10/2014	300188	300311		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	7/9/2014	7/9/2014	990320	990320		
	7/7/2014	7/7/2014	990321	990321		
	7/9/2014	7/9/2014	990332	990332		
					Sub-total	**$1,872,577.50**

VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	7/16/2014	7/16/2014	300312	300330		
	7/17/2014	7/17/2014	300348	300348		
	7/18/2014	7/18/2014	300349	300349		
	7/17/2014	7/17/2014	300331	300347		
	7/18/2014	7/18/2014	300350	300350		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	7/15/2014	7/15/2014	990325	990325		
	7/16/2014	7/16/2014	990327	990327		
	7/16/2014	7/16/2014	990333	990333		
					Sub-total	**$1,687,243.19**
VOIDED CHECKS	From	Thru	Check No	Thru		
	7/24/2014	7/24/2014	300380	300380		
	7/24/2014	7/24/2014	300400	300400		
INVOICES	From	Thru	Check No	Thru		
	7/24/2014	7/24/2014	300351	300493		
	7/24/2014	7/24/2014	300495	300507		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	7/23/2014	7/23/2014	990326	990326		
	7/23/2014	7/23/2014	990328	990328		
	7/22/2014	7/22/2014	990329	990329		
	7/23/2014	7/23/2014	990334	990334		
	7/25/2014	7/25/2014	990330	990330		
					Sub-total	**$1,336,604.15**
VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	7/30/2014	7/30/2014	300508	300528		
	7/31/2014	7/31/2014	300529	300535		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	7/30/2014	7/30/2014	990335	990335		
	8/1/2014	8/1/2014	990336	990336		
					Sub-total	**$82,292.46**

VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	8/5/2014	8/5/2014	300536	300536		
	8/7/2014	8/7/2014	300537	300695		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	8/5/2014	8/5/2014	990331	990331		
	8/6/2014	8/6/2014	990340	990340		
					Sub-total	**$339,019.44**
VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	8/15/2014	8/15/2014	300696	300709		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	8/13/2014	8/13/2014	990337	990337		
	8/12/2014	8/12/2014	990338	990338		
	8/13/2014	8/13/2014	990341	990341		
					Sub-total	**$122,254.46**
VOIDED CHECKS	From	Thru	Check No	Thru		
	8/21/2014	8/21/2014	300752	300752		
	8/21/2014	8/21/2014	300759	300759		
	8/21/2014	8/21/2014	300849	300849		
INVOICES	From	Thru	Check No	Thru		
	8/21/2014	8/21/2014	300710	300867		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	8/20/2014	8/20/2014	990339	990339		
	8/20/2014	8/20/2014	990342	990342		
	8/19/2014	8/19/2014	990343	990343		
	8/21/2014	8/21/2014	990344	990344		
	8/22/2014	8/22/2014	990345	990345		
					Sub-total	**$586,693.36**
VOIDED CHECKS	From	Thru	Check No	Thru		
INVOICES	From	Thru	Check No	Thru		
	8/29/2014	8/29/2014	300868	300895		
WIRE TRANSFERS	From	Thru	Check No	Thru		
	8/25/2014	8/25/2014	990346	990346		
	8/27/2014	8/27/2014	990347	990348		
	8/25/2014	8/25/2014	990350	990350		
					Sub-total	**$712,219.42**
					Grand total	**$9,213,066.07**

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VOIDED CHECKS	From	Thru	Check No	Thru
	9/23/2014	9/23/2014	128153	128153
	9/4/2014	9/4/2014	300966	300966
	9/18/2014	9/18/2014	301054	301054
	9/10/2014	9/10/2014	300849	300849

INVOICES	From	Thru	Check No	Thru
	9/4/2014	9/4/2014	300896	301011
	9/12/2014	9/12/2014	301012	301026
	9/18/2014	9/18/2014	301027	301166
	9/18/2014	9/18/2014	301167	301172
	9/26/2014	9/26/2014	301173	301198

WIRE TRANSFERS	From	Thru	Check No	Thru
	9/4/2014	9/4/2014	990348	990348
	9/5/2014	9/5/2014	990351	990351
	9/4/2014	9/4/2014	990352	990352
	9/5/2014	9/5/2014	990353	990355
	9/17/2014	9/17/2014	990356	990356
	9/4/2014	9/4/2014	990357	990357
	9/10/2014	9/10/2014	990358	990358
	9/17/2014	9/17/2014	990359	990359
	9/16/2014	9/16/2014	990360	990360
	9/17/2014	9/17/2014	990362	990362
	9/24/2014	9/24/2014	990363	990363
	9/25/2014	9/25/2014	990364	990364

Sub-total **$1,494,827.56**

VOIDED CHECKS	From	Thru	Check No	Thru
	10/22/2014	10/22/2014	301512	301512
	10/24/2014	10/24/2014	301537	301537

INVOICES	From	Thru	Check No	Thru
	10/1/2014	10/1/2014	301199	301204
	10/2/2014	10/2/2014	301205	301345
	10/8/2014	10/8/2014	301346	301356
	10/9/2014	10/9/2014	301357	301371
	10/16/2014	10/16/2014	301372	301519
	10/24/2014	10/24/2014	301520	301535
	10/24/2014	10/24/2014	301536	301541
	10/24/2014	10/24/2014	301542	301550

WIRE TRANSFERS	From	Thru	Check No	Thru
	10/1/2014	10/1/2014	990361	990361
	10/1/2014	10/1/2014	990365	990365
	10/2/2014	10/2/2014	990366	990366
	10/15/2014	10/15/2014	990367	990367
	10/6/2014	10/6/2014	990368	990368
	10/6/2014	10/6/2014	990368	990368

10/10/2014	10/10/2014	990369	990369
9/30/2014	9/30/2014	990370	990370
10/22/2014	10/22/2014	990371	990371
10/16/2014	10/16/2014	990372	990372
10/24/2014	10/24/2014	990374	990374
10/22/2014	10/22/2014	990376	990376

Sub-total **$1,757,566.03**

VOIDED CHECKS	From	Thru	Check No	Thru
	11/13/2014	11/13/2014	127756	127756
	10/30/2014	10/30/2014	301595	301595
	10/30/2014	10/30/2014	301612	301612
	10/30/2014	10/30/2014	301628	301628
	10/30/2014	10/30/2014	301646	301646
	11/13/2014	11/13/2014	301773	301773
	11/25/2014	11/25/2014	301992	301992
	11/25/2014	11/25/2014	302011	302011

INVOICES	From	Thru	Check No	Thru
	10/30/2014	10/30/2014	301551	301690
	11/7/2014	11/7/2014	301691	301706
	11/6/2014	11/6/2014	301707	301711
	11/7/2014	11/7/2014	301712	301716
	11/13/2014	11/13/2014	301717	301834
	11/21/2014	11/21/2014	301835	301850
	11/25/2014	11/25/2014	301851	301952
	11/25/2014	11/25/2014	301953	301964
	11/25/2014	11/25/2014	301965	301965
	11/25/2014	11/25/2014	302022	302023

WIRE TRANSFERS	From	Thru	Check No	Thru
	10/29/2014	10/29/2014	990373	990373
	10/27/2014	10/27/2014	990375	990375
	10/27/2014	10/27/2014	990377	990377
	11/12/2014	11/12/2014	990378	990378
	11/29/2014	11/29/2014	990379	990379
	11/5/2014	11/5/2014	990380	990380
	11/12/2014	11/12/2014	990381	990381
	11/26/2014	11/26/2014	990383	990383
	11/7/2014	11/7/2014	990381	990381
	11/19/2014	11/19/2014	990384	990384
	11/26/2014	11/26/2014	990385	990385
	11/24/2014	11/24/2014	990386	990387
	11/26/2014	11/26/2014	990388	990388
	11/24/2014	11/24/2014	990391	990391

Sub-total **$2,132,168.03**

VOIDED CHECKS	From	Thru	Check No	Thru
	12/23/2014	12/23/2014	302214	302214
	12/16/2014	12/16/2014	300271	300271
	12/16/2014	12/16/2014	300966	300966
	12/16/2014	12/16/2014	301773	301773

INVOICES	From	Thru	Check No	Thru
	12/5/2014	12/5/2014	302024	302039
	12/8/2014	12/8/2014	302040	302045
	12/9/2014	12/9/2014	302046	302050
	12/11/2014	12/11/2014	302051	302139
	12/16/2014	12/16/2014	302140	302147
	12/17/2014	12/17/2014	302148	302155
	12/19/2014	12/19/2014	302157	302171
	12/23/2014	12/23/2014	302172	302334

WIRE TRANSFERS	From	Thru	Check No	Thru
	12/10/2014	12/10/2014	990389	990389
	12/3/2014	12/3/2014	990390	990390
	12/10/2014	12/10/2014	990392	990392
	12/24/2014	12/24/2014	990393	990393
	12/10/2014	12/10/2014	990394	990394
	12/17/2014	12/17/2014	990395	990395
	12/22/2014	12/22/2014	990396	990396
	12/24/2014	12/24/2014	990397	990397
	12/24/2014	12/24/2014	990399	990399

Sub-total **$1,502,033.15**

VOIDED CHECKS	From	Thru	Check No	Thru
	1/8/2015	1/8/2015	302397	302397

INVOICES	From	Thru	Check No	Thru
	1/2/2015	1/2/2015	302335	302354
	1/8/2015	1/8/2015	302356	302482
	1/13/2015	1/13/2015	302483	302483
	1/14/2015	1/14/2015	302484	302484
	1/16/2015	1/16/2015	302485	302485
	1/21/2015	1/21/2015	302503	302503
	1/22/2015	1/22/2015	302504	302504

WIRE TRANSFERS	From	Thru	Check No	Thru
	1/7/2015	1/7/2015	990398	990398
	12/31/2014	12/31/2014	990400	990400
	1/6/2015	1/6/2015	990401	990401
	1/5/2015	1/5/2015	990402	990402
	1/21/2015	1/21/2015	990403	990403
	1/14/2015	1/14/2015	990404	990404
	1/15/2015	1/15/2015	990407	990407
	1/21/2015	1/21/2015	990408	990408
	1/16/2015	1/16/2015	990409	990409
	1/20/2015	1/20/2015	990410	990410
	1/21/2015	1/21/2015	990411	990412
	1/22/2015	1/22/2015	990413	990413

Sub-total **$4,533,293.28**

VOIDED CHECKS	From	Thru	Check No	Thru
	1/28/2015	1/28/2015	301628	301628
	1/28/2015	1/28/2015	301646	301646
	1/28/2015	1/28/2015	301992	301992
	1/28/2015	1/28/2015	302011	302011
	1/26/2015	1/26/2015	302711	302711
	2/5/2015	2/5/2015	302778	302778
	2/19/2015	2/19/2015	302959	302959

INVOICES	From	Thru	Check No	Thru
	1/26/2015	1/26/2015	302686	302692
	1/26/2015	1/26/2015	302693	302718
	1/30/2015	1/30/2015	302719	302734
	1/29/2015	1/29/2015	302735	302736
	2/5/2015	2/5/2015	302737	302883
	2/5/2015	2/5/2015	302884	302890
	2/13/2015	2/13/2015	302891	302905
	2/11/2015	2/11/2015	302906	302920
	2/13/2015	2/13/2015	302921	302921
	2/19/2015	2/19/2015	302922	303046

WIRE TRANSFERS	From	Thru	Check No	Thru
	1/28/2015	1/28/2015	990414	990414
	2/4/2015	2/4/2015	990415	990415
	1/28/2015	1/28/2015	990416	990416
	1/30/2015	1/30/2015	990417	990417
	2/3/2015	2/3/2015	990418	990418
	2/18/2015	2/18/2015	990419	990419
	2/4/2015	2/4/2015	990420	990420
	2/17/2015	2/17/2015	990421	990421
	2/11/2015	2/11/2015	990422	990422
	2/19/2015	2/19/2015	990423	990423

Sub-total **$1,806,745.47**

VOIDED CHECKS	From	Thru	Check No	Thru
	2/25/2015	2/25/2015	30347	30348
	3/16/2015	3/16/2015	128194	128194
	3/24/2015	3/24/2015	301612	301612
	3/24/2015	3/24/2015	302711	302711
	3/5/2015	3/5/2015	303120	303120
	3/5/2015	3/5/2015	303120	303120
	3/6/2015	3/6/2015	303150	303150
	3/19/2015	3/19/2015	303212	303212
	3/19/2015	3/19/2015	303364	303364

INVOICES	From	Thru	Check No	Thru
	2/25/2015	2/25/2015	303047	303048
	2/27/2015	2/27/2015	303049	303063
	3/5/2015	3/5/2015	303064	303064
	3/9/2015	3/9/2015	303222	303229
	3/9/2015	3/9/2015	303230	303233
	3/11/2015	3/11/2015	303234	303247
	3/13/2015	3/13/2015	303248	303253
	3/19/2015	3/19/2015	303254	303382
	3/24/2015	3/24/2015	303383	303385
	3/27/2015	3/27/2015	303386	303401
	3/27/2015	3/27/2015	303402	303402

WIRE TRANSFERS	From	Thru	Check No	Thru
	2/25/2015	2/25/2015	990424	990424
	3/4/2015	3/4/2015	990425	990425
	2/23/2015	2/23/2015	990426	990426
	3/4/2015	3/4/2015	990427	990428
	3/5/2015	3/5/2015	990429	890429
	3/18/2015	3/18/2015	990430	990430
	3/11/2015	3/11/2015	990431	990431
	3/13/2015	3/13/2015	990432	990432
	3/18/2015	3/18/2015	990433	990433
	3/25/2015	3/25/2015	990435	990436
	3/27/2015	3/27/2015	990437	990437

Sub-total **$2,333,508.51**

Grand total **$15,560,142.03**

CITY OF SANTA PAULA
MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Ed Mount, Interim Community Services Director
John L. Ilasin, Capital Projects Engineer

Subject: Adoption of Resolution No. 6926 – Approving the Plans and Specifications for the George Harding Park Game Score Board Installation Project

Date: April 7, 2015

Recommendation: It is recommended that the City Council: 1) Adopt Resolution No. 6926 approving the plans and specifications for George Harding Park Game Score Board Installation Project; 2) Authorize staff to advertise for bids; and 3) Take such additional action that may be desirable.

Fiscal Impacts: This project will be funded from the Harding Trust Fund (Account 803.5.1532.123). Estimated installation cost is $24,500. Staff will be pursuing sponsorships to help defray the cost.

Personnel Impacts: None.

General Discussion:

In March of 2013 the city had completed a major renovation to improve Harding Park Baseball Fields. The esthetic and safety improvements have significantly enhanced this community facility, especially at Tom Moore Field (senior league field). Tom Moore Field is the largest of all the fields at Harding Park and used by various youth groups including: Santa Paula Little League, Santa Paula Junior Varsity Boys Baseball, Santa Paula Halos, and Team Clutch Fall Ball League. To add an additional upgrade for the benefit of the users, city staff was able to purchase an 8' by 20' Varsity (VSBX-320R) scoreboard through the financial support of Crown Disposal. The scoreboard will be placed and installed in left field.

The general scope of work for the installation of this project will consist of excavating posts, reinforcing steel, trenching and installing an electrical system, installing standard pipe post, and mounting the scoreboard. In order for the scoreboard to be visible and meet city footing requirements the bottom of the scoreboard will be 10' above the ground with the support steel pipe post going 10' below the ground.

Adopting the Resolution will allow staff to advertise for bids. Plans and specifications are located in the Council office for review.

Alternatives:

A. Approve recommendations.
B. Deny recommendations.
C. Provide staff with direction.

Attachments: Resolution No. 6926

RESOLUTION NO. 6926

A RESOLUTION APPROVING THE PLANS AND SPECIFICATIONS FOR GEORGE HARDING PARK GAME SCOREBOARD INSTALLATION PROJECT PURSUANT TO GOVERNMENT CODE SECTION 830.6.

The City Council for the City of Santa Paula does resolve as follows:

SECTION 1:

A. The City Engineer reviewed the completed plans and specifications for the project, and finds said plans and specifications complete, and the project may be constructed;

B. The City Council wished to obtain the immunities set forth in Government Code §830.6 with regard to the plans, specifications, and construction of the project.

SECTION 2: The plans and specifications for the project are determined to be consistent with the City standards and are approved by the Planning Department, Fire Department, and Building and Safety Department.

SECTION 3: The design approval set forth in this Resolution occurred before actual work on the project construction commenced.

SECTION 4: The approval granted by this Resolution conforms to the City's General Plan and the City Standards.

SECTION 5: The City Engineer, or designee, is authorized to act on the City's behalf in approving any alterations or modifications of the plans and specifications approved by this Resolution.

SECTION 6: The approval and authorization granted by this Resolution is intended to avail the City of the immunities set forth in Government Code § 830.6.

SECTION 7: The City Clerk is directed to certify the adoption of this Resolution.

SECTION 8: This Resolution will become effective immediately upon adoption.

PASSED, AND ADOPTED, this 20th day of April 2015.

_____

John Procter, Mayor

ATTEST:

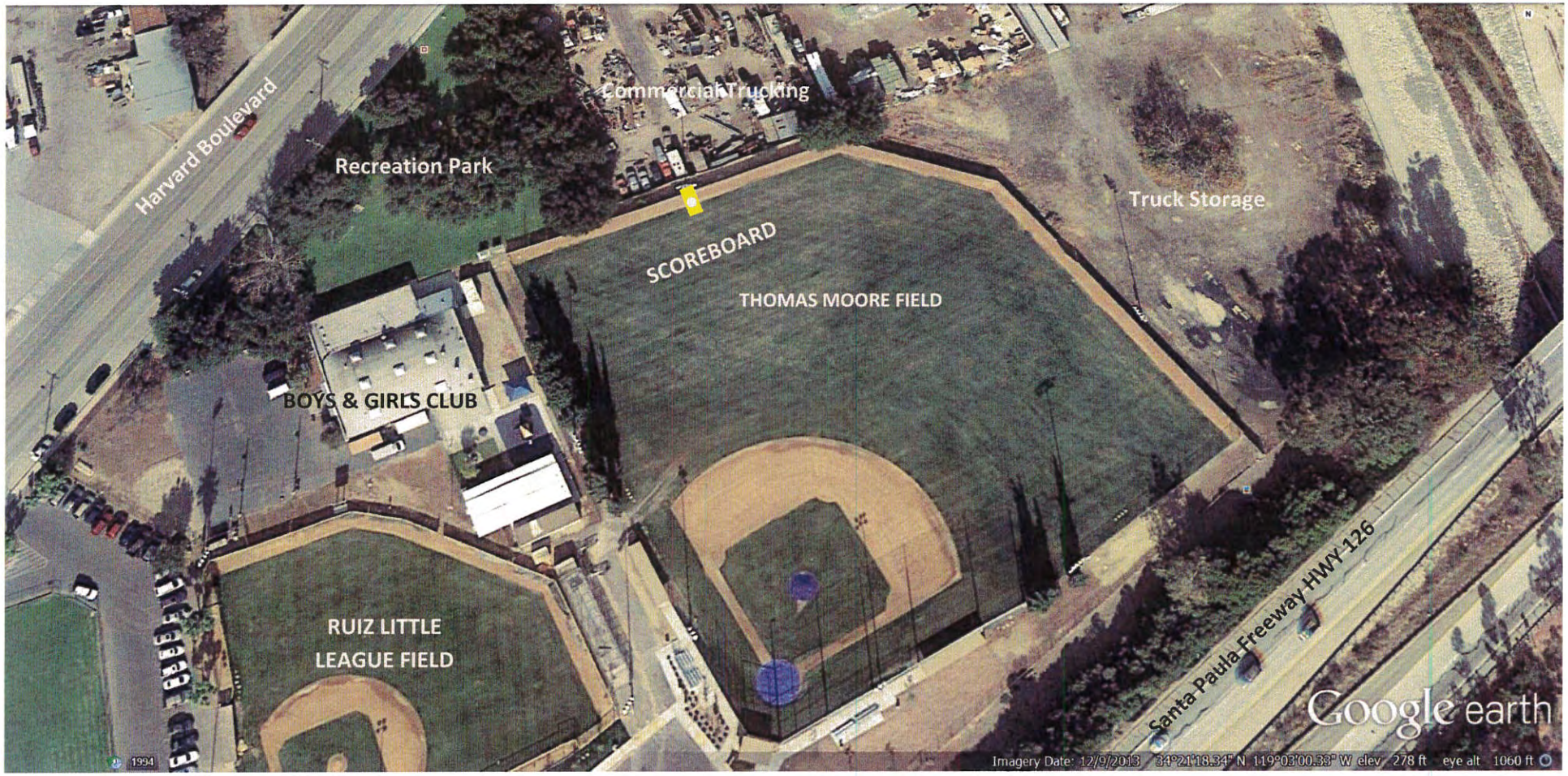
_____
Judy Rice, City Clerk

APPROVED AS TO CONTENT:

_____
John C. Cotti, City Attorney

APPROVED:

_____
Jaime M. Fontes, City Manager



SITE PLAN

NOT TO SCALE

CITY OF SANTA PAULA
MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Brian J. Yanez, Interim Public Works Director

Subject: Discussion and Possible Action to Sell the City's Vac-Con Truck to Ventura Regional Sanitation District

Date: April 14, 2015

Recommendation: It is recommended that City Council: 1) declare the City's Vac-Con Truck as surplus and approve the sale of the Vac-Con Truck to Ventura Regional Sanitation District (VRSD); 2) authorize the City Manager to execute a purchase and sale agreement in a form approved by the City Attorney in the amount of $180,000.00; and (3) take such additional, related action that may be desirable.

Fiscal Impacts: In 2010, the Vac-Con Truck was purchased with Wastewater Revenue Bond Proceeds; therefore, the sale price of $180,000.00 will be deposited back to the Wastewater Enterprise fund.

Personnel Impacts: None

General Discussion: In February 2010, City Council approved the purchase of a Vac-Con Truck in the amount of $301,900.31 for the Wastewater Division, see attached quote. It was anticipated that the City would terminate the maintenance contract for the sewer collection maintenance with SouthWest Water, therefore, making this purchase necessary to allow staff to maintain and operate the collection system. A Vac-Con Truck is a vehicle with a very powerful suction pump and a collection tank, similar to a wet/dry vacuum cleaner. The truck is also equipped with a hose reel and a jet nozzle to clear and unclog pipelines.

Currently, City Staff does not use the Vac-Con truck. Since the purchase of the vehicle in 2010, the City contracted for the sewer collection system and never established a maintenance division with City employees. As the Council knows, since February, 2014, American Water maintains the City's sewer collection system.

The City is authorized to sell surplus property having a salvage value in the open market. The City can sell surplus personal property to a governmental, public, or quasi-public agency without advertisement for or receipt of bids. Where the surplus property

is valued in excess of $25,000, the City Council must direct the disposition of the surplus property.

This Vac-Con Truck was part of a "piggy back" purchase with the City of Oakdale. The Vac-Con Truck was purchased from Municipal Maintenance Equipment (MME) who recently provided a full inspection and appraisal at a fair market value of $175,000.00-$180,000.00. A copy of the report is attached. VRSD agreed to purchase the Vac-Con Truck for $180,000, subject to an inspection of the auxiliary motor. If the motor has to be replaced, the City has agreed to reduce the purchase price by $22,848.87.

Alternatives:

A. Approve staff's recommendations.

B. Deny staff's recommendations.

C. Provide staff with additional information.

Attachment(s): **MME's Quote of December 23, 2009**
MME's Inspection Report and Appraisal

MME

Municipal Maintenance Equipment

2560 Harvard Street · Sacramento, CA 95815 · (916) 922-1101 · Fax: (916) 922-1034
1061 N. Shepard Street, Unit B · Anaheim, CA 92806 · (714) 632-2871 · Fax: (714) 632-2874
4750 Caterpillar Road, Unit D · Redding, CA 96003 · (530) 243-4856 · Fax: (530) 243-1447
1930 W. Winton Ave., Suite 8 · Hayward, CA 94545 · (510) 670-0230 · Fax: (510) 670-9003

December 23, 2009

City of Santa Paula
113 N. Mill Street
P.O. Box 569
Santa Paula, CA 93061-0569

Attention: Jon Turner, PE jturner@ci.santa-paula.ca.us

We are pleased to provide the following information from the City of Oakdale for their recent purchase of a Vac-Con Combination Sewer and Storm Drain Cleaner for your review.

Municipal Maintenance Equipment, Inc. is happy to offer additional unit(s) as provided to the City of Oakdale. We can honor the bid price of $282,521.75 with the addition of $1,000.00 for the optional Giant pump upgrade, plus sales tax, for each Vac-Con Model V390LHA/850 mounted on a new International Model 7500 as per the City of Oakdale's Purchase Order No. 090317 dated 4-2-09 and Bid Specifications from the Invitation to Bid titled Purchase of a Truck-Mounted Combination Storm Drain Sewer Cleaner dated 11-4-08.

In order to meet the City of Santa Paula's requirements, we are able to provide a 5 yard debris body in lieu of the 9 yard debris body as provided to City of Oakdale for a deduction of $4,630.18 plus sales tax per the attached List of Inventory.

Summary:	Each Vac-Con per Oakdale's order	$282,521.75
	Optional Giant pump upgrade, add	1,000.00
	Sub-Total	$283,521.75
	Deduct for 5 yard debris tank in lieu of 9 yard, less	- 4,630.00
	Sub-Total	$278,891.75
	8.25% Sales Tax	23,008.57
	Total	$301,900.31

This proposal is valid for 30 days. F.O.B. Santa Paula, CA. Delivery time 60-90 days A.R.O. depending on truck chassis availability.

Thank you for your continued interest in this fine product. We appreciate the opportunity to offer the Vac-Con for your review and look forward to being of further service should you require it.

Respectfully submitted,
Municipal Maintenance Equipment, Inc.

Frank Wheeler III,
Vice President

Enclosures

"Customer Satisfaction is Our Goal"

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City of Santa Paula

List of Inventory

December 23, 2009

One (1) Each Vac-Con Model V350LHA/850 complete with the following standard features:

- 3-Stage Vacuum Compressor
- 3/16" Corten Steel Debris Tank – 5 yards
- Full opening rear door
- Hydraulic rear door locks, with door grabber with safety latch
- Debris tank dumping: minimum 50 degrees, hydraulic scissors lift – power up/power down
- Polyethylene water tanks – 850 gallons
- Automatic vacuum breaker and overfill protection
- 8" vacuum intake hose
- Boom travel tie down
- 4 way hydraulic boom with 270 degree rotation and joystick controls
- Front mounted 600 ft. capacity (1" hose)/hydraulic hose reel
- Manual hose rewind guide
- Hose guide (Tiger Tail)
- 30" leader hose
- 20 gpm at 600 psi wash down hand gun with 25 ft. of hose and nozzle
- Sealed and locking tool boxes
- 1) each sanitary and penetrator nozzles
- 20.5 ft. Aluminum intake pipe (1-3', 1-5', 1-6', and 1-6.5' nozzle)
- ICC lighting
- DuPont Imron 5000 Polyurethane Paint – your color choice
- 12 month standard warranty

Complete with the following optional features:

- Blower: Hydrostatic Drive Eaton 160cc upgrade
- Boom: 10 ft. Aluminum Telescoping Boom
- Hose Reel: Front Mounted, Articulating to Drive Side (standard pivot)
- Jet Rodder Hose: 800 ft. x ¾" x 3000 psi/7500 psi (400 ft. standard)
- Water System: 50 gpm/3000 psi Pump
- Water Pump: Giant
- Auxiliary Engine: Deutz TCD2012C L4 131HP Tier III
- Debris Body Flush Out System, 6 Jets
- Water and Debris Tanks Tied Together
- 6" Knife Valve in lieu of 5" Butterfly Valve
- Rear Splash Guard (4 – 8 o'clock) – tank mounted
- Rubber pad on standard deflector
- ¼ turn ball valve water drain
- Variable Flow Valve
- Lazy Susan Pipe Rack (Holds 5 Pipes – Drivers Side)

MME

December 23, 2009
City of Santa Paula
List of Inventory
Page 2

- Storage Box Behind Cab 16" x 42" x 96"
- (2) Roll out shelves for storage box behind cab
- Super LED strobe, front mounted
- Super LED strobe, rear mounted
- Super LED 4 strobes – (2) front bumper/(2) rear bumper
- Super LED Arrowboard
- Flashing Light Bar (4 light)
- Hand Held Spotlight
- 2) Super LED Boom Mounted Flood Lights
- 2) Super LED Rear Mounted Floor Lights
- Super LED Flood Light – Water Pump Work Area
- Super LED Flood Light – Auxiliary Engine Work Area
- Super LED Flood Light – Level Wind Guide
- 6) Limb Guards for Flood Lights
- 2) Limb Guards for Strobes
- ICC – LED Lighting Package
- Low Water Alarm
- Rear Axle Load Limit Alarm
- Vacuum Breaker Override Switch (Vacuum & Drive)
- Back Up Alarm
- 5 ft. x 8" Aluminum pipe extension, additional
- 8" Adjustable air gap
- 2) 8" Quick clamps, additional
- Hose Footage Counter (Curb Side)
- Offset Manhole Roller
- 2) Cone Storage Racks
- Rear Mounted Tow Hooks
- Centrifugal Compressor Quiet Package
- Auxiliary Engine Remote Oil Drain
- Automatic Lube System – in addition to manual remote grease options for Vac-Con body
- Dual Roller Level Wind Guide, plastic
- Plastic engrave decals – adhesive type
- ¾" Nozzle rack
- ¾" 30 gpm – Standard nozzle
- ¾" 30 gpm – Penetrator Chisel nozzle

Mounted on a new 2009/10 IH 7400 4x2 complete with the following features:

- 300 HP
- Automatic Transmission
- 43,000 GVWR
- Air Conditioning
- AM/FM
- Driver Side Air Ride Seat
- Painted White

MME

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CITY OF SANTA PAULA
MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Jaime M. Fontes, City Manager

Subject: Fiscal Review Update by Frank Catania

Date: April 15, 2015

Recommendation: It is recommended that City Council 1) receive and file this report, 2) direct the City Manager to incorporate any recommendations into the 2015/16 budget process.

Fiscal Impacts: The cost for Mr. Catania's services is $12,000 plus incidental expenses.

Personnel Impacts: None

General Discussion: On February 2, 2015, Mike Sedell was selected to facilitate City Goal Setting sessions. In order to address the financial implications inherent in the goal setting process, Mr. Sedell recommended that the City engage Frank Catania, a financial consultant, to review the fiscal status of the City for the City Manager and City Council. At the conclusion of his review, Mr. Catania will present his findings to the Council at the conclusion of this review which is schedule for May 4, 2015. Currently, Mr. Catania is working with City staff and reviewing the documents relevant to his analysis.

This item was agendized to allow Mr. Catania to introduce himself and update the Council on the status of the analysis and progress toward completion of his final report. Mr. Catania will be available to answer any questions that the City Council may have.

Alternatives:

A. It is recommended that City Council 1) receive and file the oral presentation, 2) direct the City Manager to incorporate any recommendations in the 2015/16 budget process.

Attachment(s): None.

CITY OF SANTA PAULA
MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Brian J. Yanez, Interim Public Works Director

Subject: Discussion and Possible Action on the Repair and Improvement of Railroad Street Crossings within City Limits

Date: April 15, 2015

Recommendation: It is recommended that City Council: 1) Discuss options to repair the City's at-grade rail crossings and direct staff as appropriate; and 2) take such additional, related action that may be desirable.

Fiscal Impacts: An estimated $425,000 must be allocated from Street funds to make the necessary repairs at three railroad street crossings if option #3 is approved.

Personnel Impacts: Public Works staff will be tasked to complete this project.

General Discussion: On October 28, 2011, the City of Santa Paula Public Works Department submitted a request to Ventura County Transportation Commission (VCTC) for additional Congestion Mitigation and Air Quality (CMAQ) funding in the amount of $1.1 million dollars for Santa Paula's bike trail. These additional funds were going to be used to make improvements to 16 pedestrian crossings at 9th Street, 8th Street, 7th Street, Olive Street, Palm Avenue, Dean Drive, Steckel Drive and Cameron Street along the bike trail and to construct a shade structure adjacent to the Train Depot parking lot.

The Preliminary Environmental Study for this project was submitted in July 2012 and approved by Caltrans on December 17, 2012. On January 4, 2013, the State of California Public Utilities Commission sent a letter to VCTC regarding the condition of nine railroad crossings in Santa Paula: Steckel Drive, Dean Drive, Palm Avenue, Olive Street, 4th Street, 7th Street, Santa Barbara Street, 8th Street, and 9th Street. This letter requested a response from VCTC on a resolution to this matter, see attached letter from the Public Utilities Commission dated January 4, 2013.

According to VCTC, the City's original plans and grant for the bike trail included repairs to the railroad street crossings between Peck Road and 12th Street. However, the

repairs to railroad street crossings were omitted due to lack of funds after the project was put out to bid. The bike trail has since been completed and the railroad street crossings remain incomplete. According to VCTC, the City should have used the $1.1 in CMAQ funding to make the repairs to the at-grade crossings. However, the City's request of $1.1 million dollars of CMAQ funds was to be used to repair 16 pedestrian crossings, not railroad street crossings.

It is the City's belief that VCTC is responsible to maintain and repair the at-grade crossings within the City. In recent discussion with VCTC Staff, VCTC offered to fix the at-grade crossings and an agreement was drafted pursuant to which VCTC would fund the grade crossing improvements at the intersection of Cameron Street and Steckel Drive. VCTC, however, learned that the repairs exceeded $100,000 and, thereafter VCTC declined to enter into an agreement due to extensive dollar amount. In their opinion, the underutilization of the railroad corridor in Santa Paula did not justify the making of these repairs.

City staff and City Council continue to receive the brunt of the complaints from citizens regarding the railroad crossing in Santa Paula. Making the necessary repairs at the railroad crossings would resolve complaints and be a benefit to our residents. However, these railroad crossings are not the responsibility of the City and staff has been hesitant to make these repairs with CMAQ funding. Therefore, it is recommended that City Council discuss and take action on how to use the 1.1 million dollars of CMAQ funds. Staff is recommending the following options:

1. Repair the nine railroad street crossings and use remaining monies to make repairs at the pedestrian crossings;

2. Repair sixteen pedestrian crossings along the bike trail, construct a shade structure and use remaining monies to make repairs at the railroad crossings that need the most attention; or

3. Approve the use of City monies and make the necessary repairs on the railroad street crossings that require immediate attention. It is estimated that the repairs for the railroad street crossings at Cameron Street, Steckel Drive and Dean Drive would be a conservative $425,000. This option would provide quicker relief to the problem due to the fact that CMAQ funds are federal funds and the process is tedious and time consuming. Staff will then use the 1.1 million dollars of CMAQ funds to repair the sixteen pedestrian crossings and construct a shade structure. The other 6 railroad street crossings will be repaired pending available funding.

Staff recommends that the third option be considered. VCTC has stated that additional state and federal funds may be available for this type of project. The City will continue to request additional funding from VCTC. Both VCTC and the City have agreed to work together to make these repairs and will continue to collaborate through this project.

Alternatives:

A. Approve Staff's recommendation.

B. Deny Staff's recommendation.

C. Provide staff with additional information.

Attachment(s): PUC Letter Dated January 4, 2013

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
320 West 4th street, Suite 500
Los Angeles, CA 90013

CITY OF SANTA PAULA
JAN 09 2013
RECEIVED

January 4, 2013

File Number: N.1212001

Mary Travis
Program Manager – Rail and TDA Programs
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003

Subject: Safety concerns with rough crossings in the City of Santa Paula, County of Santa Barbara

Dear Ms. Travis:

The Rail Crossings Engineering Section (RCES) has regulatory and safety oversight over railroad crossings in California. During a recent inspection on December 20, 2012, a number of poor surface conditions at the railroad crossings in the City of Santa Paula were observed and documented:

Table 1 : Rough Crossings in the City of Santa Paula

CROSSINGS	DOT NUMBER	CPUC NUMBER
Blanchard School Ped	745-711D	001BE-413.04D
Steckel Drive	903-179B	001BE-413.47
Dean Drive	745-716M	001BE-413.60
Palm Avenue	745-718B	001BE-413.90
Olive Street	745-719H	001BE-414.00
Fourth Street	745-720C	001BE-414.10-D
Seventh Street	745-721J	001BE-414.30
Santa Barbara Street	745-722R	001BE-414.36
Eighth Street	745-723X	001BE-414.40
Ninth Street	745-724E	001BE-414.50

The asphalt crossing surfaces reveal elevated ridges and concavities, causing rough crossing conditions at which vehicles were observed to suddenly slow down as they approached the crossings. Such vehicular activities increase the likelihood of rear-end accidents or tire blow outs over the tracks, creating safety hazards to both the railroad and the general public.

According to the Commission General Order (GO) 72-B, Section VII: *Maintenance of Crossing in Track Area, "It shall normally be the responsibility of each railroad corporation to maintain the crossing area between lines two (2) feet outside of the rails of each track...".*

Enclosed are the photographs taken at the crossings as referenced in Table 1. As shown in the photographs, the ridges and the concavities along the tracks are within the two feet limit specified in the GO 72-B.

Please respond by February 25, 2013, informing RCES the actions Ventura County Transportation Commission plans to take to resolve this matter or if you would like to discuss our recommendations. Thanks in advance for your cooperation. If you have any questions, you may contact me at (213) 576-7085, or sal@cpuc.ca.gov.

Sincerely,

Sergio Licon
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

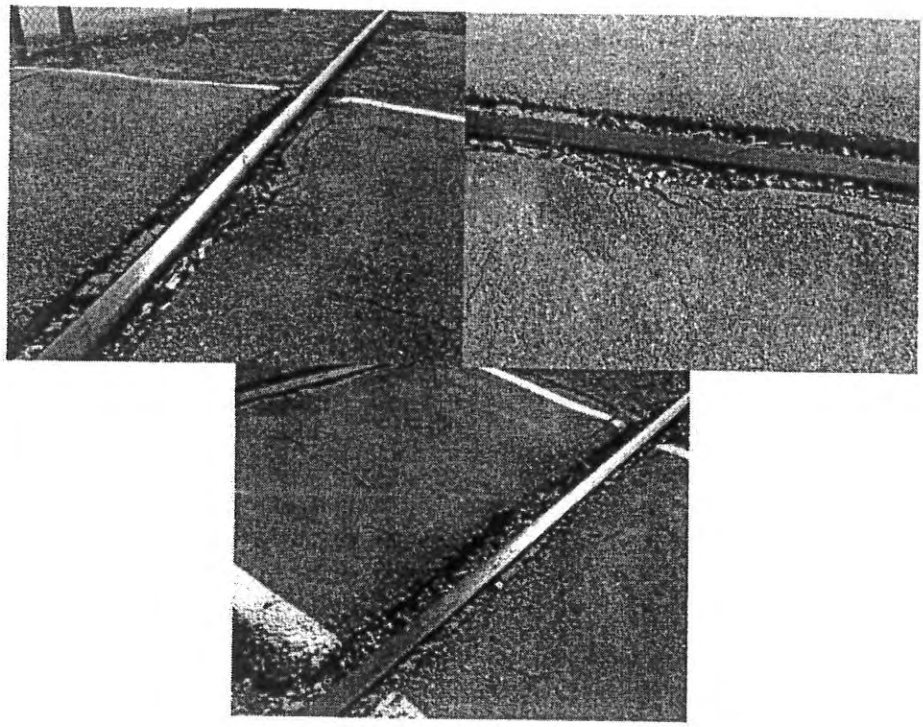
Enclosures: Photographs taken at crossings in the City of Santa Paula

C: Dave Wilkinson
President
Fillmore & Western Railway Department
351 Santa Clara St
Fillmore, CA 93015

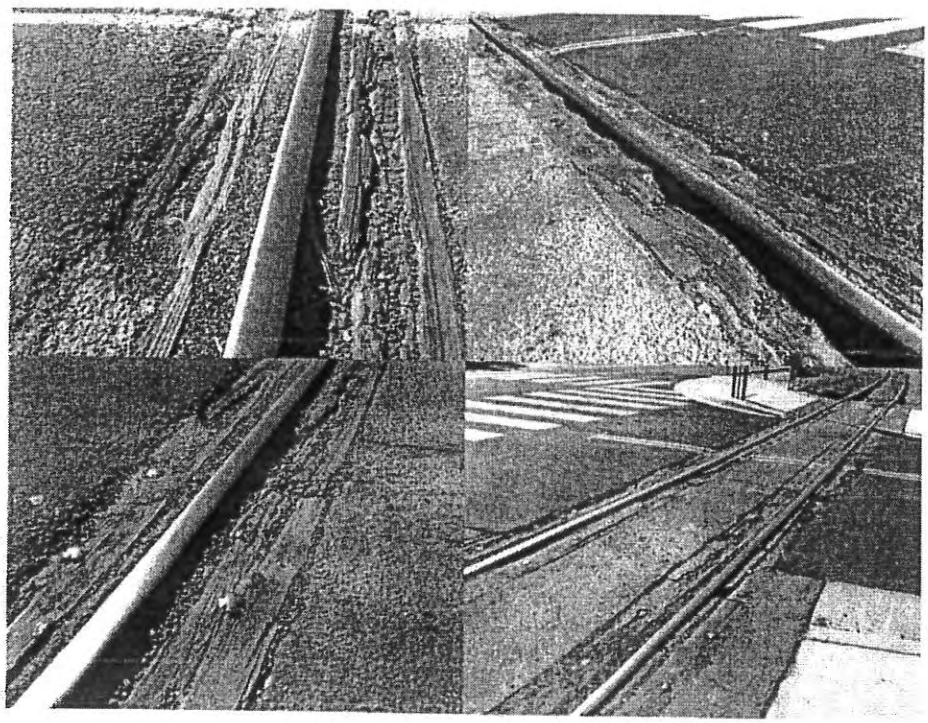
Brian J. Yanez
Interim Public Works Director
City of Santa Paula - Attn: Public Works Department
P.O. Box 569
Santa Paula, CA 93061

ENCLOSURES

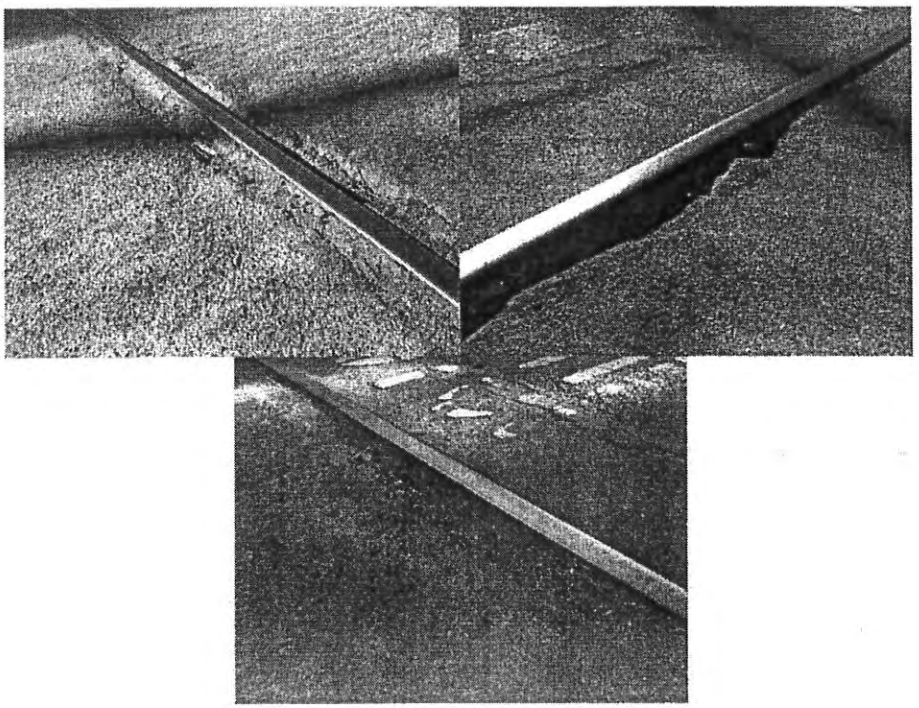
Blanchard Pedestrian Crossing Surface (PUC No. 001BE-413.04D)



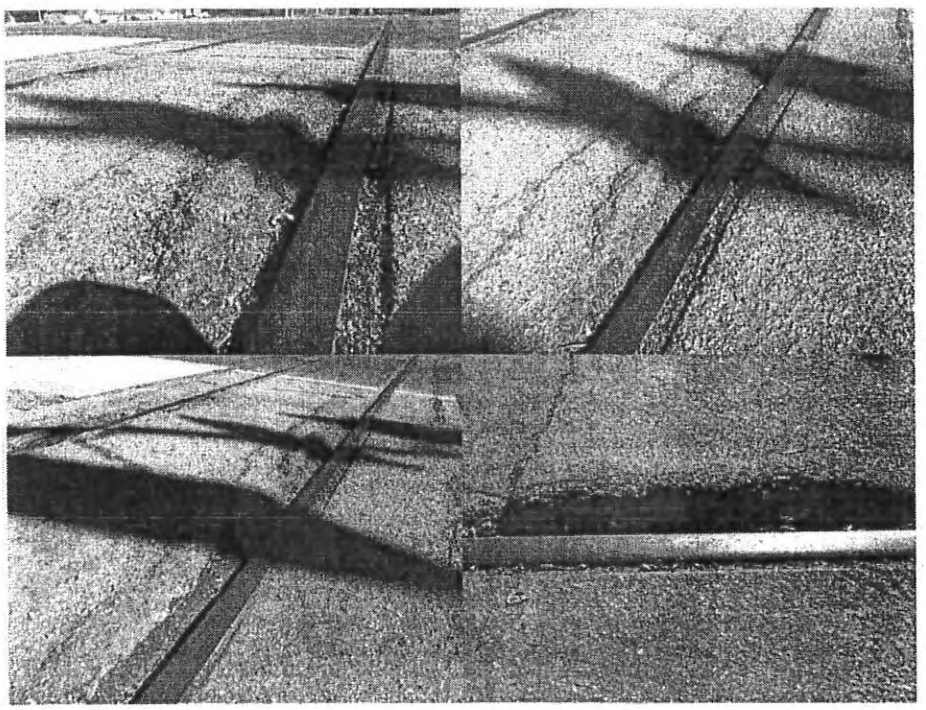
Steckel Drive Crossing Surface (CPUC No. 001BE-413.47)



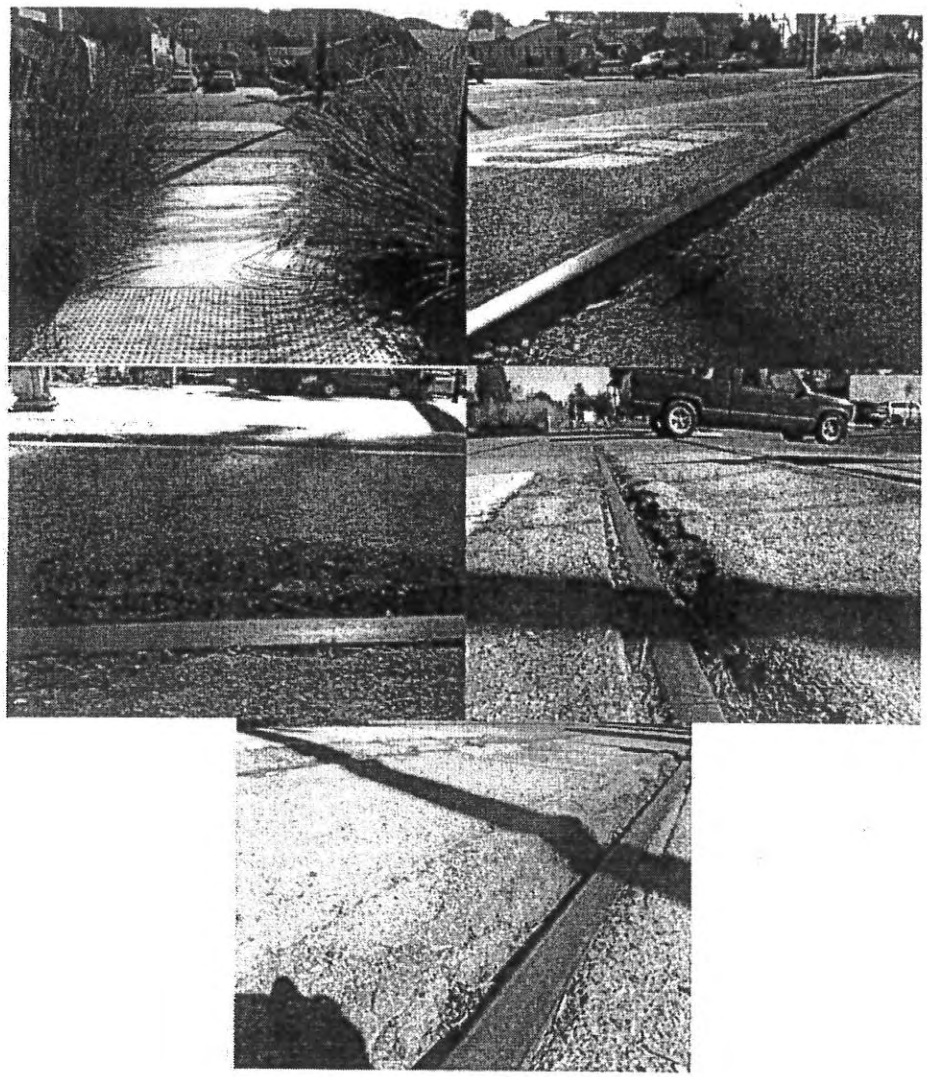
Dean Drive Crossing Surface (CPUC No. 001BE-413.60)



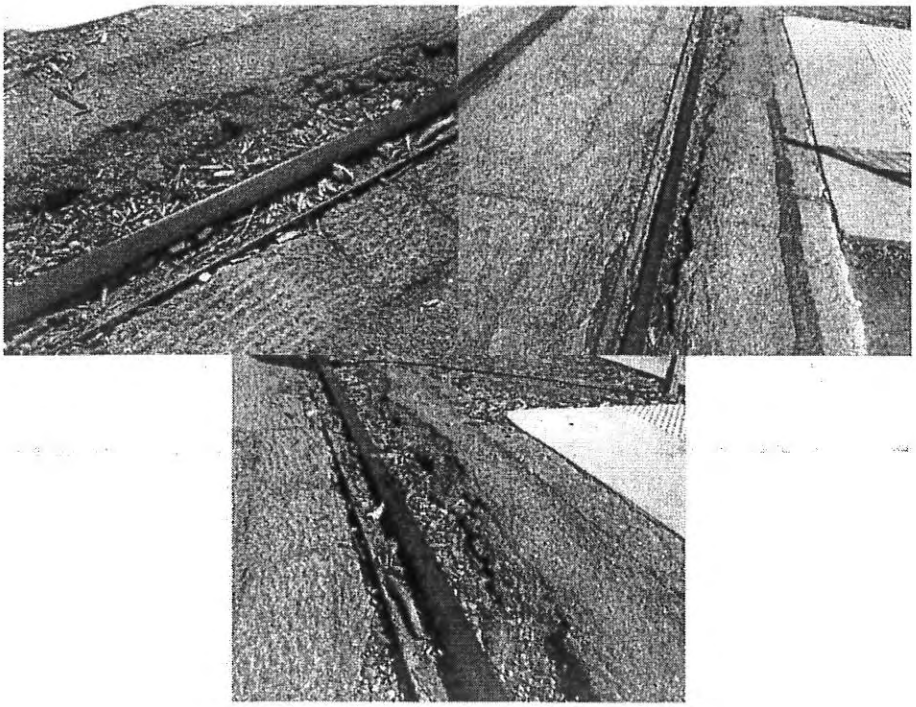
Palm Avenue Crossing Surface (CPUC No. 001BE-413.90)



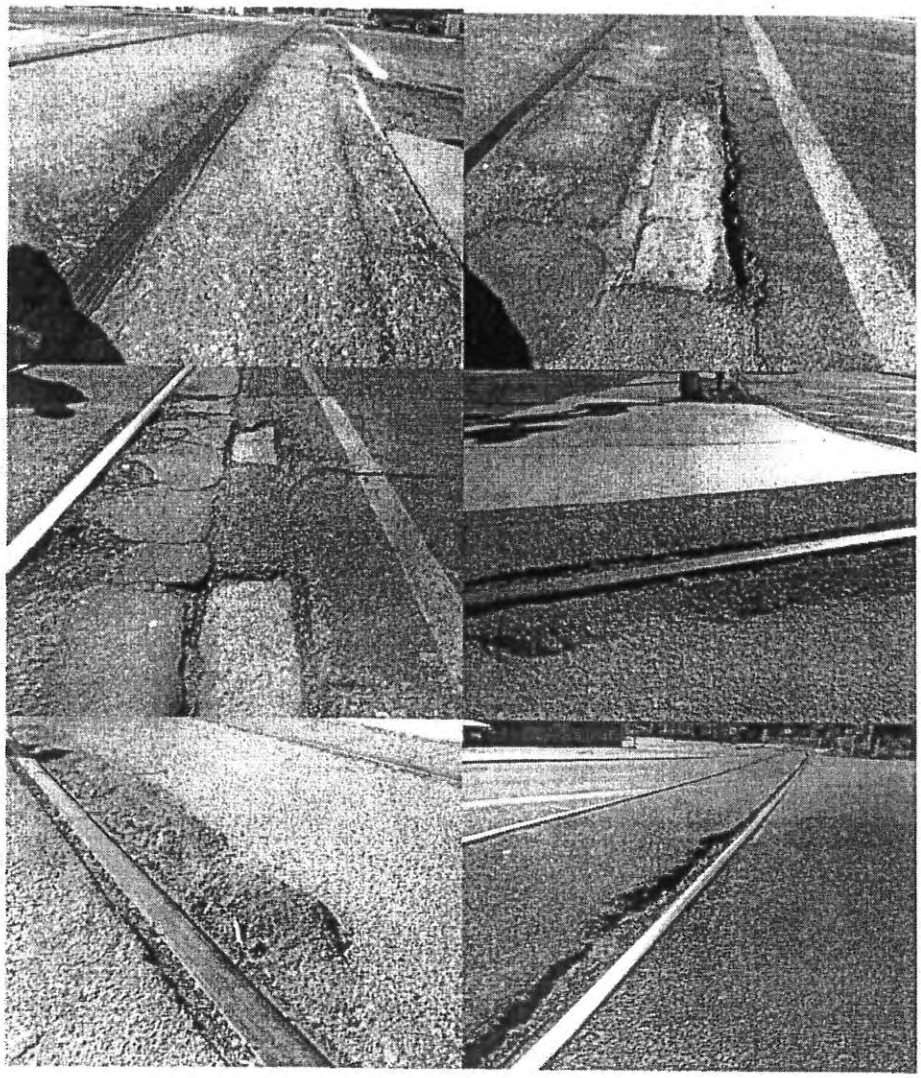
Olive Street Crossing Surface (CPUC No. 001BE-414.00)

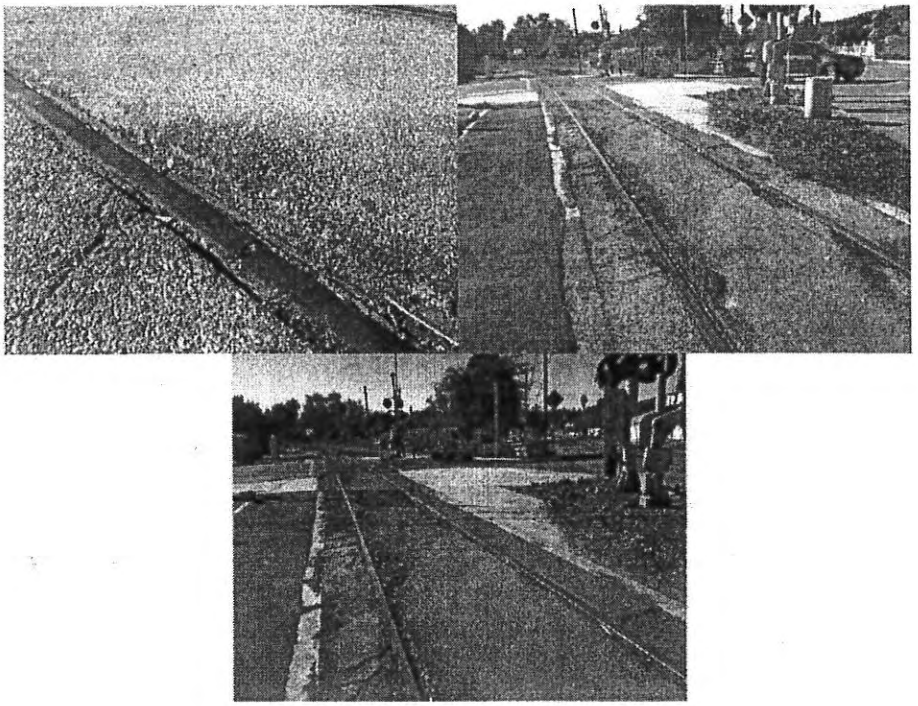


Fourth Street Crossing Surface (CPUC No. 001BE-414.10-D)

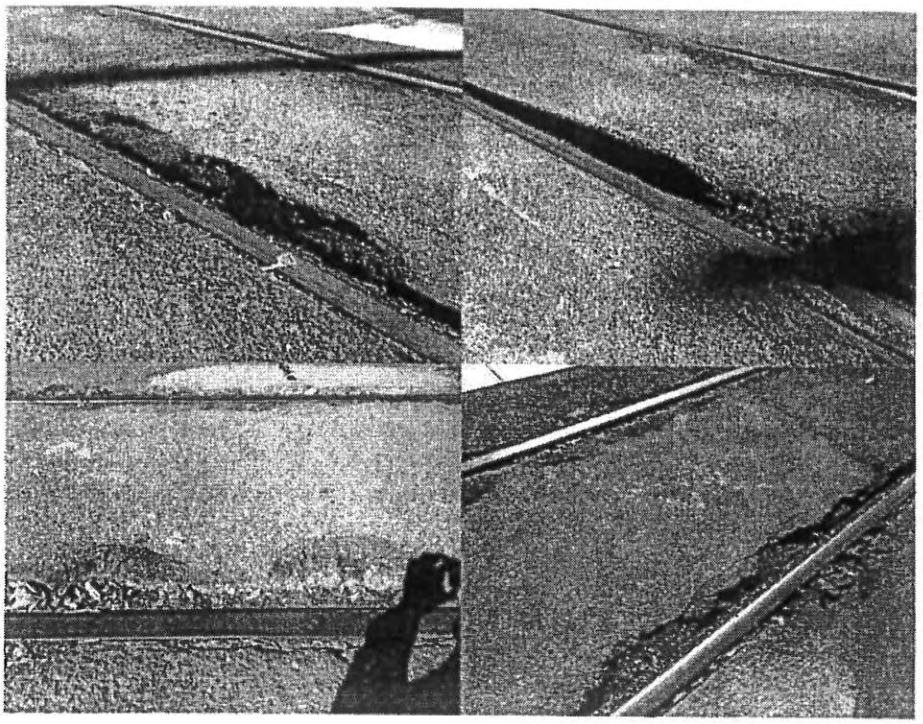


Seventh Street (CPUC No. 001BE-414.30) & Santa Barbara Street (CPUC No. 001BE-414.36)
Crossing Surface

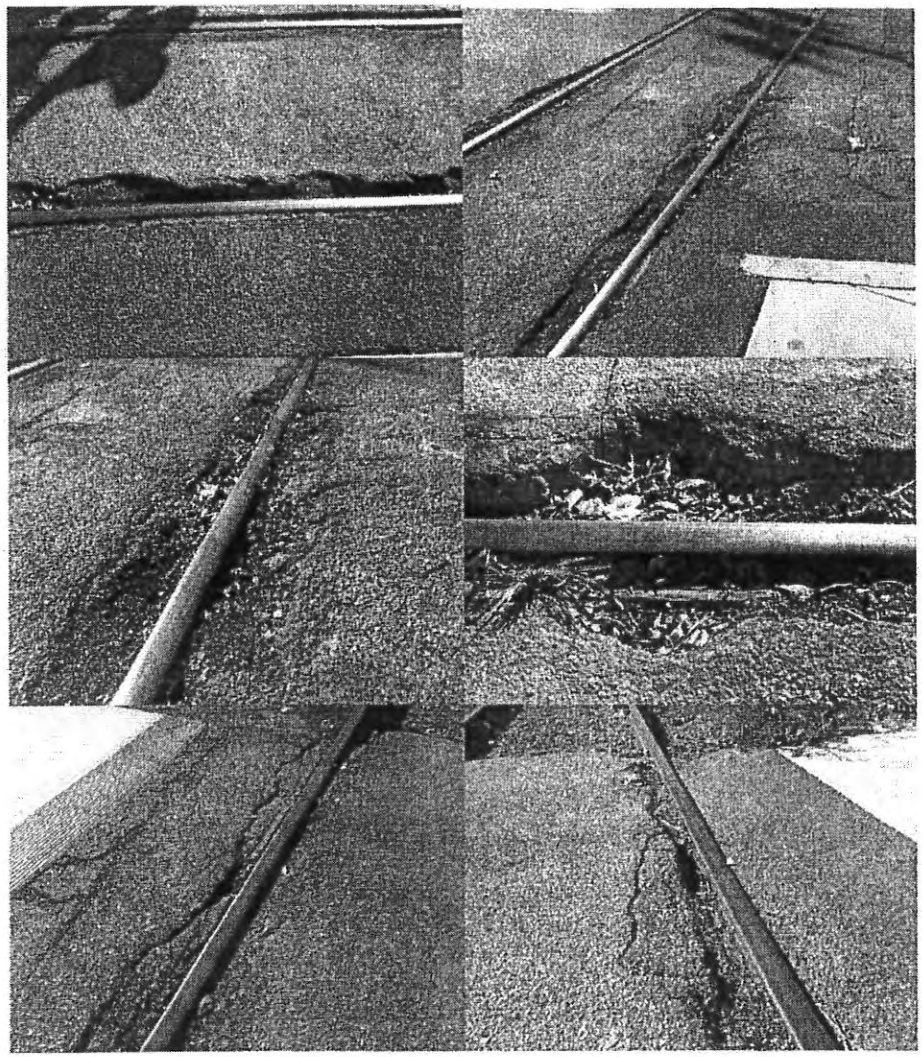




Eighth Street Crossing Surface (CPUC No. 001BE-414.40)



Ninth Street Crossing Surface (CPUC No. 001BE-414.50)



CITY OF SANTA PAULA
MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Steve McLean, Chief of Police

Subject: Discussion Regarding the Geographical Residency Requirements Used in Hiring of Police Officers

Date: April 13, 2015

Recommendation: It is recommended that City Council 1) approve a residency restriction for police officers that limits their response time to the Department to no more than 1 ½ hours; 2) direct the City's Negotiation Team to present this change with the Santa Paula Police Officers' Association; and 3) take such additional, related action that may be desirable.

Fiscal Impacts: None

Personnel Impacts: Revising the residency requirement will allow the Department to draw form a larger geographic pool of candidates. This, in turn, will attract a larger pool of candidates, including minority and females officer candidates.

General Discussion: California law prohibits a city from requiring that its employees be residents of the city that employs them. The City can, however, require that its employees be required to reside within a reasonable and specific distance of their place of employment. To that end, the current Memorandum of Understanding (MOU) between the City and the Santa Paula Police Officers' Association requires that all unit personnel reside within 40 miles of the City's Police Station. The residency requirement improves the Department's access to its police officers in cases of emergency.

Most jurisdictions, however, do not have a residency requirement for their officers and such requirements, in the time of mutual aid, haven't been shown to increase response times. In Santa Paula, the 40-mile residency restriction acts as a constraint in the Department's recruiting efforts. When hiring, the Department is not able to choose from the broadest pool of potential candidates. The residency requirement actually limits the pool of qualified police candidates in both entry level and academy trained candidates.

Our current pool of attracting qualified candidates is limited. This is so because the geographical restraints and the amount of compensation drive qualified officers to

neighboring agencies that have no residency restraints and better pay. By broadening the pool and doing away with the residency restraints, the Department will be able to draw those qualified applicants. With recent recruitments, the Department is seeing the same applicants that, in prior application processes, were unable to either the written test and background investigation.

Currently each shift is staffed with the minimum allowed staffing of three Officers (1 Supervisor and two Officers). One reason is the limited Police Department staffing. Based on the level of activity and calls for service, the recommendation is that each shift is staffed with a minimum of four Officers (1 Supervisor and three Officers). This would be easy to accommodate if we are able to do away with the living restraints so we can quickly hire more qualified applicants and by doing away with the residency restrictions, the City is likely to draw from a larger pool of qualified candidates, including more minority and female applicants.

The five surrounding local County law Enforcement agencies, Oxnard, Ventura, Simi Valley, Port Hueneme, and the Ventura County Sheriff as well as the Ventura County District Attorney Investigations Unit and Probation Department, do not have geographical or time restrictions on where or how far their personnel can reside. These agencies have personnel living well beyond their jurisdictions and no known problems in responding have been noted. Personnel's only requirement is to respond in a timely manner when needed and to be on time for duty. By not having geographical or time restrictions, these agencies have been able to attract a larger pool of qualified applicants.

As noted above, the residency restrictions were also seen as a way to ensure access to the Department's officers in cases of emergency. Our Department has never faced a situation where it could not cover shifts. When the Department, in cases of emergency, had to call out officers, the responding officers were at the Department within the hour. In case of a member calling in sick, what the norm has been is that if the shift that is affected by the member calling in sick does not have the minimum staffing of 3 (1 Supervisor and two Officers), someone from the off going shift will be held over until another member responds. Notably, with regard to emergencies, the Department has access to the Ventura County Sheriff's Department, the California Highway Patrol and officers from Oxnard, Ventura and Port Hueneme in cases where mutual aid might be required.

Residency restrictions were also seen as a way to have the Department's officers mix with the community they serve. Even if they don't live within the community, all of the Department's officers are encouraged to participate in community events whenever possible. Several of the Department's officers volunteer with such programs as Neighborhood Watch, Community youth church meetings, Boys and Girls Club, local youth sport teams, the Department Youth Explorer Program and Cops and Jocks, which is a nationally recognized High School sports mentoring program that was started by the Santa Paula Police Officers Association.

Because this is a provision of the current MOU, the City is required to meet and confer with the Police Officers' Association. However, the POA has previously requested the removal of this provision from the MOU. Therefore, it is recommended that the City authorize the removal of the residency restriction from the MOU for all SPPOA members.

Alternatives:

A. Approve the recommendation to remove the residency restriction (Response Area)

B. Deny the recommendation and or,

C. Provide staff with additional information and direction.

Attachment(s): None